

1965 Piper PA-30 Twin Comanche

N7761Y "Baby Blue" · S/N 30-848 · Based at KGAI, Gaithersburg, MD



4,772

Total time (hrs)

~575

SMOH both engines
(Triad, 2021)

GFC 500

Autopilot

Dual WAAS

GTN 750Xi + GNX 375

None

Damage history

Airframe logs complete since new · Low-time engines and props · GAMInjectors · All-electric glass, no vacuum system · Speed mods · Annual 5/2026

Asking \$215,000

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Airframe

- 4,772 hrs total time; no damage history; airframe logs complete since new
- Annual 5/2026 (Guardian Aero Services, KGAI); pitot-static and transponder certified 9/2026
- Hangared at KGAI (Gaithersburg, MD)
- Useful load 1,212 lb (actual weighing 8/2022, oxygen bottle removed); about 700 lb with full fuel. Reinstalling the oxygen bottle reduces useful load by its installed weight
- 90 gal fuel (84 usable)
- Cruise: 166 KTAS at 9,000 ft on about 15.5 GPH total (2,300 RPM / 21")

Engines

- Lycoming IO-320-B1A, 160 hp each, overhauled 3/2021 by Triad Aviation (Burlington, NC)
- About 574 SMOH (left) and 570 SMOH (right), 2,000-hr TBO
- Overhaul included all new Lycoming cylinders, new Lycoming camshafts, and new ignition harnesses
- GAMInjectors (GAMI balanced fuel injectors) on both engines, for smooth lean-of-peak operation
- Spark plugs mostly new, including 4 fine-wire plugs per engine
- Engine-driven fuel pump new (left)
- Compressions 5/2026: L 80/79/79/79 · R 79/80/78/79
- SureFly SIM4P electronic ignition on both engines, plus engine heaters
- Oil analysis on both engines with excellent results, reports available

Propellers

- Hartzell HC-E2YL-2BS, props and governors overhauled 3/2021 together with the engines (H&H Propeller / Triad); about 575 hrs since

Avionics (all-electric, vacuum system removed)

- Garmin GTN 750Xi WAAS GPS/nav/com (2022)
- Garmin GNX 375 WAAS GPS, transponder, ADS-B In/Out (2022)
- Garmin GTR 225 com (2022)
- Garmin GFC 500 autopilot with electric pitch trim (2022)
- Garmin GMA 345 Bluetooth audio panel (2022)
- Dual Garmin GI 275 (attitude with synthetic vision, and HSI)
- Garmin GSB 15 USB charging port
- Dual EI CGR-30P engine monitors with data logging; EI fuel level sensors
- Voice alert system (gear and stall); Davtron M803 clock/OAT; new CNC instrument panels (2023)

Speed mods

- Johnston fiberglass wingtips
- LoPresti cowl and speed spats
- Knots 2U wing fillets, wing root fairings, and flap, aileron and fuselage gap seals
- Knots 2U nose air inlet modification

Recent work

- New fuel bladders, mains and auxes (2021)
- Gear motor overhauled and new Dukes transmission (2021)
- All struts resealed; new brakes, discs and tires (2021)
- New Parker shimmy damper (2022)
- New bungees (2026)
- Boost pumps overhauled (2022, 2026)
- Whelen LED landing, nav and strobe lights (2020, 2023)
- New carpet (2022); leather-wrapped yokes (2021)

Other equipment

- Hartzell-overhauled Janitrol I-series heater (2021): the heater itself is AD-free (not subject to AD 2004-21-05); only the fuel shutoff valve AD applies (quick visual inspection at annual/100 hr)
- Plane Power alternator conversion and dual voltage regulators
- Kosola shoulder harnesses
- Built-in oxygen system (bottle removed, included with sale)
- Bruce's custom fuselage/windshield cover included

Paint and interior

- Paint 8/10: Imron light blue and white with dark blue trim, "Baby Blue" nose art. Minor cosmetic hangar rash on both flaps (confirmed cosmetic only, no structural damage); photos included
- Interior 7/10: new carpet (2022), leather-wrapped yokes, rear bench in very good condition; front seat leather shows wear

Photos



Left side, with Whelen Orion LED wingtip lights



Right side



Head-on



From the tail



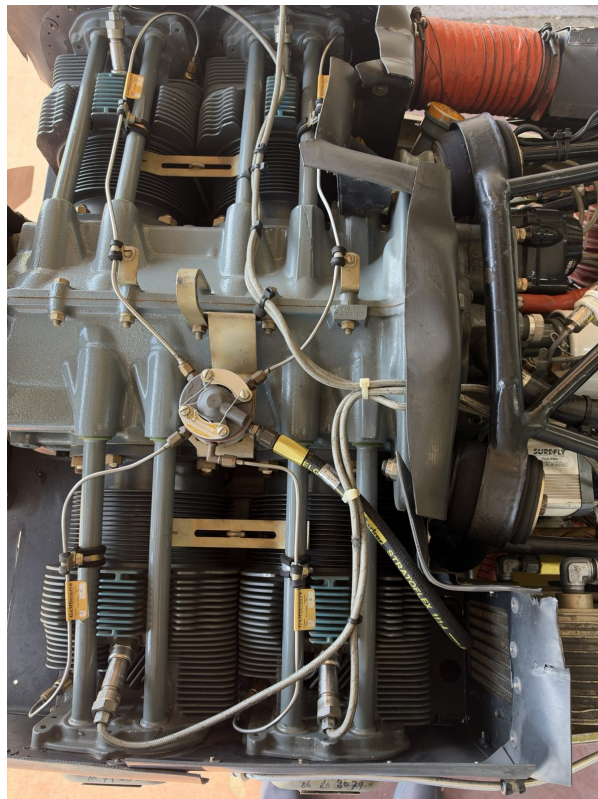
Panel: GTN 750Xi, GNX 375, GTR 225, GFC 500, GMA 345, dual GI 275, dual CGR-30P



