

N733EN – 1976 Cessna 172N Skyhawk (5/15/26)

S/N 17268239

Asking Price: \$119,900

Home Base: KROA/ROA – Roanoke-Blacksburg Airport

AFTT: 8385.66

Avionics:

Narco 12D TSO NAV/COM

Precise Flight Standby Vacuum System

Insight SF 2000 Strike Finder

STEC-20 (Roll Axis Only) Autopilot

Garmin GNS-430W Nav/Com

Bendix/King KMA-24 Audio Panel

ACK A30 Encoder

Bendix/King KT-74 Transponder

Garmin GI-106A Indicator

JPI EDM 701 EGT/CHT Engine Monitor

Additional:

CRB-10457 Avionics Cooling Fan

Petersen Aviation, Inc STC's SA2600CE & SE2563CE minimum 91 octane fuel or aviation grade 100LL or any combination of either fuel.

Power Flow Systems, Inc Laminar Flow System Extractor Exhaust System STC SA01801AT

RFI DC Line Filter STC SA00279LA

Zeftronics Alternator Controller STC SA8031SW

Precise Flight, Inc. Standby Vacuum System III STC SA2162NM

Rosen Sunvisors STC SA3690NM

Met-Co-Aire Fiberglass Wing Tips STC SA01204LA

Engine: Lycoming O-360-A4M S/N L-36542-36A

Overhauled 2/3/05

SMOH: 1863.56

STOH: 301.28

Propeller: Sensenich 76EM8S14-0-60 S/N 32899K

Installed New 4/18/99.

Prop TT: 4015.06

Interior: Sheepskin Covered Pilot and Copilot Seats, Cloth and Leather Gray Seats and Sidewalls with Beige Headliner.

Exterior: Overall White with Red Accents.

Maintenance:

05/20/26 Annual inspection accomplished. Installed new strobe power supply, new left wing tip clear lens, new left door window latch, new beacon lamp. 76/80 (#1,#3,#4 cylinders) 72/80 on (#2 cylinder)

05/23/06 Repaired right-hand elevator top & bottom inboard section with aluminum sheet metal.

12/12/80 Repaired damage to tail section and wings by replacing all damaged parts with Cessna Parts: Rib (2), Tip (2), Skin leading Edge (1), Skin upper (1), Skin Upper trailing edge (1), Skin lower (2), RH Strut (1), Fin Assembly (1), Rudder Assembly (1), Skin Top Tail Cone, Skin LH Tail Cone, Skin Bottom (1). Aircraft sustained wing damage from a CH 47 Chinook from rotor downwash. Both wings were removed and transported to Hagerstown, MD part 145 certified aviation repair shop for inspection and repair. Post repair they were installed by Roanoke Aero Services, Inc.

Damage History: No known current or historical damage history.

FAA SDR: 8/25/06 – Pilot Experienced a noticeable pop sound in the engine compartment followed by roughness. Soon after, the engine oil pressure started to deteriorate and the pilot elected to shut down the engine and stopped the propeller from turning by putting the aircraft in nose-high altitude. He managed to glide to a major airport and dead-stick land successfully without incident. Investigation showed that the NR 1 cylinder head separated from the barrel. New cylinder installed and engine ran normally with no issues.

Date	Aircraft	Origin	Destination	Departure	Arrival	Duration
03-Apr-2026	C172	Polk County/Cornelius Moore Fld (4A4)	Roanoke Rgnl (KROA)	06:08PM EDT	09:16PM EDT	3:07
30-Mar-2026	C172	Anderson Rgnl (KAND)	Polk County/Cornelius Moore Fld (4A4)	07:03PM EDT	08:35PM EDT	1:31
30-Mar-2026	C172	Roanoke Rgnl (KROA)	Anderson Rgnl (KAND)	03:53PM EDT	06:21PM EDT	2:27
29-Mar-2026	C172	Roanoke Rgnl (KROA)	Roanoke Rgnl (KROA)	02:53PM EDT	05:11PM EDT	2:17
28-Mar-2026	C172	Polk County/Cornelius Moore Fld (4A4)	Roanoke Rgnl (KROA)	06:02PM EDT	09:01PM EDT	2:58
20-Mar-2026	C172	Polk County/Cornelius Moore Fld (4A4)	Polk County/Cornelius Moore Fld (4A4)	08:00PM EDT	08:14PM EDT (?)	0:14
13-Mar-2026	C172	Paulding Northwest Atlanta (KPUJ)	Polk County/Cornelius Moore Fld (4A4)	04:04PM EDT	04:21PM EDT (?)	0:17