

OMNIJET

AIRCRAFT SALES & ACQUISITIONS

Washington DC

Since 1963

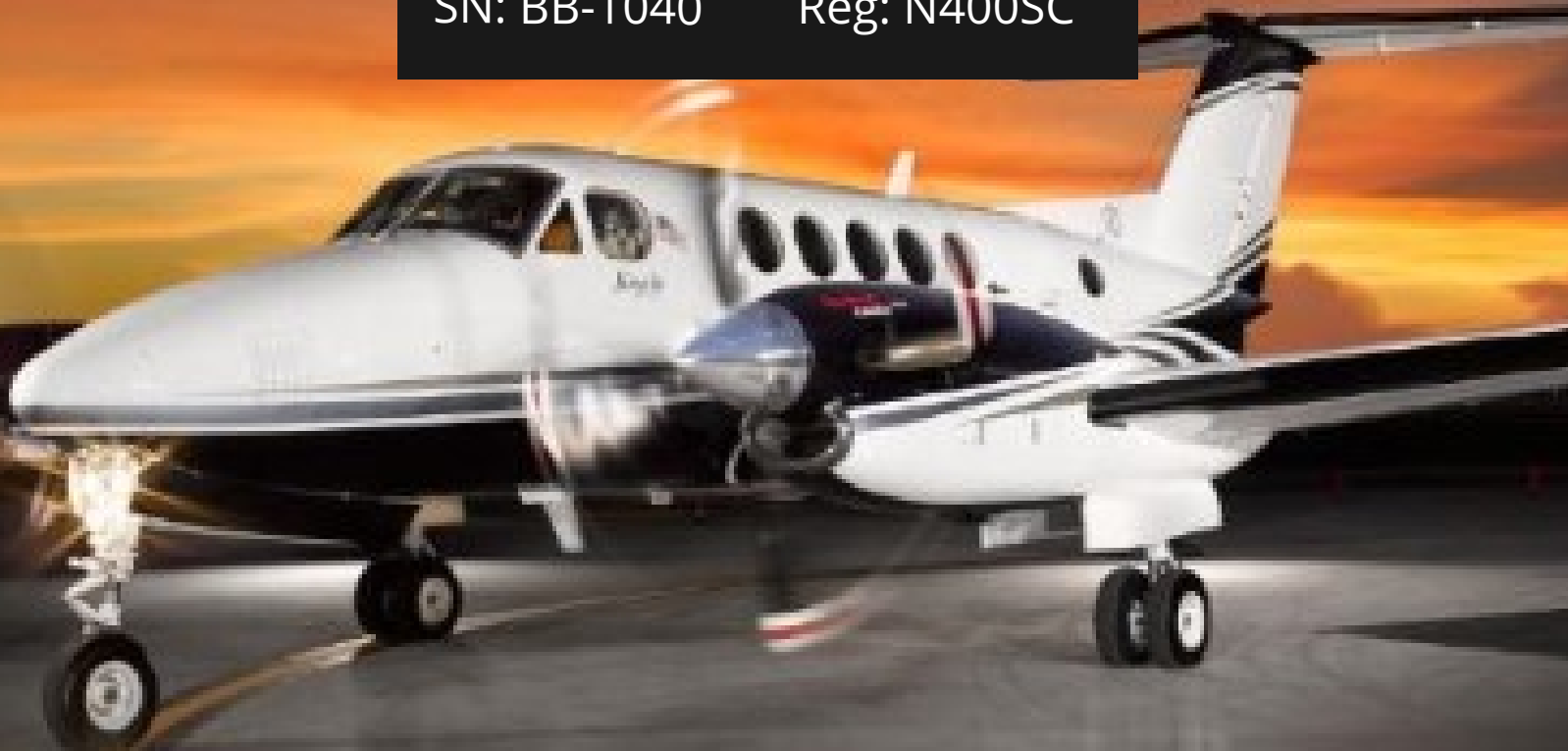


FOR SALE

1982 KING AIR B200

SN: BB-1040

Reg: N400SC



CONTACT:

Sheri Swartz

OMNI International Jet Trading, Inc.

