

INVITATION TO BID



Agusta A109SP Grand New
SERIAL NO: 22353
REGISTRATION: A6-RRR

THIS INVITATION TO BID IS COMPRISED OF THE FOLLOWING:

TERMS AND CONDITIONS

Annex 1	-	Photographs
Annex 2	-	Technical Summary

CONTACT DETAILS

Ian Jaarsveldt	ian.jaarsveldt@mclarens.com	+971 (0)0 503 4490 24
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BIDS CLOSE: 15 July 2024 (12:00 GMT)

TERMS AND CONDITIONS

Bids are invited for the Salvage of the Helicopter 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 Helicopter and the data and information relating to the Helicopter is accurate. However, we have not fully evaluated this Helicopter 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 Helicopter**

Agusta A109 SP Grand New

Serial Number 22353
Former Registration No: A6-RRR
Build Date 2016

Engines: PW207C C

Serial Numbers (PCE-BH0763) & (PCE-BH0794)

ii. **The Incident**

The Helicopter sustained severe damage during a dynamic roll over prior to landing and was consequently declared a Constructive Total Loss.

iii. **Salvage**

Salvage in this Invitation to Bid means the Helicopter, 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 Helicopter.

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 Helicopter, 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.

[Please refer to Annex 2.](#)

3. THE INCIDENT

The Helicopter sustained severe damage during a dynamic roll over prior to landing at Al Zorah Resort, Ajman, United Arab Emirates on 7 January 2024.

4. INSPECTION

The Helicopter will be available for inspection at its current location co-ordinated by Falcon Aviation Services, Al Maktoum International airport, Dubai, United Arab Emirates, subject to prior arrangement with Ian van Jaarsveldt or David Hitchen, email ian.vanjaarsveldt@mclarens.com or david.hitchen@mclarens.com. At least 72 hours' notice of the intention to inspect must be given to ensure that the necessary security formalities can be put in place with Falcon Aviation Services personnel.

5. REMOVAL OF THE HELICOPTER

Bidders should be aware that the successful bidder must remove the Helicopter in its entirety from its current location in the United Arab Emirates within a reasonable time and in any event no later than **fourteen (14)** 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 (GMT) on 15 July 2024. All bids must be submitted online at [McLarens Aviation Salvage Portal](#)

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 successful 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 successful 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 Helicopter 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 is attached within the auction details page 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 Helicopter, 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 arranged through Falcon Aviation Services, Al Maktoum International airport, Dubai, United Arab Emirates subject to prior arrangement with Ian van Jaarsveldt email ian.vanjaarsveldt@mclarens.com or David Hitchen, david.hitchen@mclarens.com , to whom at least 72 hours' notice of intention to inspect must be given in order to ensure that the necessary security formalities can be put in place.

ANNEX 1

PHOTOGRAPHS



Forward right fuselage



Forward left fuselage



Nose of the helicopter



Right rear fuselage



Left rear fuselage



Overview of the helicopter



Overview of the main instrument panel



Overhead instrument panel



Overview of the VIP interior



VIP seating



Additional views of VIP seating and interior



Overview of the avionics equipment



Overview of the avionics equipment



Overview of the main rotor assembly



Closeup view of main rotor assembly



Overview of the tail boom assembly



Tailboom and horizontal stabilisers overview



Overview of tailboom deformation



Overview of radome assembly



Right pitot-static probe deformed



Right main landing gear tyre deflated and detached



Abrasion damaged on right fuselage



Underside view of the fuselage looking backwards



Overview of the tail rotor assembly



Overview of the left engine cowl



Overview of the right engine cowls



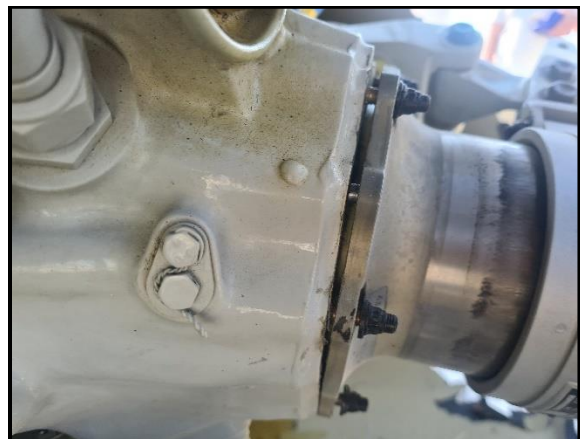
Rear view of the No.2 engine exhaust



Overview of main rotor gearbox assembly



Example of main rotor blade damage



Separation between main rotor assembly and main rotor gearbox

ANNEX 2

TECHNICAL SUMMARY
HELICOPTER SALVAGE DATA

Salvage:	
Type & Model	Agusta Westland AW109SP Grand
Manufacturer's Serial No.	22353
Former Registration	A6-RRR
Total Time / Cycles Since New	1,015.20 hours / 2,630 cycles
Engines:	
Type & Model	Pratt and Whitney Canada PW207C
Manufacturer's Serial Nos.	PCE-BH0763 & PCE-BH0794
Hours/Cycles Since New	1,015.20 hours
Avionics	Honeywell Inc.

Brief damage description is as follows:
Fuselage

- The right forward fuselage sustained impact deformation to the internal support structure and external skin in multiple areas.
- Both the right crew and passenger door sustained distortion and deep scratches to their external structures.
- The forward left pitot probe sustained deformation.
- The engine cowlings sustained deformation due to contact with the main rotor blades.
- The tail boom exhibited distortion and impact damage from main rotor blade debris striking the upper skin structure.
- The right horizontal stabiliser sustained significant deformation of its internal structure and external skin.
- Impact deformation was noted on the flight control input shafts.

Engines and Dynamic Components

- All four main rotor blades disintegrated after coming into contact with the ground.
- The main rotor head was noted with various hydraulic components severed due to the main rotor blade impact.
- The main gearbox assembly was separated from the main rotor, suggesting that it has suffered internal damage as a result of the shock loading.
- The main rotor blade impact transferred a shock load into the drive shafts and couplings leading to the tail rotor gearbox and tail rotor hub.
- The engines sustained a significant ingestion of sand and gravel during the dynamic rollover and borescope inspection had confirmed that the entirety of the gas-path on each has sustained varying degrees of impact damage in the form of aerofoil deformation, cuts, gouges and material loss.

Landing gear

- We suspect the right main landing gear and nose landing gear may have suffered from overloading due to what appears to have been a hard landing. It is likely that they will be found to have deformation if submitted to workshop inspection.