



OMNIJET

1975 BELL 206 JET RANGER

Serial number: 8441

Registration: F-GKLS

LOCATION:

Paris, France

OFFERED AT:

Make Offer

OMNI INTERNATIONAL JET TRADING
MAIN OFFICE: 410-820-7300 www.omnijet.com

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CONTACT:

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AIRFRAME

Total Time: 12,175

Total Cycles: 22,831

ENGINES

Engine Model: Allison 250-C20B - S-n CAT-20184F
1,918 h since OH

EXTERIOR

Overall black with stripes

INTERIOR

4 +1 Passengers interior

AVIONICS

VHF/GPS/VOR ILS : Garmin 430

VHF KING KY 196A : 8,33

TRANSPONDEUR (XPDR)

BRITE SAVER

ADDITIONAL EQUIPMENT:

High Landing gear

MAINTENANCE NOTES

Inspection 1200 h – Airframe: 176 hrs

Inspection 1500 h – Airframe: 1 096 hrs

Inspection 3000 h – Airframe: 1 819 hrs

Retention strap and PIN: 754 hrs

Freewheel inspection: 1 305 hrs

Freewheel assy & clutch assy: 1 305 hrs

T/r Yoke assy: 3 118 hrs

T/r Driveshaft: 3 517 hrs

T/r gearbox: 1 819 hrs - T/r Blades: 2 112 hrs

T/r Hub assy: 716 hrs - M/r Blades x 2: 2 202 hrs

M/r Hub: 176 hrs - M/r Latch Bolt: 1 819 hrs

M/r Mast assembly: 517 hrs

Fiting retention straps: 754 hrs

M/r Transmission assy: 1 096 hrs

MRH Grip: 2 739 hrs - MRH Trunion: 1 918 hrs

M/r S/P collective lever: 2 593 hrs

M/r S/P Sleeve assy: 4 606 hrs

Swashplate Support Assy: 4 132 hrs

Starter Generator: 218 hrs

collective idler link: 3 795 hrs

lower collective tube: 2 598 hrs

Hyd pump: 2 627 hrs - Hyd servo actuators x3: 2 627 hrs

AD 2004-0009 R3 (tuyauteries): 0 hrs

T/r rotor Trunion: 3 117 hrs

Servo Actuator Support: 12 175 hrs

MAST: 6 714 hrs - Main DriveShaft: 7 322 hrs

Engine OH: 1 918 hrs - Inspection 1750 h-HMI: 168 hrs

Compressor case insp. HMI: 1 128 hrs

Compr. Assy OH: 0 hrs

FCU: 0 hrs

Fuel Pump OH: 0 hrs

Bleed valve: 1,098 hrs - Compressor impeller: 1 574 hrs

Turbine wheel n°1&2: 716 hrs

Turbine wheel n°3: 2 924 hrs

Turbine wheel n°4: 3 057 hrs

Gas ProducterTurbine Tie Bolt: 0 hrs

Fuel nozzle: 2,153 hrs - Power Turbine Governor (bendix): 0h

Stage wheel 1 to 6: 1,117 hrs - Tie Bolt: 1 117 hrs

Coupling adaptater: 1,117 hrs - Gear Box: 316 hrs

Inspection 24 months – Bolt done 05/09/20

MRH retention Strap - done 27/05/22

Skidtube - 6 months - 100 h – done 06/01/21

CN Tuyauteries moteur - 100 h - 12 months - done 10/21

M/r Mast assembly inspection done 06/01/21

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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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



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