



Dave flew his 175 to Crestant Lake, AK to stay at the lodge there.
Photos provided by Dave Stoots.

cessna makeover

By Carie Ferg



175

Do it All

“a lot of personal blood, sweat and tears,” is what Dave Stoots, of Fairbanks, AK says he’s put into his 1958 Cessna 175, N9366B. Buried deep in a barn in Marion, IN, Dave rescued the plane, then just a fuselage, from a 14-year slumber. The previous owner had laid the 175 to bed due to an engine problem. Dave whipped it on the back of his truck, then retraced his eight-day drive to his Alaskan home.

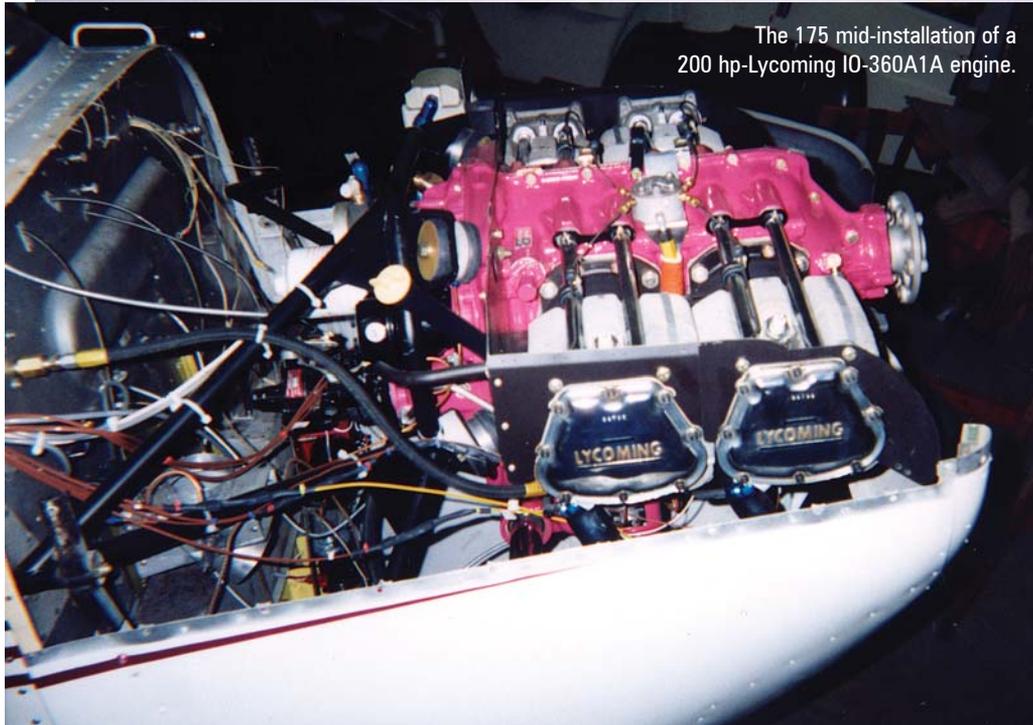
Before Dave bounced up his driveway with the 175 fuselage in his truck bed, he owned a Cessna 170B, which had a 180-hp Lycoming engine. He picked the C-175 for rebuild because it has higher gross



Dave's 175 on floats at Lake Hood Seaplane Base, Anchorage, AK.



With the modifications complete, the C-175 outside of Fairbanks International Airport. It sports a Hartzell 80" constant speed prop.



The 175 mid-installation of a 200 hp-Lycoming IO-360A1A engine.

Dave holds a private pilot's license with a float-plane rating. He's logged about 3,500 hours flying year around on wheels, floats and skis.

The longest and most memorable trip he's made with the C-175 was to the southeastern U.S. He flew through Canada and the Midwest states, going as far as eastern Tennessee. All in all, the trip took seven weeks, with 65

weight, higher fuel capacity, a more aerodynamic empennage, a larger fire wall and cowling to accommodate engine upgrade.

