



BUYER'S REPORT

Pre-Purchase Aircraft Assessment

1957 Cessna 182A

Registration C-FKAV • Serial 34854



Prepared by Red Beacon Aeronautical

October 2026

Executive Summary

This report describes the specifications, maintenance status, condition and documentation of the 1957 Cessna 182A registered C-FKAV (Serial No. 34854). The 182A is the second model year of Cessna's four-seat, 230 hp Skylane line: a straight-tail, high-wing, fixed-tricycle utility aircraft that remains one of the most widely used piston jump platforms in North America.

C-FKAV has been owned and operated by a single drop zone, École de Parachutisme Horizon Inc. of Saint-Honoré, Quebec, since March 2003, and is set up as a skydiving aircraft with Wing-X STOL wing extensions. It is commercially registered and maintained by Aviation R&L inc. (St-Félicien, Quebec, AMO 47-90) under the operator's approved maintenance schedule. The aircraft completed its 100-hour and annual inspection on 3 September 2026 and flew 63 jump loads during September 2026 with no defects recorded.

Headline Findings

- **Active and current:** 100-hour / annual inspection completed 3 September 2026 at 6,933.9 hrs; all recurring ADs current per the 3 September 2026 component status report; 26.9 hrs flown since, with no defects written up.
- **Engine:** Continental O-470-L, 230 hp, 1,106 hrs since major overhaul (December 2018). Compressions on 3 September 2026: 68 / 68 / 66 / 68 / 68 / 72 over 80, with a borescope inspection of the cylinders and no defects found.
- **Propeller:** McCauley 2AC66-NP34 two-blade constant speed, 956 hrs since overhaul (May 2020).
- **STOL performance:** Wing-X STOL wing extensions installed and inspected per the STC Instructions for Continued Airworthiness at every 100 hours.
- **Avionics:** Garmin GTR 200 com with intercom, Garmin GTX 327 transponder (Mode C) with encoder, Artex 345 406 MHz ELT.
- **Configuration:** Skydiving configuration with single pilot seat installed; the remaining seats are not installed but are included with the sale.
- **Asking price:** USD \$79,000 / CAD \$109,000.

Aircraft Identification

Mark (Registration)	C-FKAV
Make / Model	Cessna 182A
Serial Number	34854
Year of Manufacture	1957 (Cessna Aircraft Company, U.S.A.)
Type Certificate	FAA TC 3A13; Canadian eligibility CAR Standard 507.02 / 507.03
Category	Aeroplane, 1 piston engine
Max Take-Off Weight	1,202 kg (2,650 lb) per CCAR
Type of Registration	Commercial
Registered Owner	École de Parachutisme Horizon Inc.
Owner Registered Since	2003-03-19 (current C of R issued 2006-06-21)
Base of Operations	Chicoutimi/Saint-Honoré Aerodrome (CYRC), Quebec
24-bit Address	Hex C01A7E, Octal 60015176

Total Time Airframe	6,960.8 hrs (journey log, 28 September 2026)
Maintenance Organization	Aviation R&L inc., 4513 Route 373, St-Félicien QC G8K 3A3 (AMO 47-90)

Specifications

Type data (Cessna 182A, standard aircraft)

Published figures for a standard 1957 Cessna 182A. Speeds, climb and field performance for C-FKAV will differ because of the Wing-X STOL extensions and the skydiving configuration. The current weight and balance report for C-FKAV was not among the documents reviewed for this report.

Seats (standard)	4; C-FKAV in skydiving configuration with pilot seat only
Wingspan	36 ft 0 in (10.97 m) standard; Wing-X extensions add span
Length	25 ft 1.75 in (7.66 m)
Height	8 ft 7 in (2.62 m)
Cabin Width	40 in (102 cm) at shoulder
Gross Weight	2,650 lb (1,202 kg)
Typical Empty Weight	about 1,555 to 1,621 lb (705 to 735 kg), standard equipped
Typical Useful Load	about 1,029 to 1,095 lb (467 to 497 kg), standard equipped
Engine	Continental O-470-L, 230 hp, six-cylinder, carbureted (Marvel-Schebler MA4-5)
Engine TBO (manufacturer)	1,500 hrs / 12 years
Propeller	McCauley 2AC66-NP34, two-blade, constant speed
Fuel Capacity	55 US gal (208 L) total: two 27.5 US gal (104 L) wing tanks, 100LL (per tank placards)
Top Speed	about 136 kt (157 mph / 252 km/h)
Cruise Speed	about 127 to 139 kt (146 to 160 mph / 235 to 257 km/h)
Fuel Burn	about 13 to 14 US gal/h (49 to 53 L/h)
Rate of Climb	about 1,030 to 1,130 fpm (5.2 to 5.7 m/s) at gross
Service Ceiling	about 20,000 ft (6,096 m)
Takeoff Ground Roll	about 555 to 615 ft (169 to 187 m)
Landing Ground Roll	about 460 to 560 ft (140 to 171 m)

