



# OMNIJET

AIRCRAFT SALES & ACQUISITIONS  
Washington DC Since 1963

## 1982 LEARJET 35A

SN: 429

Reg: 9H-MRQ

OFFERED AT:  
\$500,000

LOCATION:  
Greece



## Maximus Suarez

OMNI INTERNATIONAL JET TRADING, INC.

Mobile: +1-845.544.9348

Email: [max.omnijet@gmail.com](mailto:max.omnijet@gmail.com)

Main Office: +1-410-820-7300

[www.omnijet.com](http://www.omnijet.com)

When it's time to buy or sell aircraft, the value we add is superior results.



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## KEY FEATURES

- TCAS 7.1
- EU-OPS Certified
- Complete Logbooks in English

## AIRFRAME

Total Time: 13,930  
Total Landings: 10,610  
EU-OPS Certified

## ENGINES

Honeywell TFE731-2C-2B  
Total Hours Since New: 17,002 / 12,059  
Hrs Until CZI: 1018 / 554  
Hrs Until MPI: 1111 / 595

## INTERIOR

Tan Leather Interior  
Belted Lav

## EXTERIOR

Painted 10/30/2019 by MCM Malta  
White w/Blue Accents

## MAINTENANCE

12-year inspection due: Feb 2031  
12000-hr inspection due @ 3680 hrs  
A-check due: Sept 2024 or in 290 hrs  
B-check due in 14 hrs  
C-check due in 74 hrs or Oct 2025  
D-check due: Mar 2030 or in 1400 hrs  
3000-landing due in 1460 landings  
6000-landing due in 1890 landings  
RNAV 5

## AVIONICS

EPS Emergency Power Supply No1: PS-835D/ L3 Communications  
EPS Emergency Power Supply No2: PS-823-B/ JET  
EPS Emergency Power Supply No3: PS-835D/ BFGOODRICH Aerospace  
Stall Warning Computer: 54301/ Gulton/Ametek (formerly Conrac)  
Directional Gyro No1: DN-104B/ JET  
Directional Gyro No2: DN-104B/ JET  
Control, Air Data: 590A-3J1/ Collins Aerospace  
TCAS Processor TPU 67B: TPU 67B/ Bendix King  
Transponder MST67A No1: Honeywell/ Bendix King  
Transponder MST67A No2: Honeywell/ Bendix King  
Tone Generator Box:  
Pressure Switch (Aneroid): Precision Sensors  
CVR: Collins 642C-1  
Generator Control Panel: Type RSX1678-J/ Learjet  
TCAS/VSI Copilot: IVA-81D/ Honeywell  
TCAS Control Head KFS: Honeywell PS-578A  
Standby Altimeter: Avionix Corp  
VHF Control 1 (8.33 KHz Chan.Spac & FM Imm): Collins VHF 22C  
VHF Control No2 (8.33 KHz Chan.Spac & FM Imm): Collins VHF 22C  
Control & Warning Box  
Garmin GPS 165  
Air Data Display Unit ( Altimeter)  
CVR Control Panel: 914F-1  
Control Warning Indicator: Collins/ 914G-1  
HF Audio Adaptor: Learjet  
Attitude Indicator Gyroscope: AI-804 J/G  
Angle of Attack Indicator: 820-647/ HICKOK  
Flight Guidance Panel: FGP-81/ Collins Avionics Divisions/ Rockwell International  
Radio Altimeter Antenna: Dorne & Margolin Inc.  
4" FPCDU- (Control Display Unit): Unversal UNS-1  
1L-NCU: Universal UNS-1  
Relay Unit: AIS 80-1/ Sandia Aerospace  
RNAV 1 Equipped

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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# 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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AIRCRAFT SALES & ACQUISITIONS

Washington DC

Since 1963

## ABOUT OMNIJET:

In 1963, Wayne J Hilmer Sr started Omni Aircraft Sales and was purchasing aircraft even prior to getting his pilots license. Omni's offices were located at Hyde field just south of Washington DC and it pioneered the first generation pre-owned jet market. In 1967, Omni moved its offices to the Watergate complex in downtown Washington. In 1976, the company changed its name to the **Omni International Jet Trading Floor** and deployed the industrys first comprehensive database on an IBM AS400 mainframe computer. In 1980, nearly 20% of the entire pre-owned inventory of aircraft were listed exclusivly with Omni. From 1963 to 1988, Mr Hilmer Sr was directly involved in approximately 1000 aircraft transactions. In 2023, Mr Hilmer Sr is still an active consultant to our team.

Omni's current CEO, Wayne J Hilmer Jr has over 46 years in aviation after his first solo flight at age 16 in 1977. He attended Fork Union Military Academy in 1978 and 1979. In 1980, he attended **Flight Safety International** in Vero Beach and earned a his commercial, IFR and multi-engine pilot ratings. In 1983, he graduated with a Bachelor of Science degree from Davis & Elkins College – Elkins, WV with majors in Accounting & Finance, Marketing and Management. He immediately started working for the Omni Jet Trading Floor in 1983 as a researcher. He moved into sales in 1985 and merged into Omni's FBO operation Easton Jet as company president in 1990. He has approximately 3000 hours pilot in command and has owned and operated many aircraft. His experience in aviation is truly "lifelong". Since 1983, he has been directly involved in the sale of over 1200 private jet aircraft. He has earned the trust of many jet owners and operators.

## 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.

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



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