

INVITATION TO BID



Bell 429

SERIAL NO: 57297, REGISTRATION: PK-CAW

THIS INVITATION TO BID IS COMPRISED OF THE FOLLOWING:

TERMS AND CONDITIONS

- Annex 1 - Photographs
- Annex 2 - Technical Summary
- Annex 3 - Draft Sale and Purchase Agreement

CONTACT DETAILS

Graham Raggett Graham.Raggett@mclarens.com +65 9127 7979

Main Switchboard No. +65 6481 2177

AIRCRAFT/RECORDS INSPECTION DATE : 27 OR 28 JUNE 2022
BIDS CLOSE : 4 JULY 2022 12:00 (BST)

TERMS AND CONDITIONS

Bids are invited for the Salvage of the Aircraft defined below, subject to the Terms and Conditions contained herein. No representations or warranties, express or implied are made as to the condition, serviceability, or fitness of the Salvage for any purpose whatsoever. For the avoidance of doubt, the implied terms of the Consumer Rights Act 2015 are excluded from this sale. To the best of our knowledge the details set out herein regarding the Aircraft and the data and information relating to the Aircraft is accurate. However, we have not fully evaluated this Aircraft and therefore cannot warrant the accuracy of the information herein. The Salvage is sold "as is/where is" and "with all faults".

1. DEFINITION SECTION

i. **The Aircraft**

Bell 429

Serial Number	57297
Former Registration No:	PK-CAW
Build Date	January 2016

Engines: PW207D

Serial Numbers	(No.1) PCE-BL0605 (No.2) PCE-BL0606
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ii. **The Incident**

The Aircraft sustained damage when on 13 September 2021, the Aircraft suffered a landing incident and overturned at Budiarto Airport, Curug, Tangerang, Indonesia and was subsequently declared a Constructive Total Loss.

iii. **Salvage**

Salvage in this Invitation to Bid means the Aircraft, engines and all their parts, components, and equipment therein, or thereon, at the time of the transfer of title and all available manuals and technical records relating solely to the Aircraft.

iv. **"As is/Where is" and "With All Faults"**

As is/Where is and With All Faults means that the Salvage will be available to the buyer at its present location at the buyer's risk and exposure in whatever condition it might be in at the time of collection. No warranties of merchantability, fitness for a particular purpose or of any other nature or kind, whether statutory, express, or implied, with respect to the physical condition of the Salvage or accuracy of the Aircraft, engine, or other component records are given by the Seller or McLarens Aviation.

v. **McLarens Aviation**

Means MYI Limited, trading as McLarens Aviation, as well as any other associated company or agents acting on its behalf or any other company or individual assisting with the disposal of the Salvage.

vi. **Delivery**

Means delivery of the Salvage in accordance with the Sale and Purchase Agreement.

2. DAMAGE SYNOPSIS

THE FOLLOWING SUMMARY IS A GENERAL SUMMARY ONLY AND MCLARENS AVIATION CANNOT WARRANT ITS ACCURACY, NOR THAT IT IS IN ANY MANNER A COMPLETE SUMMARY OF THE DAMAGE SUSTAINED.

- The fuselage sustained impact defects in the forming of a crack (approximately 15cm length) to the composite fuselage structure above the left cockpit door.
- The left landing skid has bent and snapped from its positioning under the fuselage.
- All four main rotor blades have impacted with the ground resulting in their destruction.
- The tail boom has impacted the ground whilst the tail rotor was rotating. The tail boom broke into three pieces and separated from the fuselage

Photographs of the aircraft's current condition can be downloaded from the following link:

<https://mclarens.box.com/s/flltv2akl2mw781n3gqr616xuoz57h66>

3. THE INCIDENT

The Aircraft sustained damage when on 13 September 2021, the Aircraft suffered a landing incident and overturned at Budiarto Airport, Curug, Tangerang, Indonesia and was subsequently declared a Constructive Total Loss.

