

1976 Cessna "Skyhawk" 172M

Specifications

Price	\$ 99,999.00
Year	1976
Serial	17267323
Registration	N172BK
TTAF	4400
Ad Type	For Sale
Location	KDNY Vermillion County Regional IL
Type	Sold
Summary	Beautiful 1976 Cessna "Skyhawk" 172M. Completely refurbished in 2008 with complete logs going back 1976. No damage history. This famous aircraft was featured on the cover of Cessna Pilots Association Magazine!
Airframe Details:	TTAF: 4400
Engine Detail	-180HP Lycoming O-360A4M -1100SNEW -Penn Yan Conversion -Compressions 78/80 78/80 78/80 78/80 -76EM8-0-60 Sensenich Propeller
Avionics	-GTN 650 -GDL 88 -Insight GEM 602 -Stec 40 -ADS-B In/Out ready for 2020 Compliance with the FAA
Exterior	-New paint 2008
Interior:	-New interior 2008
Maintenance:	-Complete engine, prop, and airframe logs going back to 1976 available immediately via Dropbox -No damage history -Fresh annual with purchase due 2/2019
Addition Features, Equipment or Comments	-\$99,999 or best offer

Broker

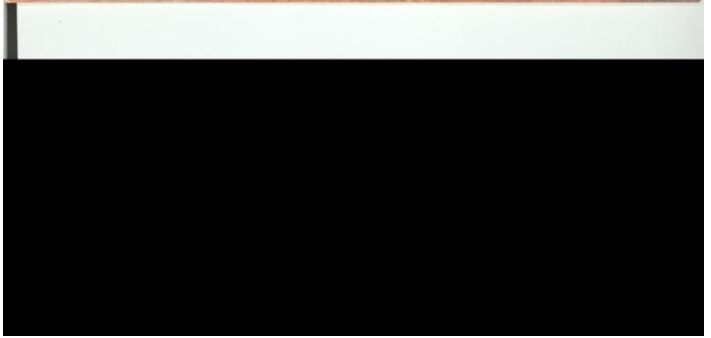
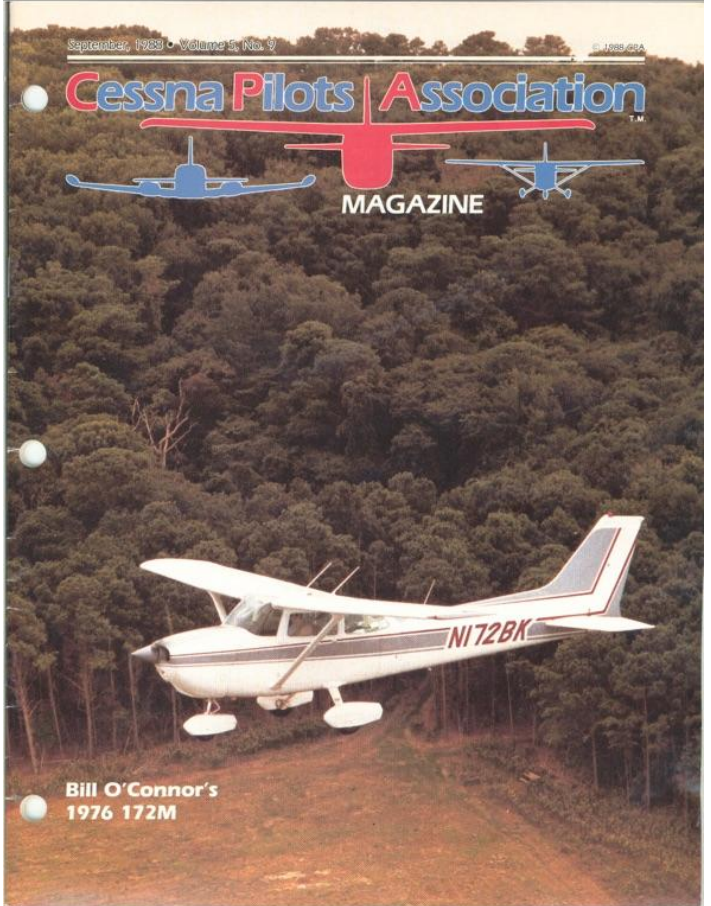
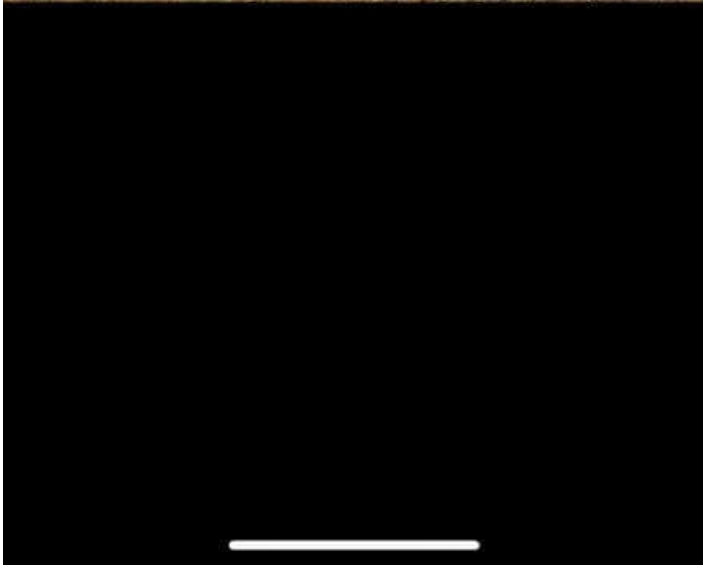
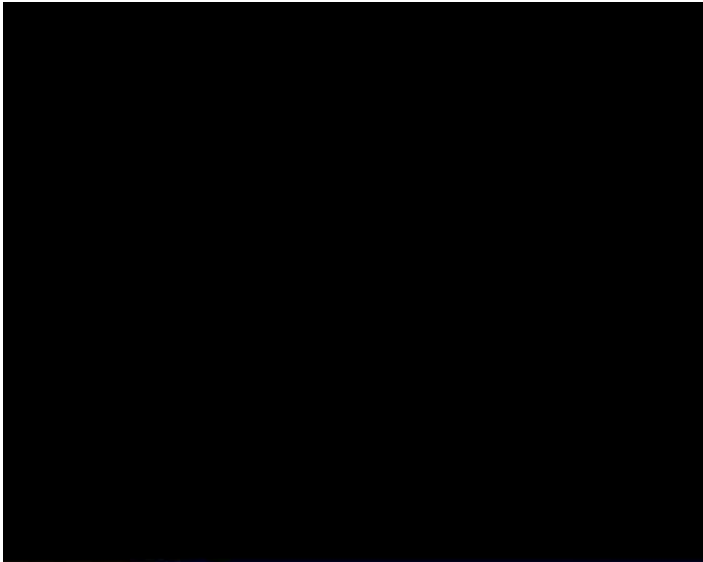
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Mobile:	-
Skype:	-

