



# OMNIJET

1981 FALCON 100

Serial number: 100-183

Registration: N100KU

LOCATION:  
Kansas

OFFERED AT:  
\$795,000

OMNI INTERNATIONAL JET TRADING  
MAIN OFFICE: 410-820-7300 [www.omnijet.com](http://www.omnijet.com)

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## CONTACT:

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## AIRFRAME

Total Time: 10661.1

Total Landings: 9337

## ENGINES

Honeywell TFE731-2-1C

Serial Number: P73376 P73390

Total Hours: 10011.5 9035.2

Total Cycles: 9310 8281

## EXTERIOR

New 2020 White Blue Gray

## INTERIOR

New Gray Leather 2020

New Woodwork 2020

Freon Air

8 Passenger

4 individual AMP chairs (full motion) 3 pax couch, belted lav.

Fwd Club with Dual Tables

Aft baggage

Aft 3 piece Couch

FWD Refreshment

FWD LAV

MSA – Window Shades

USB at each seat

## MAINTENANCE NOTES

Three owners since new

Spectacularly maintained

Airframe Maintenance Program: Factory

Airframe Maintenance Tracking Program: CAMP

Certification: B-RNAV

New A, 2A, 2A+, 4A, 4A+ & C Checks (June 2019)

## AVIONICS

ADF: Collins ADF-80

Altimeter: Collins ALI-80A / Aerosonic Standby

Autopilot: Collins APS-80

Avionics Package: Collins EFIS-85 / Pro Line

Coms: Dual Collins VHF-21C

CVR: Fairchild A100

DME: Collins DME-42

EFIS: Collins EFIS-85

FDR: Sundstrand 980-4100-FWUS

F/D: Collins EFIS-85

FMS: Synced UNS-1L FMS

Nav Radios: Dual Collins VIR-30

Radar Altimeter: Collins ALT-55

RMI: Dual Aeronautics 3137

TAWS: Universal TAWS

TCAS: Honeywell TPU-67A TCAS II w/change 7.0

Transponder: Dual Garmin GTX3000 ADS-B in/out

Weather Radar: Collins WXR-250

Dual electronic IPAD flight bags

XM Radar

## ADDITIONAL EQUIPMENT:

Universal TAWS, dual Collins marker beacons & glideslopes, J.E.T. AI-804R standby horizon indicator, Collins VSI-80A vertical speed indicator, Baker M1035 audio system w/M1050 PA amplifier, Artex C-406-1 ELT; J.E.T. PS-823B emergency battery pack, Grimes emergency battery pack, Collins PRE-80C altitude alerter, Collins ADC-80K air data system, IS&S ADDU, Collins MSI-80F mach airspeed indicator; IDC mach airspeed indicator; Dual Garmin 696 Sync'd w/ NSIL, Dual AC blowers

All specifications are subject to verification by the purchaser during an inspection. This aircraft is offered subject to prior sale or removal from the market without notice. No rights shall exist without a ratified purchase agreement and deposit.

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LIFE LIMITED COMPONENTS & INSPECTION DUE LIST							
<b>ENGINE MODEL:</b>	TFE731-2-1C		<b>ENGINE S/N:</b>	P73376			
	<b>TSN:</b>	10011.5	<b>CSN:</b>	9310	LH		
<b>Inspection Description</b>			<b>Inspection Interval</b>	<b>Hours C/W</b>	<b>Hours Since</b>	<b>Next Due</b>	<b>Hours Remain</b>
MAJOR PERODIC INSPECTION			1400	9341.7	669.8	10741.7	730.2
PLENUM INSPECTION			1400	9341.7	669.8	10741.7	730.2
COMPRESSOR CORE INSPECTION			4200	9341.7	669.8	13541.7	3530.2
ACCESSORY GEARBOX INSPECTION			4200	9341.7	669.8	13541.7	3530.2
FAN SUPPORT INSPECTION			4200	9341.7	669.8	13541.7	3530.2
<b>Part Description</b>	<b>Part Number</b>	<b>Serial Number</b>	<b>Mfg Limit</b>	<b>Eng. Cycle @ Installation</b>	<b>Part Cycle @ Installation</b>	<b>CSN/TSN</b>	<b>Remaining</b>
FAN DISC	3073563-2	960322902344	10,000	8635	3824	4499	5501
1ST LPC DISC	3072395-2	070316000131	10,000	8635	0	675	9325
2ND LPC DISC	3075839-1	070316005281	20,000	8635	0	675	19325
3RD LPC DISC	3072397-2	070316004203	10,000	8635	0	675	9325
4TH LPC DISC	3072398-2	060322905642	10,000	8635	0	675	9325
HP IMPELLER	3073398-3	975332200940	10,000	8635	3638	4313	5687
HPT DISC	3072732-2	965332201258	5,200	8635	3638	4313	887
1ST LPT DISC	3075828-1	050322900464	4400	8635	1272	1947	2453
2ND LPT DISC	3072069-5	050322901332	4500	8635	1272	1947	2553
3RD LPT DISC	3072068-3	070322903866	9500	8635	0	675	8825
HP SHAFT	3071441-1	7P1910	N/A	8635	8635	9310	N/A
SEAL PLATE	3072621-1	8-03501-8705	N/A	8635	9321	9996	N/A
HPT BLADES	3072712-1	No Marks	78 Blades				
1ST LPT BLADES	3070019-3	3 Marks	47 Blades				
	3070019-3	No Marks	39 Blades				
2ND LPT BLADES	3072012-2	3 Marks	51 Blades				
	3072012-2	No Marks	33 Blades				
3RD LPT BLADES	3072014-2	3 Marks	67 Blades				
	3072014-2	No Marks	13 Blades				
NOTES: CZI/MPI c/w by Standard Aero / Houston on 11/20/08 @ TSN: 9341.7 & CSN: 8635, Installed 78 NEW HPT Blades this Shop Visit							
C/W Engine Test Cell Run and Re-Preserved by Kalitta Turbines 06-15-2023							

