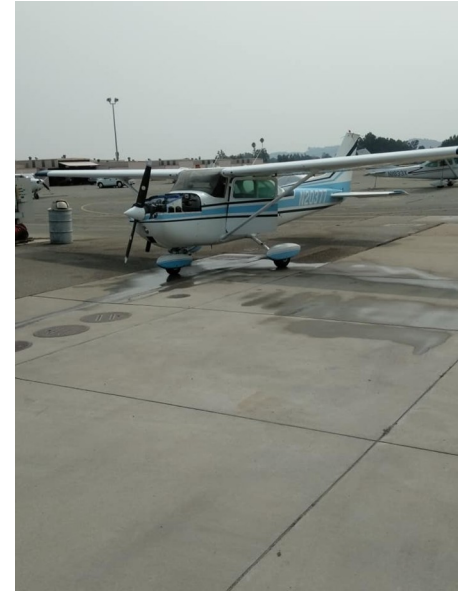


Restoration of Cessna 172 M



Purchased in September 2020

Pros and Cons

- Low time in airframe
- Less than 200 hours since Major Overhaul
- Converted to 160 HP
- Repainted in 2012
- Wing sprayed ACF-50
- Affordable
- No Damage History
- Last Annual 2014
- “blown” Nose Strut
- Flat Tires
- Sun Damage Rear and Side Windows
- Passenger Door Jammed
- Corrosion and Lichen
- Interior has sun damage
- Old Avionic
- Internal Engine Corrosion

Start at the Nose work to the Tail

- Removed Propeller
- Removed Cylinders
- Removed Alternator
- Removed Heat Exchanger

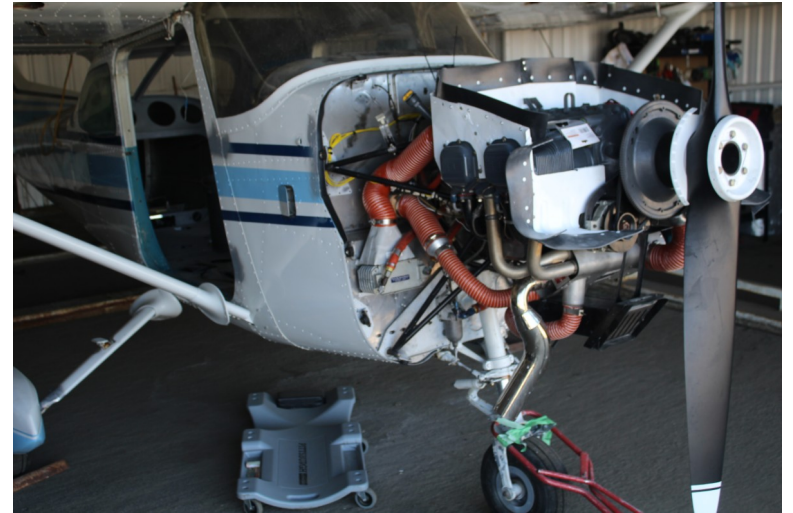


- Sent to Golden State Prop Shop for Overhaul
- Gibson Aviation for Overhaul
- Rebuilt Alternator from Falcon
- Replaced with Power Flow Exhaust System

The first thing was to send the Cylinders to Gibson for refurbishing. While cylinders were off, had the cam and crank shaft inspected. Propeller sent to Golden State for inspection.



Fire wall forward completed: New Carburetor, New Air Box, New Cowl Chafe, New Baffling, Power flow Exhaust (337), patch minor fire wall corrosion.



Inspection of the air frame: Removed interior, doors, rear window, headliner and inspection covers.



External repair



More External Repair.



Panel

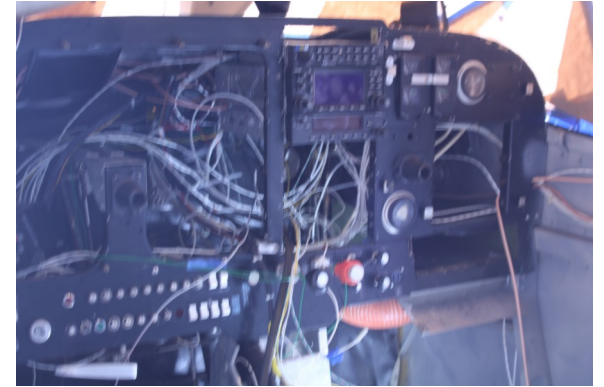
Removed

KMA 20 Audio Panel
KX 170B Radio
KR 86 ADF
KT76 Transponder

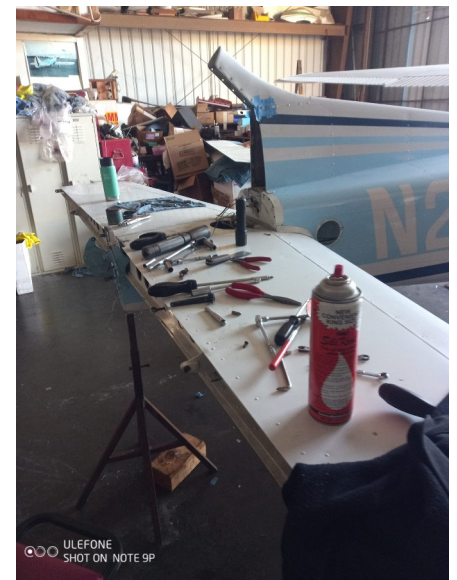


New

PMA8000 Audio Panel
GNS 430 Non WAAS
GTR225 Radio
Stratus ESG w Stratus 2i
GSB 15 USB port



The Tale of Three Tails



Thank you

