

Pre-purchase check report

Cessna 172S Skyhawk SP, EC-XXX

Report ref.	RS-2026-014
Prepared for	M. Kowalski, Kraków, Poland (buyer)
Aircraft	Cessna 172S Skyhawk SP, 2007, s/n 172S10XXX, registered EC-XXX
Where	Seller's private hangar at a GA airfield near Valencia, Spain
On site	Wednesday 14 October 2026, 08:40–16:30
Report issued	Friday 16 October 2026
Prepared by	Tymur, RightSeat

This is a sample to show how I write up a check. The aircraft, the people, the readings and the prices are made up.

Summary

I spent most of the day with the aircraft and its paperwork. Overall it is a tidy, honest 172S that has clearly lived in a hangar and been looked after, but it is not the “low time, nothing to do” aircraft the advert suggests. The engine is 1,450 hours into a 2,000-hour TBO, there is an 18-month hole in the aircraft logbook, and there are a handful of small items you will end up paying for in the first year.

None of this is a reason to walk away. I think the aircraft is worth buying at the right price, once two things are cleared up: written proof of where the aircraft was during the logbook gap, and an engine check by a licensed engineer (compression test and borescope), which is outside what I do. At €235,000 it is overpriced. I would open at **€218,000** and not go above **€224,000**.

Airframe	Good for its age. No signs of past damage that I could find.
Paperwork	Mostly complete. One gap in the aircraft logbook (March 2019 to September 2020).
Engine	1,450 h since overhaul. Ran well on the ground and in the air. Minor oil seepage on cylinder 2.
Budget for	Roughly €2,200–3,900 of small items (section 8).
My price range	€218,000–224,000 (asking €235,000).

1. What was agreed and what I did

You asked me to look at the aircraft before making an offer. As agreed, I checked the documents and logbooks against the aircraft, went over the aircraft with the cowlings off (the seller's technician removed them before I arrived), watched the ground run, flew along on a 45-minute test flight flown by our delivery pilot, and talked the history through with the seller.

I did not do any maintenance work, compression test or borescope inspection, and nothing in this report says the aircraft is airworthy. Section 9 lists what I could not check.

2. Conditions on the day

Overcast, 16 °C, wind 260/08 kt, dry. The aircraft was in the seller's hangar under good lighting; I used a torch and an inspection mirror for the lower surfaces and the engine bay. Present: the seller (owner since 2016), his technician from the local maintenance organisation, our delivery pilot (CPL) and me. The seller was open and answered everything I asked.

3. The aircraft

Type / year	Cessna 172S Skyhawk SP, built 2007
Serial / registration	172S10XXX / EC-XXX (Spain). Data plate matches the documents.
Engine	Lycoming IO-360-L2A, 180 hp. Serial on the engine matches the engine logbook.
Propeller	McCauley fixed pitch. Serial matches the propeller logbook.
Avionics	Garmin G1000 (two screens), Mode S transponder, KAP 140 autopilot, 406 MHz ELT
Total time	3,820 h airframe
Engine	1,450 h since overhaul in 2014 (TBO 2,000 h / 12 years)
Propeller	620 h since overhaul
Last inspection	Annual, May 2026, at 3,790 h
ARC	Valid until June 2027
Empty mass	773 kg (weight and balance report, March 2021)

4. Documents

I went through the originals with the seller and photographed everything for your file.

Document	Seen	Remarks
Certificate of registration	Original	Owner and serial number match
Certificate of airworthiness	Original	
Airworthiness review certificate (ARC)	Original	Valid to June 2027
Noise certificate	Original	
Radio station licence	Original	Spanish. Will need a new one after registration in Poland
Insurance certificate	Copy	Seller's policy. You need your own cover from the moment of transfer
Flight manual (POH)	Original	Revision status not checked against the latest
Weight and balance	Original	March 2021, no equipment changes since
Aircraft logbook	Original	Gap March 2019 to September 2020 , see section 7
Engine logbook	Original	Overhaul 2014 with release certificate
Propeller logbook	Original	
AD record	Original	Recurring items tracked; next one due May 2027
Service bulletin list	Copy	Not updated since 2023

Document	Seen	Remarks
Maintenance programme	Copy	Current
Release after last inspection	Original	May 2026
ELT registration	Not available	Will have to be registered in Poland; battery due February 2027
Liens / registered interests	Not available	Seller to confirm in writing

Three things need follow-up before you sign: the logbook gap, the seller's written confirmation that there are no liens, and an up-to-date service bulletin list. Re-registering the ELT and re-issuing the radio licence are routine, but put them on the list.

5. Walk-around notes

Fuselage and paint

Paint looks original and is in fair condition for 19 years. Small chips around both fuel caps (IMG_2203) and the usual stone chips on the lower cowling. No ripples or wrinkles in the skin and no loose rivets that I could see.

Wings

Leading-edge paint is worn on both wings (IMG_2207); cosmetic. I sumped all drain points with the technician: clean fuel, no water.

Doors and windows

A small patch of surface corrosion, about 3 cm, at the lower rear corner of the right door frame, where water collects (IMG_2211). It looks recent and shallow, but the technician should clean it back and judge how deep it goes. Light crazing on the rear left side window (IMG_2214): not a problem today, but it will need replacing at some point.

