



# SEALED BID SALE

**\$50,000,000+ OF AIRCRAFT, SPARE PARTS & INTELLECTUAL PROPERTY**

Featuring: (8) LOCKHEED P-3 ORION Aerial Firefighting Aircraft; ALLISON T-56-A-10 Engines, APUs & Propellers; Huge P-3 Parts Inventory  
Intellectual Property: The MAFFS II and FIREHAWK™ Aerial Firefighting Systems and The 1800G Fuel Tank System



Sale Held on Behalf of

## **AERO UNION CORPORATION**

4809 Bailey Loop, Hanger 375  
MCCLELLAN AFB, CALIFORNIA 95652

**BID OPENING DATE:  
TUESDAY, FEBRUARY 28  
1:00 P.M. LOCAL TIME**

## **BID OPENING LOCATION:**

Bids Will be Opened at the Historic  
**LIONS GATE HOTEL  
& CONFERENCE CENTER**

3410 Westover Street  
MCCLELLAN (SACRAMENTO)  
CALIFORNIA 95652

*(See Directions on Back Page)*

*Read Partial Terms and Conditions on Back Page of Brochure*

Sale Conducted By:

## **PLANT & MACHINERY INC.**

AUCTIONEERS • APPRAISERS • LIQUIDATORS • REAL ESTATE

RON MOORE – VICE PRESIDENT • LES MILES JR. – EMERITUS  
HOUSTON • DALLAS • ST. LOUIS

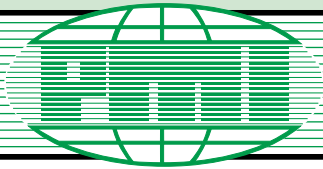
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## INSPECTION & BID FORMS

Inspections can be made throughout January and February during normal working hours **BY APPOINTMENT ONLY**. To arrange for an inspection at any of the locations, or to request the required Sealed Bid Form, contact PMI at 713-691-4401 or email to [pmi@pmi-auction.com](mailto:pmi@pmi-auction.com)

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### LOT 1 THRU 8: (8) LOCKHEED P-3 ORION AIRCRAFT

#### CONFIGURED AS AERIAL FIREFIGHTERS

Aero Union's P-3A aircraft are powered by four T56-A-10 turboprop engines with four-bladed Hamilton Sundstrand propellers. Seven of the eight P-3s have been maintained in a ready status. They are located at the McClellan Airfield in the Sacramento, California area. Tanker T-20 is located at IMP Group-Aerospace Division in Enfield (Halifax area) Nova Scotia where it was sent for maintenance and upgrades. (The engines for T-20 are at a Rolls-Royce facility and will be offered for sale with that aircraft.) The Company's aircraft have valid airworthiness certificates from the FAA and the fleet (except T-20) is current on all annual inspections through February 2012. The Company has historically followed the United States Navy's maintenance, repair and overhaul regime for its fleet.

The P-3A designed performance and maneuverability flying at low altitudes makes the aircraft a great platform for a firefighting air tanker. In converting the P-3A to a firefighting air tanker, over 20,000 pounds of excess weight were removed from the aircraft to reduce the maximum takeoff weight to 105,000 pounds. This weight reduction allows operation of the engines at a reduced take-off power setting without compromising safety and thus extends the engine hot section life. The aircraft achieves greater than a 2,350 foot per minute rate of climb, which far exceeds any other air tanker. The "instant power" from the turboprop engines allows the aircraft to operate from high elevation fields with relatively short runway lengths. The efficiencies gained by weight reduction and operating limitations provide an average fuel burn rate of 600 gallons per hour.

The P-3A Air Tankers are equipped with a 3,000 gallon capacity RADS II constant flow tank system, which are designed and manufactured by Aero Union and approved by the US Forest Service Interagency Tanker Board (IATB) and have been granted an FAA Supplemental Type Certificate.



The RADS II tank has two full-length longitudinal doors that act in unison to discharge retardant. The doors are computer controlled and receive inputs from quantity sensors in the tank. The tank has three watertight bulkheads, but the retardant is uniformly dropped from each compartment simultaneously. Artificial head pressure on the retardant is created by an external ram air scoop and prevents any negative pressure differential even at maximum flow rates or volume.

