

FOR SALE

1984 Cessna 172RG Cutlass RG — N9461D

Ready to fly, not a project: well-maintained retractable with strong compressions, recent improvements and complete logbooks since new

Asking price	\$139,000
Location	Thermal, CA
Airframe total time	7,782.6 hrs at the 7/17/2026 annual (tach 1,027.2 on 10/20/2026)
Engine	Lycoming O-360-F1A6, 180 HP, S/N L-19539-36A. Lycoming factory overhaul. 1,377.5 SFOH at the 7/17/2026 annual; more than 600 hrs to TBO
Compressions	77/80, 78/80, 78/80, 78/80 (July 2026)
Propeller	McCauley 3-blade B3D36C429/82NPA-6, installed new 2015. 690 hrs since new
Prop governor	McCauley DC290D1-F/T6, new April 2024
Avionics	Garmin GTN 650 WAAS · Garmin GTX-345 ADS-B In/Out · JPI EDM-730 engine monitor
Annual	Completed July 17, 2026 by an FAA repair station (next due July 2027)
Logbooks	Complete since new (1984): 3 airframe logs plus engine, propeller and governor logs
History	No accident or gear-up landing recorded in its history

READY TO FLY: NOT A PROJECT

This airplane is not a project. It has a solid airframe and an excellent, regularly flown engine with more than 600 hours left to overhaul. A fresh annual was completed in July 2026 with no deferred items. The next owner just flies it and keeps up routine maintenance.

- **Solid airframe:** gear, brakes, flight controls, exhaust and door hardware have all been renewed or overhauled in the last two years.
- **Excellent engine:** more than 600 hours remain to the 2,000-hour TBO, compressions are 77–78/80, filters are clean, and oil analysis has been done since 2018.
- **Flown regularly:** about 60–65 hours a year over the last five years. The engine has been kept in use, not left sitting in a hangar.
- **Nothing to catch up on:** the gear power pack, exhaust, prop governor, oil cooler, fuel pump, alternator and magnetos are already done.

WHY THIS CUTLASS

- **Strong, even compressions:** 77–78/80 on all four cylinders at each of the last three annuals (2024, 2025, 2026).
- **No metal, ever:** the oil filter was cut open and inspected at nearly every oil change since 1997 with no metal found. Oil analysis has been done at each change since 2018.
- **No accident or gear-up landing recorded:** the complete logbooks since new record no accident, gear-up landing or prop strike.
- **Major work already done:** overhauled gear power pack, exhaust system, new prop governor, new oil cooler and fuel pump, and both magnetos serviced in the last five years (details below).
- **Modern IFR panel:** WAAS GPS with ADS-B traffic and weather on the GTN 650, plus full engine monitoring.
- **Professionally maintained:** the last three annuals were done by an FAA-certified repair station, with every task itemized in the logs.

ENGINE CONDITION

Annual	Cylinder 1	Cylinder 2	Cylinder 3	Cylinder 4
July 2026	77/80	78/80	78/80	78/80
July 2025	77/80	77/80	78/80	78/80
April 2024	77/80	77/80	78/80	78/80

- Oil and filter changed regularly (Phillips XC 20W-50). Each change includes a filter and sump-screen inspection and an oil analysis.
- All new Champion spark plugs (2023); magnetos timed and checked at each annual.
- Tanis engine preheat installed.
- Current with all engine ADs; the latest connecting-rod bushing AD does not apply.

IMPROVEMENTS IN THE LAST 5 YEARS

Date	Improvement
Dec 2025	New Michelin nose tire and tube
Aug 2025	New Gill sealed battery
Jul 2025	Exhaust system: new muffler, new tailpipe and clamp kit; risers, collector and heat shroud overhauled and pressure tested
Jul 2025	New nose gear actuator hoses, new aileron rod-end bearings, new engine baffles, rebuilt pilot door latch
Apr 2024	New McCauley prop governor
Apr 2024	New brake discs and linings, all wheel bearings serviced, new control-column U-joint, SAF-T-STOP seat stops, ignition switch rebuilt
Apr 2024	Right magneto 500-hour inspection; new alternator belt; new prop hub O-ring
Jan 2024	Overhauled altimeter
Dec 2023	Overhauled landing gear hydraulic power pack
Jun 2023	All new spark plugs; new carburetor fuel hoses; new battery
May 2023	Left magneto overhauled
Dec 2022	Overhauled alternator
Sep 2022	JPI EDM-730 engine monitor installed (STC)
May 2022	New oil cooler and oil cooler hoses; new engine-driven fuel pump
Feb 2022	All new induction hoses and exhaust gaskets; new main tires and tubes
2024–2026	Oil analysis program at every oil change

AVIONICS AND EQUIPMENT

- **Garmin GTN 650** WAAS GPS/NAV/COM (2015)
- **Garmin GTX-345** ADS-B In/Out transponder with GAE-12 encoder (2018). Traffic and weather display on the GTN 650
- **JPI EDM-730** engine monitor with Oil Temperature / EGT / CHT / Alternator Charge (2022)
- **McCauley 3-blade propeller** (STC, installed new 2015): smoother and quieter than the original 2-blade
- **Whelen LED** landing light
- **Tanis** engine preheat

- Overhauled altimeter (2024) and directional gyro (2017)
- [Audio panel, second NAV/COM, autopilot, headsets, other equipment]

INSPECTIONS AND PAPERWORK

- **Annual:** July 17, 2026. Airframe, engine and propeller signed off airworthy; all ADs complied with.
- **Pitot-static and transponder (91.411/413):** February 2026, valid to February 2028.
- **ELT battery:** replaced April 2026, valid to May 2028.
- **Logbooks:** complete and detailed since new in 1984. Every inspection and repair is itemized, with yellow tags and 8130 forms for overhauled components.

PAINT AND INTERIOR

Always hangared, white with maroon and red trim, tan/brown interior.

TERMS AND CONTACT

- Pre-purchase inspection welcome at buyer's expense. Logbooks available for review in person or by scan

Times are as of the dates stated and increase with use. Buyer to verify all information with the aircraft logbooks and a pre-purchase inspection.