



PRODUCT & SERVICES

CATALOG

APRIL 2024

COMPONENTS | AVIONICS | STRUCTURES | STC DESIGN/DEVELOPMENT | MANUFACTURING | INSPECTIONS

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PHONE: +1-250-655-6828

Full Line of Aircraft Services Get Flying, Faster



VIH Aerospace offers a variety of Manufacturing, Maintenance, Repair & Overhaul (MMRO) services and products for the helicopter industry. We specialize in providing high quality and cost-effective solutions including:

- Component Repair, Overhaul,
- Rental & Exchange
- Avionics Repair, Installations, Upgrades, Rewiring, & NVIS
- Structural Repairs, Aircraft Completions, Refurbishments, Paint, & Inspections
- Product Design, STC Development, 3D Scanning.
- Manufacturing, Machining, Welding, Modifications, & NDT • Scheduled & Unscheduled Inspections

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Our Industry Partners



Meet Our Management Team



Arne Arneson: General Manager has over 30 years of experience in the aviation industry specializing in Avionics Engineering. In 1993, Arne joined Vancouver Island Helicopters and during this time he progressed through various roles such as Avionics Manager and Director of Maintenance. In 2004 Arne was appointed as General Manager of VIH Aerospace Inc. Arne holds an AME cat E license with specialized training courses on several products including Bell, Sikorsky, and Kamov helicopters. Additionally, Arne is the Person Responsible for Manufacturing Activities (PRMA). Arne is also VIHA's Controlled Goods Designated Official and as such has completed various courses in Export Compliance, Quality Assurance, Auditing, and Safety Management. Arne also holds an Honors Diploma in Avionics Engineering Technology. Under Arne's leadership, VIH Aerospace has become an industry leader in MMRO services worldwide.



Ian Teschke: Director of Maintenance has over 20 years of experience in helicopter maintenance. Ian graduated from BCIT's AME cat-M course in the spring of 1996 and joined VIH as an apprentice AME. During his time with VIH as an apprentice he worked in the Sidney facility maintaining and completing various helicopter projects, as well as tours to assist in field and remote base location work. As a licensed AME Ian was active in field/hangar work maintaining the VIH fleet. In 2000 Ian moved to Port McNeill as the full time base engineer. In 2003 Ian returned to touring and worked through the VIH Price George, BC base locations for several years. Ian was involved in several international projects with VIH including Guyana SA, Angola AF, and Peru SA. His experience includes Bell 206A/B/L, 407, 222, 205, 212, 412, MD500D, BK-117, Airbus AS350, 355, EC130, Sikorsky S61 & Kamov KA32. Besides VIH, Ian has worked overseas in Papua New Guinea for 5+ years and has a CASA PNG AME license, endorsed on Bell 206, 407, & 205. In November 2017, Ian was appointed as Director of Maintenance at VIH Aerospace, and continues in this role.



Brian Thistle: Director, Business Development, Sales, & Marketing has over 45 years of military and commercial aviation experience, joining VIH Aerospace in March 2018. Following High School completion, Brian joined the Canadian Air Force where he served 21 years as aircraft maintenance technician and maintenance manager. During his military career he held progressive positions working on several aircraft types including the CH124 Sea King Helicopter, CF104 Starfighter, and the CT114 Tutor Trainer. In 1996 Brian was honorably discharged from the Canadian Air Force and joined Vector Aerospace. While at Vector he held roles in Operations, Engineering, and Customer Service. Brian holds a Bachelor of Technology Degree (with Distinction) from the British Columbia Institute of Technology, a Diploma in Applied Project Management from Simon Fraser University and a Diploma in Technical Communication from Vancouver Community College.



Marc Leduc: MRO Sales Manager has 15 years' experience in aviation and has been a Transport Canada Licensed M1/M2 AME for over 10 years. Prior to his position as MRO Sales Manager, Marc worked at a variety of helicopter companies from the west coast of BC to the arctic maintaining everything from a Robinson R44 up to a Bell 214ST. He graduated from the AME - M course at BCIT in 2006 and is currently enrolled at the University of Victoria in the Diploma of Business Administration program. Marc combines his extensive experience in helicopter maintenance with his dedication to customer satisfaction in his role as MRO Sales Manager which oversees part sales, component overhauls, repairs and off aircraft maintenance.

Component Repair, Overhaul, & Exchange

As a Bell Customer Service Facility (CSF), VIH Aerospace is able to offer Factory Trained Technicians dedicated to your Component MRO Requirements.



CAPABILITIES

VIH Aerospace is a Full-Service Helicopter MMRO Facility, able to offer Component Repair & Overhaul Services on Bell 204, 205, 206, 212, 407, & 412 Variants.

Contact Us Regarding Component Exchanges. VIH Aerospace has a variety of Bell Components available for Immediate Exchange



Check Out the Following Page for our
Component Capability Matrix

Bell Component Capability Matrix

Bell Helicopter Component Capabilities											
COMPONENT	204	205	206	206A	206B	206B3	206L	206L4	212	407	412
Main Rotor Head	X	X		X	X	X	X	X	X	X	X
MRH Mast Assy	X	X	X	X	X	X	X	X	X	X	X
60 Month Mast Inspection								X		X	
Swashplate	X	X			X	X	X	X	X	X	X
Main Rotor Hub 1200 Hr Inspection	X	X			X	X	X	X	X		
Scissors/Sleeve Assy	X	X							X		
Stablizer Bar	X	X							X		
Pitch Link	X	X							X	X	X
Hub and Sleeve Assembly	X	X							X		X
Transmission	X	X	X		X	X	X	X	X	X	X
Transmission 60 Month Inspection								X		X	
Transmission 600 Hr Inspection			X								
Transmission 1500 Hr Inspection			X		X	X	X				
Freewheel					X	X	X			X	
Tail Rotor Gearbox		X	X		X	X	X	X	X	X	
42deg Gearbox	X	X							X		X
90deg Gearbox	X	X							X		X
Tail Rotor Hub	X	X	X	X	X	X	X	X	X	X	X
Tail Gearbox 300 Hr Inspection						X	X	X			
Input Drive Shaft		X	X	X	X	X	X	X	X		X
Driveshaft Assy					X	X	X	X			
Drive Shaft Hanger	X	X							X		
Tail Rotor Drive Shaft Coupling											X
Rotor Break										X	
Oil Cooler Blower	X	X				X	X	X	X		
Pylon Support Link Assembly					X	X					
Pylon Support Deck Fitting					X	X					