Dave took on the hefty project with an equally weighty background in aviation. He spent four years with the U.S. Air Force at Eielson AFB in Alaska. Another 20 years of his life he dedicated to the TransAlaska Pipeline at Alyeska as an operation/maintenance technician. He is now an A&P mechanic.

Dave's love for aviation has been nurtured by the freedom, independence and access flying allows him. He can explore Alaska to get to his cabin on a remote lake.

It does it all!

It can carry loads and go anywhere.

hours of flying. Several of the flight legs were 6.3 and 6.5 hours nonstop.

Dave has also flown over most of Alaska, including the Alaska Range and Brooks Range, to fish King Salmon, trout, pike, etc. He also likes to go moose hunting and camping. "It's the most fun you can have



The plane the day Dave discovered it in Marion, IN.



Dave flew his 175 into Walker Lake in the Brooks range, about 200 miles west of Anchorage.



The bare-bones avionics panel when Dave bought the fuselage.



The new panel, equipped with Lowrance AirMap 500 GPS, VM-1000 engine management system, etc.

with your pants on!” Dave chuckles as he recalls his Alaskan adventures.

Of the C-175, Dave says, “It does it all! It can carry loads and go anywhere.” He designed it mainly for off-airstrip landings on water, dirt, grass, etc. “The engine is economical, yet powerful and lightweight,

The engine is economical,

yet powerful and

lightweight, burning only

9 gph no matter what

mode it is in.

burning only 9 gph no matter what mode it is in.” Since the modifications, Dave declares that it is a completely different plane. “It’s in a class

The 175’s Modifications

Avionics: KY-97A, KT-76A with Mode C, Flightcom intercom with music jack, Lowrance AirMap 500 GPS, VM-1000 engine management system

Total cost: \$5,800

Paint: Imron, three-color scheme

Total cost: \$8,500

Engine/exhaust: Lycoming IO-360A1A 200 hp, standard exhaust/muffler (Mooney type)

Total cost: \$40,000

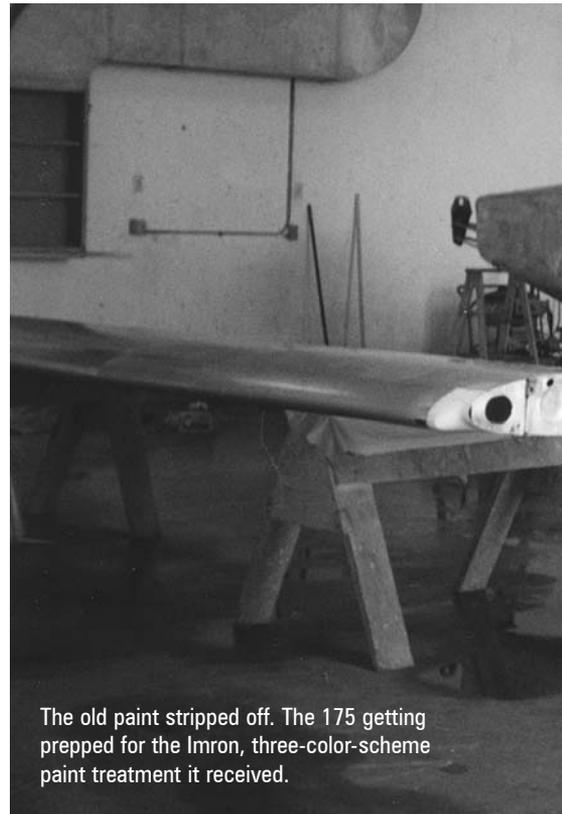
Speed Modifications: Hartzell 80” constant-speed propeller, tail-wheel conversion

Total prop cost: \$7,800

Total conversion cost: \$15,000

Interior: AirTex interior, carpet and headliner, extended baggage, Atlee Dodge jump seats, gray and black leather pilot and co-pilot seats

Total cost: \$2,850



The old paint stripped off. The 175 getting prepped for the Imron, three-color-scheme paint treatment it received.

of its own. It has the performance of a C-180 and better, with the fuel burn of a C-172. The heart of my plane is the fuel-injected 200 hp Lycoming engine and Hartzell 80-inch prop.”