Landing gear

Left main tyre worn close to the limit (IMG_2218); the right one is fine. Brake discs smooth, pads with plenty left. The nose strut was sitting low, with traces of oil on the tube (IMG_2220), so it needs servicing at least.

Engine bay

Clean and dry except for light oil seepage at the rocker cover of cylinder 2 (IMG_2226), most likely the gasket. No visible cracks or staining on the exhaust and heat muff. Hoses are supple and dated 2023. Small crack in the rear baffle next to the oil filler (IMG_2229).

Propeller

A few small nicks on the leading edges (IMG_2231). Worth having them dressed at the next inspection.

Cabin

Seats, belts and seat rails in good order and the seat stops work. Carpet worn at the pilot's heel area. No smell of fuel.

Avionics and electrics

Both G1000 screens, radios, transponder, autopilot and all lights worked. The navigation database expired in August 2026 and needs renewing before IFR use.

6. Ground run and test flight

The engine started first time and idled smoothly. In the air everything was normal: no vibration, trims and autopilot fine, stall warning working. After landing I looked at the engine bay again; the seepage on cylinder 2 had not got any worse.

	What we saw	Limit in the POH
Magneto drop at 1,800 rpm	Left 90, right 110 rpm	Max 150 rpm, difference max 50 rpm
Oil pressure, cruise	68 psi	50–90 psi
Oil temperature, cruise	195 °F	100–245 °F
Highest CHT, climb	385 °F	Below 500 °F

7. Questions I asked the seller

Why are there no logbook entries from March 2019 to September 2020?

He was working abroad and the aircraft stayed in the hangar, not flown. He says the hangar operator can confirm this in a letter. **I asked for that letter in writing.**

Any damage or insurance claims?

None. He is willing to sign a declaration.

Any loans or liens on the aircraft?

No. He will confirm in writing before signing.

Why are you selling?

He is moving up to a faster aircraft.

Would you fix anything before handover?

He offered to replace the left tyre and service the nose strut. The rest he would rather reflect in the price.

8. What I found and what it will cost

Ref.	What I found	How serious	What I suggest	Rough cost, €
D1	Logbook gap March 2019 to September 2020	Important	Get the hangar operator's letter; engineer to borescope the cylinders	400–700
D2	Oil seepage, cylinder 2 rocker cover	Important	New gasket, ground run, re-check	250–450
D3	Engine at 1,450 h of 2,000 h TBO	Important	Compression test by an engineer; reflect in price	300–500
D4	Corrosion spot, right door frame	Minor	Clean back and treat; engineer to judge depth	300–600
D5	Left main tyre worn	Minor	Replace (seller offered)	250–400
D6	Nose strut low	Minor	Service, check seals (seller offered)	150–350
D7	ELT battery due 02/2027; nav database expired	Minor	Battery at next inspection; renew database	500–900
	Total			2,150–3,900

These are the prices I would expect from a European workshop; they are not quotes. If the seller does D5 and D6 himself, take roughly €400–750 off the total.

9. What I could not check

- The inside of the engine: no compression test, no borescope, no oil sample on the day.
- Structure behind panels and fairings that were not removed.
- The inside of the fuel tanks.
- Anything that needs an engineer's judgement or a maintenance release.

This report describes what I saw on the day and the documents I was shown. It is not a maintenance inspection or an airworthiness review.

10. Price

The seller is asking €235,000. I looked at four similar 172S G1000 aircraft advertised in Germany, France, Austria and the Netherlands (built 2005–2008, 2,900–4,100 h): asking prices €219,000–242,000, with the two low-time engines at the top of that range.

With about 550 hours left before overhaul (an overhaul costs roughly €36,000–40,000), this aircraft is worth about €8,000–10,000 less than a mid-time example, and the items in section 8 add another €2,000–4,000. My advice: open at €218,000 and settle no higher than €224,000.

11. My recommendation

Go ahead, on three conditions:

- the seller gives you the hangar operator's letter covering March 2019 to September 2020;
- a licensed engineer does a compression test and borescope and finds nothing worrying;
- the price lands in the €218,000–224,000 range, or the seller fixes D2, D5 and D6 before handover.

If the letter does not appear, or the engineer finds low compression or corrosion inside the cylinders, I would walk away. There are other aircraft.

Payment goes from you straight to the seller by bank transfer, as set out in the purchase agreement. I have not received anything from the seller and will not.



Tymur, RightSeat
16 October 2026
+421 952 170 645 | kravetstymur9@gmail.com

Appendix: photo log

Full-resolution photos are shared with you in a separate folder.

File	What it shows
IMG_2198	Data plate, serial number
IMG_2203	Paint chips around the left fuel cap

File	What it shows
IMG_2207	Left wing leading edge
IMG_2211	Corrosion spot, right door frame, lower rear corner
IMG_2214	Crazing, rear left side window
IMG_2218	Left main tyre
IMG_2220	Nose strut extension and oil traces
IMG_2226	Cylinder 2 rocker cover, oil seepage
IMG_2229	Rear baffle crack near the oil filler
IMG_2231	Propeller leading edge nicks
IMG_2240-2262	Logbook pages around the 2019-2020 gap
IMG_2270-2281	G1000 screens during the test flight