Manufacturing

The “M” in MMRO
Stands for
Manufacturing

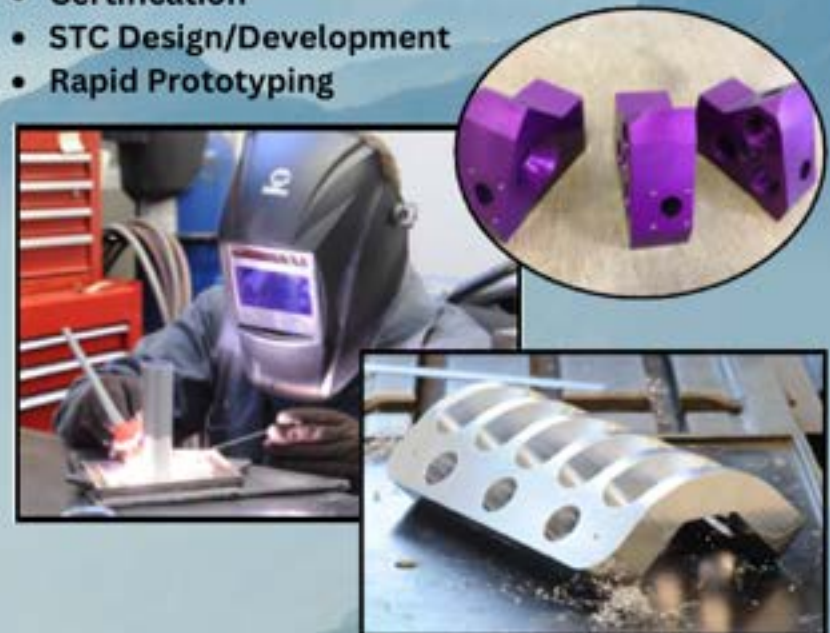
VIH Aerospace Has Full
Manufacturing
Capabilities

Our Capabilities/Services Include

- Machining
- Welding
- Paint
- Sheet Metal
- Build to Print
- 3D Scanning
- Composites
- Mechanical Assembly
- Vertical Reference Windows
- NDT

DESIGN

- Mechanical Design
- Avionics/Electrical Design
- Engineering Drawing
- Certification
- STC Design/Development
- Rapid Prototyping



Avionics Installation & Wiring

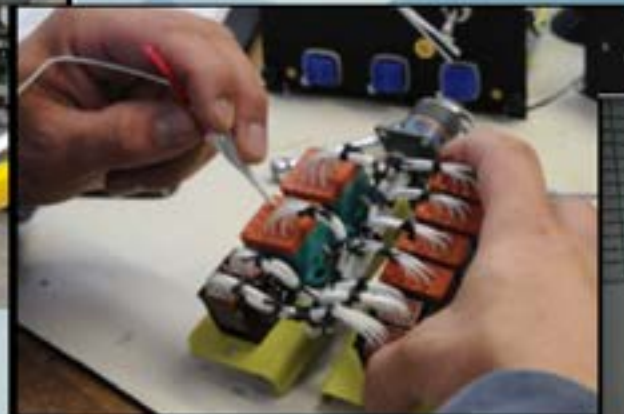
At VIH Aerospace we are renowned for our expertise in designing and installing the latest in sophisticated and complex communications and navigation equipment.

Working closely with several EMS and Law Enforcement Agencies for many years has enabled us to become leading innovators and problem solvers for communication and navigation systems.

From repairing a wiring “snag” to complete aircraft rewires and custom avionics installations, our team is ready to support your requirements.

Our Services Include

- ADS-B Upgrades & Installations (fixed & rotary-wing aircraft)
- Avionics & Electrical System Upgrades & integrations (new & legacy aircraft)
Troubleshooting & Repair
- Night Vision Imaging System (NVIS) installations
- Partial & Complete Aircraft Rewire
 - Electrical Harness Manufacture
 - Laser Wire Marking
- Complete Box & Panel Design &/or Assembly
 - STC Design & Development
 - Annual Re-Certifications
 - Batteries, ELTs



Night Vision Imaging System (NVIS)

The demand for night vision goggles (NVG's) in civil search and rescue operators is growing. To address this requirement, the Alternat Lighting Installation enables operators to reconfigure the cockpit and cabin of a variety of fixed and rotary-wing aircraft to make them NVG compatible. This enables flight crews in a variety of SAR/EMS/Law Enforcement operations and others to conduct operations in an NVG-friendly environment.

VIH Aerospace has extensive experience designing and installing NVIS systems for a variety of helicopter types and applications.

Our experience includes several installations including:

