

Piper PA-34 Seneca V Model Guide

The Piper PA-34 Seneca V is a twin-engine piston airplane (designated PA-34-220T) in production from 1997 per the library record, with no end year listed. The type acceptance report lists two Teledyne Continental L/TSIO-360-RB engines, which are turbocharged (the checklist includes wastegate levers). It is certified for a maximum takeoff weight of 4750 lb. The library lists 4 to 7 seats, but the type acceptance report lists a maximum of 6 for the Seneca V. The data available here is thin. Performance numbers are limited to a few checklist cruise figures, so confirm everything against the handbook for the specific airplane.

KEY TAKEAWAYS

- Maximum takeoff weight is 4750 lb (2160 kg). A reduced weight of 4407 lb (1999 kg) applies when Piper Kit 766-632 is installed, so check which weight applies to the airplane you are considering.
- Seat count differs by source: the library record says 4 to 7 seats, and the type acceptance report says 6 for the Seneca V.
- Piper Service Bulletin 1377 covers many Seneca V serial numbers (3449001 and up, with gaps). It is a mandatory wing spar crack inspection at the main landing gear truss bracket, so ask for proof of compliance.
- The checklist lists cruise at 60% power burning 17.2 gph, giving 162 MPH true airspeed at 3000 ft and 169 MPH at 6000 ft.
- The Pilot's Operating Handbook is valid only for the airplane whose serial number and registration appear on its title page, and it must be kept current. Non-Piper STC installations have their own inspection requirements.

WHAT IT IS AND HOW IT IS CERTIFIED

The Piper PA-34 Seneca V is listed in the library as a twin-engine piston airplane, first year 1997, with 4 to 7 seats. The type acceptance report covers it under FAA Type Certificate A7SO as the PA-34-220T (Seneca V). It lists a Teledyne Continental L/TSIO-360-RB engine, a Hartzell BHC-J2YF propeller or a McCauley 3AF32C522/523 propeller, and 6 maximum seats. Maximum takeoff weight is 4750 lb (2160 kg), or 4407 lb (1999 kg) with Piper Kit 766-632. The handbook title page reads PA-34-220T Seneca V, serial number 3449001 and up, report VB-1638, issued December 06, 1996 and revised March 18, 2003.

PERFORMANCE AND OPERATING NUMBERS

The only performance data in the sources is from the Seneca V checklist. Cruise at 60% power and 17.2 gph is 162 MPH true airspeed at 3000 ft (2400 RPM, 21.0 inches MAP) and 169 MPH at 6000 ft (2400 RPM, 20.3 inches MAP). Climb is flown at 105 to 120 MPH, with 25 inches MAP and 2500 RPM, and the checklist says never to exceed 25 inches MAP. Reference speeds in MPH: VS0 67, VS1 73, VMCA 67, VSSE 90, VX 90, VXSE 90, VY 105, VYSE 105, VFE 125, VLO retract 125, VLO extend 150, VLE 150, VA 133 to 146, VNO 190, VNE 217. After an engine failure the checklist calls for 105 MPH.

WHAT TO CHECK BEFORE BUYING

Ask for the Service Bulletin 1377 compliance record. The bulletin was issued January 9, 2024 and Piper considers compliance mandatory. It requires a one-time eddy current crack inspection of the main wing spar at the main landing gear truss bracket and a one-time report of the results to Piper. For aircraft that have reached 2,000 hours time in service, it must be done at the next regularly scheduled maintenance, and no later than the next 100 hours. Also check the engine run-up history: the checklist limits are a magneto drop of 175 RPM maximum and a 50 RPM maximum differential. Verify the wastegate, cowl flap and landing gear light checks, and confirm which equipment is installed.

AVIONICS, STCS AND DOCUMENTS

The handbook warns that inspection and maintenance requirements for non-Piper-approved STC installations are not in the handbook. Affected areas must be inspected under the STC holder's program. The Seneca V is listed in a Dynon SkyView autopilot servo installation manual (Piper PA-34 Seneca Series), so autopilot retrofits are documented. Confirm that the handbook and

SPECIFICATIONS

Engine	Teledyne Continental L/TSIO-360-RB
Max Seats	6
First Year	1997

PERFORMANCE

Cruise Fuel Flow Gph	17.2
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WEIGHT & BALANCE

Max Takeoff Weight Lbs	4750
Reduced Max Takeoff Weight Lbs	4407

SAFETY NOTES

- The handbook is valid only for the airplane identified by serial number and registration on its title page, and it must be kept current and carried in the airplane.
- Service Bulletin 1377 is mandatory: it requires a wing spar crack inspection at the main landing gear truss bracket and a one-time report to Piper.
- Inspections for non-Piper-approved STC installations must follow the STC holder's inspection program, not the Piper handbook.
- The checklist says never to exceed 25 inches MAP in climb. After an engine failure it calls for 105 MPH, mixtures rich, propellers forward, throttles full, gear and flaps up, then identifying the failed engine and feathering its propeller.

equipment list match the airplane's serial number, and that the handbook is current. The equipment list must be maintained by the owner.