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For information on current or future sales of surplus

Ministry of Defence equipment please visit

<https://www.gov.uk/government/groups/disposal-services-authority>



Ministry
of Defence

SCHEDULE 1



**SALE OF QUANTITY X1
DE HAVILLAND VAMPIRE
AIRCRAFT TAIL NUMBER: XD622
LOCATED AT 2214 USWORTH SQN
ATC DURHAM,
NORTHUMBERLAND
DSA/MST2/2014/09001**

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VIEWINGS

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

- Thursday 5th February 2015 PM OR Friday 6th February 2015 AM.
- Exact Day and Time TBC.

Bidders wishing to view must e-mail desdsa-cd2a@mod.uk and DESLCSLS-DSA-Comrcl-3b@mod.uk
no later than 17:00 GMT Thursday 29th January 2015, 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)
- Availability and preference for viewing

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

Tender documents will be distributed on Friday 30th January 2015.

**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-Comrcl-3b@mod.uk
No later than 17:00 GMT Thursday 29th January 2015.**

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AIRCRAFT DETAILS

This aircraft is not airworthy and is without engines. It has been defueled. Engines removed and had all explosives removed, however, it is likely to have the following hazardous evident, although most likely only in trace quantities:

Fuel (AVTUR), Oil OX-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.

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