

1973 Cessna A185F Skywagon
AIRCRAFT SPECIFICATIONS
N-Number: N365FC S/N: 18502233
Make Offer \$ 259,000

A workhorse with the IO-550 Bonaire/Davis conversion, this tough bird has been re-imagined with a fantastic Garmin avionics suite: Dual G3X Touch glass, GFC-500 Autopilot, GNX-375 WAAS IFR GPS, GNC-255 Nav/Com, GTX-33 ADSB Remote Transponder, G5 Backup flight instrument. P-Ponk Gear, Sportsman STOL and VGs create a unique airplane for travels to short and unimproved strips. Factory float kit! Many other thoughtful additions!

Airframe: 15,302 Hours
Engine 1: 1,500 Hours SMOH Engine 2: 230 Hours STO
PROP: 125 HOURS SPOH

Avionics

Dual Garmin G3X touch
- 10.3 Landscape PFD Displays
Garmin GFC-500 3-axis Autopilot
- Blue 'Level' Button
- Go Around
- Flight Envelope Protection
- Altitude Pre-Select/Hold
- Angle of Attack
- Synthetic Vision
- Dual AHRS
- Dual Pitot
Garmin GNX-375 WAAS IFR GPS
- LPV
- ADSB
- Remote GTX-33 Mode S Transponder
Garmin G5 Flight Instrument
- Standby with backup battery
Garmin 255 Nav/Comm
Stratus USB Charge Ports
White/Red overhead Light Switching
Avionics Master Switch

Features

New Custom Instrument Panel
New Klixon Circuit Breakers
New Avion Research Yokes
- A/P Disconnect
- Dual PTT
P-Ponk Gear
Sportsman STOL
VG's
New one-piece windshield & side windows
Retractable BAS tail handles
LED Beacon
CIES Fuel Senders,
Extended Baggage,
Alaska Bushwheels PMA Tailwheel
Factory Float Kit

Interior

Good Condition
Brushwood Cloth Seating Inserts
with Umber Vinyl Surrounds
Tan Sidewalls and Headliner

Exterior

Good Condition
Overall Matterhorn White
Navy Blue Lower and Accents

Details

Fresh water Canadian history and detailed records.

TCM IO-550-O
300 HP (Bonaire/Davis)

McCauley 3-blade Prop

NOTE: Logbooks begin 1988 with all Canadian records. Aircraft imported to US in 2006. All records since 1988, no airframe information prior to export to Canada.

Located at KHNZ ([KHNZ Details](#))
Hangared

Call Todd Huvad
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