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SkyMachines Presents:
A low-time 182 ready for your upgrades!



- **Only 2734 hrs. TTAF! 526 SMOH by Medallion**
- **Hangared in Dry Country for 15+ years**
- **Basic, "modernized" IFR avionics**
- **Decent paint, serviceable interior**
- **Last year for 182's to burn car gas**

Basic Ad:

1976 Cessna 182P: 2734 TTAF, 526 SMOH, strong compressions. No damage history, complete logbooks since new (copies avail.). Basic, modernized IFR Dual Michel TKM MX300 digital nav/coms, King KT76C xpndr w/encoder, PS Engineering PM 1000ii intercom, King KA134 audio panel, Cessna 300A autopilot, Cessna VOR/LOC/GS head, Cessna VOR head, marker beacons. Paint 7/10, interior 5/10. Wheel fairings for main tires only (not shown). Last year of the 182's that can burn 87-91 octane car gas (this aircraft doesn't have the mogas STC yet; you can buy the STC [here](#) for \$345).

Asking \$67,900.

Photos:

(All links load in new browser tab)

[Exterior](#) | [Exterior](#) | [Exterior](#) | [Exterior](#) | [Interior](#) | [Interior](#) | [Panel](#) | [Panel](#) | [Baggage](#)
Download dozens more photos compressed in .zip files:
[Exterior](#) (3 MB file size) | [Interior](#) (3.5 MB file size)

GENERAL DATA

- **Current Aircraft Location:** KSAF (Santa Fe, NM)
- **Registration Number:** N1399M
- **Serial Number:** 18264314
- **Model Year:** 1976
- **Airworthiness Date:** 11/18/1975
- **Make/Model:** Cessna 180P "Skylane II"
- **Airframe Total Time:** 2734 hrs. TTAF
- **Engine:** Normally aspirated TCM O-470S (230 hp)
- **Engine Time:** 526 SMOH by Medallion Engines and Aircraft Services, Las Vegas, NV. (Aircraft still has original, factory-installed engine, which ran to 2207 hrs. before overhaul)
- **Cylinder Compressions** (Sept., 2011 annual): 77,78 78, 77, 77, 78/80
- **Engine Heater:** [Pending]
- **Propeller:** McCauley 2A34C203
- **Prop Time:** 1140 hrs. SPOH July, 1988
- **Prop Deice:** No
- **Air Conditioning:** No
- **Weights:** [pending]
- **Fuel Capacity:** [pending]
- **Aircraft Review:** [Click here](#)
- **Suggested Purchase:** [Cessna 182 Buyer's Guide](#) by the Cessna Pilots Association

MAINTENANCE & INSPECTIONS

- **Damage History:** None listed at <http://report.myairplane.com/>, in the FAA 337 "Major Repair or Alteration" records, or reported by seller. However, the buyer should verify via thorough inspection of the logbooks and the airframe
Download logbooks here: [Sept., 2011 Annual Inspection Entries](#) | **Engine:** [Engine Logbook Summary Table](#) | [Engine Log, 11/99-Present](#) (3.1MB file size) | **Airframe:** [1995-Present](#) (3.4 MB file size). Note: Prop logs, older airframe/engine logs avail. on request
- **FAA 337 Forms:** [pending]
- **Last Annual Inspection:** 9/29/2012

AVIONICS

Note: SkyMachines has not tested any of the avionics and therefore cannot represent their operational status. Once we test-fly the aircraft, we'll list any inoperative items.

- **Audio Panel:** [Bendix-King KA134](#)
- **Transponder:** [Bendix-King KT76C](#) (Digital, VFR/1200 button, pushbutton data entry, pressure altitude readout; installed 1999), with ACK-30 altitude encoder
- **Nav/Com #1:** [Michel TKM MX300](#) digital navcom with glideslope receiver displaying on Cessna VOR/LOC/GS head

- **Nav/Com #2:** Michel TKM MX300 digital navcom displaying on Cessna VOR/LOC head
- **Marker Beacons:** Yes
- **GPS:** None
- **Engine Monitor:** None
- **Autopilot:** Cessna 300A wing-leveler w/o heading bug
- **Electric Trim:** None
- **Other:** Northstar M1 Loran, Cessna R-546 ADF

