N952SM Aircraft Details

2002 Maule MXT 7 180A

Turnkey IFR aircraft with extensive avionics and maintenance upgrades

Serious Buyers Call or Text: Kingsley at (417) 655-5370

AIRFRAME	ENGINE	PROPELLER	USEFUL LOAD	LIST PRICE
2,755 TT*	**850 SFRM* (2600Hr TBO)**	**263 TSN***	**855 lb**	**$165,000**

Prepared November 10, 2026

** Times are approximate and will increase because the aircraft is flown regularly.*

Aircraft Overview

N952SM is a turnkey, exceptionally well-equipped 2002 Maule MXT-7-180A. A comprehensive avionics and autopilot modernization transformed the aircraft with a fully integrated IFR panel centered around the Garmin GTN 750Xi, dual Garmin G5s, GTX 345, S-TEC 30 autopilot and JPI EDM-930 primary engine monitor.

The Garmin GMA 35c remote audio panel is seamlessly integrated into the GTN 750Xi and features a dedicated panel-mounted Bluetooth antenna. The result is rock-solid Bluetooth connectivity to mobile phones for clear calls and high-quality music.

More recent upgrades - including current-production Maule door latches and seals, a certified factory-upgrade Andair fuel selector, new kick panels and numerous other factory-specialist improvements - set N952SM apart from other MXT-7-180As on the market. This aircraft is truly a unicorn.

N952SM has had only three owners since new, has no known accident history and comes with complete logbooks. Engine-monitoring data is also available. During current ownership, it has been treated with the utmost care, flown regularly and taken from southwest Missouri to Maule Flight in Moultrie, Georgia, for its annual inspections.

Key Specifications

Specification	Current information
Aircraft	2002 Maule MXT-7-180A
Registration	N952SM
Maximum gross weight	2,400 lb
Useful load	855 lb
Engine	Lycoming O-360-C4F, 180 hp, factory rebuilt in 2011
Propeller	Sensenich 76EM8S8 fixed pitch, installed new June 2022
Main tires	7.00-6
Nose tire	6.00-6
Ownership	Three owners since new
Records	Complete logbooks and engine monitoring data available

Avionics and Instrument Panel

Comprehensive avionics and aircraft modernization completed in June 2020, with a documented invoice totaling $88,750.

Equipment and capability	Installation details
Garmin GTN 750Xi touchscreen WAAS GPS/Nav/Com	installed June 2020
Garmin GNC 225A second Nav/Com	installed June 2020
Garmin GTX 345 transponder with ADS-B In and Out plus Bluetooth connectivity to compatible EFBs for traffic and weather	installed June 2020
Garmin GMA 35c remote audio panel with Bluetooth	installed June 2020
Dedicated panel-mounted Bluetooth antenna	installed in 2024

Equipment and capability	Installation details
Garmin G5 electronic attitude indicator	installed June 2020
Garmin G5 electronic HSI/DG	installed June 2020
Outside-air-temperature (OAT) sensor displaying density altitude on the Garmin G5s and wind speed and direction on the GTN 750Xi	installed in 2024
Garmin GAD 29B navigation-data interface	installed June 2020
Garmin GMU 11 magnetometer	installed June 2020
S-TEC 30 autopilot with heading, altitude and steering modes	installed June 2020
JPI EDM-930 certified primary engine-data management system	installed June 2020
EDM-930 fuel-flow monitoring	installed June 2020
Four-cylinder EGT and CHT monitoring	installed June 2020
Digital RPM, manifold pressure, oil pressure, oil temperature and other primary engine indications	installed June 2020
Panel-mounted USB power outlet	installed June 2020
New magnetic compass	installed June 2020
Custom instrument panel with new wiring, circuit breakers, antennas and connectors	completed June 2020
Complete vacuum-system removal, eliminating the vacuum pump and associated instruments	completed June 2020

Engine

Engine item	Details and date
Lycoming O-360-C4F, 180 hp, carbureted	factory rebuilt by Lycoming in 2011
850 hours since factory rebuild	

Engine item	Details and date
Qualifying factory-rebuilt, first-run O-360 covered by Lycoming's current 2,600-hour recommended TBO schedule	
Cylinder compressions: 79/80 on all four cylinders	March 2025 annual
Cylinder compressions: 80/80 on all four cylinders	March 2026 annual
SureFly SIM4P electronic ignition replacing the left magneto	installed May 2025
Slick 4370 conventional right magneto	
New Lord J-6230-1 engine mounts	installed August 2024
New engine baffle seals	installed by Maule Flight in 2025
New engine baffles	installed by Maule Flight in 2025
New Champion REM38E spark plugs	Installed by Maule Flight March 2026
All four intake hoses and gaskets replaced	June 2022
Original Donaldson induction-air filter currently installed	
Engine oil-pan heater	
DryBot engine dehydrator operated continuously while the aircraft is hangared	not included in the sale
Regular laboratory oil-analysis	
Engine data monitored and analyzed through Savvy Aviation	
Flown consistently	approximately 5-10 hours per month during the past three years
Oil consumption averages approximately one quart every 8-10 hours	
Oil and fuel consumption documented after every flight	
Engine-monitoring data available	
No engine oil or fuel leaks	

Engine time will increase because the aircraft is flown regularly.

Propeller and Spinner

Component	Details and date
Sensenich 76EM8S8 fixed-pitch propeller	
Installed new during the June 2022 annual inspection	
Approximately 263 hours since new*	
Carbon-fiber spinner bulkhead	
New carbon-fiber spinner dome	installed May 2025

Propeller time will increase because the aircraft is flown regularly.

