

CESSNA A185E Model Guide

CESSNA A185E is a single-engine piston aircraft powered by a Continental IO-520-D. The documents show a Hartzell three-blade constant-speed propeller STC, Cleveland wheel and brake kits, a replacement trim wheel and a turbonormalizing option. The 185 family is listed with up to 5 passengers, up to 145 kt cruise and up to 700 nm range. These are family maxima, not A185E figures.

KEY TAKEAWAYS

- Engine on this model is the Continental IO-520-D; the propeller on file is a Hartzell (P)HC-C3YF-1RF/F8429 (STC SA04404CH).
- Family-level 185 maxima: up to 145 kt cruise, 700 nm range, 18000 ft ceiling, 1500 kg MTOW. They are not A185E figures.
- Check the elevator trim wheel: the original pins have sheared and the original wheel material has cracked.
- Turbonormalized examples (Tornado Alley Turbo STCs) can have low manifold pressure if the turbocharger is new or overhauled.

POWERPLANT AND PROPELLER

The A185E uses a Continental IO-520-D engine. The Hartzell STC propeller is a constant-speed three blade 86 inch unit with an aluminum spinner, and the STC adds no new airworthiness limitations. Ask for the prop logbook and the Hartzell Service Letter HC-SL-61-61Y overhaul interval.

TURBONORMALIZING AND BRAKE/TRIM UPGRADES

Some A185E/F aircraft are turbonormalized under STCs SA00214DE and SE00215DE. If the engine does not reach 29.6 inches or more of manifold pressure at full power, a sticking turbocharger may be the cause. Cleveland kit 199-62 (6.00-6 wheels) lists the A185E as applicable. McFarlane's aluminum trim wheel is also offered for the 185.

WHAT TO INSPECT

Confirm which STCs are installed, and that Form 337 entries and weight and balance are updated for the Cleveland brake kit. Check the trim wheel, shaft and pin type. Look for oil leakage at the turbocharger seal and a record of frequent use after any turbo overhaul. Check which trim shaft fits the serial number.

SPECIFICATIONS

Engine Model	Continental IO-520-D
Propeller	Hartzell (P)HC-C3YF-1RF/F8429
Propeller Diameter Inches	86

SAFETY NOTES

- The original trim wheel pin has sheared or fallen out in service, causing loss of elevator trim and in some cases runaway trim.
- The original Bakelite-Phenolic trim wheel can crack at the spiral grooves, and the indicator wire can wedge and lock the trim wheel.
- On a turbonormalized aircraft, if full manifold pressure is not reached on the takeoff roll, reduce power and return to the ramp.