As equipped (C-FKAV)

Modifications	Wing-X STOL wing extensions (STC) Skydiving configuration Plane Power alternator conversion (installed May 2011)
Com	Garmin GTR 200 VHF com with built-in intercom
Transponder	Garmin GTX 327, Mode C, P/N 011-00490-00, S/N 83718990
Altitude Encoder	Trans-Cal SSD120, S/N SRN28419
ELT	Artex 345, 406 MHz, P/N A3-06-2880, S/N 317-07709

Instruments	VFR panel: airspeed, attitude, altimeter (P/N 5932A-0201), heading, turn coordinator, VSI, tachometer, engine gauges, CHT, cockpit CO detector (new September 2026)
Electrical	Plane Power 10-1050C alternator with R1224 controller; Concord RG35AXC battery (July 2019)
Vacuum	AA216CW vacuum pump (overhauled August 2021)
Safety Equipment	Portable fire extinguisher, first aid kit

Exterior Walk-Around

The aircraft is hangared at CYRC. The exterior is white with red and black striping and the Parachutisme Horizon livery on the fuselage and vertical tail. The paint is glossy with minor chips consistent with a working aircraft. The wings, Wing-X tips and tail surfaces show no visible damage in the photographs, and the wheel fairings are removed, as is common on jump aircraft.



Left side profile in the hangar at CYRC.



Right wing and Wing-X extended tip.



Front view, McCauley two-blade constant speed propeller.



Vertical tail, Parachutisme Horizon livery.



Left tank, 27.5 US gal (104 L) 100LL placard.



Right main wheel and gear leg.

Powerplant & Propeller

C-FKAV is powered by a Continental O-470-L, the original 230 hp, carbureted six-cylinder engine type for the early 182. The engine, carburetor, magnetos, propeller governor and oil cooler were overhauled or serviced together on 11 December 2018 at 5,854.7 hrs airframe, so the engine has run 1,106.1 hrs since overhaul as of 28 September 2026. The status report tracks it against the 1,500-hour overhaul limit used under the operator's commercial maintenance schedule, which leaves 393.9 hrs on that schedule; the manufacturer's 12-year calendar runs to December 2030.

At the 3 September 2026 inspection the engine oil sump was flushed and refilled with Aeroshell W100+ with CamGuard, the CH48108-1 filter was opened with no contamination found, both magnetos' breaker compartments and timing were inspected, and a cylinder borescope was performed with no defects. The flexible engine hoses were replaced on 27 July 2026.

Component	Make / model, S/N	Last done	Time since / next due
Engine overhaul	Continental O-470-L S/N 69451-70-L-R	11 Dec 2018 5,854.7 hrs	1,106.1 hrs SMOH Next at 7,354.7 hrs
Carburetor overhaul	Marvel-Schebler MA4-5 S/N MS387902	11 Dec 2018	With engine
Magnetos overhaul	Bendix 10-79020-10 S/N 611123 (L), 551105 (R)	11 Dec 2018	With engine
Magnetos 500-hr inspection	Both	4 Dec 2024 6,721.2 hrs	Next at 7,221.2 hrs
Propeller overhaul	McCauley 2AC66-NP34 S/N 747695	15 May 2020 6,004.5 hrs	956.3 hrs SPOH Next 7,504.5 hrs or May 2030
Prop governor overhaul	McCauley C290D3/T1 S/N 180693	11 Dec 2018	On condition
Starter overhaul	P/N 646238-2R S/N H-N040354	7 Jul 2021	On condition
Spark plugs	URHM40E	10 Sep 2024	Replaced

Component	Make / model, S/N	Last done	Time since / next due
Flexible engine hoses	Replaced	27 Jul 2026	Next Jul 2031
Induction air filter	BA8103-1	27 Jul 2026	Next at 7,083.0 hrs



Cowling and propeller.

