

PRESENTED BY HOWARTH AVIATION

1999

Cessna 182S Skylane

Low-time Skylane with logbooks since new · Bendix/King IFR suite with KAP 140 autopilot

TOTAL TIME	ENGINE	SEATS	AUTOPILOT
1,147 h	IO-540-AB1A5	4	KAP 140

OVERVIEW

1999 Cessna 182S Skylane, ZS-SVS, serial number 182-80624, based in South Africa. A Lycoming IO-540-AB1A5 with 1,147 hours since new, a Bendix/King IFR avionics suite with KAP 140 autopilot and a grey leather four-seat cabin. Logbooks since new, no known damage history, privately flown and hangared.

- 1,147 hours total time since new
- Lycoming IO-540-AB1A5, 2,000 h TBO
- Bendix/King IFR avionics suite
- KAP 140 autopilot with altitude pre-select
- Logbooks since new, no known damage history
- Privately flown and kept in a hangar

AIRFRAME

Type: Cessna 182S Skylane

Serial number: 182-80624

Total time: 1,147 h since new

Location: South Africa

Seats: 4

Year of manufacture: 1999

Registration: ZS-SVS (South Africa)

Certification: SACAA

Logbooks: Since new

Times as of: March 2025

MAINTENANCE STATUS

INSPECTION	STATUS
Certificate of release to service (CRS)	**Current and valid**
Next scheduled inspection	**TBC**

WEIGHTS & PERFORMANCE

Engine: Lycoming IO-540-AB1A5 (non-turbo)

Max take-off weight: 3,100 lb

Fuel capacity: 88 US gal

Cruise speed: approx. 140 kt

Range: approx. 800 nm

Rate of climb: 924 fpm

Weights and performance figures are published data for the Cessna 182S and are provided for information purposes only. Actual figures vary with configuration, weight, temperature and altitude; the Pilot's Operating Handbook and current weight-and-balance report govern.

ZA · WHATSAPP +27 82 851 7411

UK +44 7985 646198

USA +1 954 955 4302

EMAIL sales@howarthaviation.com

WEB howarthaviation.com

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ENGINE & PROPELLER

Lycoming IO-540-AB1A5, normally aspirated — 1,147 hours since new against a 2,000-hour TBO, driving a McCauley three-blade constant-speed propeller with approximately 250 hours since overhaul. Engine data on a JPI 700 digital monitor.

ENGINE
IO-540-AB1A5
Lycoming, non-turbo

PROPELLER
3-blade
McCauley constant-speed

ENGINE SINCE NEW
1,147 h
TBO 2,000 h

PROPELLER SINCE OVERHAUL
250 h
approx.

	ENGINE	PROPELLER
Make and model	Lycoming IO-540-AB1A5	McCauley three-blade, constant-speed
Serial number	TBC	TBC
TBO interval	2,000 h	TBC
Time	**1,147 h since new**	**approx. 250 h since overhaul**
Monitoring	JPI 700 engine monitor	—

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AVIONICS

FLIGHT DECK

Bendix/King IFR suite with KAP 140 autopilot

Two-axis KAP 140 autopilot with altitude pre-select, KCS 55A HSI coupled to NAV, GPS and GPS approach, and a KLN 89B GPS.

IFR

- Bendix/King KMA 26 audio selector panel
- Bendix/King KLN 89B GPS
- Bendix/King KX 155A NAV/COM 1 with glideslope
- Bendix/King KX 155A NAV/COM 2
- Bendix/King KR 87 ADF
- Bendix/King KT 76C Mode C transponder
- Bendix/King KCS 55A HSI, coupled to NAV/GPS and GPS approach
- Bendix/King KAP 140 two-axis autopilot with altitude pre-select
- JP Instruments JPI 700 engine monitor
- 406 MHz ELT

INSTRUMENTS

- Davtron M803 digital clock and OAT
- Airspeed and attitude indicators
- Altimeter and vertical speed indicator
- VOR and ADF indicators
- Turn coordinator
- Manifold pressure and fuel flow gauge
- EGT and CHT, oil temperature and pressure
- Fuel quantity, volt and amp meters



FLIGHT DECK — BENDIX/KING IFR SUITE

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INTERIOR

Interior — Four seats in grey leather with matching carpet, in great condition. Original interior.



FRONT SEATS



REAR SEATS



CABIN FROM THE PILOT DOOR



REAR BENCH

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EXTERIOR

Exterior — Original paint: white with red and black striping.



FRONT QUARTER



COWLING AND PROPELLER



TAIL



WING

ZA · WHATSAPP
+27 82 851 7411

UK
+44 7985 646198

USA
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WEB
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Howarth Aviation (Pty) Ltd

Head Office — Johannesburg, South Africa
UK Office — Windermere, Cumbria, United Kingdom
ZA +27 82 851 7411 · UK +44 7985 646198 · USA +1 954 955 4302
info@howarthaviation.com · **howarthaviation.com**

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