

N7206A \$66,000 Bill (818) 634-9762



N7206A Aircraft Description

Bill (818) 634-9762 victorbravo@sbcglobal.net

1956 Cessna 172 s/n 29306 3250TT 1010 SMOH (flown regularly, will change)

Annual Completed 5-26-2024 - AD's c/w - Compressions 72, 71, 68, 67, 69, 73 - Pitot-Static NOW DUE

- Great quality, cared for, **not**-trashed, straight flying airplane for a way below average price
- Set up for basic VFR sport flying and better flight performance
- Plenty of room for the avionics **you** want - you're not paying for now-obsolete stuff I bought in 1999!
- First year 172, lightest & best handling by far. Closest to "sportscar" handling of any 172
- Cruise prop, 110 MPH at 2400 (300 RPM below redline for lower engine wear)
- Paint 6 Interior 8. Not embarrassing but can certainly use moderate paint touch-up
- Never wrecked, no major damage history, **fewer** patches and minor repairs than most
- Hangared since 2009, always a West Coast aircraft. No hail, no significant corrosion
- Logs, records, receipts, etc. 8.5 out of 10
- Low time, never a flight school trainer – **no** worn out structure, **no** overstress
- Runs smooth, main seal dry, breather dry, no exhaust soot. Typical Continental pushrod seal oil leaks.
- Seat rails and flap tracks very good condition
- Internal structure partially zinc chromated

Aircraft Equipment and Upgrades

- **EZ Flap** control handle STC safety/performance upgrade
- **Cleveland hydraulic brakes** STC safety/performance upgrade
- F&N Spin-on **oil filter** adaptor, increases oil change interval to 50 hrs
- Moving Map GPS tablet, custom matching blue leather panel mount
- Vision Micro Engine Monitor System (probes not yet installed, main display and control units mounted)
- uAvionix **ADS-B** (wingtip)
- King KX-170B Com radio (NAV inoperative)
- King KT-76A Transponder
- Electric Turn & Bank
- Tail Anti-Collision Strobe Upgrade
- Airtex interior, good shape
- Shoulder harnesses

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As part of General Aircraft Light Repair, Refurbishment, & Condition Upgrades 2009-2024

- Custom Ultra-lightweight cabin floor carpet installed 8-2023
- Lightweight (.025") aluminum "diamond plate" heel plates under rudder pedals
- Permanently mounted FlightCom 2place intercom on instrument panel
- New foam seat cushions in L & R front seat upholstery (8-2023)
- Removed all inoperative instruments/avionics/vacuum gyro system & antennas (18+ lb saving)
- Installed **lifetime** Teflon/integral firesleeve carburetor fuel line
- New voltage regulator, new generator brushes, new engine oil pressure relief valve spring
- Sealed lead-acid battery
- Refurbished, repaired, repainted engine cooling baffles & new silicone baffle seal strips
- Installed (later style) oil cooling duct "roof"
- Right side exhaust header leak repaired by aircraft certified welder
- New cork gaskets fabricated and installed in left wing fuel gauge, filler neck, scupper pan.
- New aluminum lower rudder end cap (replace cracked OEM plastic part permanently)
- Quick-drain oil plug (with safety cap)

As Part of General Maintenance 2009-2024

- Replaced Curtis drain valves and/or drain valve O-rings
- Shimmy dampener new O-rings
- Weight & Balance performed in 2 configurations (with and without rear seat installed), allows 35 lb. weight reduction without risk of FAA "ramp check" violation
- Replaced ELT battery 5-2024