Bell 206, 412

Airbus H120, H125, H130, H135, H145

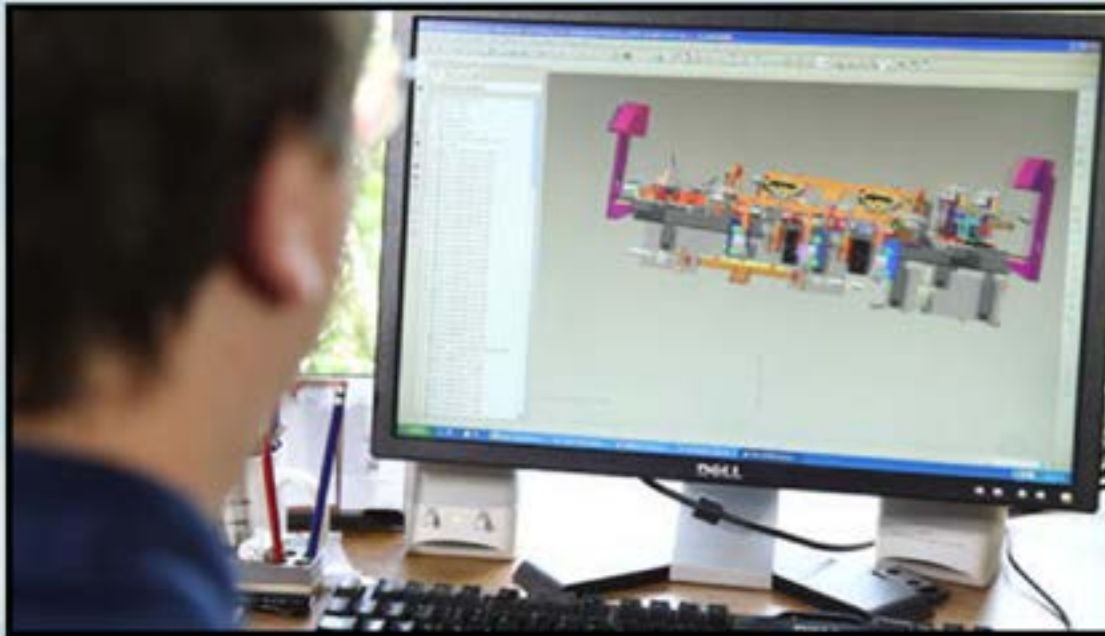
Sikorsky S-76, S-61, S-92

Other Helicopter or Fixed-Wing Aircraft are Available.

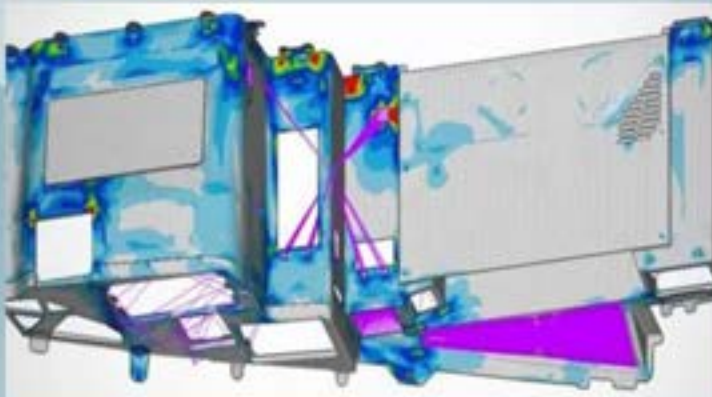


Design Department

Our Design Team Streamlines Our MMRO Processes



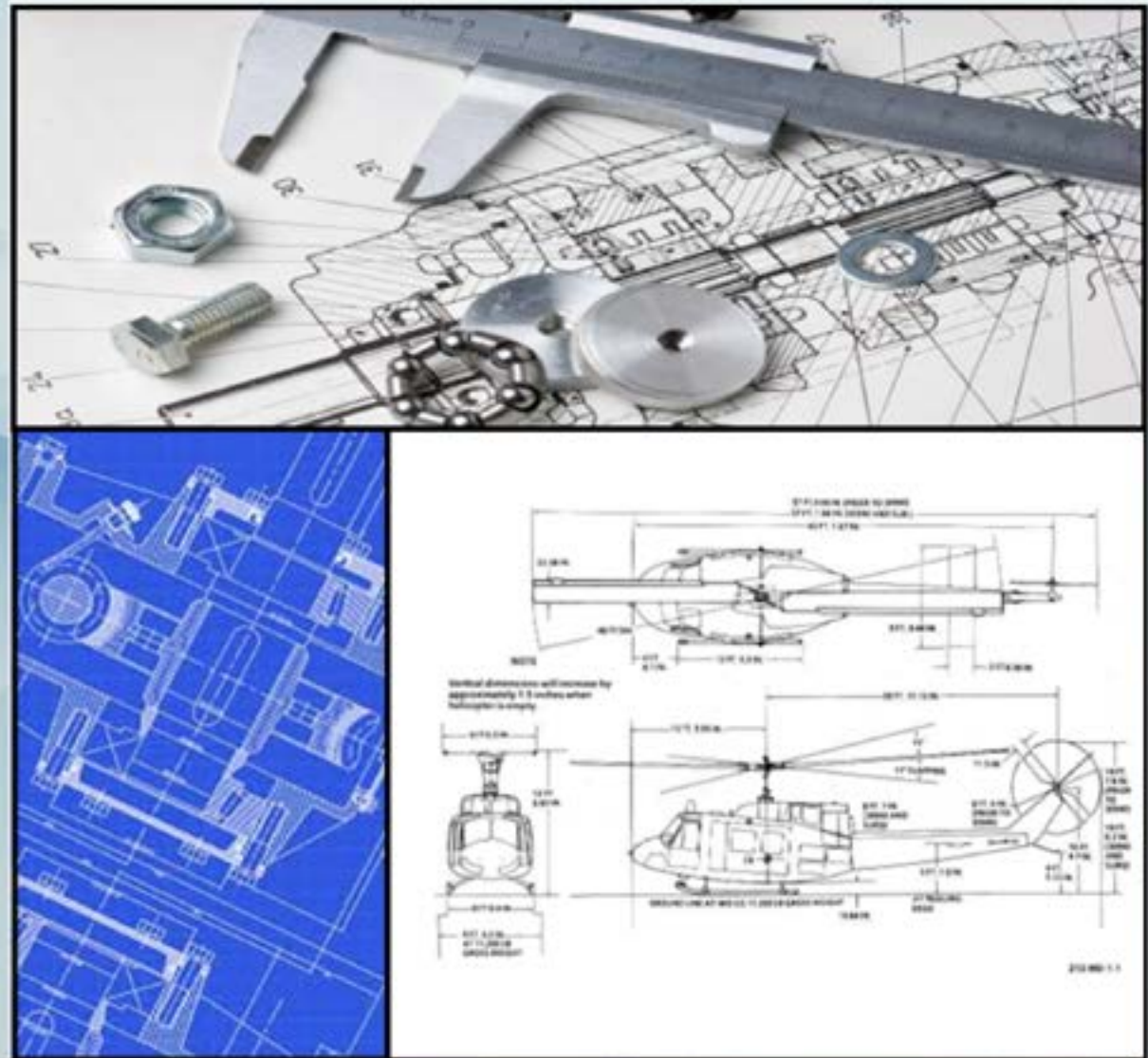
- Design & Modeling
- Start to Approval STC Development
- 3D Scanning
- 3D Printing
- CAD/CAM Development
- Prototyping
- Testing and Analysis
- Repair Development
- Reverse Engineering



STC Design and Approval

Concept, Research, Design, Prototype, Test, Certification, Approval

Our Design Team works closely with and is conversant with the requirements of Regulatory Agencies around the world. From a basic antenna installation to a fully integrated fuel system, we will work with your design or ours to meet and exceed your requirements. We can provide services to you from any stage of development from design conception through to certification.



