



Ministry
of Defence

SCHEDULE 1



**SALE OF QUANTITY TWO PHANTOM FG1
AIRCRAFT (WITHOUT ENGINES) (TAIL
NUMBERS XV582 & XT864)
AND
QUANTITY ONE LIGHTNING F3 AIRCRAFT
(WITHOUT ENGINES) (TAIL NUMBER XR713),
LOCATED AT RAF LEUCHARS,
ST ANDREWS,
FIFE
D/DSA/MST2/2014/05946**

VIEWINGS

Requesting to view the aircraft will be treated as an Expression of Interest
Viewing of the three Aircraft will take place on:

- Wednesday 27th August 2014

Bidders wishing to view must e-mail desdsa-ccf2@mod.uk and DESLCSLS-DSA-Commercial@mod.uk no later than 17:00 GMT Wednesday 20th August 2014, providing the following information:

- Full name
- Company they are representing
- Full contact details
- Nationality (passport No. for foreign Nationals)
- Vehicle details (registration, make and colour)

Requests to view the aircraft must be received by the above date. For security reasons viewings are strictly by appointment only.

Bidders may enter bids for individual aircraft, two aircraft or the qty x 3 aircraft in total. Bids must however, be broken down by individual aircraft as applicable.

Should you wish to receive the Tender Documents without visiting the aircraft please e-mail your request to desdsa-ccf2@mod.uk and DESLCSLS-DSA-Commercial@mod.uk

No later than 17:00 GMT Wednesday 20th August 2014.

Aircraft Details

1. **McDonnell Douglas Phantom FG1 (Tail Number XV582) is not airworthy and is without engines**

- Airframe Serial Number: 3253/9336
- Operating weight (empty) lbs 22,142 (without engines)

The aircraft, has been defueled, engines removed and had all explosives removed. However, it is likely to have the following hazards evident, although most likely only in trace quantities:

- Fuel (AVTUR), Oil 0X-38 (NATO 0-149), Hydraulic Oil OM-15 (NATO H-515), Liquid Oxygen, Beryllium, Mercury Thallium, Coolanol 25, Chaff, Lithium Sulphur Dioxide, Asbestos, PTFE, Fluoroelastomers, Electrolyte Acid, Cadmium, Polychlorinated Biphenyls, High Pressure Nitrogen, Magnesium Alloy, Radiation hazard from Radium in dials and instruments
- Furthermore, the airframe is old and shows some signs of corrosion. Although the structure of the aircraft doesn't present an immediate health and safety hazard, the full structural integrity of the airframe is not known.

2. **McDonnell Douglas Phantom FG1 (Tail Number XT864) is not airworthy and is without engines**

- Operating weight (empty) lbs 22,142 (without engines)

The aircraft, Phantom FG1 (XV582), has been defueled, engines removed and had all explosives removed. However, it is likely to have the following hazards evident, although most likely only in trace quantities:

- Fuel (AVTUR), Oil 0X-38 (NATO 0-149), Hydraulic Oil OM-15 (NATO H-515), Liquid Oxygen, Beryllium, Mercury Thallium, Coolanol 25, Chaff, Lithium Sulphur Dioxide, Asbestos, PTFE, Fluoroelastomers, Electrolyte Acid, Cadmium, Polychlorinated Biphenyls, High Pressure Nitrogen, Magnesium Alloy, Radiation hazard from Radium in dials and instruments
- Furthermore, the airframe is old and shows some signs of corrosion. Although the structure of the aircraft doesn't present an immediate health and safety hazard, the full structural integrity of the airframe is not known.

3. **English Electric BAC Lightning F3 (Tail Number XR713) is not airworthy and is without engines**

- Airframe Serial Number: 95196
- Operating Weight (empty) lbs 25,287 (without engines)

The aircraft, Lightning F3 (XR713), has been defueled, engines removed and had all explosives removed. However, it is likely to have the following hazards evident, although most likely only in trace quantities:

- Methyl Bromide, Chlorobromomethane fire extinguisher, Residual Avtur F34, Residual Hydraulic Fluid OM15, Possible High pressure Nitrogen in hydraulic components and undercarriage, Oxygen components, Residual AVPIN (Isopropyl nitrate) mono-propellant, Nitric Acid (from degraded AVPIN), Thorium, Cadmium, Magnesium Alloy, Nivin wiring containing PTFE, Asbestos in pipe lagging and fire prevention, Radiation hazard from Radium in dials and instruments
- Furthermore, the airframe is old and heavily corroded. Although the structure of the aircraft doesn't present an immediate health and safety hazard, the full structural integrity of the airframe is not known. The airframe is not suitable for towing and requires significant engineering attention before it could be put on display.

Phantom FG1 Aircraft (Without Engines) – (Tail Number XT864)



Phantom FG1 Aircraft (Without Engines) – (Tail Number XV582)



Lightning F3 Aircraft (Without Engines) – (Tail Number XR713)

