

1960 Cessna 175 – Synopsis

1960 Cessna 175, SN 56760, Registration # **N1172C**, AF TT: 1,816.91

Last Annual: 06/10/2021

Sale Price \$35,000. Overall the exterior and interior are in great cosmetic condition (paint, upholstery, seats, etc). N1172C spent most of its life hangared in the Midwest and Northwest and is relatively corrosion free. Of note, the engine is complete, but the top end will need to be reassembled. The right wing suffered damage to the inboard leading edge due to inclement weather and will need repair.

Documentation:

- Airframe/Engine/Prop Log Books complete dating back to aircraft origin and Certificate of Airworthiness signed stamp issued by Cessna
- Comprehensive, computer generated, AD compliance list
- Extensive maintenance documentation to include: STC's, 8130's, invoices, 2015 FAA CD-Rom, Aircraft Flight Checklist, Owner's Manual
- Cessna Service Manual, Cessna Parts manual, Continental Engine Service Manual & Parts Catalog

Weight and Balance last performed Jul 2017, Avionics Shop Inc. (FP4R188M) during modification

- Useful Load = **850.50** : Weight = 1499.50 : CG/Arm = 37.99 : Moment = 56968.50

Avionics/Instruments:

- Appaero Stratus ESG **ADS-B** compliant Transponder with Stratus external receiver for use with portable gps unit - 2017
- SIRS Navigator Compass (12V blue illumination), installed - 2018
- **Standard Six Pack:** Att Gyro, DG , Turn Coordinator overhauled - 2018
- MX170C Com/Nav
- Avionics Master Switch
- Dual Yoke PTT
- Rear seat headset jacks

Airframe:

- Gascolator gaskets replaced – 2020
- New fuel line installed from firewall to carb - 2020
- New LP Aeroplastics **one piece/strapless** windshield with compass block, pn LP-314/CMB CL – 2018
- New pn 0713035 Switch Assy - 2018
- Aero Fabricators inc Shoulder Harness & Seat belt assemblies (pilot/copilot) – 2016
- Seats and interior reupholstered in 2016 in phantom gray leather and midnight blue fabric by Osprey Interiors – 2016
- *It is evident that the 175 had been painted most likely around the same time as the matching interior had been redone – still looking for documentation* (est. 2016)
- Aircraft Door Seals LLC, replaced Primer gaskets, Window seal/trim, baggage door seal - 2016
- AD 2008-15-06 Engine Mount Hole borescoped, **no** cracks found and new hardware installed - 2015
- Fuel Selector Valve overhauled using McFarlane kit – 2014
- Selkirk glare shield and tunnel cover (for manual flap lever and trim on floor)
- Rosen Visors
- Saf-T Stop seat stops
- Airtex carpet
- Peterson Auto Fuel STC
- Brackett Air Filter STC
- Cleveland Kit 199-46 Main Wheel STC kit (caliper, rotor, rim conversion)
- Tires & Brakes in excellent condition
- Complete set of wheel pants in excellent condition (painted along with airframe)

- New, never installed AeroGraphics placards and Cessna logos
- **Damage to Right Wing inboard leading edge and warping of 2-3 ribs due to inclement weather (flap/aileron in excellent condition)**
- **New hardware (bolts/nuts/ washers) included for propeller, wings (new spacers), tail assemblies**

Propeller: McCauley Mdl 1B175/MFC8467

- Repaired (dimensionally inspected, tracked, reworked, alodined, painted, and balanced) by Northwest Propeller Service - 2021
- Spinner Assembly in excellent condition
- New Hardware

Engine: Continental GO-300-C, s/n 12495-0-C, TT SMOH 1046 est

- Installed Engine is complete but top end disassembled by last owner (intake/exhaust assemblies, cylinder assemblies) supposedly due to push rod seal oil leaks. Reinstall as-is or send cylinders for Repair/Overhaul, as most likely originally intended. Upon cleaning and visual inspection, the cylinders appear to be in excellent condition with no cracks and should be good candidates for overhaul.
- Carb Overhauled 2014
- Generator Overhauled 2009
- Spare GO-300 engine with log book, less cylinders and spare accessory housing

Misc:

Note: All control cables (wings, rudder, elevator, trim tabs) are intact with fuselage and ready to be reinstalled. The aircraft was professionally dismantled for ground transport by A&P mechanics (rudder and vert stab still wrapped in shipping blankets). Original battery failed load test and was discarded. The aircraft is ready for ground transport - wings, vertical and horizontal stabilizer assemblies, and propeller removed. If using a transport service to ship the aircraft on your behalf, I would be willing to supervise its loading. Buyer is responsible for all expenses and assumes liability of transport.