3D Scanning

VIH Aerospace Has 3D Scanning Capabilities

TYPICAL USES

- Dimensional Management
- Reverse Engineering
- Surface Modeling
- Inspections
- 3D Printing
- Prototyping
- 3D Modeling
- Animation



SPECIFICATIONS

- Resolution 0.0009
- Accuracy to 0.0014in.
- Measurement Rate 800K/sec.

FEATURES

- Accurate, Non-Contact
- Realtime Mesh Visualization
- Measure Complex Shapes in Seconds
- Resolve Quality Issues in the Shop Floor



Bell Helicopter STCs

- Bell 204B / 205A, A1 / 205B / 212 Nose Survival Kit
- Bell 205A1, B / 212 / 412 Rear Cargo Net Retention System
- Bell 205A, A1 / 206B / 212 / 412 / 412EP Cargo Hook Retainer
- Bell 205A1, B / 212 Crew entry Steps
- Bell 205A1, B / 212 Pulse Light Installation Kit
- Bell 205A1, B / 212 Door Modification Kit
- Bell 205A1, B / 212 Barrier Net
- Bell 206 / 407 Lift Raft, Foot Rest, Cargo Holder Kit
- Bell 206A. B Flap Restraint Removal
- Bell 212 / 412 Master Caution Panel
- Bell 407 Vertical Reference Window (Right Hand Side)
- Additional Bell STCs



Nose Survival Kits

Bell 204B / 205A, A1 / 205B / 212

BENEFITS

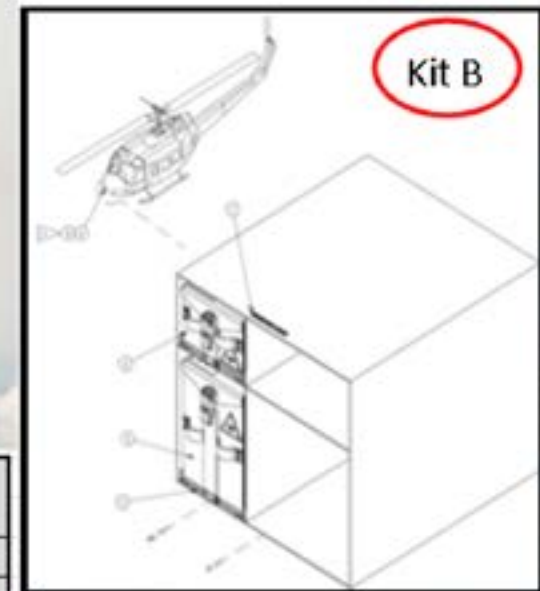
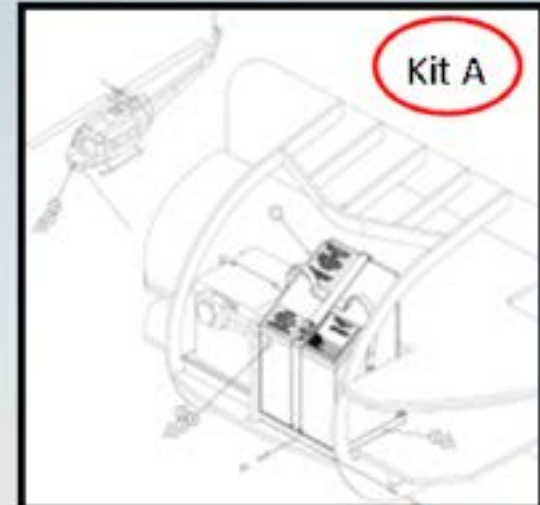
- Fast and Easy Installation & Removal
- Provides and Impact Resistance Container for Storage of Survival Equipment
- Comes Ready for Your Customization and Supplies
- Quick-Release Latch Allows for Easy Removal

FEATURES

When operating in isolated areas, emergency preparations are essential. Our Nose Survival Kits provide a sturdy and secure method for storing food items and other survival equipment. The installation is comprised of 2 individual kits.

- **Kit A** is for aircraft equipped with a Single Battery Rack. The kit has 1.2 cu ft of volume, and a maximum capacity of 50 lbs. A quick release latch allows for easy removal and replacement of the kit. The sturdy construction ensures the contents will remain undamaged.
- **Kit B** is for aircraft equipped with a Dart Aerospace Dual Battery Rack per STC SH92-19 or SH1004NE. The installation is comprised of two different sized survival containers: an Upper Kit (0.45 cu ft) and a Lower Kit (0.94 cu ft). Each kit has a maximum capacity of 50 lbs. Operators have the option of using one or both kits, depending on variables including weight, number of passengers, or mission profile. The quick release latches allows for easy removal and replacement, and the sturdy construction ensures the contents will remain undamaged.

Both Nose Survival Kit Options come with mounting tray, decals, and installation hardware. All necessary support documentation is included.



Aircraft	P/N	STC Approval		Price (USD)
		Canada (TCCA)	USA (FAA)	
205B, 212	Kit A: P/N V212-0525M	SH07-12	SR02430NY	\$3,895.00
204B, 205A, A1	Kit B: P/N V205-1012M-000			\$3,995.00

Rear Cargo Net Retention System

Bell 205 / 212 / 412



BENEFITS

- Fast and Easy Installation
- Allows for Different Passenger/Cargo Configurations
- Prevents Load Shifting and Aircraft Interior Damage

