1982 CITATION I/SP

Serial Number: 501-0244 | Registration: N501MF



OMNIJET



THE AIRCRAFT

A Well-Equipped Citation I/SP

This 1982 Cessna Citation I/SP, serial number 501-0244, is a single-pilot-certified light jet with a seven-passenger executive cabin and belted lavatory. Maintained under FAR Part 91 and RVSM certified, it is fresh out of its Phase 1–4 inspection (October 2026) and was refreshed inside and out in 2025.

Both Pratt & Whitney Canada JT15D-1B engines are 53 hours since hot section inspection. The panel pairs a Garmin GNS-530W and SL-30 with ADS-B Out, WAAS, Flight Stream 210, KGP-560 EGPWS, TAS-620 traffic and color weather radar

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AIRFRAME

Total Time: 6,285
Total Landings: 6,414
Certification: RVSM

ENGINES

Manufacturer/Model: Pratt & Whitney JT15D-1B
Serial Number: PCE-77388 | PCE-77392
Total Hours: 6,086 | 6,062
Total Cycles: 6,275 | 6,245
Since Hot Section Inspection: 53 | 53
TBO: 3,500 | 3,500

INTERIOR

- Refreshed in 2025
- Configuration: Executive, 7 passengers
- Seating: Fwd aft-facing seat, 4-place club; belted lavatory
- Upholstery: Gray leather; interior touch-up 2025
- Refreshment: Forward refreshment center
- Storage: Forward storage drawers
- Entertainment: XM radio
- Air Conditioning: Keith Freon; recently overhauled

EXTERIOR

Refreshed in 2025
Paint: Matterhorn White with red, gold and navy
Condition: Exterior touch-up 2025

HIGHLIGHTS

- Fresh Phase 1–4 inspection October 2026
- ADS-B Out with WAAS
- KGP-560 EGPWS and TAS-620 traffic
- RVSM certified · Freon A/C overhauled
- Both engines 53 hrs since hot section
- Garmin GNS-530W and SL-30
- Thrust reversers and anti-skid brakes
- Interior and exterior refreshed 2025

MAINTENANCE

- FAR Part 91
- Left engine hot section c/w 6,033 hrs TSN (53 hrs since)
- Right engine hot section c/w 6,009 hrs TSN (53 hrs since)
- Phase 1 c/w 10/26 (24-month interval)
- Phase 2 c/w 10/26 (24-month interval)
- Phase 3 c/w 10/26 (24-month interval)
- Phase 4 c/w 10/26 (24-month interval)
- Phase 5 c/w 07/24 (36-month interval)



RANGE (NM)
910 to 1,328



PASSENGERS
7



MAX SPEED
345 knots

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AVIONICS

- Autopilot: Sperry SPZ-500
- Flight Director: Sperry SPZ-501
- Comm / Nav: Garmin GNS-530W; Garmin SL-30
- GPS: Garmin GNS-530W
- MFD: Avidyne EX-500
- Transponder: Garmin GTX-345
- Weather Radar: Bendix/King RDR-1100A (color)
- Stormscope: BFGoodrich WX-500
- TAWS: Bendix/King KGP-560 EGPWS
- TCAS: Avidyne TAS-620
- AFD/DME: Collins ADF-60 / DME-40
- RMI: Dual Collins 332C-10

ADDITIONAL EQUIPMENT

- ADS-B Out and WAAS
- Garmin GMA-340 audio panel
- Garmin Flight Stream 210
- XM weather
- Altitude alert and preselect
- J.E.T. 2-inch standby gyro
- JeppView charts · Rosen sunvisors
- Thrust reversers · anti-skid brakes
- 64 cu ft oxygen system
- Recognition lights

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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 prepurchase 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 prepaid 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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AIRCRAFT SALES & ACQUISITIONS

Washington DC 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 preowned 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