

1956 Cessna 172, N7367A, SN: 29467

General: The Cessna 172 is the most widely manufactured airplane in the world (more than 44,000), and has trained more professional pilots than probably any other airplane. Many basic skills learned in this classic airplane trains the pilot in easily adapting to the wide universe of airplanes—from personal use—to the flight lines of the professional ranks! It is the same basic airplane the Air Force Academy uses as a flight trainer. Our 1956 “Straight-tail” Cessna 172 is the quintessential learning platform for a lifetime of aviation experience!

Current logbooks begin 04/01/2012 @ Tachometer 613.2. All records are now neatly organized in a three-ring binder for easy review. A three-page Excel spreadsheet summarizing 73 pages of A/F & Engine logbook entries is available.

Airframe: TTAF 5010, annual good until 07/01/2026. All ADs complied with.

Engine: Continental O-300 145 HP, 5500 TT, “0” SMOH firewall forward w/all new Superior Cylinders & components, overhauled mags W/new gears (\$2,400.00 parts), & carburetor. We will break-in the engine with about 10+ hours.

Weights: Gross 2200 pounds, Empty 1330 pounds, Useful load 816 pounds.

Avionics

King KX 155 Nav-Com.

King KLX 135-A Nav-Com.

King KLX 135-A, Bendix-King Panel mounted GPS.

Narco AT 50-A transponder, TSO'd, Narco ADF 31.

ADS-B out, uAvionix tail-mounted, installed 01/2021.

PM 1000 intercom with AM & FM stereo radio. 12 volt DC socket.

Radio Master Switch; Pilot & Co-pilot push-to-talk switches, 4 Headset jacks—front & rear seats.

ELT batteries good until 11/27.

Rams Horn yokes—each with an integral push-to-talk switch, see photos.

Instruments

Alcor EGT (exhaust gas temperature), Manifold pressure, Carb air temperature, Oil temp, Cylinder head temp, Clock installed 2023, Sigma-Tek Directional Gyro (\$1,600.00 at Aircraft Spruce), Quartz Hobbs meter, “G” meter.

Additional Equipment

Electric starter (key-switch—not original cable pull-starter), replaced 06/10/2022.

Airwolf oil filter, remote firewall mounted, increases oil change interval from 25 to 50 hours). (An estimated \$1,400.00+ value).

Alternator, “Plain Power Seven” (50 amp.) & fuse box replaced w/new circuit breaker panel on 7/20/2012.

New Concord RG-25 Battery, installed 05/31/22. Hobbs meter installed @439.9.

Dual Landing Lights, landing (LED) & taxi (incandescent).

Flashing strobe (not troublesome electric motor driven rotating beacon), Vertical-fin mounted.

“E-Z engine pre-heater”, new, installed April 2025.

Co-pilot rudders & brakes (original Cessna optional equipment), has 40° flaps.

Windshield, replaced with tinted single piece—excellent condition, has “Riser” sunshades.

“Y-Style” Shoulder harnesses installed 08/2021 at front seats.

Interior & exterior very good condition.

Pilot & Co-Pilot seats reupholstered (never sat-in) & new front seat belts installed 12/2023.

Fuel Capacity: 42 gallons, 37 gallons useable.

Gascolator, metal, new, installed 05/31/2022. Fuel caps & gaskets, new—replaced 05/2022.

Wheel pants (optional equipment), main tires & tubes replaced 08/2021, nose-wheel tire on 10/16/2019.

Damage history: Replaced right wing—ground damage during a windstorm. IRAN (Inspect & Repair As Necessary) completed on 04/2012. Wing repairs and airframe refurbishment details constitute a complete logbook page entry!

“Corrosion X” proofed 04/2012, all STC’s recovered from FAA on a CD & photocopies located in the paperwork.

Also Available—Items Negotiable

Garmin 496 and/or AREA-760 GPS (+ RAM “Tab-Tight” holder), Engine Dehumidifier System, Stratus ADS-B receiver, one Lightspeed (?) headset, Sporty’s A300 handheld transceiver.

Price \$87,000.00

Engine OH Complete & mounted, Engine Break-in process, now with 6 hours.

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Website: <https://1956cessna172sale.wixsite.com/1956cessna172>