



"TAKE YOUR CESSNA HOME  
FOR SERVICE AT THE SIGN  
OF THE CESSNA SHIELD"



CESSNA AIRCRAFT COMPANY  
WICHITA, KANSAS



185 ——— 1975

1975 A185F

Cessna®

MORE PEOPLE BUY AND  
FLY CESSNA AIRPLANES  
THAN ANY OTHER MAKE

1975

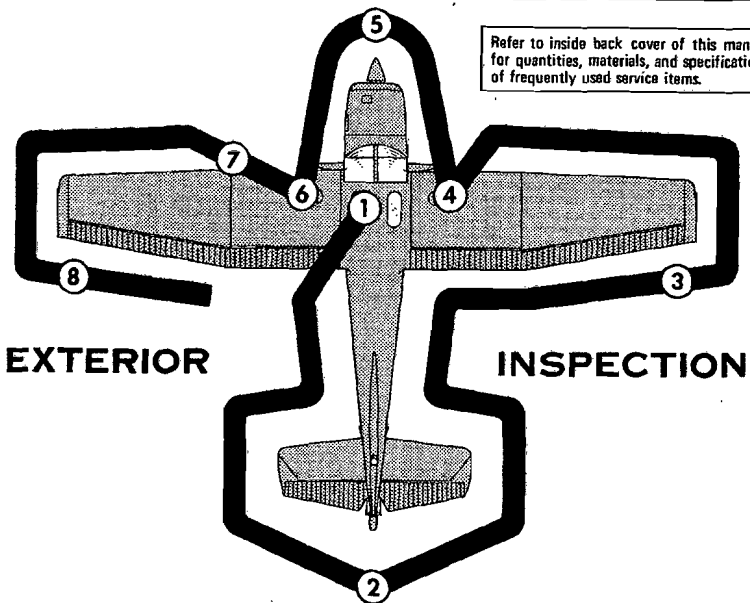
WORLD'S LARGEST PRO-  
DUCER OF GENERAL  
AVIATION AIRCRAFT  
SINCE 1956

SKYWAGON  
**185**



MODEL A185F

OWNER'S  
MANUAL



Refer to inside back cover of this manual for quantities, materials, and specifications of frequently used service items.

EXTERIOR

INSPECTION

**Note**

Visually check aircraft for general condition during walk-around inspection. In cold weather, remove even small accumulations of frost, ice or snow from wing, tail and control surfaces. Also, make sure that control surfaces contain no internal accumulations of ice or debris. If a night flight is planned, check operation of all lights, and make sure a flashlight is available.

- ①
  - a. Remove control wheel lock.
  - b. Check ignition switch OFF.
  - c. Turn on master switch and check fuel quantity indicators; then turn off master switch.
  - d. Check fuel shutoff valve knob ON (full in). If optional fuel tank selector valve is installed, check that handle is in BOTH ON position.
  - e. Check baggage door securely locked.
- ②
  - a. Remove rudder gust lock, if installed.
  - b. Disconnect tail tie-down.

Figure

- c. Check tail wheel tire for proper inflation.
- d. Check control surfaces for freedom of movement and security.

- ③
  - a. Check aileron for free and correct movement and security.

- ④
  - a. Disconnect wing tie-down.
  - b. Check fuel tank vent opening for stoppage.
  - c. Check main wheel tire for proper inflation.
  - d. Before first flight of day and after each refueling, use sampler cup and drain small quantity of fuel from fuel tank sump quick-drain valve to check for water, sediment, and proper fuel grade.
  - e. Use sampler cup and drain small quantity of fuel from fuel line quick-drain valve located on the bottom of the fuselage below the cabin door.
  - f. Visually check fuel quantity; then check fuel filler cap secure and vent unobstructed.

- ⑤
  - a. Inspect flight instrument static source opening on side of fuselage for stoppage (both sides).
  - b. Check propeller and spinner for nicks and security, and propeller for oil leaks.
  - c. Check induction air filter for restrictions by dust or other foreign matter.
  - d. Check oil level. Do not operate with less than nine quarts. Fill to twelve quarts for extended flight.
  - e. Before first flight of the day and after each refueling, pull out strainer drain knob for about four seconds to clear fuel strainer of possible water and sediment. Check strainer drain closed. If water is observed, the fuel system may contain additional water, and further draining of the system at the strainer, fuel tank sumps, and fuel line drain valves will be necessary.

- ⑥
  - a. Visually check fuel quantity; then check fuel filler cap secure and vent unobstructed.
  - b. Check main wheel tire for proper inflation.
  - c. Before first flight of day and after each refueling, use sampler cup and drain small quantity of fuel from fuel tank sump quick-drain valve to check for water, sediment, and proper fuel grade.
  - d. Use sampler cup and drain small quantity of fuel from fuel line quick-drain valve located on the bottom of the fuselage below the cabin door.
  - e. Remove pitot tube cover, if installed, and check pitot tube opening for stoppage.

- ⑦
  - a. Check stall warning vent opening for stoppage.
  - b. Check fuel tank vent opening for stoppage.
  - c. Disconnect wing tie-down.

- ⑧
  - a. Check aileron for free and correct movement and security.

1-1.