4. INSPECTION

The Aircraft and Records will be available for inspection on 27 or 28 June 2022 at its current location at Balai Besar Kalibrasi Penerbangan's Hangar at Curug Airport, Tangerang, Indonesia, subject to prior arrangement with Graham Raggett (email Graham.Raggett@mclarens.com), to whom at least 7 business days' notice of intention to inspect must be given in order to ensure that the necessary security formalities can be put in place.

5. REMOVAL OF THE AIRCRAFT

Bidders should be aware that the successful bidder must remove the Aircraft in its entirety from its current location at Curug, Tangerang, Indonesia within a reasonable time and in any event no later than **fourteen (14) business days** (or as otherwise agreed) following passing of title in accordance with the Sale and Purchase Agreement.

For the avoidance of doubt, all costs and expenses howsoever arising out of the existence, removal, storage, export, import or sale of the Salvage including, but not limited to, royalties, storage fees, local government fees, any taxes, export duties etc. shall be the sole responsibility for the successful bidder.

McLarens Aviation is unable to assist or facilitate in any way in the removal and/or export of the Salvage and it will be the sole responsibility of the successful bidder to arrange all licenses, permits or permissions that may be required by domestic regulations or laws for valid removal of the Salvage at their own expense.

6. CLOSING DATE

The closing time for bids will be 12:00, London UK, local time (BST) on 4 July 2022. All bids must be submitted online at <https://www.mclarens.com/auctions/>.

7. SALVAGE BID – NO DEPOSIT AT BID STAGE

Bids must be made in United States Dollars – there is NO deposit required at the bid stage. However, a 20% deposit will be required from the winning bidder within 7 days of notification. Failure to pay the deposit within the time frame required will render the bid null and void.

Deposits should be transferred to the bank account of McLarens Aviation, the details of which will be provided to the winning bidder.

The deposit is non-refundable to the successful bidder.

Please note for the bid to be considered valid it must be in the form described above.

8. BID REVIEW

McLarens Aviation will, as soon as practicable following the decision by their Principals, inform parties in writing as to whether or not their bid has been accepted.

9. BID ACCEPTANCE

McLarens Aviation, and their Principals reserve the right to refuse or reject in their absolute discretion any or all bids for the Aircraft if they choose to do so, including the highest bid. Exercise of this discretion does not oblige McLarens Aviation or their Principals to provide any explanation or reason for its decision whatsoever.

The successful bidder will be formally notified in writing of acceptance of their bid. A draft Sale and Purchase Agreement can be seen with the salvage auction details for prospective bidders' review. Please note that there will be no substantive changes to this draft agreement, so please review it carefully prior to placing a bid.

10. PAYMENT

Payment of the bid ("Purchase Price"), less the 20% deposit must be made by the successful bidder to McLarens Aviation's bank account (details to be advised), by telegraphic transfer within the time limits stipulated in the Sale and Purchase Agreement.

Sale of the Salvage will be conditional upon payment within that time. If payment is not received within that time the bid will be rejected and any deposit paid will be forfeited.

Payment must be accompanied by the Sale and Purchase Agreement duly executed by the successful bidder. Payment will be deemed not to have been made if the successful bidder fails to execute the Sale and Purchase Agreement or fails to return it to McLarens Aviation within the time specified.

11. BIDDERS' COSTS RECOVERY

For the avoidance of doubt, any and all costs of whatsoever nature and howsoever incurred by potential bidders shall be for the potential bidder's sole account and not for McLarens Aviation or their principals. This shall be the case even if the bid is accepted and subsequently the sale is not finalised.

12. TITLE

Title to the Salvage will pass to the successful bidder in accordance with the relevant clause in the Sale and Purchase Agreement.

13. RISK

Risk shall pass to the successful bidder in accordance with the relevant clause in the Sale and Purchase Agreement.