Cockpit & Avionics

The panel is a straightforward VFR fit for a working jump aircraft: the original instrument layout with a modern Garmin GTR 200 com (built-in intercom) and Garmin GTX 327 transponder in the radio stack. The altimeter, transponder and encoder were last calibrated on 23 and 24 October 2024 (24-month interval, next due 31 October 2026), and the pitot-static system was last inspected on 4 December 2024 (next due 31 December 2026). The Artex 345 406 MHz ELT passed its performance test in October 2024 and its operational test in October 2025; its battery is due in March 2028. The aircraft is not equipped with ADS-B Out.



Instrument panel.



Garmin GTR 200 com and GTX 327 transponder.

The cabin is in skydiving configuration: pilot seat only, bare metal floor and a jumper loading placard on the panel. The remaining seats are not installed and are included with the sale.



Aft cabin, skydiving configuration.

Inspection & AD Status

Source: Aviation R&L inc. component and inspection status report dated 3 September 2026 (TTAF 6,933.9 hrs). Hours remaining are recalculated to 6,960.8 hrs TTAF.

Scheduled inspections

Inspection	Last done	Next due	Remaining
100-hour / annual	3 Sep 2026	7,036.0 hrs or 30 Sep 2027	75.2 hrs
50-hour (operator schedule)	3 Sep 2026	6,986.0 hrs	25.2 hrs
Altimeter, transponder, encoder calibration (24 months)	Oct 2024	31 Oct 2026	Under 1 month
ELT performance test (24 months)	23 Oct 2024	31 Oct 2026	Under 1 month
Pitot-static inspection (24 months)	4 Dec 2024	31 Dec 2026	About 3 months
Fuel tank interior, attachments, outlet screens (1,000 hrs)	7 Jul 2021	7,206.0 hrs	245.2 hrs
Wheel bearings (500 hrs)	10 Sep 2024	7,197.2 hrs	236.4 hrs
Alternator brushes (500 hrs)	13 Aug 2025	7,286.0 hrs	325.2 hrs
Wing-X STOL inspection (per STC ICA)	3 Sep 2026	7,036.0 hrs or 30 Sep 2027	75.2 hrs
U-bolt inspection (operator M/S Op. 24)	27 Jun 2024	7,603.1 hrs or 30 Jun 2027	642.3 hrs
Fire extinguisher hydrostatic test	14 Jun 2018	30 Jun 2028	21 months

Recurring Airworthiness Directives

AD	Subject	Last done	Next due
2011-10-09	Seat rail / primary latch pin engagement	3 Sep 2026	7,033.9 hrs or 3 Sep 2027
2020-21-22	Horizontal stabilizer attachment structure: cracks and corrosion	8 Jul 2026	7,354.3 hrs or 8 Jul 2031
83-13-01	Fuel cap sealing placard	3 Sep 2026	3 Sep 2027
84-10-01R1	Fuel tank drain / fuel bladder cells	3 Sep 2026	3 Sep 2027
93-05-06	ACS and Gerdes ignition switches	6 Jan 2015	7,250.6 hrs
96-12-22	Engine oil filter adapter	3 Sep 2026	7,033.9 hrs or 3 Sep 2027
CF-90-03R2	Exhaust muffler (cabin heater) inspection	3 Sep 2026	7,083.9 hrs or 3 Sep 2027

The status report lists recurring ADs. A complete one-time AD compliance record was not among the documents reviewed for this report.

Work order ARL 8703, 3 September 2026

- 50-hour and 100-hour inspections and Operations 1, 2, 28 and 30 accomplished per the Parachutisme Horizon maintenance schedule (M/S Q1008).
- All recurring ADs above carried out, no defects found; new CO detector installed in the cockpit.
- Engine oil sump flushed, Aeroshell W100+ with CamGuard; oil filter inspected, free of contamination.
- Compression test 68 / 68 / 66 / 68 / 68 / 72 over 80; borescope inspection of cylinders, no defects.

