

1966 Cessna 150F — N7828F

Serial Number: 15063928

Location: KRGA — Richmond, Kentucky

Configuration: VFR, 2 seats, Utility category

Status: Aircraft remains in service; all times subject to change.

Airframe / Times / Weight

- Total Time: approximately 7,505 hours
- Engine: approximately 1,270 SMOH
- Useful Load: 497 lb
- Current W&B performed 11/2018
- Basic Empty Weight: 1,103 lb
- CG: 33.45"
- Moment: 36,890
- Fuel: 26 gal total / 22.5 gal usable

Owner since 2018 and personally flown more than 340 hours by current owner, including a round trip between Richmond, KY (KRGA) and Buckeye, AZ (KBXK).

Approximately 16 hours flown during the most recent 12 months.

Inspections / Maintenance

Annual inspection completed 03/2026 by Elizabethtown Flying Service (KEKX). Next annual due by 03/31/2027.

Last §91.413 transponder inspection completed 11/2024; next due by 11/30/2026.

Annual inspections have been performed by Elizabethtown Flying Service since 2022.

During the 2026 annual, corrosion was noted on attaching bolts associated with AD 80-11-04. Nutplates passed inspection. Terminating action for AD 80-11-04 was accomplished 03/2026 by replacing the affected nutplates with MS21042L4 nuts IAW SE79-49 Rev. 1. Attaching bolts were also replaced.

Engine

Continental O-200A42

S/N 64287-6-A

Major overhaul: 05/1994 by Brent Giel, A&P 406846690.

Cylinders #2 and #4 replaced 08/2019 with SA52006-A22P assemblies.

Latest compressions, 03/2026:

#1 65 / #2 73 / #3 66 / #4 75

Historical compression readings are available in the aircraft records.

Last oil change: 09/25/2026 at Tach 219.5. AA48108-2 filter changed; no metal observed.

Observed oil consumption during current ownership: approximately 0.15 qt/hr.

Slick 4301 magnetos installed 10/1997 at approximately 350 SMOH. Logs document subsequent magneto checks, timing, and annual engine inspections. Current owner has not identified a specific log entry documenting a 500-hour magneto inspection or subsequent magneto overhaul/replacement.

Propeller

McCauley MCM6950

S/N 36802

Installed 04/1993 as a documented "serviceable part." Approximately 962 hours have accumulated since that installation as of 09/23/2026.

Prior propeller time and overhaul history are not established by the records in the current owner's possession.

Propeller re-pitched to 48 by Aircraft Specialists, Inc. (KJVV) in 03/1997.

Leading-edge paint chipping present; see photographs.

Avionics / Electrical

- Appareo Stratus ESG transponder with ADS-B Out, installed 09/2020
- Trans-Cal SSD120-35C-RS232 serial encoder, installed 09/2020
- MX300 Nav/Com, installed 03/2013
- ACK E-04 ELT; inspected 03/2026
- Concorde RG-25XL battery, installed 10/2019
- Overhauled generator P/N 1101898 installed 03/2026

Known equipment items:

Pilot-side panel PTT switch is INOP; a portable PTT has been used throughout current ownership. Clock is INOP. Cabin speaker is INOP.

Landing Gear / Tires / Brakes

Main tires and tubes installed 11/2023; tire mold whiskers remain visible.

Main tires: 6.00x6 6-ply GL6020B

Main tubes: 072-314-0

Nose tire and tube installed 05/2020.

Nose tire: 5.00x5 GL5067B

Brake linings P/N RA-066 installed 02/2019 at TTAF 7,201.1.

Interior / Exterior

Paint: 1996. Approximately 4/10 cosmetically. Presents well from approximately 15 feet; age and field touch-ups are evident at close range.

Windshield/windows: approximately 8/10; minor scratches.

Wing/tail tips: approximately 7/10; minor chips in aged plastic.

Interior plastic panels: approximately 7/10; minor chips in aged plastic.

Landing/taxi-light cover: approximately 6/10; crazed but serviceable.

Headliner: approximately 4/10; aged and cracked but serviceable.

Carpet replaced 11/2018.

Lap-style seat belts.

Black silicone leading-edge tape installed by a prior owner for grass-strip/rock protection.

Known Conditions / Records

Minor fuel drip has been observed at the right/passenger-side wing sump when the tank is completely full.

Available aircraft logbooks begin 01/10/1985. No earlier logs are in the current owner's possession.

No damage history has been identified in the available aircraft logs from 1985 to present.

Public NTSB records associate registration N7828F with 1968 accident MKC68D0595 involving a Cessna 150. The public record located by the current owner identifies the aircraft by registration but does not establish airframe serial number 15063928. Because the available aircraft records begin in 1985, the current owner cannot independently establish whether that event involved this airframe. Buyers are encouraged to independently review FAA/NTSB records.

An AD-compliance sheet from the 03/2026 annual is available for review. Buyer and/or prebuy mechanic should independently verify current AD applicability and compliance.

Included With Sale

- Bruce's Custom All-Year padded wing covers with hail protection
- Bruce's Custom windshield cover
- Stratus 3i

Prebuy inspections are welcomed at buyer's expense. Aircraft may be flown to a mutually agreed shop by prior arrangement.

Scanned logbooks and AD documentation:

https://drive.google.com/drive/folders/1UTh6Mk7qRP1t4RnnCEJPwYRr6RIF_tl0?usp=drive_link

Additional photographs:

https://drive.google.com/drive/folders/1j2HeRaAW6YU_WnlxcQEEEnh_jcSreNizR?usp=sharing