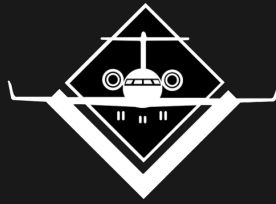


# OMNIJET®

AIRCRAFT SALES & ACQUISITIONS

Washington DC

Since 1963



## FOR SALE

1991 KING AIR 350

SN: FL-60    Reg: N943XC



File Photo

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# AIRCRAFT SPECIFICATIONS & PHOTOGRAPHS

1991 KING AIR 350

SN: FL-60

Reg: N943XC



## ABOUT THIS MODEL AIRCRAFT

1991 KING AIR 350

The Beechcraft King Air 350 is a twin-engine turboprop that is highly regarded in the aviation industry for its performance, comfort, and versatility, making it a popular choice for private operators, corporations, and air charter services.

PRICE:  
Make Offer



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# AIRCRAFT SPECIFICATIONS & INSPECTIONS

1991 KING AIR 350

SN: FL-60

Reg: N943XC

## KEY FEATURES

- Fresh Landing Gear Overhaul July 2024
- Fresh Paint September 2024
- New Interior July 2024
- Raisbeck modifications
- Hartzell 4-blade props
- ADS-B out
- TCAS-II

## AIRFRAME

Total Time: 8639.6  
Total Landings: 7273

## ENGINES

Pratt & Whitney PT6A-60A  
SN: PCE95609 PCE95610  
Total Hours: 5314.4 8439  
Total Cycles: 4053 7179  
TSO: 2221.6 2098.3  
CSO: 1157 2376  
TSHI: 371.8 371.8  
TBO: 3600 3600

## PROPELLERS

Hartzell 4-blade prop  
SN: FWA3410 FWA3414

## INTERIOR

Configuration/PAX: Executive/8 passengers  
General: New interior including; cabinetry as reported 07/29/2024

## EXTERIOR

Fresh paint September 2024

Specifications subject to verification or prior sale

## AVIONICS

ADF: Collins ADF-60A  
Comm: Collins VHF-22A  
CVR: SSCVR  
DME: Collins DME-42  
EFIS: Collins EFIS-85B 5-tube  
FDR: L3 F1000 SSFDR  
FMS: Dual UNS-1K  
Flt Dir: Dual Collins  
Flt Rules: IFR  
GPS: Freeflight 1203C  
HSI: Dual Collins MCS-65  
Nav: Collins VIR-32  
Rad Alt: Collins ALT-50A  
Stormscope: BFGoodrich WX-1000+  
TAWS: Honeywell KGP-860 EGPWS  
TCAS: Collins TTR-920 TCAS-II  
Transp: Collins TDR-94D Mode S  
Wx Radar: Collins RTA-852

## ADDITIONAL EQUIPMENT

Cockpit: ADS-B Out, Beechcraft Model 407 intercom, Beechcraft audio panel, Artex 406 ELT  
Modification: Raisbeck modifications  
Equipment: Auto feather, Hartzell 4-blade props, 77 cubic foot auto-deploy oxygen system, polarized cabin windows, 8th right side cabin window, Frakes sootless exhaust stacks, 30000-cycle PT discs  
Lights: Vertical tail illumination (logo), wing-tip & tail 3-light strobe system, entrance doorstep

## MAINTENANCE

Maintained: FAR Part 91  
Landing Gear Overhaul: 07/29/24

Inspections and Updates All done in May 2024:

- Phases 3 and 4 Done
- Landing Gear Overhauled
- New Carpet Installed
- New Exterior Paint done
- New Co-Pilot Window Installed
- New Wheel Bearings Installed
- All SB's and AD's done



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## ABOUT THIS AIRCRAFT

SN: FL-60

Reg: N943XC

This stunning King Air 350 is based in Ponca City, Oklahoma and is ready for years of service

We invite you to schedule your visual inspection.

*Wayne J Hilmer Jr*

CEO | Omni International Jet Trading  
Mobile / WhatsApp: +1.410.533.2600



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1991 KING AIR 350

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## INTERIOR AFT

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



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## SEATING



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INTERIOR FWD



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## FLIGHT DECK



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## JUMPSEAT



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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 1600 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](http://WWW.OMNIJET.COM)