FEATURES

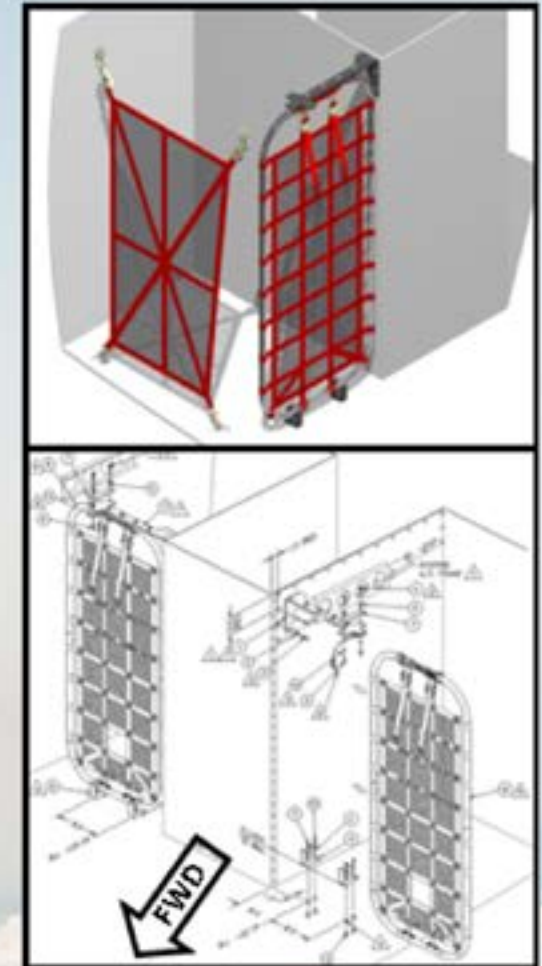
- The Rear Cargo Net Retention System is designed to allow cargo to be loaded into the aft right hand and/or left-hand corners of the main cabin, while maintaining the original cabin seating configuration. The system consists of two (2) kits that can be purchased individually for each side of the aircraft.

P/N V205-510

- The Aft Cargo Net Kit (P/N V205-510) is used to restrain loads aft of Station 129.0. The individual net assemblies are identical and can be interchanged left to right sides of the aircraft. They can also be installed individually or combined with the Side Cargo Nets (V205-511). In a passenger carrying configuration, the net can be quickly removed & stowed without removing the frame. A single side kit consists of aft cargo net assemblies, hanger brackets, floor brace assemblies, and all necessary attaching hardware. Please specify L/H or R/H configuration, as the top Hanger Brackets differ.

P/N V205-511

- The Side Cargo Net Kit (P/N V205-511) is used to position loads latterly aft of Station 129.0, reducing the risk of damage to the passenger sliding doors and cabin windows. The individual net assemblies are identical and can be interchanged between left and right hand sides of the aircraft. They can also be installed individually or combined with the Aft Cargo Nets (V205-510). In a passenger-carrying configuration, the net assembly can be quickly removed & stowed. A single side kit consists of side cargo nets assemblies, jaw fittings, and all necessary support documentation.



Aircraft	P/N	STC Approval		Price (USD) Per Side
		Canada (TCCA)	USA (FAA)	
205A-1, 205B, 212, 412	V205-510	SH01-47	SRO1388NY	\$3,495.00
	V205-511			\$1,295.00

Cargo Hook Retainer

Bell 205A, A1 / 205B / 212 / 412 / 412 EP

BENEFITS

- Easily Removed and Installed
- Adaptable to Keeper and Keeperless Cargo Hooks
- Prevents the Hook Assembly from Rotating About the Helicopter Vertical Axis

FEATURES

The Cargo Hook Retaining System is designed to prevent the Cargo Hook Assembly from rotating about the helicopter's vertical axis during operation. The system consists of a retaining arm held by a support bracket and coupled directly to the cargo hook assembly. The system can be easily removed via a clevis bolt (quick release ball lock pin). The Cargo Hook Retaining System is approved for usage on Bell, Breese Eastern, and Onboard Keeper & Keeperless Cargo Hook Systems.

The system consists of the retaining arm, support bracket, coupler, clevis bolt, and all necessary attaching hardware. All necessary supporting documentation is also included.

Please specify the aircraft type/serial number, and cargo hook system when ordering.



Aircraft	P/N	STC Approval				Price (USD)
		Canada (TCCA)	USA (FAA)	Europe (EASA)	Brazil (ANAC)	
205A, 205A1, 205B, 212, 412, 412EP	V205-110	SH10-52	SR02989NY	10048068	2022S09-10	Contact Onboard Systems for Pricing
Distributed Through Onboard Systems						

Crew Entry Steps Bell 205A1 / 205B / 212

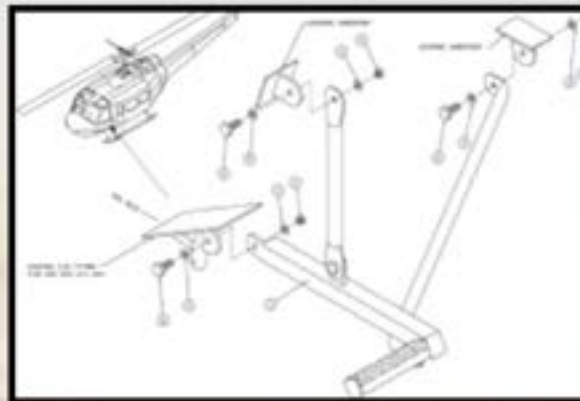
BENEFITS

- Fast and Easy Installation
- Permits Safe, Easy Cockpit Entry
- L/H & R/H Available Separately
- Foot Posts Treated with Anti-Skid Coating

FEATURES

Minimize the risk of injury when entering or exiting the cockpit. The Bell 205 / 212 Crew Entry Steps assembly permits safe and easy pilot and co-pilot cockpit entry. In addition, the mounting locations and minimal profile of the steps ensures that they do not interfere with visibility when conducting long-line operations. The easy to install and remove Crew Entry Steps bolt onto existing hard points under the cockpit doors and are available as a set or individual units.

Each kit includes the step assembly, installation hardware, and all necessary support documentation.