14. RE-CERTIFICATION REQUIREMENTS

Due to the nature of the damage, all bidders agree that should their bid be successful, they will arrange for the Salvage and its component parts to be re-certified appropriately prior to further sale, disposal or any future aviation use.

15. CONDITIONS

In addition to the various Terms and Conditions and requirements set out in Sections 1-14 of this Invitation to Bid, the following section will also apply. Submission of a bid will be deemed to constitute acceptance by the bidder of those Terms and Conditions and requirements set out in Sections 1-14 and also acceptance of the following conditions:

- i. the successful bidder shall be deemed to buy with full notice in all respects of the actual state and condition of the Salvage and shall take the Salvage "As Is/Where Is" and "With All Faults" as defined in Section 1(iv);
- ii. all risk of loss or damage to the Salvage howsoever caused and all liabilities, costs and expenses arising out of the existence, storage, safeguarding, removal, export and transport of the Salvage shall pass to the successful bidder as detailed in the Sale and Purchase Agreement. For the avoidance of doubt, any charges which accrue prior to the transfer of title shall be for the seller's account;
- iii. the successful bidder shall indemnify the seller, their Insurers, and McLarens Aviation in respect of any and all costs, liabilities, claims, demands and expenses including all legal expenses and attorney fees arising at any time, anywhere in the world after title passes to the successful bidder from the existence, present or future use, storage or transport of the Salvage;
- iv. neither individual members of the staff of McLarens Aviation nor its individual representatives have authority to agree any variation of any of the Terms, Conditions or Requirements of this Invitation either verbally or in writing;

- v. by submitting a bid for the Salvage, the potential bidder has accepted the Terms and Conditions contained herein and shall be deemed to have satisfied itself as to the accuracy and completeness of the Salvage records and documentation. Therefore, the bidder undertakes to hold harmless and indemnify McLarens Aviation, and seller and their Insurers from any and all claims, costs and liabilities that may arise out of the existence of said records and documentation including but not limited to all legal fees and expenses incurred in contemplation of litigation or as a result of litigation;
- vi. whilst seller, their insurers and McLarens Aviation will use all reasonable endeavours to ensure that the Salvage is not diminished in quantity or condition between inspection by prospective bidders and collection by the successful bidder this cannot be guaranteed as the Salvage is not under the direct physical control of seller, its insurers or McLarens Aviation;
- vii. This Invitation to Bid shall be governed by and construed in accordance with the laws of England and Wales and shall be subject to the exclusive jurisdiction of the Courts of England and Wales; and
- viii. Each party irrevocably waives any objection which it might at any time have to the Courts of England and Wales being nominated as the forum to hear and determine any suit, action or proceedings and agrees not to claim the Courts of England and Wales are not a convenient or appropriate forum.

ANNEXES 1 & 2

The contents of Annexes 1 &2 are intended to illustrate the general nature of the damage suffered by the Aircraft, in order to provide prospective bidders with a general summary of the Salvage. It is not intended by McLarens Aviation that these photographs and additional documentation should be relied upon for the purposes of assessing the value of the Salvage or for reliance on the actual condition of the Salvage. McLarens Aviation cannot warrant the accuracy of the photographs and additional documentation and must disclaim any express or implied warranties of accuracy.

We strongly recommend that the prospective bidders make their own careful visual inspection of the Salvage and documentation relating to it at the aircraft location by appointment with Graham Raggett.

ANNEX 1

PHOTOGRAPHS



General view of fuselage



Aircraft Data Plate



General view of passenger cabin



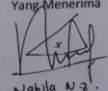
General view of cockpit (avionics removed)

