

# OMNIJET®

AIRCRAFT SALES & ACQUISITIONS

Washington DC

Since 1963



## FOR SALE

2008 KING AIR B200

SN: BB -2001

Reg: ZS-CHI



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# AIRCRAFT SPECIFICATIONS & PHOTOGRAPHS

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## ABOUT THIS MODEL AIRCRAFT

## 2008 KING AIR B200

The King Air B200 is a twin-turboprop aircraft known for its reliability, versatility, and performance in a variety of roles, including business travel, air ambulance, cargo transport, and government operations.

It has long been a workhorse in general aviation, particularly known for its ability to offer business jet-like performance with the efficiency and ruggedness of a turboprop. It remains one of the most popular and well-regarded models in its class.

PRICE:  
\$2,950,000 USD



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### KEY FEATURES

- Collins Pro Line 21
- ADS-B Out / WAAS / LPV
- TCAS-II
- Raisbeck mods
- Complete logs

### AIRFRAME (subject to continued use)

Total Time: 8625

#### WEIGHTS:

Max Takeoff: 14,000 lbs

Max Landing: 13,500 lbs

Max Zero Fuel: 13,500 lbs

Fuel Capacity: 3,645 lbs

### ENGINES (subject to continued use)

Model: Pratt & Whitney PT6A-42

Serial Number: PCE-PJ1225 PCE-PJ120

Total Hours: 7650 7510

TBO: 3600 3600

SOH (LE): 888.7

(3120 hrs remaining to OH using SB3003R27)

SOH (RE): 4270.1

(1498 Hrs remaining to OH using SB3003R27)

### PROPELLER

Hartzell 4-blade

Model: HC-D4N-3A

TSOH (Prop 1 / Prop 2): 30 hrs / 1062 hrs

Overhaul time: 4000 hrs or 6 years

### INTERIOR

Refurbished in 2020

Configuration/PAX: Executive/11 passengers

Air Conditioning: Freon

General: Gray leather interior

Carpet: Matching carpeting

Lavatory: Aft lav

### EXTERIOR

New paint in 2020

White w/green & black accents

Specifications subject to verification or prior sale

### AVIONICS

Avionics: Collins Pro Line 21

ADF: Collins NAV-4000

AHRS: Dual Collins AHC-3000

Autopilot: Collins FGC-3000 IFCS

Comm: Dual Collins VHF-4000 w/8.33 spac

CVR: L3 FA2100

DME: Collins DME-4000

Flt Dir: Collins FGC-3000 IFCS

Flt Rules: IFR

FMS: Collins FMS-3000

GPS: Collins GPS-4000A

Hi Freq: Collins HF-9000 w/SELCAL

Nav: Collins NAV-4000; Collins NAV-4500

Rad Alt: Collins ALT-4000

TAWS: ACSS TAWS+

TCAS: Collins TCAS-4000 TCAS-II

Transp: Dual Collins TDR-94D Mode S

WxRadar: Collins TWR-850

### ADDITIONAL EQUIPMENT

Cockpit: ADS-B Out, WAAS/LPV, Collins IFIS-5000, Artex 406 MHz ELT, Pratt & Whitney ADAS & engine trend monitor

Modification: Raisbeck/Hartzell 4-blade Quiet Turbofan swept blade props, Ram air recovery, enhanced performance leading edges, dual aft body strakes & fully-enclosed main landing gear doors, BLR winglets & gurney flap

Crew Accessories: Collins ECH-5000 electronic charts

Equipment: High flotation gear w/doors, de-ice brakes, auto feather, electric heat, Medeco door locks, quiet cabin, factory avionics door ice shields, GCS cargo pod, wing locker system, FIKI; ice protection, 77 cubic foot oxygen system, inadvertent ice protection

### MAINTENANCE

Complete logs

Landing gear overhaul

### NOTES

The seller will cover the cost of delivery to the U.S.  
Pre-buy inspection can be completed at any Textron authorized facility.



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The 2008 King Air B200 (SN BB-2001) offers the perfect balance of reliability, performance, and executive comfort. Featuring a freshly refurbished 11-passenger interior, new 2020 paint, and Collins Pro Line 21 avionics with ADS-B Out, WAAS/LPV, and TCAS-II, this aircraft is fully modernized and ready for service. Enhanced with Raisbeck/Hartzell Quiet Turbofan props, BLR winglets, and other performance upgrades, it delivers efficiency and capability unmatched in its class. With complete logs, well-maintained PT6A-42 engines, and delivery to the U.S. included, this turnkey B200 is an exceptional opportunity for discerning operators.

