COMING SOON

Cessna 170A

Frickingen, Germany



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LOT	AUCTION	BRAND	CATEGORY
#103	#86	Cessna	Aircraft

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DESCRIPTION

The Cessna 170A is one of general aviation's most respected classic taildraggers — a four-seat, single-engine piston aircraft known for its timeless styling, forgiving flight characteristics, efficient operating costs, and enduring appeal among vintage aircraft enthusiasts.

For pilots and aviation buyers, the Cessna 170A occupies a unique place in the market: more practical than many vintage aircraft, more distinctive than modern trainers, and capable enough to serve as both a weekend adventure airplane and a comfortable cross-country cruiser. It is the kind of aircraft that feels equally at home parked on a grass strip, attending a fly-in gathering, or exploring scenic routes across the country.

The Cessna 170A is especially relevant for buyers searching for a vintage taildragger, classic Cessna aircraft, four-seat piston airplane, high-wing touring aircraft, or collectible general aviation aircraft for sale.

Quick Facts

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Details

Aircraft type

Four-seat high-wing single-engine piston aircraft

Model focus

Cessna 170A

Engine

Continental C-145-2 / O-300

Power

145 hp

Seating

1 pilot + 3 passengers

Landing gear

Conventional tailwheel (taildragger)

Maximum cruise speed

104 KTAS

Maximum range

410 nm

Avionics focus

Traditional analog cockpit (varies by aircraft)

Buyer appeal

Classic ownership, tailwheel experience, vintage aviation heritage

Key Takeaway: The Cessna 170A is not about speed or advanced automation — it is about character, craftsmanship, and the rewarding experience of flying one of aviation's most iconic classic taildraggers. For many owners, it represents everything they love about traditional general aviation.

Powerplant, Systems & Technical Highlights

The Cessna 170A is powered by the Continental C-145-2 engine, later designated the Continental O-300, producing 145 hp. This smooth-running six-cylinder powerplant has earned a reputation for reliability, straightforward maintenance, and economical operation.

The Cessna 170A was designed during an era when flying emphasized pilot skill and simplicity. Rather than relying on complex automation, the aircraft rewards good stick-and-rudder technique and delivers a highly engaging flying experience that many modern aircraft cannot replicate.

Technical highlights include:

- Powerplant: Continental C-145-2
- Power output: 145 hp
- Propeller: Two-blade fixed-pitch metal propeller
- Maximum cruise speed: 104 KTAS
- Maximum range: 410 nm
- Service ceiling: 15,500 ft
- Fuel capacity: 42 gallons
- Useful load: Approximately 800–900 lb (varies by aircraft)

What makes the Cessna 170A technically attractive? It combines simple systems, dependable Continental power, classic tailwheel handling, and remarkably low operating costs in a proven all-metal airframe.

Buyer Perspective

Strengths

Considerations

Private ownership

Classic aircraft ownership experience with strong enthusiast support and relatively economical operating costs

Vintage aircraft require careful maintenance oversight and inspection history review

Tailwheel flying

Excellent platform for developing and maintaining stick-and-rudder skills

Requires tailwheel training and proficiency, particularly in crosswind operations

Cross-country flying

Comfortable four-seat cabin, good visibility, and efficient fuel consumption

Slower cruise speed than many modern touring aircraft

Grass-strip operations

Tailwheel configuration and forgiving handling work well on unimproved surfaces

Not designed as a dedicated bush aircraft and performance varies with loading and runway conditions

Aircraft collecting

Highly respected classic Cessna with strong historical appeal and owner community support

Aircraft condition, originality, and restoration quality significantly affect value

Avionics and upgrades

Many aircraft can accommodate modern GPS, radios, and ADS-B solutions

Equipment varies widely from aircraft to aircraft, requiring careful evaluation

For pilots asking, "Is the Cessna 170A a good classic aircraft?" , the answer is yes. It remains one of the most respected vintage taildraggers because it combines practical ownership with genuine aviation heritage and everyday usability.

Exterior & Cockpit

The Cessna 170A possesses one of the most recognizable silhouettes in aviation. Its classic taildragger stance, high-wing configuration, and elegant post-war styling create a timeless appearance that continues to attract attention decades after production ended.

Unlike later tricycle-gear Cessnas, the 170A sits tail-low on the ramp, giving it a distinctive profile that many pilots consider among the most attractive aircraft designs ever produced by Cessna.

The high-wing configuration remains one of the aircraft's most practical advantages. It provides excellent visibility, easier cabin entry, shade on hot days, and stable handling characteristics that have helped make the aircraft a favorite among generations of pilots.