Mobile: +1.574.594.2157

Email: sswartz@omnijet.com



Omni International Jet Trading +1.410.820.7300

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OFFICE: 410-820-7300
www.omnijet.com

KEY FEATURES

- MORE Program
- Aft Lavatory
- Flushing Belted Lav
- Raisbeck Mods
- High Flotation Gear
- TAWS
- TCAS

AIRFRAME

Total Time: 14,142.1

Total Landings: 14,482

ENGINES

Left Engine:

Model: PT6A-42

Engine Program: MORE Program

SN: PCE93428

14,758 TT

6758 SOH

616 Remaining

8,000 TBO

Right Engine:

Model: PT6A-42

Engine Program: MORE Program

SN: PCE93416

17,971 TT

9971 SOH

3828.9 Remaining

8,000 TBO

PROPELLERS:

Ser No: 912623 / 912897

LH: OH c/w 4/21

RH: OH c/w 6/22

INTERIOR

Done in 2012

Configuration/PAX: Executive/10 passengers

Air Conditioning: Yes

Seating: 8-place fawn beige leather seating,

fwd 2-place divan, side-facing belted lav seat

Headliner: Cream white ultraleather headliner

Carpet: Heather sandstone carpeting

Refreshment: Fwd deluxe refreshment center

Cabinetry/Wood: High-gloss burlwood

cabinetry, dual executive writing tables

Accessories: Matching partitions, stainless hardware

Lavatory: Flushing aft lav

EXTERIOR

Done in 2012

Snow white w/metallic ming blue, castle tan &

platinum metallic accent stripes

AVIONICS

ADF: Collins ADF-60A

Autopilot: Sperry SPZ-200A IFCS

Communication Radios: Dual Collins VHF-20A

Compass: Sperry C-14-43

DME: Dual Collins DME-40

Flight Director: Sperry SPI-500 5-inch IFCS w/AD-6508

Flight Phone: Wulfsberg IV w/dual handsets

GPS: Garmin GPS-400W

Hi Frequency: King KHF-950

HSI: Collins PN-101

Navigation Radios: Dual Collins VIR-30AGM

Radar Altimeter: Collins ALT-50A

RMI: Dual Collins RMI-30

RNAV: Foster RNAV-612

Stormscope: BFGoodrich WX-1000

TAWS: Honeywell KMH-980 EGPWS King KGP-560 Class B

TCAS: Honeywell KMH-980 TCAS-I

Transponder: Dual Collins TDR-90

Weather Radar: Honeywell RDR-2000 color

ADDITIONAL EQUIPMENT

Cockpit: Garmin GMX-200 multi-function display, Sperry altitude alerter & preselector, back up GPS

& comm installation for KX-100, Garmin GDL-69

XM datalink NEXRAD weather receiver

Modification: Raisbeck dual aft body strakes &

fully-enclosed main landing gear doors

Crew Accessories: ChartView

Equipment: High flotation gear, Hartzell 4-blade

props, radiant heating, brake de-ice (bleed air),

second cabin door cable, G&D tinted windows,

sixth polarized cabin window

Lights: Recognition, entrance door step, strobe & logo

MAINTENANCE

Maintained: FAR Part 135

Airframe Tracking Program: CAMP

Engine Overhaul: By Vector Aerospace

Phase 1-2 inspections c/w 2022

Phase 3-4 inspections c/w 2023

Landing Gear OH c/w 2023

Complete logbooks

Always U.S. owned

Weights/Capacity: WEIGHTS (lbs.): EMPTY 8302,

MTOW 12500, FUEL CAPACITY 3645.

Specifications subject to verification, prior sale or removal from the market

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TERMS OF SALE

Unless superseded 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.

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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Washington DC

Since 1963

ABOUT OMNIJET:

In 1963, Wayne J Hilmer Sr and Omni Aircraft Sales were 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 industry's first comprehensive database on an IBM AS400 mainframe computer. In 1980, nearly 20% of the entire pre-owned inventory of aircraft were listed exclusively with Omni. From 1963 to 1988, Mr Hilmer Sr was directly involved in approximately 1000 aircraft transactions. In 2024, Mr Hilmer Sr is still an active consultant to our team.

Omni's current CEO, Wayne J Hilmer Jr has over 47 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 guides both buyers and sellers into realistic relationships based on current market conditions. 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

