



SKYWAGON

Cessna 180 model changes

Year-by-year differences, as kept on AllBoutAircraft.com.

The Cessna 180/185 Skywagon is an all metal four passenger high wing monoplane with a fixed tailwheel landing gear. A semi-monocoque fuselage is used and there are two yard-wide doors on each side of the cabin.

All models of the 180 are powered by a 471 cubic inch six cylinder Continental air-cooled engine with a constant speed aluminum alloy metal propeller.

All versions of the 185 were powered with either a Continental 10-470-F engine or a Continental 10-520-D.

The Cessna 180 received its approved type certificate (5A6) on the 23rd of December 1952 and the first deliveries were early in 1953.

The 180 gives excellent speed for a fixed gear aircraft and it has awesome ability to get a heavy loads off the ground and to altitude quickly. The 180 will climb from sea level to 20,000 feet in about 45 minutes. And there has never been an AD involving the airframe structure since the first models were built in 1953.

The 180 was produced from 1953 until 1981 when production was stopped due to lowering sales in the light aircraft market.

The 185 was introduced in 1961 and had more power and higher useful load. It was produced until 1985.

Large single-slotted Fowler type "Para-Lift" flaps are used on both the Cessna 180 & 185. They increase the size and camber of the wing. Excellent lift is obtained at half-flaps, and at full 40 degrees of flaps a very high sinkrate is possible.

Modifications seen on the type

- 18 gallon Javelin baggage compartment fuel tank
- camera installations
- Alcor "Cargomore" utility door

Cessna 180

1953 Model 180

Serial numbers 30,000 – 30,639 (639 built)

- Baggage capacity is 120 lbs.



- Did not have an outside baggage door and the only access to the baggage compartment was over the fold-down backseats.
- Controllable cowl flaps are standard and a large access door is on each side of the cowling.
- Exhaust is through dual mufflers, One is shrouded for carburetor heat and the other for cabin heat.
- Fuel gauges are of the direct reading mechanical type.
- The engine was the O-470-A.

1954 Model 180

Serial numbers 30,640 - 31,259 (619 built)

- An outside baggage door was added, about 15 x 22 in.
- The O-470-J engine was introduced near the end of 1954 production.

1955 Model 180

Serial numbers 31,260 - 32,150 (890 built)

- The O-470-J engine which produces the same horsepower as in the previous model, but at lower rpm was made standard
- The main gear was moved 3 inches further ahead for improved braking and ground handling. This was achieved by changing the rake of the spring steel gear.
- Heavier 1/4 inch thick windshield for better soundproofing and extra fiberglass soundproofing was added to the cabin and wing-butt areas.
- Fresh air inlets were moved further out on the leading edge of the wing, placing them outside of the propeller slipstream, and thus lowering noise.

1956 Model 180

Serial numbers 32,151 32,661 (510 built)

- A new engine, the O-470-K was introduced which produces 230 hp at 2600 rpm. This engine included larger steel cast cylinder heads which had thinner and more numerous fins for cooler operation.
- Additional dynamic dampeners were used and these as well as revised engine mounts produced a much smoother, quieter, vibration-free engine operation.
- The engine cowling was redesigned by adding a carburetor airscoop at the bottom, giving more engine power from the ram-air effect.
- A new large stainless steel single muffler was used for the first time with separate compartments within the muffler for carburetor heat and cabin heat.
- The tail wheel was modified to give better steering.
- The fuel vent to the main tanks was moved to behind the left wing strut to prevent ice formation in icing conditions.

1957 Model 180

Serial numbers 32,662 - 32,999 and 50,000 - 50,105 (442 built)

- The gross weight was increased by 100 lbs.
- The gear leg thickness increased from .650" to .700".
- A fuel strainer drain control was added to the inside.
- The Instrument panel was rearranged and new electric fuel gauges used for the first time.
- A heavier door seal was used. So to make the door easier to lock a new cam type latch was used for pulling the door in tightly on the seal, and a flush long lever type outside door handle was added to make the door easier to open
- A red generator warning light replaced the ammeter.





- The fuel capacity was increased from 60 to 65 gallons total. This as well as a more economical carburetor, increased the range.

1958 Model 180A

Serial numbers 50,106 - 50,355 (249 built)

- The engine exhaust outlet was moved to the right side on all models to route the exhaust stain down under the fuselage
- New seal put around windows for reduction in wind noise.
- New instrument panel and new lighting console.
- A ratchet-click mechanism was added to the elevator trim wheel to prevent creeping.
- Lock with key for baggage door.
- An 18-gallon baggage fuel tank was a factory installed option.

1959 Model 180B

Serial numbers 50,356 - 50,661 (305 built)

- New heavier door hinges.
- New instrument panel.
- New adjustable fresh air vents for the rear seat area. (optional)
- Optional pilot and co-pilot 3- position tilting seats.