In cruise: 166 KTAS at 9,000 ft



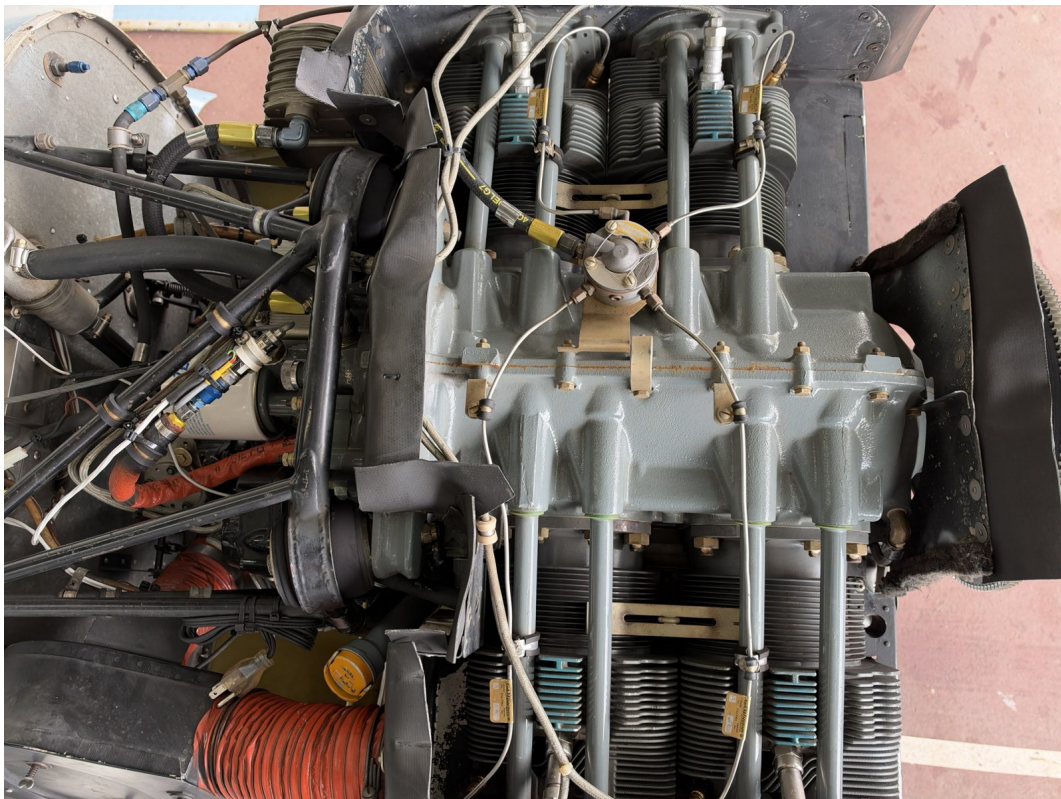
Right engine (current photo, 10/2026): GAMjectors, Stratoflex lines



