

OMNIJET®

AIRCRAFT SALES & ACQUISITIONS

Washington DC

Since 1963



FOR SALE

1978 KING AIR 200

SN: BB-331 Reg: N621AF



File Photo

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AIRCRAFT SPECIFICATIONS & PHOTOGRAPHS

1978 KING AIR 200

SN: BB-331

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ABOUT THIS MODEL AIRCRAFT

1978 KING AIR 200

The Beechcraft King Air 200, a twin-engine turboprop, is one of the most popular and widely used aircraft in the King Air series. It is a proven aircraft with a strong reputation for reliability, making it a favorite in both the private and commercial aviation sectors. Whether for short regional flights, cargo transport, or air ambulance missions, its versatility and performance make it a staple in the turboprop market.

- You must always use a flight manual

PRICE:
Make Offer



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AIRCRAFT SPECIFICATIONS & INSPECTIONS

1978 KING AIR 200

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KEY FEATURES

- Engines enrolled on MORE program w/ an 8000 TBO
- New paint in 2023
- Interior refurbished in 2023
- ADS-B In/Out | WAAS
- Raisbeck mods

AIRFRAME

Total Time: 11578

Total Landings: 12310

ENGINES

Pratt & Whitney PT6A-41

Engines enrolled on the MORE program

Total Hours:	11378	11378
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TSOH:	5627	5472
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THSI:	2510	2620
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TBO:	8000	8000
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PROPELLERS

4-Blade Raisbeck Hartzell's.

Date of last overhaul: October 2021

Time since overhaul: 181

INTERIOR

New 2023

Configuration/PAX: Executive/10 passengers

General: Interior refurbished in 2023

Seating: Beige leather seating, aft dual fold-up seats

Carpet: Beige carpeting

Cabinetry/Wood: High-gloss medium wood veneer cabinetry

Lavatory: Belted aft lav

EXTERIOR

Colors: Overall white w/red & black stripes

General: Exterior repainted in 2023

AVIONICS

Autopilot: Collins AP-105

Comm: Dual Garmin GTN-750

Flt Dir: Collins FD-108Y

GPS: Dual Garmin GTN-750

Nav: Dual Garmin GTN-750

Rad Alt: Collins ALT-50A

Stormscope: L3 WX-500

TAWS: Garmin GTN-750 Class B

EGPWS: Garmin GTN 750's TAWSB Capable

Transp: Garmin GTX-330ES; Garmin GTX-345

ADDITIONAL EQUIPMENT

Cockpit: ADS-B Out, ADS-B In, WAAS, dual PS

Engineering PMA-700B, Artex C406-2 ELT, altitude preselect, Garmin Flight Stream 510

Modification: Raisbeck 4-blade Quiet Turbofan props, ram air recovery, dual aft body strakes, fully-enclosed main landing gear doors

Crew Accessories: Panel-mounted USB

Equipment: High flotation gear, Aviadesign spar strap, Cleveland wheels & brakes, radiant heat

MAINTENANCE

Maintained: FAR Part 91

General: Engines are enrolled on the MORE

Program w/an 8000-Hour TBO. Complete logbooks.

New ice boots & engine intakes fitted 05/2009.

Specifications subject to verification or prior sale



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ABOUT THIS AIRCRAFT

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This stunning King Air 200 is based in Montana and ready for years of service.

We invite you to schedule your visual inspection.

Wayne J Hilmer Jr

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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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AIRCRAFT PHOTOGRAPHS



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LAV



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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 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

