1966 Cessna 172G Skyhawk – N1165F / SN 17254760
Historical Summary by Airframe, Engine, and Propeller
(Compiled from all provided logbooks including Aircraft Log 1966-1974, Aircraft Log 1974-Present, Engine & Propeller Log, Repair list 2021–2026, 05/09/2026 Annual, and Blackstone oil analysis 9/26/2024)

Airframe History (Development & Maintenance Timeline)
Manufactured by Cessna on 6-18-1966. Current Total Time (TT): 4,973 hours (Tach 1,788.5 hours as of 05/09/2026 annual).

Notable Events – Damage History:
12/13/1972 Hard Landing: Significant damage repaired with new engine mount, firewall, right-hand rear door post, landing gear bulkheads, lower fuselage skin, and tail cone. Repair documented and aircraft returned to airworthy condition. This is the only major structural event.

~2019 Spinner & Wing Tip Damage (pre-purchase): Occurred at Anacortes Airport after runway resealing due to improper tie-down or strap failure. Damage affected the spinner and both wing tips. Noted at time of purchase in August 2021 (wings/struts removed for transport; windshield bolt-hole damage also observed).

Subsequent Development & Repair Phases:
- 1966–1974: Early service with the 1972 hard landing repair.
- 1974–2021: Normal operations across multiple owners.
- 2021–2026 (Current Owner – Comprehensive Repair & Refresh):
  Wing tip and spinner damage fully addressed. LH & RH wing tip skins/ribs replaced (P/Ns 0523003-57, -81, -83; rib 0720608-7) with painting completed.
- Damaged spinner removed, inspected, and ultimately replaced with new Univair U0550236-8 spinner and correct front/aft plates (2023–2025).
- Additional work: Full control cable replacements (flaps, rudder, trim, parking brake, carb heat, mixture), corrosion treatment (Corrosion X on interior surfaces), fuel system overhaul, interior cosmetic refresh to flat black, gyro upgrades, stringer replacement, and all ADs brought current.
- 05/09/2026 Annual: Final verification of wing tip repairs, spinner installation, flight controls, and overall airworthiness. Certified airworthy.

Overall Airframe Assessment: Two documented damage events (1972 major hard landing + 2019 minor tie-down incident), both thoroughly repaired. Dry Palouse, WA climate plus proactive recent maintenance (2021–2026) have maintained the airframe in solid condition for its age. No ongoing structural issues noted.

Engine History (Continental O-300-D)
Engine: Continental O-300-D, Serial 25248-D-8-D-R, 145 hp.

Development timeline:
- Remanufactured by Continental 6-6-1968 (zero time).
- Installed as “New Engine” 3/14/1970 (current engine).
- TSMOH: 1,258.67 hours (Tach 1,788.67 hours) as of May 2026 — ~541 hours remaining to 1,800-hour TBO.
- Recent maintenance (2021–2026): Carburetor overhaul, scat tubing/fuel system renewal.
- 05/09/2026 Annual: Strong compressions (72/76/58/74/58/75 psi), clean borescope, serviced with Phillips 20W50. All ADs current.

- Oil Analysis (Blackstone Labs, 9/26/2024): Normal wear metals; no critical issues.

Engine Assessment: Reliable mid-time O-300-D in good condition.

Propeller History (McCauley Fixed-Pitch)
Propeller: McCauley 1C172/EM7653 (hub SN E113/4), 76" diameter, 50° pitch.

Development timeline:
- Original equipment with 1970 engine.
- Recent: Removed, stripped, and painted; new spinner installed and torqued/safetied at 2026 annual. Blades dressed/inspected. All ADs current.

Propeller Assessment: Good condition following 2019 damage repair and recent work.

Buyer Summary
This 172G has complete logs with two known damage events: a major 1972 hard landing (comprehensively repaired) and a 2019 spinner/wing tip incident from tie-down failure (fully repaired 2023–2026). The current owner has invested significant effort since 2021 in structural repairs, corrosion control, cable replacements, and cosmetic upgrades. The May 2026 annual confirms the aircraft is airworthy with a healthy mid-time engine.

Strong candidate for continued reliable service. Recommend a pre-buy inspection to personally verify the 1972 and 2019 repairs (photos/337 forms) along with a test flight.