

N1282F

\$255,000



### Alaska Aircraft Sales

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Specifications		Avionics
<b>Year</b>	1975	Garmin SL-40 Transceiver
<b>Airframe Make/Model</b>	Cessna A185F	Garmin GTX-327 Transponder
<b>S/N</b>	18502806	Garmin AERA GPS (panel mount)
<b>Annual</b>	Aug 2023	Elec Int'l digital fuel flow
<b>Airframe Hours</b>	2,132 Hrs.	Sigtronics SPA-400
<b>Engine Make/Model</b>	Continental IO-520D	Alcor EGT gauge
<b>Engine TSNEW</b>	452 Hrs. (Dec 2004)	
<b>Propeller Make/Model</b>	McCauley D3A34C401	
<b>Propeller TSNEW</b>	452 Hrs. (May 2006)	
<b>Empty Wt.</b>	2,160 lbs. (sea)	Whelen LED LDG/TAXI lights
<b>Gross Wt.</b>	3,350 lbs. (sea)	Brackett air filter
<b>Useful Ld.</b>	1,190 lbs. (sea)	New seat & cabin upholstery
<b>Equipment</b>	EDO-AIRE 3430 floats w/hatches	Sportsmans STOL leading edge cuff
Wheel gear included	Atlee Dodge rear jump seats	RMD wingtips w/pulse lights
Extended baggage	LP Aero single piece windscreen	GAMI fuel injectors
Custom rubber carpet	AMSAFE airbag P/CP harnesses	MAX PULSE light controller

This is a nice example of a low time NO MAJOR DAMAGE late model Cessna A185F. Privately owned and well-maintained, the previous owner spent lots of money upgrading safety features. Tailwind Aviation performed the last annual and did a corrosion inspection of the engine (removing the valve train, push rods, and lifters) and photo documented the results: no corrosion was found on any lobes, lifters, etc. in all 6 cylinders. Last compressions were 76, 74, 77, 74, 76 & 75/80. The custom paint is high quality and providing protection.

**\*\* SPECIFICATIONS SUBJECT TO VERIFICATION UPON INSPECTION \*\***