1960 Model 180C

Serial numbers 50,662 - 50,911 (249 built)

- Fuel cells changed to include flush fuel tank caps on the upper surface of the wings.
- Seat backs made adjustable with optional headrests..
- The airscoop was removed and the airtscreen flush-mounted on the front of the cowl.
- New stabilizer-elevator down spring to improve longitudinal stability.
- A redesigned bulkhead and skin on top of fuselage increased headroom in the third and fourth seats.
- O-470-L engine introduced.

1961 Model 180D

Serial numbers 50,912 - 51,063 (151 built)

- Cowling was changed to incorporate cam locks for holding it on.
- Bendix "Shower of Sparks" mags were introduced for easier starting.
- A special switch was used under the instrument panel to supply primary current to the mag coils without engaging the starter to allow hand cranking of the engine.
- New generator - 50 amp, as standard.

1962 Model 180E

Serial numbers 51,064 - 51,183 (119 built)

- New fuel tank outlets added, to give each wing tank two outlets rather than only one per tank.
- New optional long-range wing tanks, increasing capacity to 84 gallons.
- O-470-R engine introduced.
- New wing tips and position light mounts.

1963 Model 180F

Serial numbers 51,184 - 51,312 (128 built)





- Magnesium cast rudder pedals introduced.
- Magnetos changed to the impulse coupling type.
- Instrument panel lighting controls in overhead panel.
- Semi-reclining front seats.
- First year for 10 degree flaps.

1964 Model 180G

Serial numbers 51,313 – 51,445 (132 built)

- New instrument panel
- New heavy-duty axle
- Third window added to fuselage.
- Dive speeds (red line) increased to 192 mph I.A.S.
- Gross weight increase of 150 lbs.
- Changed to Cessna 185 landing gear.
- Manual tail wheel lock added.
- Cleveland dual piston brakes.
- Generator replaced by 52 amp, 14V alternator.

1965 Model 180H

Serial numbers 51,446 – 51,607 (161 built)

- Cessna 182 firewall was used, making the 180 and 185 airframes identical.
- Redesigned instrument panel to accommodate center stack radios..
- Improved fuel strainer.
- Integrated engine instrument cluster.
- Redesigned doors on engine cowl.

1966 Model 180H

Serial numbers 51,608 – 51,774 (166 built)

- Improved door latches.
- Front seat legroom increased.

1967 Model 180H

Serial numbers 51,775 – 51,875 (100 built)

- Pointed propeller spinner increases length 3 inches.
- Extended baggage area.
- Aeroflash rotating beacon.
- Optional auxiliary door on left side.
- Individual center passenger seats.
- Cleveland brakes made standard.

1968 Model 180H

Serial numbers 51,876 – 51,993 (117 built)

- New baggage door.
- Fuel strainer cable moved to oil filler door.

1969 Model 180H





Serial numbers 51,994 – 52,103 (109 built)

- The name "Skywagon" used for the first time on the 180.
- Fresh air vents restyled.

1970 Model 180H

Serial numbers 52,104 – 52,175 (71 built)

- Conical camber wing tip decreases wing span 4 inches.

1971 Model 180H

Serial numbers 52,176 – 52,221 (45 built)

1972 Model 180H

Serial numbers 52,222 – 52,284 (62 built)

1973 Model 180J

Serial numbers 52,285 – 52,384 (99 built)

- "Camber lift" wing with bonded leading edge.
- Revised instrument panel with rocker switches introduced.
- Dual cowl mounted landing and taxi lights.
- Split rocker master switch.
- Padded control wheels.

1974 Model 180J

Serial numbers 52,385 – 52,500 (115 built)

- Optional cabin door bubble observation windows.
- Optional skylights and lower door panels.
- Optional rudder pedal extensions.
- Vertical fin attachment redesigned.

1975 Model 180J

Serial numbers 52,501 – 52,620 (119 built)

- Engine upgraded to O-470-S.
- Improved cabin heat valve.
- The optional float plan kit includes the C-185 vertical fin to the end of production.

1976 Model 180J

Serial numbers 52,621 – 52,770 (149 built)

- Primary airspeed indication changed to knots.
- Flush folding 5th and 6th seats introduced.
- Flap extension speed increased to 120 knots.
- McCauley main wheels and brakes.

1977 Model 180K

Serial numbers 52,771 – 52,905 (134 built)

- Engine changed to high compression O-470-U.
- Vernier mixture control introduced.





- Heater plenum relocated to firewall.
- Strengthened tail wheel.
- Basic flight instruments in "T" configuration.
- First year for McCauley tail wheel and stronger tail wheel gear spring tube.

1978 Model 180K

Serial numbers 52,906 - 53,000 (94 built)

- 28-volt electrical system, avionics master switch.
- Polyurethane paint became standard.

1979 Model 180K

Serial numbers 53,001 - 53,115 (114 built)

- New design optional wheel and brake fairing available.
- Wet Wing introduced. 88 gallons total, 84 gallons usable.

1980 Model 180K

Serial numbers 53,116 - 53,167 (51 built)

- Improved audio panel introduced.

1981 Model 180K

Serial numbers 53,168 - 53,203 (35 built)

- Improved avionics cooling system eliminates exterior ram scoop.