



Incredible Cessna A185F!!

New Garmin TXi Touch Screen Avionics Suite

Nearly \$1,000,000 Invested and Over 3 Years to Complete
One Owner Since New--Extremely Low Time--Always Hangared

1978 Cessna A185F Skywagon N4800Q Ser#18503562

997.7 Total Time Since New

194.7 Total Time Since Brand New IO550 Engine Upgrade

194.7 Total Time Since Brand New Hartzell Trailblazer Propeller Upgrade

35.7 Total Time Since Brand New Wipline 3000A Floats

Avionics/Equipment:

Garmin G500TXi Primary Flight Display

- Garmin GDU-1060 PFD
- Garmin GMN-01218 ADHARS
- Garmin GMU-44 Magnetometer
- Garmin GTP-59 OAT Probe
- Database SD Card

Garmin Synthetic Vision Technology (SVT)

Garmin G500TXi Multi-Function Display

- Garmin GDU-700L MFD
- Garmin GEA-110 Engine Analyzer
- Bendix RPM Sensor
- Garmin Oil Temp Sensor
- Carb Temp Sensor
- Garmin Oil Temp Transducer
- Garmin FT-60 Fuel Flow Transducer

Garmin GFC-500 Autopilot with Trim

- Garmin GMC-507 AP Controller
- Garmin GSA-28 Roll Servo
- Garmin GSA-28 Pitch Servo
- Garmin GSA-28 Trim Servo
- Garmin GAD-29B

Garmin GDL-69A SXM Weather/Music Receiver

Garmin GSB-15 Dual USB Power Points

Garmin GTN-750NXi #1 Com/Nav/WAAS GPS

- Garmin GA-35 GPS Antenna
- Comant Left Com Antenna
- Data Base SD Card

Garmin Flight Stream 510

Garmin Smart Glide with Switch

Garmin GTN-650NXi #2 Com/Nav/WAAS GPS

- Garmin GA-35 GPS Antenna
- Comant Right Com Antenna
- Data Base SD Card

Garmin G5 Pilot Standby Instrument

- Garmin G5 GPS Antenna
- Garmin G5 Battery

Garmin G5 Co-Pilot Standby Instrument

- Garmin G5 GPS Antenna
- Garmin G5 Battery

Garmin GMA-35C Bluetooth Audio Panel

- Comant Marker Antenna

Garmin GTX-345R Transponder with ADS-B In/Out

- Comant Transponder Antenna



VAN BORTEL AIRCRAFT INC™

Exterior:

New Paint by Wipaire. Factory Original Colors and Scheme. Allover White and Yellow

Interior:

Factory Original Chestnut Leather

Additional Equipment:

Wipline 3000A Amphibious Floats

Robertson STOL Kit

Factory Float Kit

Factory Corrosion Proofed

CO Guardian 451 CO Detector

Artex ELT-1000 400 MHz ELT

- Artex ELT Remote Mounted Switch
- Artex ELT Antenna

Whelen LED Taxi/Landing Lights

Wingtip Strobes

CiES Left/Right Fuel Probe/Senders

Concorde Battery With Contactor

Flap Position Indicator

Flap Position Transmitter

Alternate Static Source Valve

Highlights:

Like Brand New!

No Expense Spared!

Not Another One Like It!

One Owner Since New!

All Original Logbooks and all the Original Factory Paperwork (POH, Weight and Balance, Factory Order Forms, Logbook Bag, etc.)!

Always Fresh Water!

Extremely Low Time!

New Paint by Wipaire!

Robertson STOL Kit

Original Factory interior in Amazing Condition!

No Hail!

No Corrosion!

Perfect Airframe!

Price: \$899,500

Financing Available:

\$89,950 down and \$5,185 per month.



Description of N4800Q

I started Van Bortel Aircraft in 1985, specializing in Low-time, Like-new Cessna aircraft. During this time, I have had the honor of selling thousands of incredible, low-time, pristine and very special Cessna aircraft. I love buying, selling, and flying these airplanes! It was very tempting to keep some of these aircraft for myself, but I never did. Until Mr. Bridges (80+ years old blueberry farmer from Canada) traded in N4800Q in 2016.

N4800Q had only 746 hours total time since new when I took delivery in August 2016. I could not believe the airplane when I first saw it! It was in absolutely pristine original condition with every bit of original factory paperwork (POH, Weight and Balance, Factory Order Forms, Logbook Bag, etc.).

After flying it for about 4 years, I was at a decision point. Do I purchase a brand new T206H and send it to Wipaire for new floats or completely update N4800Q? I really wanted to go the easy route for once and purchase the new T206H. I have spent years restoring aircraft and it takes an unbelievable amount of time and effort, especially when you are seeking total perfection at every step of the project with the goal of having it like factory new when completed.

I talked with all the float gurus and they all said essentially the same thing; the new T206H would be a nice floatplane, but it is never going to measure up to the A185F! I even purchased a used T206H (Cessna T206H on Wipline 3450 Amphibious Floats) and flew it for about 10 hours. I liked it, but it was a truck compared to my A185F.

So, I decided to completely renovate N4800Q (3-year project!) including a New Garmin panel, New Factory Engine (FWF), New Wipaire Floats and New Wipaire paint, etc. Bill Jones, Wipaire's senior painter, called me the day he stripped N4800Q and sent me a picture (attached) of the aircraft outside drying in the sun right after he completed the paint stripping process. He said, in his 25 years of working in the aircraft painting business, he had never seen a cleaner airframe than N4800Q!

I did this project with the best people in the industry, spared no expense and planned on it being my last airplane. I never imagined I would sell N4800Q, but I am just not flying it enough.

I want N4800Q to go to the right person. A person that truly understands and appreciates its history and the time and effort that have gone into this amazing aircraft.

Howard G. Van Bortel