

1965 Mooney M20E Super 21 — N5811Q

\$85,000 • For Sale by Owner • San Luis Obispo, CA



Serial number 771. Owned and flown by a professional pilot — over 425 hours flown in the last 12 months. This airplane flies weekly and is maintained continuously, not a hangar queen. Fresh annual will be complete the first week of September 2026; available for sale with the fresh annual.

Times (as of 7/12/2026, tach 1812)

Total time airframe (TTAF)	~3,837 hrs
Engine — Lycoming IO-360-A1A (200 hp)	~740 SMOH
Propeller — 3-blade McCauley (S/N 993058)	Installed 2012, ~960 hrs since overhaul
Last annual	8/18/2025 (fresh annual complete first week of Sept 2026)
Compressions at last annual	76 / 68 / 79 / 77

Engine health

Blackstone oil analysis 4/9/2026: best wear profile the lab has seen from this engine — all metals at or below universal averages, oil consumption ~1 qt per 8–10 hrs. Oil changed approximately every 50 hours with filter inspection (most recent 7/12/2026) — no metal found. Regular oil analysis history available.

Avionics

Dual Garmin G5s (attitude + HSI) • Garmin GMA 345 audio panel • Garmin GNC 355 WAAS GPS/Comm (LPV/GPS approach capable) • uAvionix skyBeacon ADS-B Out (2020 compliant). No engine monitor or autopilot — a simple, IFR-capable panel.

Recent maintenance

Nov 2025: both magnetos overhauled (yellow tags on file) and retimed, all intake tubes replaced with new seals and gaskets, new right brake linings, alternator bracket repaired, cabin heat ducting replaced, ignition system checked out. Sept 2025: new propeller control cable, oil filler tube resealed. July 2026: new spark plugs. Landing gear shock discs (donuts) recently replaced. Both fuel tanks resealed 2018. AD compliance current per logs.

Airframe & cosmetics

Paint 8/10, interior 7/10 — both redone mid-to-late 2000s. Blue and white exterior. Useful load 950 lbs (2,575 lb gross).

History & logs

Airframe, engine, and prop logs from 1984 forward (no logbooks prior to 1984). Reportedly had a gear-up landing within its first year off the factory line in 1965 — no evidence of it online or on the airframe; presumably repaired at the factory or a Mooney service center at the time. No accidents in the six decades since. Clean registration, no liens — FAA certificate valid through 2033.

Photos & digitized logbooks

Complete photo set and full logbook scans:

drive.google.com/drive/folders/1FoBvEVEozYjW88n3ZGi9i6y2c4mTC25L

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