1986 SOCATA TB-21 TRINIDAD

Serial Number: 710 | Registration: F-HIMD



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GENERAL DESCRIPTION

Exceptional SOCATA TB21 Trinidad TC (1986) : the fast, turbocharged, retractable-gear flagship of the TB family, now equipped with a complete modern Garmin glass cockpit and certified TKS known-ice protection. A true all-weather IFR tourer : 250 hp turbocharged Lycoming, constant-speed propeller, four comfortable seats, plus the avionics, ice protection, oxygen and satellite connectivity to fly year-round across Europe's weather.

Carefully maintained under a CAMO-managed program & PART 145 MRO, with a fresh annual inspection (June 2026) and ARC (July 2026) valid until July 2027. Ready to fly, ready to travel

AIRFRAME

Total Time: 3,489 h (as of 9/30/26)
Full IFR-equipped

ENGINE

Manufacturer/Model: Lycoming TIO-540-AB1AD
Serial Number: L8789-61A - 250 hp turbocharged
SMOH: approx. 1,558 h, TBO extended under the approved AMP extension program.

PROPELLER

Hartzell HC-C2YK-1BF constant-speed, overhauled Oct 2019 (approx. 747 h since overhaul)

HIGHLIGHTS

- Full TKS deice (STC)
- Amazing avionic setup (all installed by us)
- Functionnal O2
- Maintained only in Part 145 shop & under CAMO

MAINTENANCE

Last annual inspection: 3 June 2026
ARC: renewed 6 July 2026, valid until 31 July 2027
Structural life limits (wing, engine mount, nose gear mount) far from limits

REMARKS

- A real IFR-capable, fully equipped traveller with a clean, documented maintenance history.
- Managed by CAO GmbH (CAMO, Saarbrücken), maintained by Avia-Path (PART145 MRO),
- Airworthiness Directives tracked and up to date. Complete logbooks, STC documentation and maintenance records available.
- Will be delivered with Fresh 50h inspection.
- Can be delivered worldwide immediately.



RANGE (NM)
1,000 to 1,110



PASSENGERS
4



MAX SPEED
200 knots

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AVIONICS

- Garmin G500 TXi with Synthetic Vision and integrated EIS (engine instruments on screen)
- Garmin GTN 750 Xi and GTN 650 Xi touchscreen GPS/NAV/COM
- 2 × Garmin G5 standby instruments
- Sandel SN3500 HSI
- Garmin GTX 330 transponder with ADS-B Out
- Garmin GTS 825 active traffic system
- Garmin GSR 56 Iridium satellite link (worldwide weather and communication)
- Stormscope
- ADF and DME
- King KFC 150 autopilot
- ELT with remote switch, battery valid until March 2027

OPTIONS

- Complete Garmin Package without compromise
- Full TKS ice protection (STC), propeller included
- Fully operational oxygen system (repaired and tested)
- Iridium satellite connectivity
- Stormscope weather avoidance
- Active traffic (GTS 825) and ADS-B Out

INTERIOR

Comfortable, spacious four-seat cabin with grey leather seats and soft blue-grey side panels, ideal for long cross-country flights. Dual yokes, excellent all-round visibility and a clean, ergonomic panel layout.

EXTERIOR

- Stunning, eye-catching livery : pearl-white upper fuselage and wings, metallic grey lower fuselage, and an elegant blue and teal swoosh running from nose to tail. Bold black F-HIMD registration with a subtle shadow effect.
- The paint is glossy and clean, with no visible fading, chalking or peeling, and the airframe looks crisp and cared for from every angle.
- Smooth, well-kept wing and tail surfaces, clean rivet lines, and a polished white spinner. Retractable landing gear with clean legs, doors and wheel wells.
- Complete corrosion inspections completed in 2021 and 2026

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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