Airframe Fuel System and Cabin

Airframe item	Details and date
2002 Maule MXT-7-180A with rugged steel-tube fuselage and metal wings	
2,775 hours total time	
2,400-pound maximum gross weight	
855-pound useful load based on current weight-and-balance records	
7.00-6 main tires and 6.00-6 nose tire	
Only three owners since new	
Complete logbooks	
Always hangared during current ownership	
Fabric remains in good condition and is inspected annually by Maule Flight	

Airframe item	Details and date
Paint presents well but shows normal imperfections consistent with age and operating history	
Annual inspections performed at Maule Flight in Moultrie, Georgia, during current ownership	
Vortex generators installed under STC	
Extended-range fuel tanks with electric transfer pumps	
Certified factory-upgrade Andair FS20x4-M fuel selector	installed by Maule Flight in June 2024
New Dukes electric boost pump	installed by Maule Flight in June 2024
New fuel sump drains	installed in 2024
Two new fuel caps	installed in 2026
New Real Gaskets Viton fuel-cap gaskets on all four fuel caps	installed in 2026
Camera Port in Passenger Floorboard (Covered)	Maule installation
Current-production Maule 1395X door-latch assemblies on all three doors	installed March 2025
New seals on all three doors	installed March 2025
New kick panels	installed June 2024
New front-floor insulation	installed June 2024
Rosen sun visors	
New rear-heater SCAT hose	installed June 2024
Wing-root fairings removed and resealed	June 2024
Elevator bushing and clevis pin replaced	March 2025
All cracked plastic fairings replaced, including wing-strut and main-wheel fairings	
Left landing-gear fairing replaced	March 2026

Airframe item	Details and date
New Comant communications antenna	installed during the March 2026 annual inspection
Battery tray and supporting structure professionally relocated in accordance with Maule instructions during the 2020 modernization	
Brakes, wheel bearings, nosewheel assembly and fuel screens regularly inspected and serviced	

Airframe time will increase because the aircraft is flown regularly.

Electrical and Lighting

Equipment	Details and date
Plane-Power/Hartzell ALU-8521LS 24V/70A alternator	installed new in 2019 at 2,496 aircraft hours
Sky-Tec 149-24LS lightweight starter	
Concorde RG24-15M AGM battery	installed May 13, 2022
All exterior lighting converted to LED	completed in 2021

Included New Parts

- Brand-new PowerUp ignition harnesses with leads - included with the aircraft but not yet installed
- One spare fuel cap

Included Accessories

- Bruce's custom cowl plugs
- Bruce's custom lightweight extended canopy, fuselage and tail cover
- Bruce's custom windshield heat shield
- Pitot-tube cover
- Custom-calibrated FuelStik
- Concorde Aviation BatteryMINDer maintenance charger
- Engine oil-pan heater

Fabric Paint and Condition

- Original fabric remains in good condition and is inspected annually by Maule Flight
- Minor age-related paint cracking touched up in accordance with Maule instructions
- A few Oratex protective strips applied to the horizontal stabilizer over areas of minor paint cracking
- One small fabric opening professionally repaired in 2024 with an approximately 4-by-4-inch patch and painted to match; completed repair is not visibly apparent
- Localized cosmetic paint touch-up on one side of the fuselage to cover a previous stain of unknown origin
- No known accident history

Records Care and Presentation

- Complete logbooks and only three owners since new
- Engine-monitoring data available
- Annual inspections at Maule Flight during current ownership
- All applicable mandatory Airworthiness Directives (ADs) complied with
- March 18, 2026 annual completed at 2,734.4 hours TTAF and 809.6 engine hours since factory rebuild
- Regular use, oil analysis, Savvy engine-data monitoring and continuous DryBot preservation
- Extensive documented upgrade and maintenance history
- Original fabric remains in good condition; paint shows normal age-related imperfections and documented localized touch-ups

Publication Note

This report is a preliminary sales specification. Exact current times and listing details should be updated immediately before publication. The aircraft and its maintenance records remain controlling.

See Next Section for Photos and Links to Maintenance Logs and More Photos.

Aircraft Photographs

Maintenance Logs | Click Here for More Photos

Exterior Overview







Exterior Angles

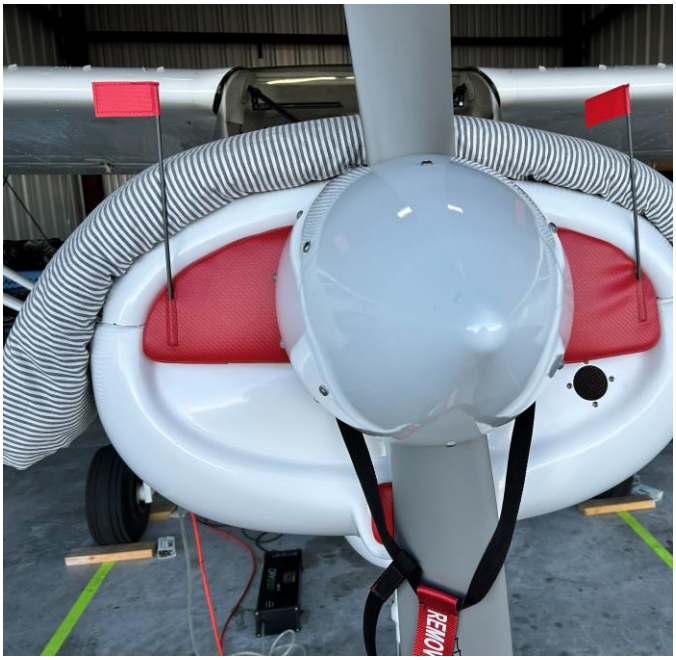






Airframe and Finish Details







Avionics and LED Lighting







Interior








LEFT
BOTH
RIGHT
FUEL

