

Piper PA-39 Twin Comanche C/R Model Guide

The Piper PA-39 Twin Comanche C/R is a twin-engine piston airplane built from 1970 to 1972, with 4 to 6 seats. It was the final production Twin Comanche, with counter-rotating propellers and handed engines. Only 155 were built (serials 39-1 through 39-155). Gross weight is 3600 pounds, in the Normal category.

KEY TAKEAWAYS

- Final Twin Comanche version: counter-rotating props and handed engines. Only 155 PA-39s were built, against 2000 PA-30s.
- Gross weight is 3600 pounds. The airplane is certified in the Normal category only.
- Service Bulletin 1026 (vacuum pump flexible coupling) lists serials 39-1 through 39-155. Confirm it was done.
- A 70-inch Hartzell replacement propeller kit lists the PA-39 as applicable, with a 2400 hour / 6 year TBO.

HERITAGE AND PRODUCTION

The PA-30 Twin Comanche was introduced in 1963, derived from the PA-24-400 Comanche with two 160 hp engines. The C was the last PA-30 variant, in 1969. The PA-39 C/R followed as the final production version. Production was 2000 PA-30s and only 155 PA-39s.

ENGINES AND PROPELLERS

Type data for the PA-30/PA-39 series lists Lycoming IO-320-B1A engines and Hartzell HC-E2YL-2 series propellers. A replacement counter-rotating kit uses 70-inch two-bladed props. It is 2 pounds heavier per aircraft and replaces 72-inch props with a 2000 hour / 5 year TBO.

DOCUMENTS TO CHECK

The original Piper Pilot's Operating Manual (761 453) was issued in June 1970. Revisions added a propeller synchrophaser and a fuel pump revision. The FAA-approved flight manual must stay in the airplane. The service manual (753 645) and parts catalog (753 646) cover the PA-39, so confirm the paperwork is current.

SPECIFICATIONS

Max Takeoff Weight Lbs	3600
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SAFETY NOTES

- Piper considers Service Bulletin 1026 compliance mandatory. A failed vacuum pump coupling can cause loss of vacuum instruments. Due before next IFR flight, within ten hours or sixty days.
- The operating manual is not a substitute for flight instruction, and it is not a transition guide from single-engine to multi-engine flying.
- The owner is responsible for airworthiness. Keep the flight manual current, because the approved flight manual governs over other manual information.