Aircraft	P/N	STC Approval		Price (USD) Per Side
		Canada (TCCA)	USA (FAA)	
205A-1, 205B, 212	V205-051 (Pilot Step)	SH09-41	SR02769NY	\$1,695.00
	V205-050 (Co-Pilot Step)			

LED Pulse Light Kit with Built in Pulse Bell 205A, A1, B, / 212 / 412 / 412 EP



Benefits

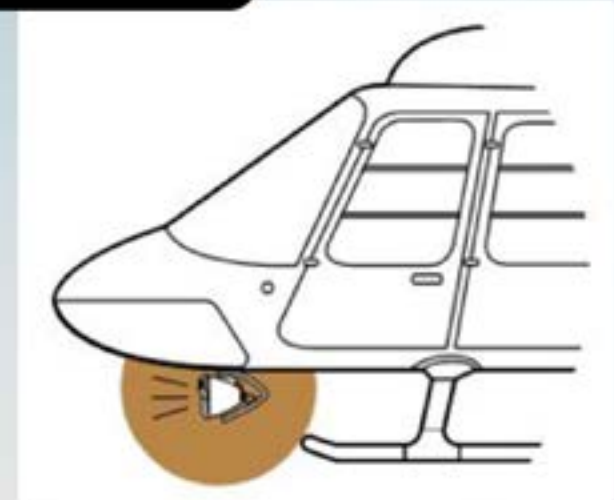
- Fast and Easy Installation
- Increases Your Visibility to Other Aircraft
- Reduces Near-Miss & Bird Strike Possibilities
- LED, 3 Positions. Off, Steady, & Pulse
- Comes With LED Bulbs
- Available with 40K, 65L, 140K, & 215K Candela

Features

Whether you're conducting flight operations in a traffic-heavy environment or in the circuit to land, your visibility to others is critical to flight safety. The LED Pulse Light Installation is designed to be a simple method to improve air safety by making your aircraft more visible to others.

A pair of LED lights (28 volt) are installed under the nose of the aircraft. When activated, the pulse light pulses in a “wig-wag” pattern, giving the illusion of exaggerated movement and thereby increasing your aircraft visibility. This reduces the likelihood of near-misses with other aircraft, and the possibility of bird strikes.

The Pulse Light Installation Kit comes with two light assemblies (bulbs include), mounting brackets, and Installation hardware. All necessary supporting documentation is also included.



Aircraft	P/N	STC Approval		Price (USD)
		Canada (TCCA)	USA (FAA)	
205A1	V205-2032L-100-1	SH22-13	SR000471B	\$4,295.00
205B, 212, 412, 412EP	V212-2032L-100-1			

Cockpit Barrier Net Bell 205A1, B, / 212

BENEFITS

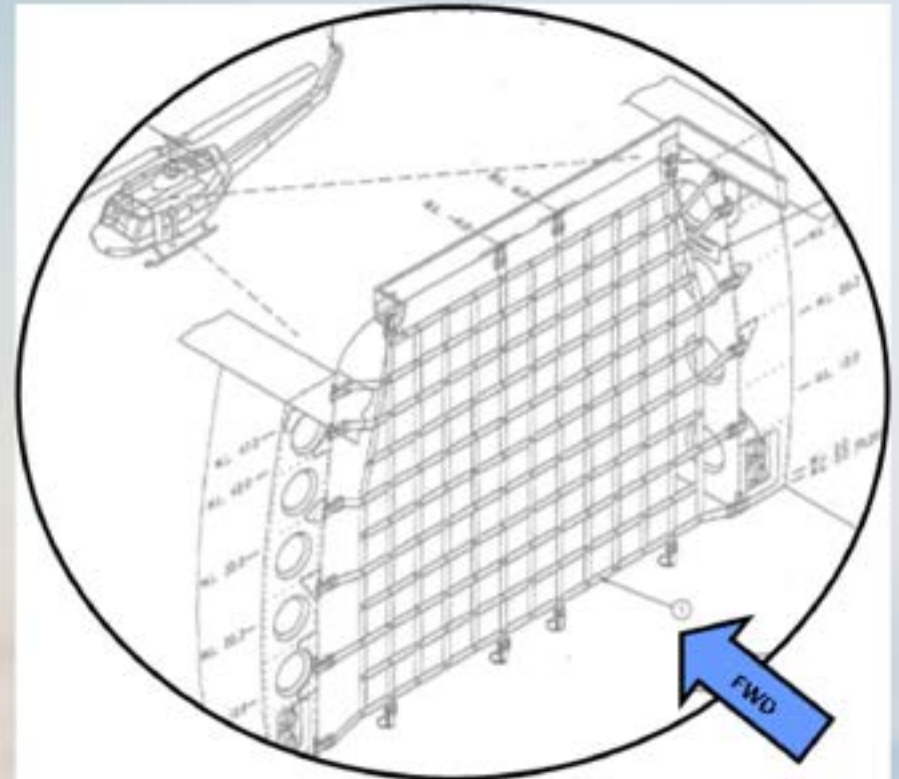
- Fast and Easy Installation and Removal
- Protects Pilots From Loose Objects and Shifting Cargo

FEATURES

The Cockpit Barrier Net provides a separation between the cockpit and passenger compartment. Its purpose is to prevent loose objects from entering the cockpit and becoming a distraction for the pilots. It is not intended to act as a cargo net.

Installation is quick and simply achieved by passing each webbing strap through a footman loop and snap latch.

The kit consists of the barrier net, footman loops (qty 8), and all necessary attaching hardware. All necessary supporting documentation is also included.



Aircraft	P/N	STC Approval	Price (USD)
		Canada (TCCA)	
Bell 205A1, 205B, 212	V205-300	SH05-35	\$2,695.00

Life Raft Footrest / Cargo Holder Bell 206 Series and 407



BENEFITS

- Mesh Fabric Lining Allows for Carriage of Small Items, measures 25”L X 16”W X 11”H.
- Fast and Easy Installation. Holds up to 50lbs.

FEATURES

The Footrest/Cargo Holder Kit is designed to provide a footrest for passengers seated in the co-pilot’s seat and doubles as a storage space for smaller cargo items. The kit is installed where the optional aircraft dual control pedals are normally located utilizing the existing attachment points.

The footrest/cargo holder accommodates the Eastern Aero Marine Basic EAM-5 life raft or any basic survival kit. It also includes hold-down retention straps which aid in restraining items during turbulent flight conditions.

The footrest portion is designed to be wide enough for passengers wearing bulky footwear such as downhill ski boots or mukluks. The kit consists of footrest/cargo holder assembly and all necessary attaching hardware. All supporting documentation is also included.