A Closer Look at Performance

Cruise speed (wheels): 150 mph

Cruise speed (floats): 135 mph

Rate of climb: 1,000 fpm at gross weight 2,350 pounds on floats

Stall speed: 35 mph

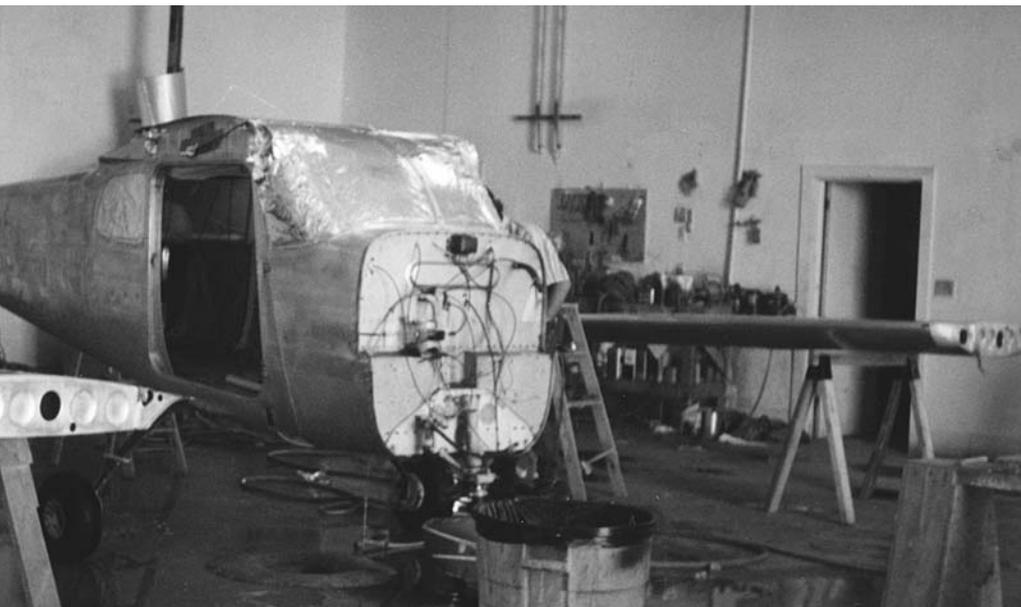
Empty weight: 1,455 pounds

Gross weight: 2,350 pounds

Useful load: 895 pounds

Total fuel capacity: 70 gallons for a flight range of 1,170 miles on wheels, 1,053 miles on floats.

Dave gives some final advice to aircraft owners considering modifying their plane: “Do your homework on performance mods. Too much power can cause problems with burning too much fuel for the fuel capacity of the tanks and too heavy of an engine. Some STC engine upgrades don’t increase the gross weight, and then your legal useful load is decreased by having to carry more fuel.”^{CO}



The 175 taped off and in the midst of getting painted.

Products & Services

ACK ELT
(408) 287-8021

B.A.S., Inc.
www.basinc-aeromod.com
(360) 832-6566

Baumann Floats
www.nrairport.com
(715) 246-9352

Bracket Aircraft Co.
(928) 757-4009

Chuck Ney Enterprises, Inc.
www.chuckneyent.com
(918) 836-5323

FAA Field Approval
(907) 474-4039

Landes Airglas Skis
www.airglas.com
(907) 344-1450

Oilamatic
www.oilamatic.com
(800) 343-7623

Parker Hannifin Corp.
(440) 937-6211

Stene Aviation
www.steneaviation.com
(406) 883-6244

Stoots Aviation
(907) 474-4039

The Wag Aero Group
www.wagaero.com
(800) 558-6868

Vision Micro Systems, Inc.
www.visionmicrosystems.com
(360) 714-8203

Whelen Engineering Company, Inc.
www.whelen.com
(860) 526-9504