1974 Mooney M20F Executive | N7760M

We bought our Mooney to build time efficiently, and it turned out to be the airplane we wanted to take everywhere. It makes good cross-country speed while burning around 8.5 gph in cruise, and the useful load gives us flexibility when planning trips with other adults and overnight bags. An afternoon of building hours can just as easily turn into lunch in another town or a weekend away with friends. We've appreciated the 200 hp Lycoming IO-360-A1A on higher-elevation trips, including flights in and out of Mammoth.

Airplanes want to be in the air, and we've kept 60M on the move, flying roughly 30–50 hours a month. It had been flying infrequently when we bought it, and we addressed a number of maintenance items as we put it back into regular use. There's a detailed maintenance record behind its 1,625 hours since major overhaul.

At the July 2026 annual, cylinders No. 2 and No. 3 were removed and inspected, then reinstalled them with new base O-rings. A new oil cooler was installed, all eight spark plugs were replaced, the fuel injectors were cleaned and reinstalled, and the accessory-case drive oil seal was replaced. The engine log records compressions of 71/80, 79/80, 69/80, and 75/80 in cylinder order. The shop reported no defects in the oil filter inspection and satisfactory post-maintenance engine run and leak checks.

The airframe has 5,415 hours total time, and the Hartzell prop has 1,000 hours since overhaul. The panel includes an IFR-approved Garmin GNS 430W, Garmin GMA 340 audio panel, King second NAV/COM, Bendix/King transponder, and uAvionix tailBeacon ADS-B Out.

The white, green, and gold exterior presents well. The cabin is in fair condition, with cloth seats that have held up better than the carpet. There is no aircraft damage or accident history. We've loved how easily this airplane fits both an afternoon of flying and a weekend away, and we'd be happy to show it to someone who'll enjoy it the same way.