Exterior highlights include:

- High-wing configuration for visibility and stability
- Conventional tailwheel landing gear
- All-metal airframe construction
- Single wing-strut design unique to the 170A
- Classic post-war Cessna styling
- Wide cabin doors for easy access
- Strong grass-strip capability
- Excellent ramp appeal and collector presence
- Durable airframe suited for recreational and touring missions

Inside, the Cessna 170A offers a practical and comfortable cabin designed around utility rather than luxury. The aircraft provides seating for four occupants and visibility that encourages pilots and passengers alike to enjoy the journey.

Cockpit and cabin highlights include:

- Seating for up to four occupants
- Traditional analog flight instruments
- Large side windows for excellent visibility
- Comfortable cabin dimensions for touring flights
- Rear baggage compartment
- Simple and intuitive cockpit layout
- Upgrade potential for modern GPS, radios, and ADS-B systems
- Authentic vintage aviation atmosphere

The cockpit of the Cessna 170A gives pilots a direct connection to the airplane. It feels honest, uncomplicated, and engaging — exactly the type of environment that made generations of pilots fall in love with flying.

The Perfect Airplane For

The Cessna 170A is perfect for buyers who value aviation heritage as much as capability. It appeals to private owners, tailwheel enthusiasts, vintage aircraft collectors, recreational pilots, and aviators who appreciate the experience of traditional flying.

Who is the Cessna 170A best suited for?

It is best suited for someone who wants a classic four-seat taildragger, enjoys traditional stick-and-rudder flying, appreciates vintage craftsmanship, and values character over complexity.

The Cessna 170A is ideal for:

- Tailwheel pilots seeking a classic Cessna
- Vintage aircraft collectors
- Private owners wanting a practical classic airplane
- Weekend adventure and sightseeing pilots
- Recreational cross-country flyers
- Grass-strip enthusiasts
- Aviation buyers who appreciate heritage and craftsmanship
- Pilots looking for an authentic ownership experience

The Cessna 170A is not the fastest aircraft in the sky, and that honesty is part of its charm. It wins by being simple, enjoyable, timeless, and deeply rewarding to own and fly.

Buyer Type

Fit Level

Why It Works

Private owner-pilot

Excellent

Strong balance of practicality, affordability, and classic aircraft ownership

Tailwheel enthusiast

Excellent

One of the most respected and rewarding classic taildraggers ever built

Vintage aircraft collector

Excellent

Historic post-war Cessna with strong collector appeal

Recreational pilot

Excellent

Simple systems and enjoyable handling make every flight memorable

Cross-country pilot

Strong

Comfortable cabin and efficient cruise performance

Flying club

Moderate

Useful tailwheel trainer but not ideal for every member

First-time aircraft buyer

Moderate

Straightforward systems, though tailwheel training is essential

Grass-strip pilot

Excellent

Tailwheel configuration and forgiving handling suit unimproved airfields

Modern avionics-focused buyer

Low

Most aircraft retain traditional analog instrumentation

Speed-focused buyer

Low

Designed for enjoyment and utility rather than maximum cruise performance

Potential Buyer Profile

- You want a genuine classic aircraft with historical significance
- You appreciate tailwheel flying and traditional stick-and-rudder skills
- You prefer simplicity over automation
- You enjoy recreational and scenic flying
- You want lower operating costs than many larger classics
- You value aircraft character and ownership pride
- You care about maintenance records, engine history, corrosion status, and restoration quality
- You want an airplane that stands out on every ramp

In short, the Cessna 170A is the perfect airplane for a buyer who values authenticity more than technology. It is a timeless taildragger that combines classic styling, practical performance, and an ownership experience that connects pilots to aviation's golden age every time the wheels leave the ground.

SPECIFICATIONS

General Information

Model	**170A**
Gross Weight	**2,200 lb (998 kg)**

Engine & Power Systems

Engine	**Continental C-145-2**
Engine Type	**Air-Cooled, Naturally Aspirated Flat-Six Piston Engine**
Horsepower	**145 hp**
Propeller Type	**2-Bladed Fixed-Pitch Propeller**

Airframe & Exterior

Length	**25 ft 0 in (7.62 m)**
Wingspan	**36 ft 0 in (10.97 m)**
Height	**6 ft 7 in (2.01 m)**

Performance & Specifications

Cruise Speed	**104 knots**
Range	**410 nmi**
Fuel Capacity	**42 US gal (159 L)**
Rate of Climb	**690 ft/min**

PHOTOGRAPHS

10 of 11 photographs reproduced here. The complete gallery is on the listing page.

EXTERIOR



MECHANICAL



EXTERIOR



INTERIOR



MECHANICAL



EXTERIOR


N170A
AI-ENHANCED IMAGE


N170A
AI-ENHANCED IMAGE

MECHANICAL



EXTERIOR


N170A
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