

Piper PA-42 Cheyenne III Model Guide

The Piper PA-42 Cheyenne III is a turboprop built from 1980 to 1992, seating 6 to 11. The wider PA-42 family is listed at up to 1890 nm range, 320 kt cruise, 5400 kg MTOW and a 41000 ft ceiling. Those are family maxima, not Cheyenne III figures. The documents supplied cover upgrades and maintenance, not a flight manual, so confirm performance in the aircraft's own AFM.

KEY TAKEAWAYS

- Built 1980-1992 as a turboprop with 6 to 11 seats; the PA-42 family includes PA-42-720 and PA-42-1000 variants.
- Check logbooks for the MT-Propeller 4-blade STC and the Cleveland wheel and brake conversion (STC SA600GL).
- Landing gear down-lock lubrication is a known issue; CASA recommends a 50-hour interval.
- Piper parts catalog 761-717 covers the PA-42 and PA-42-720 Cheyenne III and IIIA.

PROPELLER UPGRADE

The MT-Propeller STC fits the Cheyenne III and IIIA with PT6A-41 or PT6A-61 engines. It replaces 3-blade Hartzell or 4-blade McCauley propellers with two 4-blade reversing, full-feathering composite props. Each prop and spinner with deice weighs 113 lbs. The maker claims about 60 lbs less weight, 4 to 5 kts more cruise at 1800 RPM, and 4 to 6 dB(A) less cabin noise.

BRAKES AND LANDING GEAR

Cleveland conversion kit 199-112 (STC SA600GL) fits the PA-42 and PA-42-720 and uses MIL-H-5606 brake fluid. Its metallic linings need conditioning: two consecutive full stops from 30 to 35 kts. CASA bulletin AWB 32-005 lists the PA-42 Cheyenne III. It recommends lubricating the gear down-lock and rod-end parts every 50 hours plus or minus 5 hours.

SUPPORT AND OPTIONS

Piper lists parts catalog 761-717 for the PA-42 and -42-720, with a separate 761-818 for the Cheyenne IIIA Advanced Trainer. A stretcher kit (STC SA00961WI) mounts on the existing seat rails after the seats on one side are removed. Service Bulletin 1041 requires inspecting Airborne air filter elements and the gyro vacuum/pressure system.

SPECIFICATIONS

Seats Min	6
Seats Max	11
Production Start Year	1980
Production End Year	1992
Prop Spinner Deice Weight Lbs	113
Prop Diameter Max In	90.6
Prop Diameter Min In	89.8

SAFETY NOTES

- A landing gear down-lock failure to latch led to a gear-up landing in a PA-31-350 Chieftain; the AWB 32-005 advice also covers the PA-42.
- Unconditioned metallic brake linings wear faster and the discs can score; repeated high-speed stops can overheat and warp discs.
- Loose particles from Airborne air filter elements can contaminate the gyro vacuum/pressure system; confirm Service Bulletin 1041 compliance.