

N9150C

\$115,000 OBO



**Alaska Aircraft Sales**

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	Specifications	Avionics
<b>Year</b>	1954	Comm
<b>Airframe Make/Model</b>	Cessna 180	KT-76A
<b>S/N</b>	18031249	Sigtronics Intercom
<b>Annual</b>	May 2025	E.I. CHT/EGT
<b>Airframe Hours</b>	2,900 Hrs.	ARTEX remote ELT switch
<b>Engine Make/Model</b>	Continental O-470R	
<b>Engine TSOH</b>	1,120 Hrs.	
<b>Propeller Make/Model</b>	McCauley 2A34C203	
<b>Propeller TSNEW</b>	200 Hrs.	
<b>Empty Wt.</b>	1,685 lbs.	
<b>Gross Wt.</b>	2,550 lbs.	Firewall battery
<b>Useful Ld.</b>	865 lbs.	Great Lakes Aero windshield
<b>Equipment</b>	EDO 2,870 straight floats	Cleveland wheels & brakes
Floatplane V-brace	Brackett air filter	UAvionix ADS-B out tail beacon
26" Goodyear tires	Airglas 3,000 straight skis	BAS tail pull handles
Monarch fuel caps	P. Ponk gear reinforcements	Leading edge exhaust system

This aircraft was owned by same long time Alaska flying family for over 45 years. The 2<sup>nd</sup> generation is now 'getting old', so time to sell. It's a low time basic airframe not changed much since Cessna built it. The engine was overhauled in the 80s and hours are creeping up; priced to give few more years of 'cheap flying' or install your own Super Eagle engine and trick it out the way YOU want it. Owner will negotiate if major issues found during a pre-purchase inspection.

**\*\* SPECIFICATIONS SUBJECT TO VERIFICATION UPON INSPECTION \*\***