

COMING SOON

Partenavia / Vulcanair P.68TC

Valencia, Spain



STARTING PRICE	OPENING PRICE	BIDS PLACED	RESERVE PRICE
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LOT	AUCTION	BRAND	CATEGORY
#185	#156	Partenavia Vulcanair	Aircraft
BIDDING CLOSES	SELLER		
—	C****s		

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DESCRIPTION

The Partenavia P.68TC, later carried forward under Vulcanair stewardship, is one of those light twins that looks deceptively straightforward until the mission becomes demanding. Its fixed undercarriage and high wing put it visually closer to a utility aeroplane than a conventional executive twin, yet the turbocharged P.68TC was aimed squarely at operators who wanted cabin space, good field manners and meaningful altitude capability without the mechanical complexity of retractable gear. It is remembered for combining a remarkably usable cabin with the visibility and loading practicality normally associated with singles.

Partenavia developed the P.68 family in Italy as a practical light transport and training platform, then evolved the C-TC variant around turbocharged Lycoming power. The programme had to show that a fixed-gear twin could still be credible beside retractable rivals such as the Piper Seneca. Its answer was not to chase sleekness at every cost, but to offer a stable, accessible aeroplane with a high wing, wide doors, a large baggage area and stronger performance when density altitude starts spoiling everybody else's day.

P.68TC quick facts

What makes the P.68TC different from the usual light twin?

The central idea is simplicity used intelligently. A retractable-gear twin may look cleaner on the ramp, but its landing gear brings motors, hydraulics or electro-mechanical systems, inspections and a further source of expensive surprises. The P.68TC trades some ultimate speed for fixed gear that is always where the pilot expects it to be. That sounds unromantic until an owner is paying invoices.

The high wing is the other defining choice. It keeps the propellers and engine intakes well above loose surfaces, gives passengers an unusually open downward view, and leaves the cabin floor largely free of a wing spar intrusion. There is a trade-off: fuel checks and upper-wing inspection require a ladder, while the wing span sits behind the pilot's normal forward peripheral vision during tight ramp manoeuvring. In flight, though, the layout gives the P.68TC a distinctly airy utility character rather than the more enclosed feel of many low-wing twins.

Turbocharging gives the type its reason for being. The benefit is not magical sea-level performance; it is the ability to retain useful power as altitude and temperature rise. That matters for mountain routes, hot summer departures and higher cruise levels. The penalty is that turbocharged piston engines demand disciplined engine management. Manifold pressure, temperatures and mixture technique are not places for guesswork, and a casual throttle hand can turn an economical twin into an expensive tutor.

P.68TC powerplant, systems and technical highlights

- Two 210 hp Lycoming turbocharged 360-series engines; approved installations include TO-360-C1A6D and TIO-360-C1A6D variants.
- Hartzell two-blade, constant-speed, full-feathering propellers provide the essential asymmetric-flight tools expected of a serious piston twin.
- Turbocharging improves high-density-altitude and higher-altitude cruise capability rather than merely adding low-level speed.
- The straight high wing and fixed tricycle undercarriage favour short-field utility, visibility and straightforward ground handling over maximum aerodynamic cleanliness.
- Spring-steel main gear absorbs rough-surface energy well, although its rebound can make an untidy arrival feel more animated than intended.
- Published period equipment included dual electrical generation, heated pitot provision, annunciation and conventional IFR-panel arrangements; avionics fit varies substantially between individual aircraft.
- A modified cabin heating system distinguished the turbocharged C-TC from the normally aspirated P.68C.

How the P.68TC compares

The comparison is with the Piper PA-34-200T Seneca II; performance, payload and equipment figures vary by model, approved engine installation and individual aircraft configuration.

Honest ownership note: The P.68TC is not an obscure orphan in the sense of having no technical lineage: Vulcanair continues to maintain a support and technical-documentation system for the P.68 family. But it remains a comparatively uncommon European twin in the United States, so parts sourcing, paperwork interpretation and shop familiarity deserve attention before purchase. A proper pre-purchase inspection should concentrate on the turbocharging and induction systems, engine-condition evidence, propeller and governor condition, corrosion in the wing-box and nacelle areas, stabilator control hardware, flap and aileron hinges, fuel-system integrity, landing-gear attachment structure and compliance with all applicable service information. Use a mechanic comfortable with turbocharged Lycomings and multi-engine Partenavia/Vulcanair documentation; a knowledgeable type owner group is nearly as valuable as a good parts catalogue.

P.68TC exterior and cabin

Exterior

- High, straight wing carried above a slim fuselage and twin nacelles.
- Fixed nosewheel and distinctive spring-steel main landing gear give it an unapologetically practical stance.
- Large glazed areas and a broad cabin-door arrangement make the aeroplane look more like a compact utility transport than a miniature business twin.
- High propeller clearance suits grass, gravel-conscious and rougher-field operations better than many low-wing alternatives.

Cabin and cockpit

- Forward cockpit sits well ahead of the wing, with notably good forward and side visibility.
- Cabin access is aided by a left-side passenger door, with a large aft right-side baggage door also serving as an emergency exit.
- Published layouts use a 1+5 seating arrangement, with alternative approved layouts accounting for the type's six- or seven-seat description.
- The baggage space behind the passenger seating is a genuine part of the aircraft's transport usefulness, but weight-and-balance planning remains essential.

Who is the P.68TC for?

- Pilots who want a piston twin for high-density-altitude work without retractable-gear ownership complexity.
- Owner-operators carrying passengers, equipment or bulky baggage where door access and cabin volume matter.
- Operators who value observation-friendly visibility, practical loading and good propeller clearance.
- Multi-engine pilots who prefer a stable, direct-handling aeroplane over a speed-first travelling machine.

The P.68TC is a thoughtful answer to a question many light twins avoid: what if useful access, honest field capability and a genuinely practical cabin matter as much as cruise speed? It will reward an owner who understands the turbocharged operating discipline and buys on condition, documentation and support rather than novelty. For the right mission, its fixed gear is not an apology; it is the point.

SPECIFICATIONS

General Information

Model .68TC

Engine & Power Systems

Engine Type Two turbocharged Lycoming TO-360-C1A6D or TIO-360-C1A6D 360-series piston engines, 210 hp each

Propeller Type Hartzell two-blade constant-speed, full-feathering propellers

Performance & Specifications

Cruise Speed Approx. 180 KTAS

PHOTOGRAPHS

5 of 6 photographs reproduced here. The complete gallery is on the listing page.

EXTERIOR











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Kirn, Germany

€49,000 CURRENT PRICE

Closes 8 October 2026, 19:00 UTC

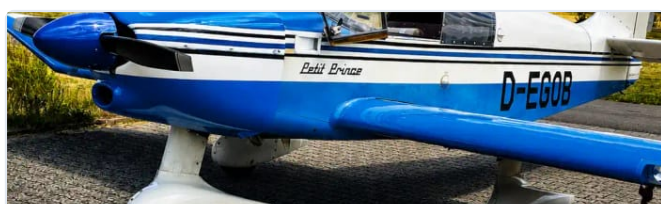


Rare UTVA AERO 3

Büren, Germany

€20,000 CURRENT PRICE

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Avions Robin DR300/125

Kirn, Germany

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