Aircraft	P/N	STC Approval		Price (USD)
		Canada (TCCA)	USA (FAA)	
206 Series, 407	V407-0836F-000	SH06-10	SR02336NY	\$3,395.00

Removal of the Flap Restraint Assembly Bell 206A & 206B

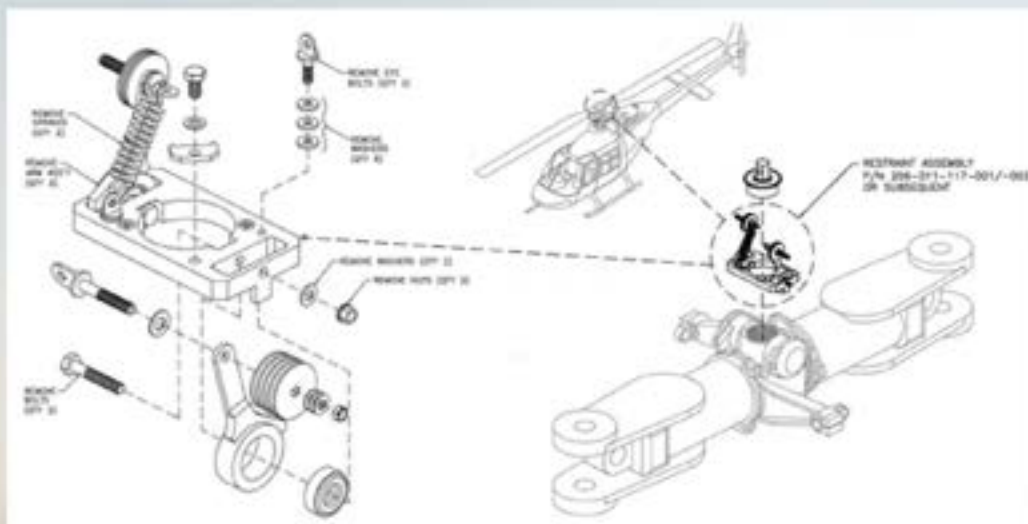
BENEFITS

- Removal of the “Bunny Ears” From Your 206 Main Rotor Head
- Reduced Maintenance Costs
- Keep Using Your Existing Mast Nut
- “Paper” STC - No Parts Required, No Shipping Costs

FEATURES

the Bell 206A, 206B flap restraint assembly (P/N 206-011-117-3) is an optional installation IAW the Bell 206A/B maintenance manual. Removal of the flap restraint support is compatible with all Bell 206A/B models. Our STC authorizes the removal of the Flap Restraint Assembly Mounting Bracket located between the mast nut and MRH.

Our digitally delivered STC package contains all supporting documentations and full instructions used to remove the Flap Restraining Assembly.



Aircraft	P/N	STC Approval		Price (USD)
		Canada (TCCA)	USA (FAA)	
206A, 206B	V206-240	SH04-1	SR01913NY	\$300.00

Solid State Master Caution Panel Bell 212 and Classic 412



BENEFITS

- Most Cost-Effective and Reliable Replacement Available.
- Has the Equivalent Cost of One Day of Lost Flying Operations.
- Possible Plug and Play replacement, using existing plugs and wiring.
- 1.75 lb. vs. current 5 lb. units.

FEATURES

VIH Aerospace’s solid state “drop in” Master Caution Panel is a replacement for your OEM unit, and will help ensure your 212 and Classic 412 helicopter remains flying and earning while offering a number of benefits and enhanced features over it’s 45+ year old predecessor. In most cases, you can use your existing wiring and connectors, making additional retro-fit delay time and costs non-issues. The one piece display filter prevents moisture and environmental containments from entering the panel. New electronics package, LED display technology, and mechanical packaging incorporates a “State Recorder” that digitally monitors and records the status of the system annunciators in real-time (2000 + events) and can output the data via an RS422 to systems including those used for Helicopter Flight Data Management (HFDM). LED lighting dual redundancy, (no bulb replacements required). NVIS version optionally available. Custom legends available.



Aircraft	Models Available		STC Approvals			Price
			Canada (TCCA)	USA (FAA)	EASA (Europe)	
212 Classic 412	With State Recorder	With OUT State Recorder	SH14-43	SR0350NY	10057794	Contact vihsales@vih.com
	With State Recorder & NVG	With OUT State Recorder & W/NVG				

Prices Vary by Model. Contact Us For Pricing

Vertical Reference Window Bell 407

BENEFITS

- Excellent Visibility for Long-Line Operations
- Fast, Easy Installation
- No Change to Door Operation
- No Airspeed Limitations

FEATURES

The Bell 407 Vertical Reference Window (R/H Side) Installation provides the pilot with increased visibility relative to the side of the aircraft without opening any windows or doors. The Vertical Reference Window attaches directly to the existing door and is a direct replacement for the original Bell 407 window.

The window measures just over 14 inches deep at the apex, and has over 2 cubic feet of column, providing ample room for the pilot to lean out for an enhanced field of vision. Also, installation of the window doesn't mean you need to sacrifice performance for visibility—simply put, there are no airspeed installation limitations with this window in place.

The kit consists of a window, retainers, and all necessary installation hardware. An optional foam and fabric plug for the bottom cut-out is also available upon request. All support documentation is also included.



Aircraft	P/N	STC Approval			Price
		Canada (TCCA)	USA (FAA)	EASA (Europe)	
Bell 407	V407-0822B-000	SH09-29	SR02865NY	10051078	\$4,895.00
Window Plug For Ground Use Only					\$295.00

Sikorsky Helicopter STCs

- S-61 Turbine Inlet T5 Replacement Kit
- S-92A Grab Handles

Product	Aircraft	Model/ Part No.	Approval	Effective Date
Auxiliary Fuel Tanks	S-92	VS92-371-MDL	SH06-26	7-Nov-14
Bubble Window Installation	S092	VS92-0611-MDL	SH06-36	3-Apr-08
Intercostal Cutout Repair	S-92	MS14074	O-RH14-061/D	25-Jun-15
Left Hand Crew Bubble Window	S-92	VS92-0803-MDL	SH08-29	6-May-10
Installation of Alternate Lighting System	S-92	VS92-0837-MDL	SH12-50	11-Mar-14
SAR Equipment Installation - Nightsun & FLIR	S-92	VS92-0726-NS-FLIR-MDL	SH09-39	17-Sep-13
Sea Tray	S-92	VS92-0608-MDL	SH06-41	3-Mar-08
Triple Stack Litter System Installation	S-92	MS08036-01	SH09-54	24-Jun-16



Sikorsky S-61 Turbine Inlet T5 Replacement Kit



BENEFITS

- Fast, Easy Installation
- Digital Display Constantly Updates Providing Accurate T5 Readings
- Compatible with CT50-140-1 & CT58-140-2 Engines, Please Specify
- Purchase the Wiring Kit Only or Wiring Kit and Gauges
- Readable in Sunlight

FEATURES

The Turbine Inlet Temperature (T5) Gauge replacement kit readies your S-61 to substitute the OEM indicators with your new gauges. The separately purchased (if desired) gauges are manufactured by Diamond J Inc. Gauges are in the same location as the original instruments. The Diamond J Turbine Inlet Temperature Indicator combines as analogue needle with a digital readout. The analogue scale is expanded in the higher temperature range in order to provide readability. The digital readout provides one-degree resolution throughout the 0 to 999 dec C range, and updates a minimum of two times per second. The existing T5 test button remains operational and when depressed, activates a self-test function in both indicators.

