

# OMNIJET®

AIRCRAFT SALES & ACQUISITIONS  
Washington DC Since 1963



## FOR SALE

1980 King Air F90

SN: LA-61 Reg: N261MA



## CONTACT

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# AIRCRAFT SPECIFICATIONS & PHOTOGRAPHS

1980 King Air F90

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## ABOUT THIS MODEL AIRCRAFT

1980 King Air F90

The Beechcraft King Air F90 offers jet-like speed and operational altitude at turboprop efficiency and cabin refinement. With its hybrid design, robust engines, and proven support, it's the ultimate balance of power, comfort, and total cost. Whether for charter, business, or private flight, the F90 delivers timeless performance with modern adaptability.

OFFERED AT  
Make Offer



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## KEY FEATURES

- Garmin G600/ GTN 750
- Spar Mod
- High Float Gear
- MORE program
- 1500 TOH

## AIRFRAME (subject to continued use)

Total Time: 10,228.4

Total Landings: 7829

FAR Part 91

## ENGINES (subject to continued use)

Model: PT6A-135

Engine Program: MORE Program

Total Hours: 10,225.3 10,159.4

Total Cycles: 7,933 7,687

(1500 hrs remaining)

TBO: 8000 8000

## EXTERIOR

Repainted in 2005 in Matterhorn white with black accents and red striping.

## INTERIOR

Beautiful two-toned saddle brown leather new in 2019. Configured in a 6-place executive interior with forward club seating, aft side-facing seat and a belted lav.

## AVIONICS

Autopilot: Sperry SPZ-200A IFCS w/altitude alerter & preselect

Comm: Garmin GNS-430W; Garmin GTN-750W

Compass: Sperry C-14-43

EFIS: Garmin G600

Flt Dir: Sperry SPZ-200A IFCS

F/Phone: Wulsberg VI

GPS: Garmin GNS-430W; Garmin GTN-750W

Nav: Garmin GNS-430W; Garmin GTN-750W

Rad Alt: Sperry AA-215

TCAS: BFGoodrich Skywatch

Transp: Dual Garmin GTX-330ES

Radar: RCA color

## ADDITIONAL EQUIPMENT

WAAS, synthetic vision, ADS-B Out, Garmin audio panel, Garmin GDL-69A XM weather & radio, GPSS roll steering, Hoskins CFS-2002 turbine digital fuel computer, Davtron digital clock timer FlightCharts, Rosen sunvisors, High flotation gear, hydraulic landing gear, Hartzell 4-blade props w/auto feather, front spar mod reinforcement kit, Concorde battery, American Aviation pitot cowl, Frakes speed stacks & cowlings, 22 cubic foot oxygen system, dual cabin door support cables, fourth cabin window.

## MAINTENANCE

Maintained: FAR Part 91

Engines enrolled on the MORE program w/8000

TBO; LE/RE: 12/30/2005 / 12/29/2005. Well maintained. Always hangered.

Specifications subject to verification or prior sale



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# AIRCRAFT PHOTOGRAPHS



## ABOUT THIS AIRCRAFT

SN: LA-61

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This beautiful and well-maintained King Air F90 is turnkey and ready to go!

We invite you to schedule your visual inspection today.

*Wayne J Hilmer Jr*

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



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# AIRCRAFT PHOTOGRAPHS



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# AIRCRAFT PHOTOGRAPHS

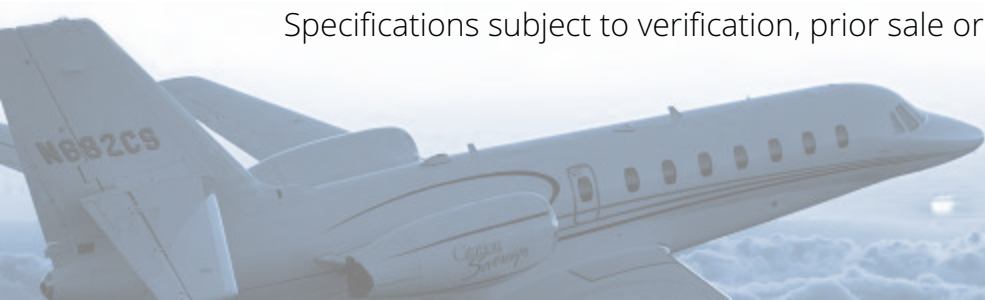


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# TERMS OF SALE

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 pre-owned market were listed exclusively with Omni. From 1963 to 1988, Mr Hilmer Sr was directly involved in approximately 1000 aircraft transactions. Mr Hilmer Sr remains an active managing director.

OMNIJET's current CEO **Wayne J Hilmer Jr.** first solo flight was in 1977 at age 16. He graduated from Fork Union Military Academy in 1979. He earned his commercial / IFR / multi-engine ratings at **Flight Safety International** in Vero Beach in 1980. He earned his B.S. from Davis & Elkins College in accounting, finance, marketing and management in 1983. He started working for Omni and merged the sales and FBO operation as company president in 1988. He has 3000 hours PIC and has owned many aircraft since. His experience in aviation is truly "lifelong" with the direct sale of over 1600 jet aircraft. He has earned the trust of many jet owners and operators.

OMNIJET's vice president **Benjamin A. Hilmer** is Omni's 3rd generation of our family business after graduating with a B.S. from the University of Delaware in Global Enterprise Management, Management & Sales. He has quickly developed strong problem solving capabilities for his clients

## 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)