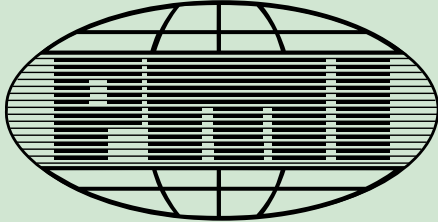
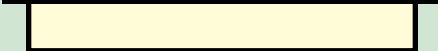
**DETAILS ABOUT EACH P-3 WILL BE INCLUDED IN THE SEALED BID PACKET TO BE PROVIDED WHEN YOU HAVE REGISTERED WITH PMI.**



**LOT 9 THRU 22:  
SPARE ENGINES,  
PROPELLERS,  
A.P.U.S & SPARE  
ENGINE PARTS**

Located at Rolls-Royce in Oakland, California there are: (1) Spare T-56-A-10 engine,(1) Spare Turbine and (5) Spare Auxiliary Power Units. In addition, there is a large spare engine parts inventory at Rolls-Royce to be sold as one lot. An inventory list is available for the spare engine parts inventory at Rolls-Royce.

At Aero Union's facility in McClellan, California there are: (2) Spare T-56-A-10 Engines, (5) Propellers, and (2) Auxiliary Power Units.



**LOT 23 THRU 25:  
EXTENSIVE P-3 REPLACEMENT  
PARTS INVENTORY**

There are three (3) separate inventories of P-3 parts totaling over 20,000 line items and located in McClellan, California, Tamarac, Florida and Enfield, Nova Scotia. These will be offered as three separate lots. An inventory list will be available for each location.



## INTELLECTUAL PROPERTIES

INTELLECTUAL PROPERTY LOTS WILL INCLUDE ALL DRAWINGS, PATENTS, TRADEMARKS, TOOLING, JIGS AND FIXTURES, ELECTRONIC AND HARD COPY DRAWINGS, ENGINEERING FILES, SUPPLEMENTAL TYPE CERTIFICATES, AND ALL TEST EQUIPMENT AND MANUFACTURING EQUIPMENT UNIQUE TO THE MANUFACTURE OF EACH PRODUCT.



### LOT 26: MAFFS II FOR THE C-130 HERCULES

#### ROLL-ON, ROLL-OFF AIRBORNE FIRE FIGHTING SYSTEM

MAFFS II is an aerial fluid dispersant fire fighting system for the Lockheed Martin C-130 H & J model aircraft. It is currently certified for military use. MAFFS II is capable of delivering up to 3,400 gallons of retardant or water/foam using a variety of drop profiles required to attack various fire conditions. The system is fully capable of delivering up to Coverage Level 8, which is the maximum level required by the Forest Service and represents the application of eight gallons of fire fighting fluid per one hundred square feet of surface. MAFFS II requires no ground support compressors for recharge but instead employs a self-contained compressor system. This system permits recharging to and from a drop affording the operator major advantages over older systems in aircraft operating efficiency.



### LOT 27: TWIN 1,800 GALLON FUSELAGE FUEL TANK SYSTEM

#### AUXILIARY FUEL TANK SYSTEM FOR THE C-130 HERCULES ROLL-ON, ROLL-OFF AERIAL REFUELING TANK SYSTEM

The Twin 1,800-Gallon Fuselage Tank System is a roll-on/roll-off system for increasing fuel capacity for extended missions, bulk fuel transport, and air-to-air refueling missions. This twin-tank system features a side-by-side arrangement to afford up to 3,600 gallons of capacity. The system supplies fuel to the aircraft through the existing refueling manifold for in-flight operations or to other aircraft tanks during ground transfer.

The system's tanks are mounted on individual cradles bolted to an Air Logistics pallet. The pallet is compatible with the standard 463L cargo system. The tanks are arranged longitudinally on the pallet and symmetrically about the aircraft centerline. Personnel access from one end of the cargo compartment to the other is provided by a walkway between the tanks. This also provides access to overhead storage boxes and aircraft components.

**MULTI MISSION CAPABILITY:** In addition to use in the C-130 range extension, bulk fuel transport, and air-to-air refueling missions, Aero Union's Twin 1,800 Gallon Fuselage Fuel Tank Systems can be adapted with a manifold for use in aerial spraying.