EQUIPMENT, ACCESSORIES

- Fairings for both main wheels included in sale. Nose wheel fairing [available here](#) for \$275.
- Pilot push-to-talk switch
- Hobbs meter

EXTERIOR

Attractive 3-tone red, white blue paint scheme. Appears to have been repainted as the scheme does not match mid-1970s Cessna factory styling. Clearly an airplane that has been hangared and well taken care of. There is very little chipped paint except on the fiberglass noseowl. The leading edges of the wings and horizontal stabilizer show some small chips, but overall the paint is adhering well and fully protecting the aluminum surface. The airplane shows well and looks shiny from 20'. Up close, the red and white areas are slightly oxidized and would benefit from a good buff and wax. All of the exterior plastics, except for the wingtips, have been replaced at one time or another and are crack-free. There are two small cracks in each wingtip which have been stop-drilled, but there is absolutely no reason to replace the wingtips. The aluminium gear leg fairings are relatively new. The tires have plenty of tread and look recently installed. The windshield and window glass all appear in excellent condition. The only exterior issue of note is that there is substantial chipping and pitting in the fiberglass noseowl, but no visible stress cracks. (See photos.) While only cosmetic in nature, it detracts from an otherwise attractive airplane. The condition may be repairable by a properly equipped shop, but it will need repainting after repair. **Condition Rating: 7/10** Paint has a good shine with slight abrasion wear on leading surfaces (no more than three or four chips or scratches per square foot), but it is still retaining good coverage and does not need repainting. Touched up areas are not noticeable. If the paint was applied in the last 10 years, it may have been poorly applied, with orange peel, pooling, sags or over-spray. However, painted surfaces are well protected and the aircraft has good eye appeal from at least 20 feet away. The paint scheme may date the airplane, but only a few of the more discerning pilots would think it needs repainting. The windows are clear with no crazing or discoloring, although there may be a few minor scratches. Fiberglass and plastic parts are in good condition with no cracks or crazing, and with good paint coverage."

INTERIOR

Surprisingly for a plane of this vintage, all of the interior plastics, including the headliner, are in excellent shape, most likely due to replacement over the years. The only cracks we could find were two hairline cracks on the plastic rim around the co-pilot's window and one similar crack on the plastic rim around the pilot's window. These were barely noticeable but had not been stop-drilled yet. The seats do not match standard mid-1970s Cessna design, so they were likely recovered 20+ years ago. (They are constructed of a tweed

insert surrounded by vinyl that was popular in the 1980s.) The pilot's and the rear seats show well. The co-pilot's seat has two wear tears in the tweed fabric up near the top. Patches will be required to repair these. The carpets are in good shape, although dirty. There is some wear under the pilot's and co-pilots feet, but no tears or worn-through spots. The carpet would benefit from a good steam-cleaning but is otherwise in reasonable, serviceable condition. The plastic sidewalls on the doors and rear interior look in original but excellent condition. **Condition Rating: 5/10** The interior may have been installed or redone more than 20 years ago and, if so, it is obvious that its design was from a different era of style. Entry areas, cockpit and other high use areas show significant signs of wear and/or stains that don't shampoo out. Seat cushions, headliner and side panels may have stains, loose stitching, some fading, and in general a "well used" appearance, but they are not torn. More than two plastic pieces may be cracked and need replacement, and significant yellowing may have evident. Past repairs may be evident. After repairs are made and a professional steam cleaning, scrub, and detail job are performed, the condition may warrant a #6 Rating. If the rest of the aircraft is in good condition, the interior's condition would still appeal to most institutional buyers, but discounting would be required in order to sell the aircraft to private buyers.

NOTES

- Last year of the 182's which can burn car gas (STC required and not included; available [here](#) for \$345)
- **Vref Value: \$69,376.** [Download report](#)
- We think N1399M is the best deal on a 1976 182 that you can find on the market today, and we want it to stay that way: **If you find a better deal, please give us a chance to beat it!**

**Only
\$67,900!**

The information above was provided by the seller. It is believed to be accurate, but has not been verified and is not guaranteed. Prospective purchasers must independently verify all of the information.

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