*Wayne J Hilmer Jr*

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## INTERIOR FORWARD

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



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INTERIOR FORWARD



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# AIRCRAFT PHOTOGRAPHS



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## FLIGHT DECK



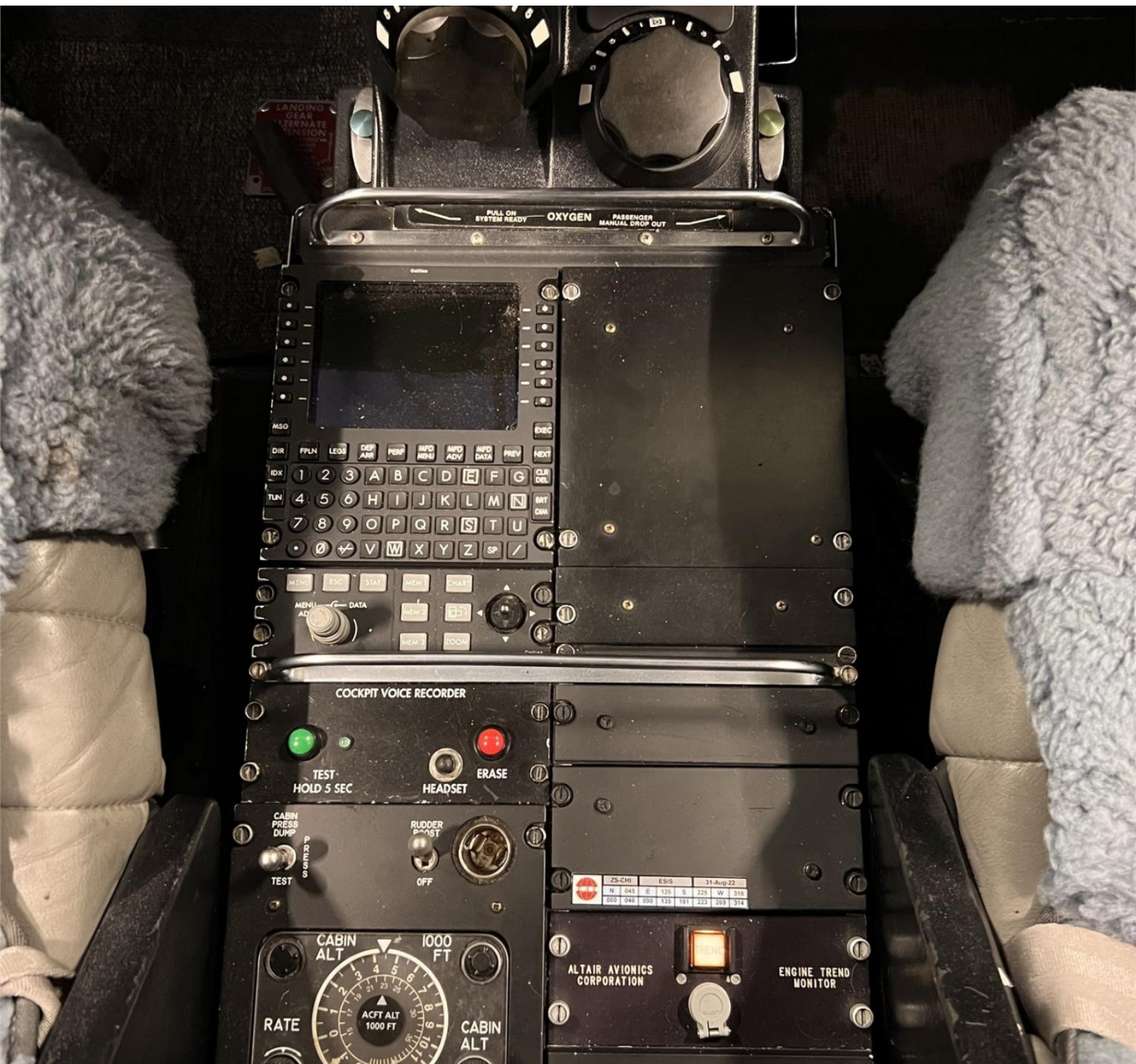
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# TERMS OF SALE

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)