ADAPTABLE  
FOR AERIAL  
SPRAYING

**LOT 28: FIREHAWK™ TANK PRODUCT LINE**  
**AIRBORNE FIRE FIGHTING SYSTEM FOR THE SIKORSKY UH-60L/S-70A**  
**BLACK HAWK™**

The Sikorsky UH-60L/S-70A BLACK HAWK™ helicopter with the FIREHAWK™ system employs a 1,000-gallon main tank with a 30-gallon foam injection reservoir. These are combined with a fully retractable 1,000 gpm snorkel. The retractable snorkel removes the flight limitations imposed by non-retractable snorkel systems. The system fits tightly under the fuselage, eliminating snag hazards and providing an aerodynamic profile that minimizes any reduction in the high speed capability or extraordinary maneuverability of the BLACK HAWK™. During the "drop" sequence the Constant Flow Programmable Controller continuously senses the level of fluid and adjusts the door opening to maintain selected flow rates. The doors operate with full or partial tank fluid levels, precisely controlling the flow regardless of the level of retardant remaining in the tank. This computerized control logic enables the pilot to select and control coverage level and tank quantity to produce the desired drop pattern. The flexibility to drop varying tank quantities and drop pattern concentrations (coverage levels) makes the FIREHAWK™ versatile in all types of terrain and scenarios.



**LOT 29: GENERIC**  
**MAINTENANCE**  
**PARTS FOR**  
**RADS II AND**  
**MAFFS II TANK**  
**SYSTEMS**

This is a mixed lot as removed from the Chico facility. An inventory report is available.



**ADVANCE NOTICE OF**  
**UPCOMING AUCTION**

McClellan (Sacramento Area) California

**April 2012**

**FEATURING HUGE QUANTITY**  
**OF GENERAL & P-3 SPECIFIC**  
**GROUND SERVICE**  
**EQUIPMENT, PRECISION**  
**FABRICATING EQUIPMENT,**  
**TESTING & QUALITY**  
**CONTROL EQUIPMENT,**  
**WAREHOUSE & SHOP**  
**EQUIPMENT & SUPPLIES,**  
**OFFICE FURNITURE**  
**& MUCH MORE!!!**



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AUCTIONEERS • APPRAISERS • LIQUIDATORS • REAL ESTATE

P.O. Box 19100  
Houston, TX 77224-9100

**DATED MATERIAL - PLEASE DELIVER**



**PUBLIC OFFERING**  
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Presorted  
First Class Mail  
U.S. Postage  
PAID  
Eugene, Oregon  
Permit No. 17



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**DIRECTIONS TO INSPECT THE ASSETS**

These directions will be provided to you when an appointment has been confirmed. No inspections can be made without an appointment.

**DIRECTIONS TO BID OPENING SITE**

**FROM THE SACRAMENTO INT'L AIRPORT:** Take Airport Blvd. out of the airport to I-5 South. Go approx. 6 miles south on I-5 to I-80 East. Take I-80 East approx. 8 miles to Exit 94 for Watt Ave. Turn left (north) onto Watt Ave. and go approx. 1.2 miles to Peacekeeper Way. Turn left (west) onto Peacekeeper Way and go to the next traffic light at Arnold St. Turn right (north) onto Arnold Ave. and go to Westover St. Turn right (east) onto Westover St. and the Lions Gate Hotel will be ahead on your right.

**PARTIAL TERMS & CONDITIONS**

Complete terms and conditions will be supplied with **OFFICIAL SEALED BID FORM WHICH BIDDERS MUST USE IN SUBMITTING THEIR BIDS.**

In general, Plant & Machinery, Inc. (PMI) is acting as agent for the seller, and while information supplied has been obtained from sources deemed reliable, neither PMI nor the seller shall be liable for any errors or for the correctness of the descriptions. The contents of this brochure, together with any similar information supplied to potential buyers either verbally or in writing by the employees or agents of PMI or the seller, are to be considered as a guide only and in every instance subject to confirmation by bidders based upon their own inspection of the property.

**THE OFFICIAL SEALED BID FORM MUST BE USED** in submitting bids and bidders should note that the bids are to be submitted to Plant & Machinery, Inc., 2901 W Sam Houston Parkway N, Suite A-130, Houston, Texas 77043, until 5:00 P.M., Friday, February 24, 2012, or, hand carried to the bid opening site at Lions Gate Hotel in

McClellan, CA, and presented to a PMI representative no later than 1:00 PM local time on Tuesday, February 28, 2012, at which time they will be opened.

A bidder's deposit at a level set by the seller will be required in the official sealed bid form. Each bid with a deposit will be considered an irrevocable offer and may not be withdrawn. Seller reserves the right to accept or reject any or all bids and to waive formalities. Bidders whose bid have been approved will be required to pay the balance due in full within the time specified in the official sealed bid form after notification of acceptance of bid(s).

All items are being sold **AS IS, WITH ALL FAULTS, WITH REMOVAL AT THE BUYER'S RISK AND EXPENSE.**

Please contact PMI to arrange for inspections. Although it is unlikely, sealed bid sales are subject to cancellation and postponement, and individual items are subject to withdrawal. Please check with PMI prior to attendance or finalizing bids.