COMING SOON

Cessna 180 Skywagon

Carpin, Germany



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#51	#49	Cessna	Aircraft

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DESCRIPTION

The Cessna 180 II represents one of the most capable and desirable versions of the classic Cessna Skywagon line. The Cessna 180 itself was introduced in the early 1950s as a rugged, high-wing, tailwheel utility aircraft, designed for pilots who needed strength, load-carrying ability, and dependable performance from short or unimproved airstrips. Production ran from 1953 to 1981, with the type earning a lasting reputation among private owners, bush pilots, charter operators, and backcountry aviators.

The 1978 model year is especially significant because it introduced the " Skywagon II " preferred equipment package on the 180K series. This gives the Cessna 180 II a particularly attractive position in the model's history: it combines the mature, late-production Skywagon structure with the refined equipment package and the proven 230 hp Continental engine that defined the final generation of the Cessna 180.

Powerplant, Systems & Technical Highlights

At the heart of the Cessna 180 II is the Continental O-470-U, a six-cylinder, horizontally opposed, air-cooled piston engine. In the 180K, this engine is rated at 230 hp and is specified for 100 or 100LL avgas, distinguishing it from earlier Cessna 180 engines designed around lower-octane 80/87 fuel.

- Aircraft type: Six-seat high-wing utility aircraft
- Configuration: Single-engine, high-wing aircraft
- Landing gear: Fixed conventional landing gear with tailwheel
- Engine: Continental O-470-U
- Engine type: Six-cylinder, horizontally opposed, air-cooled piston engine
- Power output: 230 hp

The 180K generation also brought important late-production refinements, including a strengthened tailwheel, rearranged flight instruments in a "T" configuration, and the larger 185-style dorsal fairing. These details contribute to the aircraft's mature Skywagon character: rugged, practical, and clearly built for serious utility rather than light recreational flying alone.

Exterior & Cockpit

The Cessna 180 II has the unmistakable Skywagon stance: a strong high-wing airframe, fixed tailwheel landing gear, broad cabin proportions, and the purposeful look of an aircraft built to work. Its conventional landing gear and high-mounted wing make it especially well suited to grass strips, remote fields, and backcountry-style operations, while still remaining practical for private touring and regional travel.

The cabin offers the utility-focused layout that made the Cessna 180 so respected. Later Cessna 180 models were configured as six-seat high-wing aircraft, giving the Skywagon real flexibility for passengers, baggage, and mission equipment. The 1978 model's Skywagon II package added a more refined equipment specification, while the "T" instrument layout brought a more organized cockpit presentation compared with earlier aircraft.

This is not an aircraft designed around unnecessary luxury. It is designed around visibility, strength, payload, and honest flying character . The result is a cockpit and cabin environment that feels practical, mechanical, and deeply connected to the classic utility-aircraft tradition.

The Perfect Airplane For

The Cessna 180 II is ideal for pilots and owners seeking a true utility classic with strong backcountry credibility, proven Continental power, and the mature refinements of a late-production Skywagon . It is especially well suited for private owners, adventure flyers, tailwheel enthusiasts, rural operators, and pilots who need a capable aircraft for grass strips, touring, and load-carrying missions.

This aircraft is a strong match for those who value:

- A classic high-wing tailwheel aircraft
- Strong utility and load-carrying capability
- Proven 230 hp Continental O-470-U power
- Late-production Skywagon refinements
- Short-field and rough-field suitability
- A timeless Cessna aircraft with serious ownership appeal

The Cessna 180 II is not simply a vintage single-engine aircraft; it is one of the defining utility airplanes of general aviation. Strong, honest, practical, and full of character , it remains a highly desirable choice for pilots who want an aircraft that feels equally at home on a paved runway, a grass strip, or the edge of the backcountry.

SPECIFICATIONS

General Information

Year	**1978**

Engine & Power Systems

Engine	**1 × Continental O-470-U , 230 hp (170 kW)**

Performance & Specifications

Passengers	**5**

PHOTOGRAPHS

4 of 5 photographs reproduced here. The complete gallery is on the listing page.

EXTERIOR




CESSNA 180 II


CESSNA 180 II

INTERIOR



HOW TO BID ON THIS LOT

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