

1956 C-172 N5165A Specification Sheet

Update: 8/12/26

All information herein is believed to be accurate but subject to buyer verification.

Aircraft Serial #: 28165

Engine: Continental O-300A 145 hp, s/n 12672-D-6-A

Annual completed: 1/2/26

5144.2 TTAF

1372.3 SMOH tach

402.2 STOH 7/29/16, Tach 970.1 - 6 new cylinders (\$6,263.84)

Compression: 1/74, 2/76, 3/75, 4/74, 5/70, 6/74

Current Time as of 8/12/26: 1392.2

37 gal. useable fuel

Manual flaps

Dual KX155 nav coms

KI209 Glide slope head

KI208 VOR head

KMA24 Audio & marker beacon panel

KT76A King Transponder

Samsung yoke mounted tablet using Ifly GPS/navigation program

Cell phone holder and charger plug

Altitude Encoder

ELT

Intercom (4 place)

Artificial horizon

Directional Gyro

Turn coordinator

VSI

Airspeed

Altimeter

Tach

Wet compass

Interior lights

Oil temp

Oil pressure

Vacuum gage

Voltmeter

Amp meter

No generator warning light

CHT

EGT

Nav lights

Belly beacon

Tail strobe

Landing/Taxi lights (high/low beams)

Pitot heat

Stall warning (electric)

Cabin heat

Interior lights

Upgrades

Spin on oil filter adapter
Cleveland Wheels and brakes
Shoulder harnesses for pilot/passenger
Pilot seat inertial ratchet belt lock
Updated: one piece windshield
Updated: glass around
Updated: panel
Updated: radios
Updated: paint
Updated: interior
Updated: upholstery
Updated: carpet
Updated: control yokes

Recent maintenance

New EGT: 8/1/21
New artificial horizon: 8/18/21
New vacuum pump: 12/13/21 Tach 1224.0
Rebuilt nose wheel strut: 4/22/22 Tach 1233.6
New ignition switch: 10/15/23
New spark plugs: 6 new plugs top 12/16/23
Overhaul prop: strip, prime, paint and balance: 9/20/24
New battery: 10/3/24
New spark plugs: 6 new plugs bottom: 12/26/24
New main tires: 5/30/25 tach 1346.3
New nose wheel tire: 9/11/26

Note:

- Complete logs since new.
- 2200 lbs. gross wt., Empty Weight: 1345lbs., Useful Load: 855 lbs.
- Only known incident: 3/7/71, 55 years ago. Apparently, the aircraft ran into a ditch causing unknown damage and no damage to engine or prop. Engine ran fine for another 25 years when it was overhauled in 1996.
- Condition an honest 8.5/10 In and Out.
- No ADS-B installed. Most economical install option is to acquire a used uAvionix wing tip light or tail light mount unit. Easy install.
- Transponder certification due now
- Happy to answer questions from serious interested parties but no joy riders, tire kickers, dreamers or brokers please and not interested in trades. TY