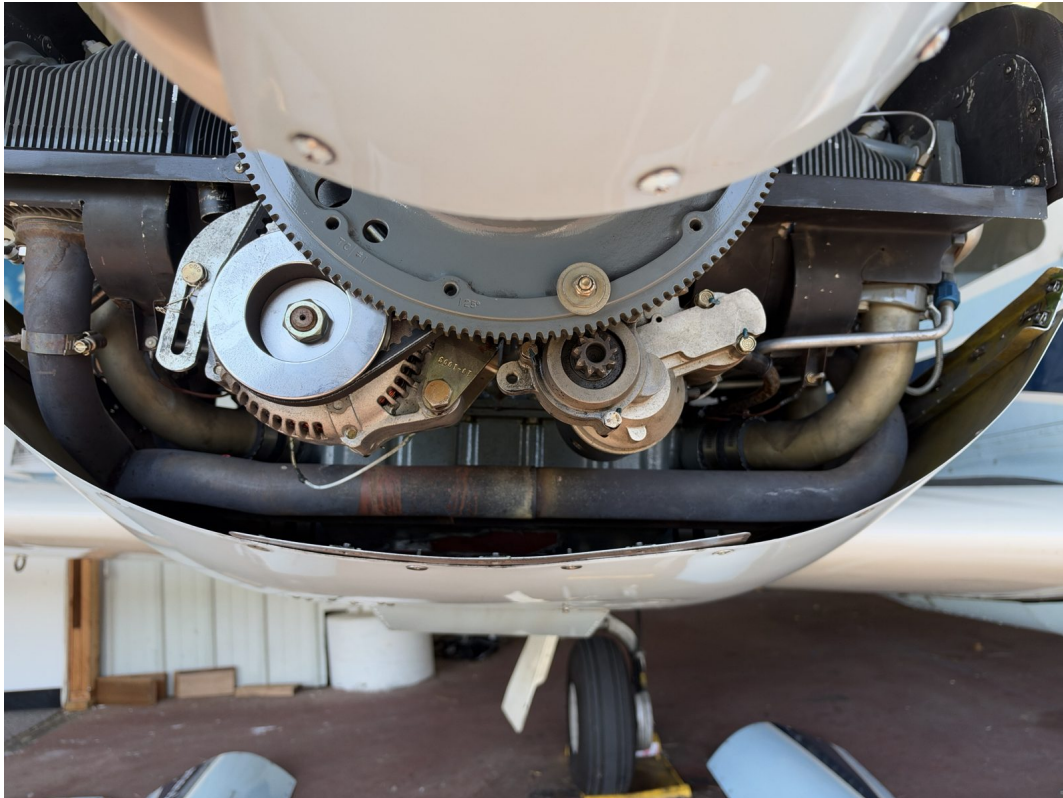
Right engine from above: GAMjectors on all cylinders, SureFly ignition; case stamped L-1827-55A (current photo, 10/2026)



Left engine (current photo, 10/2026): GAMjectors, Stratoflex lines



Left engine from above; case stamped L-1838-55A (current photo, 10/2026)



Engine front: ring gear, alternator and starter (current photo, 10/2026)



Rear bench seat



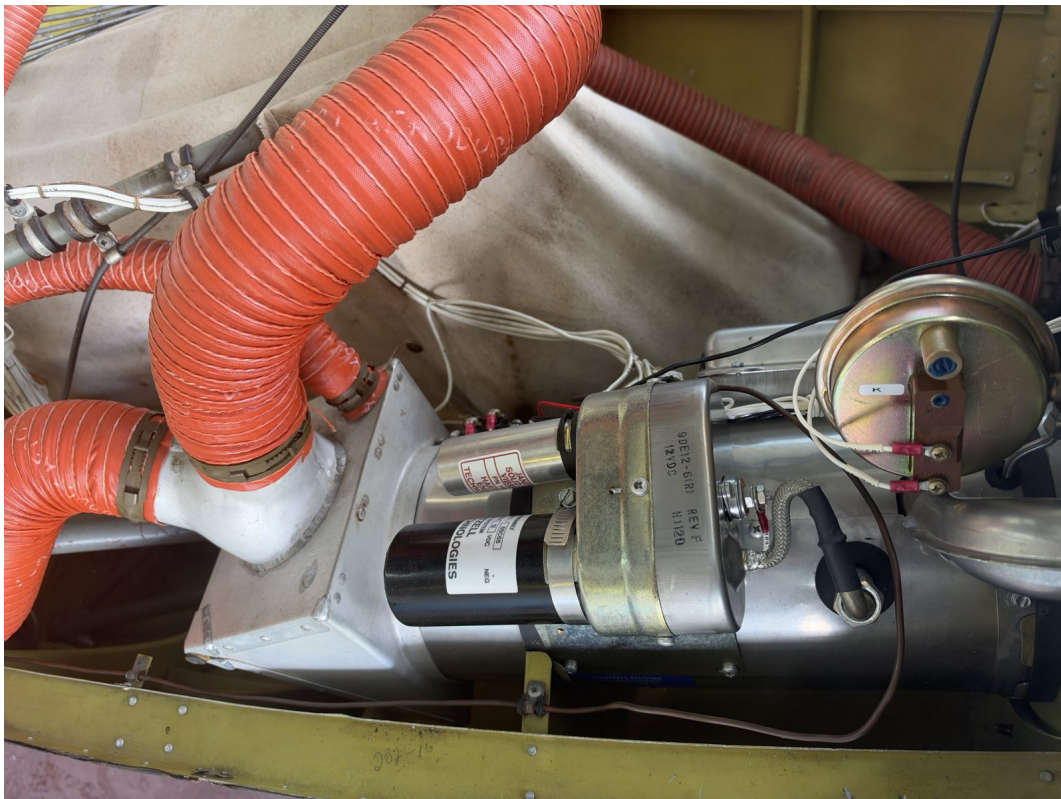
Johnston wingtip with Whelen Orion LED nav/strobe



"Baby Blue" nose art



Nose bay: dual Plane Power voltage regulators and clean wiring (current photo, 10/2026)



Hartzell-overhauled Janitrol heater, installed 2021 (current photo, 10/2026)



Nose bay looking forward; right engine with cowl open in background (current photo, 10/2026)



Right flap: minor cosmetic hangar rash (confirmed cosmetic only)



Left flap: minor cosmetic hangar rash (confirmed cosmetic only)

Information is believed accurate but is not guaranteed. Buyer is responsible for verifying all specifications, times and records through logbook review and a pre-purchase inspection.