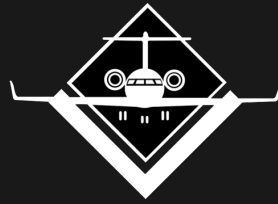


OMNIJET®

AIRCRAFT SALES & ACQUISITIONS

Washington DC

Since 1963



FOR SALE

1982 BARON 58P

SN: TJ-385 Reg: N555CS

File Photo



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AIRCRAFT SPECIFICATIONS & PHOTOGRAPHS

1982 BARON 58P

SN: TJ-385

Reg: N555CS



ABOUT THIS MODEL AIRCRAFT

1982 BARON 58P

The Beechcraft Baron 58P is known for its reliability, performance, and comfort, making it a popular choice for personal and business aviation. It balances speed, range, and cabin space, allowing it to serve a variety of missions, from regional travel to air taxi services.

PRICE:
\$677,000



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KEY FEATURES

- Full Garmin Panel Upgrade
- 1000 hrs remaining until engine OH (537 TTSN)
- ADS-B In/Out
- XM Weather
- Certified Known Ice (FIKI)
- TCAS
- 2023 Interior Refurbishment
- Well maintained | Complete Logs
- Fresh Annual Inspection

AIRFRAME

Total Time: 3,467
Range: 800 NM
Max Takeoff Weight: 6,200 lb
Basic Empty Weight: 4,412 lb
Useful Load: 1,788 lb
Fuel Capacity Volume: 190 gal

ENGINES

Continental TSIO-520-WB (turbocharged)
Serial Number: 237534 27400-R
Total Hours: 537 537
Horsepower: 325 HP 325 HP
TBO: 1600 1600
Engines Overhauled 2021 (1063 hrs remain)

PROPELLERS

Hartzell 3-Blade PHC-J3YF-2UF
SMOH: 587 587

INTERIOR

Refurbished in 2023
Configuration: 6 passenger executive
Air Conditioning
Rating: 10

EXTERIOR

Paint touch up in 2022
Rating: 10

AVIONICS

Autopilot: Garmin GFC-600 w/yaw damper
Comm: Garmin GTN-650; Garmin GTN-750
EFIS: Garmin G500 TXi w/GDU-1060
Flt Rules: IFR
GPS: Garmin GTN-650; Garmin GTN-750
Nav: Garmin GTN-650; Garmin GTN-750
TAWS: Yes
TCAS: Yes
Transp: Garmin GTX-345
Radar: GLD-69A SXM Weather Data Link

ADDITIONAL EQUIPMENT

Cockpit: ADS-B In, ADS-B Out, WAAS/LPV, Garmin GDU-700, Artex ELT-200 ELT, Garmin GI-275, Garmin GDL-69A, Garmin Flight Stream 510, engine monitor
Crew Accessories: Rosen sunvisors, Bose crew headsets, leather-covered yoke, panel-mounted USB charging port
Equipment: FIKI; ice protection, RAM, Hartzell 3-blade aluminum props w/prop sync, auxiliary fuel tank, de-ice boots, vortex generators, oxygen system, 100-amp/hour alternators, G&D window inserts, Tanis engine heaters, wing spoilers, speed brakes, heated low thrust detectors, GAMInjectors, Spoilers Inc spoilers, heated window plate, cargo straps, pressurized.

MAINTENANCE

- Fresh Annual Inspection (9/2024)
- Maintained FAR Part 91
- Well maintained
- Certified known ice
- Complete logbooks

Specifications subject to verification or prior sale



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ABOUT THIS AIRCRAFT

SN: TJ-385

Reg: N555CS

This Beechcraft 58P Baron is an outstanding opportunity for those seeking a low-time, high-performance aircraft with top-tier upgrades. Having undergone a comprehensive avionics and engine enhancement, this Baron delivers exceptional reliability and performance. Maintained with an open checkbook, it remains in impeccable condition, ready for its next owner.

The aircraft is fully equipped for diverse operations, including pressurization, an oxygen system, and certification for flight into known icing (FIKI), ensuring safe and versatile flying in a range of conditions. With air conditioning providing added comfort, every flight is a pleasure. The annual inspection was recently completed in September 2024, demonstrating a continuous dedication to maintenance and airworthiness.

This Baron offers a rare combination of modern avionics, powerful engine performance, and pristine condition inside and out. For discerning buyers looking for a superior aircraft, this is a standout option. Having recently transitioned to an MU-2 Solitaire, the owner is open to offers—don't miss the chance to make this exceptional aircraft yours!

Wayne J Hilmer Jr

CEO | Omni International Jet Trading
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AIRCRAFT PHOTOGRAPHS



1982 BARON 58P

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FLIGHT DECK

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



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1982 BARON 58P

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INTERIOR FWD



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INTERIOR AFT



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AIRCRAFT PHOTOGRAPHS



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MORE PHOTOGRAPHS



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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 qualified 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 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. All purchasers are subject to United States "KYC" (Know your Customer) and Patriot Act requirements and policies.



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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. He is pleased to be mentoring OmniJet's third generation working with his son Benjamin Hilmer.

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

