

SHER-FLOW™ IBF

Virtually eliminates FOD and internal erosion issues commonly seen in the C-130 APU and sub-systems



- Eliminate unnecessary repair costs
- Avoid catastrophic failure
- Extend on-wing APU life

• Up to 5 PPM additional Bleed Air Flow*

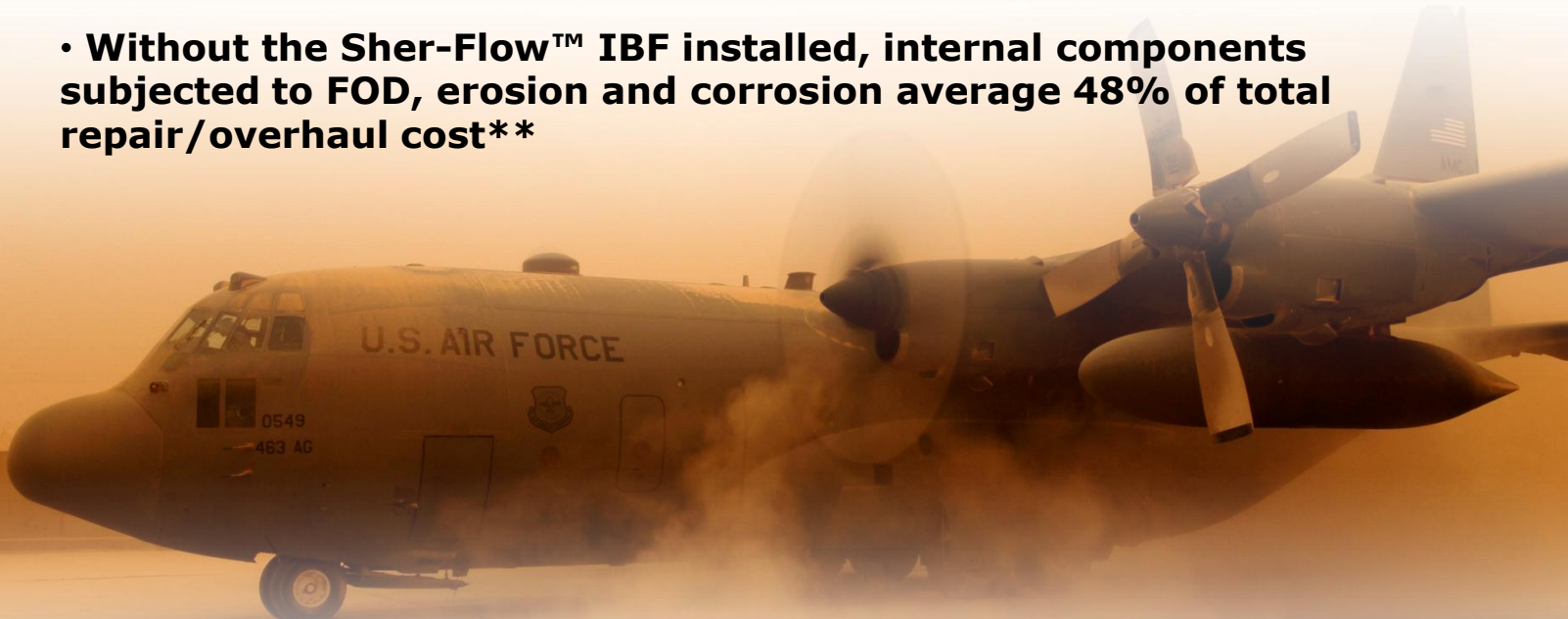
• Clean Bleed Air throughout APU and aircraft sub-systems

• No significant impact to Exhaust Gas Temperature (EGT)

• Up to 9dB noise reduction at APU Inlet*

• Allows access to APU Inlet for easy on-wing borescope inspections

• Without the Sher-Flow™ IBF installed, internal components subjected to FOD, erosion and corrosion average 48% of total repair/overhaul cost**



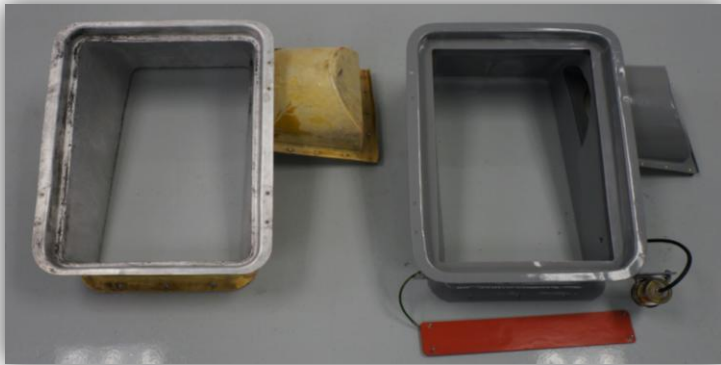
*Recorded in test cell

**Data based on 15 in-house APU samplings operated in various environments

SHER-FLOW™ IBF

Sherwood
AVIATION 

Same Form & Fit as Original Equipment



Replaces aircraft lower APU inlet duct | Zero cost man-hours if installed at time of APU removal or replacement

Pat. Pend. technology virtually eliminates FOD ingestion



Stainless Steel, reusable design | Proprietary layering, bonding and pleating for air flow straightening and maximum performance

**Current production Part Number [SA701085-100](#)
Applicable to C-130H, L-100, C-130J, LM-100J equipped with a
GTCP85-180L, GTCP85-185L or GTCP85-185L[A] APU**

Sherwood Aviation and Lockheed Martin are engaged in a project to qualify the Sherwood Inlet Barrier Filter for use on the C-130H/J. LM has identified a launch customer for this capability and will be offering the IBF as a kit upon final qualification. Pricing and availability will be provided later this year.