LIFE LIMITED COMPONENTS & INSPECTION DUE LIST							
<b>ENGINE MODEL:</b>	TFE731-2-1C		<b>ENGINE S/N:</b>	P73390			
	<b>TSN:</b>	9035.18	<b>CSN:</b>	8281	LH		
Inspection Description			<u>Inspection Interval</u>	<u>Hours C/W</u>	<u>Hours Since</u>	<u>Next Due</u>	<u>Hours Remain</u>
MAJOR PERODIC INSPECTION			1400	7911.15	1124.03	9311.15	276.0
PLENUM INSPECTION			1400	7911.15	1124.03	9311.15	276.0
COMPRESSOR CORE INSPECTION			4200	6520	2515.18	10720	1684.8
ACCESSORY GEARBOX INSPECTION			4200	6520	2515.18	10720	1684.8
FAN SUPPORT INSPECTION			4200	6520	2515.18	10720	1684.8
<u>Part Description</u>	<u>Part Number</u>	<u>Serial Number</u>	<u>Mfg Limit</u>	<u>Eng. Cycle @ Installation</u>	<u>Part Cycle @ Installation</u>	<u>CSN/TSN</u>	<u>Remaining</u>
FAN DISC	3073563	4-03229-3098	10,000	4928	0	3353	6647
1ST LPC DISC	3072395	6-12112-24444	10,000	0	0	8281	1719
2ND LPC DISC	3072396	6-12112-601	10,000	0	0	8281	1719
3RD LPC DISC	3072397	7-12112-605	10,000	0	0	8281	1719
4TH LPC DISC	3072398	6-12112-2230	10,000	0	0	8281	1719
HP IMPELLER	3073393-1	6-23365-1404	10,000	3643	0	4638	5362
HPT DISC	3072732	4-23315-306	5,200	4929	0	3352	1848
1ST LPT DISC	3072070	3-03229-443	4400	4388	0	3893	507
2ND LPT DISC	3072069	3-03229-492	4500	4388	0	3893	607
3RD LPT DISC	3072068	6-18040-1820	9500	0	0	8281	1219
HP SHAFT	3071441-1	7P-3730	N/A	0	0	8281	N/A
SEAL PLATE	3072621-1	8-03501-187	N/A	0	0	8281	N/A
HPT Blades	3072712-1	78 with 0 marks	6 mark life limit				
1ST LPT BLADES	3070019-3	86 with 1 mark ea.	9 mark life limit				
2ND LPT BLADES	3072012-2	84 with 8 marks ea	9 mark life limit				
3RD LPT BLADES	3072014-2	80 with 8 marks ea	9 mark life limit				
Times and Cycles are as reported on operators Status Report dated 1/20/18 -- Engine Preserved by Kalitta Turbines 01-31-2024							



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# TERMS OF SALE

Unless superceded by specific terms of a ratified contract, all aircraft offered by or through Omni International Jet Trading (OMNI) are subject to purchasers acceptance of the following terms and conditions:

**SPECIFICATIONS** - OMNI uses its best efforts to provide accurate information about the aircraft we represent. However, the information provided by OMNI has not been independently confirmed or audited. Accordingly, it is not warranted for accuracy and is subject to verification by the purchaser. The responsibility for "Due Diligence" to determine the aircrafts condition and suitability rests solely with the purchaser and its agents.

**THE OFFER or LETTER OF INTENT** - Purchaser's are required to submit a detailed written LETTER OF INTENT (LOI) or OFFER. We can assist with preparation as needed. All aircraft shall remain available "On the Market" with no rights created for a potential purchaser until a written agreement has been fully executed and ratified by both parties plus an acceptable good faith deposit has been tendered with a reputable escrow company.

**THE DEPOSIT** - A refundable deposit of at least 2% of the purchase price must be wire transferred to a reputable escrow company before any aircraft will be removed from the market. The "Remitter" of the deposit to the escrow company must be the same as the "Purchaser" on the Offer or Aircraft Purchase Agreement. The deposit becomes non refundable after completion of the technical inspection and written "Acceptance" of the aircraft by the purchaser.