Images

Exterior







Dear CPA:

When we bought our 1976 172M in June, 1983, we became its third owners. N73196 had about 1300 hours TAE. We were just going to spruce it up a bit, but things got a wee bit out of hand.

During one moist and memorable IFR flight the original ARC radios began spewing forth mud, steam and molten lava. Shortly thereafter we installed the King radios. One morning we awoke to find our bird had a new stormscope, Loran, intercom, DME, transponder, encoder, autopilot, factory remain engine, paint job and interior. Even a new N number... N172BK. I

figured that if I had her initials on the plane too, Kathleen wouldn't care what we spent on it. Pretty crafty, huh! The only remaining piece of the original NavPac is the ADF, and that has a new black faceplate. A guy I know who owns a 210 says we were smart to spiffy our little plane up. As he points out, "why own a Centurion, when for the same money you can fly a Skyhawk?"

Actually, ours is a wonderful little ship; practical, reliable, steady on instruments and fun to fly VFR. It has one BIG advantage over the 210: you don't have to fly so far to make a long cross country. We were planning to fly to Moscow, but neither of us are

fond of hard labor. We fly 172BK more than 300 hours a year. It has taken us safely, albeit slowly out West, through Canada, down to the Bahamas and to scores of other places we'd have never visited otherwise. As Kathleen says: "If the weather's bad, the runway cratered, and the food inedible, we've been there!" Now, who could ask for more?

Thanks for all the help you've given us over the telephone and at Oshkosh.

Sincerely,
Bill O'Connor
Bethesda, MD
CPA #567

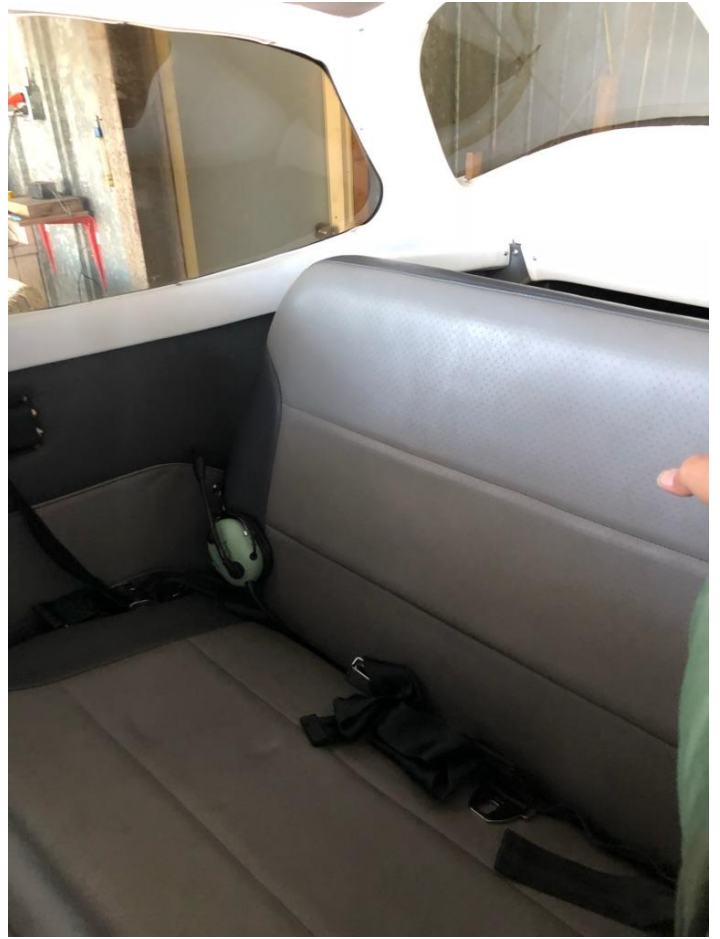
1078







Interior



Avionics