- Fuel gauge calibration per Cessna SEB99-18: left sender cleaned and reinstalled, both indicators serviceable.
- Left brake serviced; nose gear shimmy damper serviced; compass swung; RPM indicator tested.
- Wing-X STOL inspected per STC ICA, no defects found.
- Certified by Sébastien Larue, licence M905236.

Recent Utilization

From the journey log, September 2026. No defects were recorded on any flight.

Date	Route	Air time	TTSN after	Remarks
3 Sep	CYOO to CYTF	0.7 hrs	6,934.6	Ferry after inspection
6 Sep	CYTF local	4.6 hrs	6,939.2	11 jump loads
7 Sep	CYTF local	4.2 hrs	6,943.4	10 jump loads
13 Sep	CYTF local	4.5 hrs	6,947.9	11 jump loads
19 Sep	CYTF local	4.0 hrs	6,951.9	10 jump loads
25 Sep	CYTF local	1.6 hrs	6,953.5	4 jump loads
26 Sep	CYTF local	3.6 hrs	6,957.1	9 jump loads
27 Sep	CYTF local	3.2 hrs	6,960.3	8 jump loads
28 Sep	CYTF to CYRC	0.5 hrs	6,960.8	Ferry to home base

Condition Assessment

Airframe

At 6,960.8 hours, C-FKAV is a high-time airframe that has spent the last 23 years in skydiving service, a role with frequent short flights and a high number of takeoff and landing cycles. Landings are not tracked in the status report. The horizontal stabilizer attachment structure was inspected for cracks and corrosion under AD 2020-21-22 in July 2026, and the U-bolt inspection under the operator's schedule was completed in June 2024. The exterior paint, wings and tail present in good condition in the photographs.

Cabin

The cabin interior is stripped for jump operations. Surface corrosion and paint loss are visible in the photographs on the cabin floor tunnel around the fuel selector and flap handle, and on the forward cabin side panels. The extent of this corrosion below the surface was not assessed for this report.



Forward cabin floor and tunnel.



Vertical tail and rudder.

Engine

Compressions of 66 to 72 over 80 with a clean borescope and a contamination-free filter at the September 2026 inspection indicate an engine in sound condition at 1,106 hours since overhaul. The aircraft has flown regularly, which favours engine health. No oil analysis report was among the documents reviewed.

Avionics & Electrical

The Garmin com and transponder are current-production-era units. The transponder is Mode C only; ADS-B Out is not installed. The 24-month altimeter, transponder and encoder calibrations and the ELT performance test fall due on 31 October 2026.

Documentation

The aircraft is commercially maintained by an approved maintenance organization, with a computerized component tracking report covering inspections, life-limited components and recurring ADs. The seller states that the logbooks are complete. For this report, the 3 September 2026 component status report, the last two journey log pages (including work order ARL 8703), the Canadian Civil Aircraft Register entry and photographs taken on 30 September 2026 were reviewed. The full airframe, engine and propeller logbooks, the weight and balance report and the STC documentation for the Wing-X extensions and skydiving configuration are available from the seller on request.

Seller Information

Seller	École de Parachutisme Horizon Inc.
Seller Address	780 Chemin du Volair, Saint-Honoré, Quebec G0V 1L0, Canada
Aircraft Location	Chicoutimi/Saint-Honoré Aerodrome (CYRC), Quebec
Maintenance	Aviation R&L inc., St-Félicien, Quebec (AMO 47-90)
Asking Price	USD \$79,000 / CAD \$109,000
Included	Seats (not installed), logbooks and maintenance records
Delivery	Ferry to the buyer's airport and Canada-to-U.S. import support available through Red Beacon Aeronautical

Broker Contact

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Disclaimer

This buyer's report has been prepared by Red Beacon Aeronautical as a desk-based commercial assessment using the aircraft's component and inspection status report dated 3 September 2026, journey log entries, the Canadian Civil Aircraft Register entry, published type data and photographs of the aircraft. It is not a substitute for an in-person pre-purchase inspection by a licensed aircraft maintenance engineer (AME) or mechanic and is provided for informational purposes only. Type specifications are published figures for a standard Cessna 182A and do not account for this aircraft's modifications. Red Beacon Aeronautical makes no representations as to airworthiness, mechanical condition, or fitness for any particular purpose, and accepts no liability arising from reliance on this report. Where an entry is ambiguous, verify against the original documents.