



Call Todd Huvard
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1973 Cessna A185F Skywagon
AIRCRAFT SPECIFICATIONS
N-Number: N365FC S/N: 18502233

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: 15,390 Hours
Engine 1: 1,585 Hours SMOH Engine 2: 214 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 Stratus USB Charge Ports
Two Color Maplights
Avionics Master Switch
- 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
New Cabin Speaker
Avionics Master Switch

Features

New Custom Instrument Panel
New Klaxon Circuit Breakers
New Avion Research Yokes
- A/P Disconnect
- Dual PTT
P-Ponk Gear
Alaska Bushwheels Tailwheel and Spring
Sportsman STOL
VG's
New one-piece windshield & side windows
Retractable BAS tail handles
LED Red/White Beacons
Aero-Fabricators Shoulder Harnesses STC
LED Beacon
CIES Fuel Senders
Extended Baggage
Factory Float Kit (was an active Floatplane in Canada)
Factory Zinc Chromate

Interior

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

Exterior

Good Condition
Overall Matterhorn White
Navy Blue Lower and Accents

Details

Engine:
TCM IO-550-FC-D
s/n 284561-R
300 HP (Bonaire/Davis)

Propeller:
McCauley 3-blade Prop
D3A34C401
s/n 930180

Useful Load: 1,464 Lbs

91.411 and 91.413 valid through April 2023

NOTE: Logbooks begin 1988 with all Canadian records. Aircraft imported to US in 2005. All records since 1988, no airframe information prior to export to Canada. Canadian history with detailed records.

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