

OMNIJET®

AIRCRAFT SALES & ACQUISITIONS

Washington DC

Since 1963



FOR SALE

1976 FALCON 20F-5

SN: 20F-357 Reg: N957CJ



CONTACT

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AIRCRAFT SPECIFICATIONS & PHOTOGRAPHS

1976 FALCON 20F-5

SN: 20F-357

Reg: N957CJ



ABOUT THIS MODEL AIRCRAFT

1976 FALCON 20F-5

The Falcon 20 series, including the 20F-5, is known for its reliability and versatility, making it a solid choice for both business and special operations like air ambulance services or cargo transport.

PRICE:
\$995,000



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

AIRCRAFT SPECIFICATIONS & INSPECTIONS

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KEY FEATURES

- ADS-B Out
- WAAS/LPV
- TCAS II w/ Change 7
- CAMP

AIRFRAME

Total Time: 12679.6

Total Landings: 7517

*Spare airframe parts will be included in the sale

ENGINES

Model: TFE731-5BR-2C

Serial Number: P98101C P97219C

Total Hours: 8629.9 14464.17

Total Cycles: 4900 9602

TBO: 4,200 4,200

*Spare engine (approximately 90 cycles left) will be included in the sale

APU

Model: Hamilton Sundstrand T-62T-40C

Serial Number: 885504

Total Hours: 3796.9

INTERIOR

Configuration/PAX: Executive/9 passengers

General: Fireblocked beige leather interior

Seating: Light beige leather seating, forward 4-place club, mid-cabin 2-place club opposite blue fabric divan

Carpet: New carpeting in 2021

Refreshment: Forward galley

Business: Gogo Biz w/ATG-5000 Wi-Fi

Accessories: Light burlwood trim, brushed nickel brightworks

Lavatory: Aft lav

EXTERIOR

Painted in 2018

Colors: Matterhorn white w/black & copper trim

AVIONICS

ADF: Dual Collins ADF-60A

Autopilot: Sperry FZ-500

Comm: Dual Collins VHF-22

CVR: Universal CVR-30

DME: Dual Collins DME-40

Flt Dir: Sperry SPZ-500

GPS: Garmin GTN-725

Hi Freq: Collins 671-U-4A w/SELCAL

Nav: Dual Collins VIR-32

Rad Alt: Collins ALT-55B

TAWS: AlliedSignal Mark VII EGPWS Class A

TCAS: Bendix/King CAS-67A TCAS-II w/change 7

Transp: Dual

Radar: Garmin GWX-75

ADDITIONAL EQUIPMENT

Cockpit: ADS-B Out, WAAS/LPV, Garmin GDL-69, Garmin GSR-56

Crew Accessories: Dual Mid-Continent USB charging outlets

Lights: Pulse

MAINTENANCE

Maintained: FAR Part 91

Airframe Tracking Program: CAMP

Certification(s): RVSM

General: Left engine installed 10/30/2007. Right engine installed 12/09/2022.

Specifications subject to verification or prior sale



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AIRCRAFT PHOTOGRAPHS



ABOUT THIS AIRCRAFT

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This beautiful Falcon 20F-5 is based in Michigan and ready for service.

We invite you to schedule your visual inspection.



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AIRCRAFT PHOTOGRAPHS



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AIRCRAFT 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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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