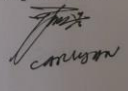


View of avionics equipment storage cabinet

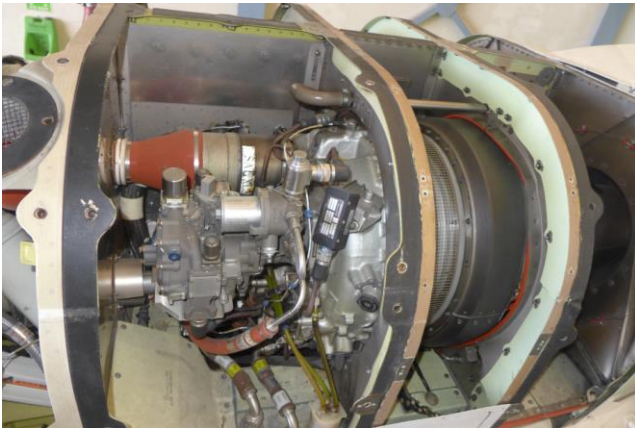
Daftar List Barang Helicopter PK-CAW

No	Nama Barang	Type / Part Number	Serial Number	Date	Qty
1	L/H DISPLAY UNIT	160M034-9-1	141D0570	16/09/2021	1 EA
2	CENTER DISPLAY UNIT	160M034-9-1	15070637	16/09/2021	1 EA
3	R/H DISPLAY UNIT	160M034-9-1	14100575	16/09/2021	1 EA
4	GTN 650	011-02256-00	GMN-00813	16/09/2021	1 EA
5	GTN750	011-02282-00	GMN-00820	16/09/2021	1 EA

Yang Menerima

 Nabila N. Z.