**THE PURCHASE AGREEMENT (APA)** - All transactions are subject to execution of a mutually agreeable Aircraft Purchase Agreement (APA), which shall be ratified no later than ten (10) business days after the seller's acceptance of the LOI and prior to any technical inspection. If a mutually agreeable APA is not ratified within 10 business days, then all rights and obligations to the other party shall be terminated. At time of closing, all sales are final with no continuing warranties of condition whatsoever. The risk of loss shall transfer at the time of closing and payment.

**COST OF MOVEMENT** - The purchaser is responsible for all direct costs of movement of the aircraft related to the pre-purchase inspection, test flight or delivery flight. The costs shall include but not be limited to: fuel, engine reserves, crew daily rate, landing or facility fees and crew return flights. Costs shall accrue from the aircraft's home base to the inspection facility and return in the event that the aircraft is rejected for any reason.

**INSPECTIONS** - Our goal is to allow the purchaser ample opportunity to inspect the condition of the aircraft. However, the ultimate burden of "Due Diligence" to determine that the aircraft is acceptable - rests solely with the purchaser and its agents. OMNI is a marketing company and does not provide technical services, nor have we independently verified the condition of the aircraft. All costs of any technical inspection shall be at the expense of the purchaser and pre-paid in advance. Any test flights or operation of the aircraft prior to closing shall only be conducted by the sellers crew. Upon request, we would be glad to recommend reputable inspection facilities.

**CONDITION AT TIME OF SALE** - Unless otherwise stated, the aircraft is offered in "airworthy" and "returned to service" condition. This does not include repair of any cosmetic or non airworthiness related discrepancies. At time of payment and closing, the aircraft is purchased on an "AS-IS" and "WITH ALL FAULTS" basis. There are no warranties of condition whatsoever subsequent to title transfer and payment for the aircraft.

**TAXES** - The purchase price does not include any amounts for sales tax. Any sales taxes shall be at the sole expense of the purchaser. We recommend that closing and delivery occur in "tax friendly" states. Some states have or immediate "fly-away" rules pertaining to the sales tax. Additionally, there are exemptions for buyers with dealer resale certificates. Should a closing and delivery occur in any state where a sales tax is required, the seller may require collection at time of payment.

**MISCELLANEOUS** - Final payment, closing and delivery shall be simultaneous. Simultaneous payment and transfer of title is usually conducted through an established, reputable and neutral escrow company acting as an independent 3rd party facilitator. Escrow fees are split equally 50%-50% between buyer and seller. No agency is created between OMNI and any party unless expressly done so in writing. Purchasers may be subject to United States "KYC" (Know your Customer) and Patriot Act requirements and policies.

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## ABOUT OMNIJET:

In 1963, just as the first Learjet models 23 & 24 came into use, **OMNI AIRCRAFT SALES** opened its offices in Washington DC selling twins and turboprops. In 1968, OMNI created the worlds first comprehensive database of all private jets and their owners. In 1976, the company name was changed to the **OMNI INTERNATIONAL JET TRADING FLOOR** with offices across from the Watergate complex. In 1979, OMNI was the first to deploy its extensive database to an IBM AS400 mainframe computer at its new offices in Bethesda, MD. In 1985, OMNI built a 20,000 SF FBO facility **EASTON JET** in Easton, Maryland. In 1990, the company moved and consolidated aircraft sales operations at its Easton Jet facility under the name of the **OMNI JET TRADING CENTER**. During the 1990's, OMNI embraced the marketing power of the internet.

OMNI is recognized as a chief architect in the jet resale industry and was among the first to actively develop a pre-owned market for first generation business jets such as Learjet, Jetstar, Sabreliner and Gulfstream. OMNI developed and refined many of the offer, acceptance and contracting protocols used in the industry today. From the beginning, our success has come from through innovation. In the 1970's, it was our innovative reseach calls and database. In the 1980's, it was our innovative advertising brochures. In the 1990's, it was rapid adoption of the internet and "webcentric" operations. Today, OMNI's systems and process are highly evolved and efficient for identifying jet buyers. We are able to quickly "target" the most likely buyers via broadcast emails.

Today's OMNIJET is in it's second generation with Wayne J. Hilmer Jr. as it's CEO. Mr. Hilmer Jr is a multi-engine IFR commercial pilot who started with OMNI in 1983. He has owned and operated many aircraft.

## BUYER & SELLER REPRESENTATION

OMNI provides clients an expert advocate to negotiate the most advantageous terms. Our relationship network in the industry is vast and our commitment to integrity is the unwavering foundation of our success. We offer clients complete solutions in the sale of their aircraft for the highest price in the shortest time.

For the same reasons you might hire an accountant, lawyer or doctor, the OMNI team are seasoned experts in the jet sales industry. Just as you know your industry, we know ours. Day after day, Omni's focus is exclusively on knowing who is buying or selling aircraft and knowing exactly what those aircraft are selling for.

For a prospectus and no obligation desktop appraisal of your aircraft, please contact us at 410-820-7300.

We invite you to learn more about us at [WWW.OMNIJET.COM](http://WWW.OMNIJET.COM)



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