Yang Menyerahkan

 Carson

List of removed avionics components



General view of Number 1 Engine



Number 1 Engine Data Plate



General View of Number 2 Engine



Number 2 Engine Data Plate

OWNER		ADDRESS		PHONE		FAX		WEBSITE		PREPARED BY		APPROVED BY		OPERATOR	
REMENTIRAN PERHUBUNGAN		JALAN MERDEKA BARAT NO. 8		+62(0)2193271111		+62(0)219311386		www.flybel.com		Toke ARANZET		Toke ARSANGU		BALAI BEKAS KALIBARA FASILITAS PENGERBANGAN	
JAKARTA PUSAT 10110				phone@flybel@gmail.com						Head of Aircraft Maintenance Section		Head of Aircraft Maintenance Section		SALAN KATA STP CONTOH-LEGOR	
(021)9311386				phone@flybel@gmail.com						+62(0)219311387		+62(0)219311387		TANGKARANG 1362	
flybel@pb.go.id				phone@flybel@gmail.com						SIGN/STAMP		SIGN/STAMP		(021)9472942/43	
				SIGN/STAMP										(021)9472942	
														13624	
57297	BELL 429	PK-CAW	9954	BELL HELICOPTER	2015	536.00	1003	0	September 17, 2021						
DESCRIPTION	MANUFACTURER	PART NUMBER OR MODEL	SERIAL NUMBER	DATE OF INSTALL	TSN	TSO	INSPECTION TYPE	INTERVAL	DATE	A/C HRS	CYCLES	LAST INSPECTION	NEXT INSPECTION	REMAINING	
1 Month							1	month	15/09/2021	508.00	1003	10/10/21 date	0.77	month	
200 Hours							200	hours	02/12/2020	492.90	850	09/12/20 date	134.60	hours	
400 Hours							12	month	02/12/2020	492.90	850	02/12/21 date	2.53	month	
200 Hours							200	hours	05/03/2021	517.60	887	7/7/20 hrs	139.60	hours	
400 Hours							400	hours	14/02/2020	287.70	470	08/7/20 hrs	109.70	hours	
600 Hours							12	month	14/02/2021	496.00	853	18/02/22 date	5.87	month	
800 Hours							12	month	18/06/2021	537.10	937	13/7/21 hrs	379.30	hours	
800 Hours							12	month	18/06/2021	537.10	937	10/06/22 date	8.87	month	
800 Hours							24	month	18/03/2020	278.50	670	18/03/22 date	6.87	month	
1600 Hours							24	month	18/03/2020	278.50	670	18/03/22 date	6.87	month	
12 Months							24	month	18/03/2020	278.50	670	18/03/22 date	6.87	month	
2 Years							24	month	18/03/2020	278.50	670	18/03/22 date	6.87	month	
3 Years							36	month	27/03/2019	189.60	550	24/05/22 date	8.87	month	
4 Years							48	month	18/03/2020	278.50	670	17/03/24 date	30.40	month	
5 Years							60	month	10/06/2021	537.10	937	09/06/26 date	37.53	month	
6 Years							72	month	15/01/2018	0.00	0	11/01/22 date	1.83	month	
7 Years							84	month	15/01/2018	0.00	0	11/01/23 date	16.10	month	
8 Years							96	month	15/01/2018	0.00	0	11/01/24 date	28.27	month	
9 Years							108	month	15/01/2018	0.00	0	12/01/25 date	40.43	month	
10 Years							120	month	15/01/2018	0.00	0	12/01/26 date	52.60	month	
5000 Hours							5000	hours	15/01/2018	0.00	0	5000.00 hrs	4442.00	hours	
6000 Hours							6000	hours	15/01/2018	0.00	0	6000.00 hrs	5442.00	hours	
8000 Hours							8000	hours	15/01/2018	0.00	0	8000.00 hrs	7442.00	hours	
10000 Hours							10000	hrs	15/01/2018	0.00	0	10000.00 hrs	9442.00	hrs	
15000 Hours							15000	hrs	15/01/2018	0.00	0	15000.00 hrs	11442.00	hrs	
170							170	month	15/01/2018	0.00	0	11/01/21 date	11.14	month	
Corrosion							100	hrs	14/07/2021	538.20	941	08/28/21 hrs	60.20	hrs	
Inspection							month	24/07/2021	538.20	941	22/10/21 date	60.20	month		
2000 Cycles							2000	cycles	22/10/2015	0.00	0	5000.00 cycles	1340.00	cycles	
6.5:1							2000	hrs	22/10/2015	0.00	0	2000.00 hrs	1340.00	hrs	
Overhaul							4000	hrs	22/10/2015	0.00	0	4000.00 hrs	2340.00	hrs	
Reciprocating							900	hrs	22/10/2015	0.00	0	900.00 hrs	240.00	hrs	
150 Hours							150	hours	04/08/2021	450.30	668	08/03/20 hrs	148.90	hours	
200 Hours							200	hours	09/12/2020	578.80	583	77/01/20 hrs	119.40	hours	
300 Hours							300	hours	22/10/2015	0.00	0	600.00 hrs	140.00	hours	
400 Hours							400	hours	22/10/2015	0.00	0	900.00 hrs	140.00	hours	
500 Hours							500	hours	22/10/2015	0.00	0	900.00 hrs	140.00	hours	
11 Months							11	month	10/06/2021	633.40	649	10/06/22 date	8.87	month	

Current Aircraft Status

ANNEX 2

TECHNICAL SUMMARY

AIRCRAFT SALVAGE DATA

Aircraft Salvage

Manufacturer	Bell Helicopters
Type and Model	429
Registration	PK-CAW
Manufacturer's Serial Number	57297
Time Since New	558 Hours
Cycles Since New	1,003 Cycles

Number 1 Engine Salvage

Manufacturer	Pratt & Whitney Canada
Type and Model	PW207D
Manufacturer's Serial Number	PCE-BL0605
Time Since New	659.40 Hours
Cycles Since New	681 Cycles
Time Since Last Shop Visit	First Run

Number 2 Engine Salvage

Manufacturer	Pratt & Whitney Canada
Type and Model	PW207D
Manufacturer's Serial Number	PCE-BL0606
Time Since New	659.30 Hours
Cycles Since New	680 Cycles
Time Since Last Shop Visit	First Run

Photographs of the aircraft and records can be viewed at the following link:

[Click here to view images](#)

ANNEX 3

A Draft Sale and Purchase Agreement can be viewed on the auction site.