Gauges are available for the S-61 aircraft equipped with either the GE CT58-140-1 or CT58-140-2 engines. If including gauges, please specify your CT58 engine variant. The kit includes all installation hardware and supporting documentation. Gauges can be purchased as extras.



Aircraft	P/N	STC Approval			Price (USD)
		Canada (TCCA)	USA (FAA)	Europe (EASA)	
S-61L, S-61N	V61-0614J	SH06-40	SR02471NY	10052533	\$4,895.00
Wiring Kit and Gauges Included					\$25,995.00

Sikorsky S-92A Grab Handles



FEATURES

The VIH Aerospace S-92 Grab Handle installations allows for the installation of an:

- Aft Grab Handle,
- Top Grab Handle, and
- Outside Grab Handle in any combination.

The Grab Handle installations are to aid Search & Rescue (SAR) technicians making it easier to reach people and SAR equipment attached to the rescues hoist during rescue operations.

Available for Full Sliding or Half Door variants.

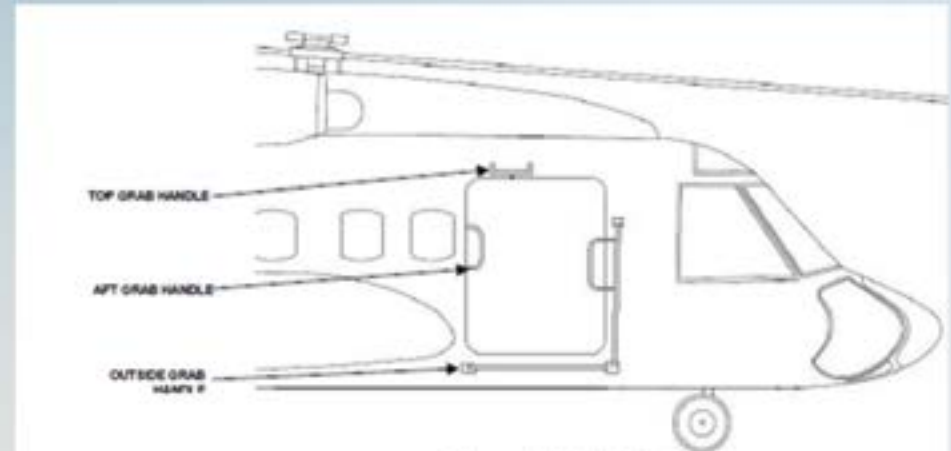


Figure 1: Grab Handle Locations

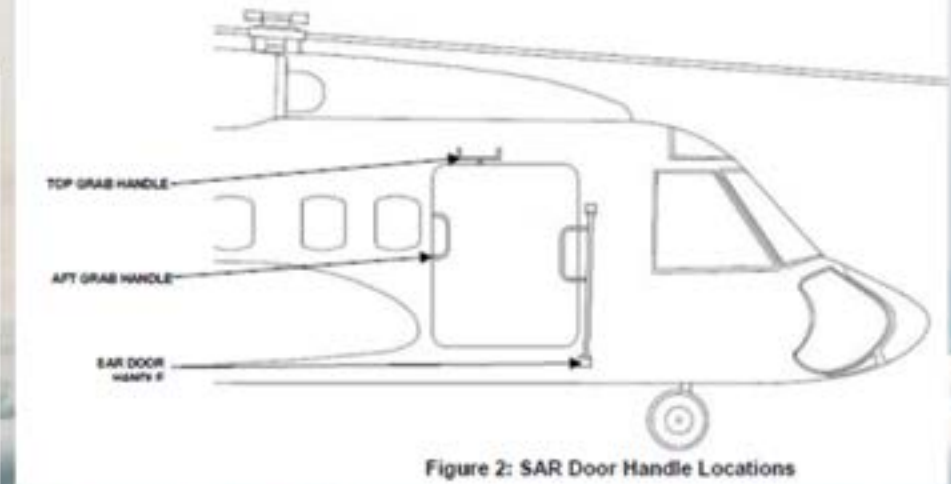


Figure 2: SAR Door Handle Locations

STC Approvals			
Canada (TCCA)	USA (FAA)	Europe (EASA)	ANAC (Brazil)
SH20-20	SR000861B	10081895	2023S03-02
Aircraft	Grab Handle	P/N	Price (USD)
S-92A	Aft Handle	VS92-1719F-100-1	\$4,500.00
	Top Handle	VS92-1719F-300-1	\$4,500.00
	Outside Handle	VS92-1719F-400-3	\$27,300.00
	SAR Door Handle	VS92-1719F-500-1	\$17,600.00
Compatible with Inward Opening SAR/Barn Door		VS92-1719F-400-3	
Compatible with SAR Sliding Door		VS92-1719F-500-1	

Airbus STCs



- **EC135 Left and Right Vertical Reference Window**
- **H145 Left or Dual Vertical Reference Window**
- **AS332/H215 Left and Right Vertical Reference Window**

Left & Right Vertical Reference Window Airbus EC135



BENEFITS

- Excellent Visibility for Long-Line Operations
- Fast, Easy Installation
- No Change to Door Operation
- No Airspeed Limitations

FEATURES

The Airbus EC135 Vertical Reference Windows are designed to provide increased visibility from the Left or Right Hand cockpit positions without opening or removing windows or doors. The windows attach directly to the existing doors and is a direct replacement for the original window. The windows measure just over 12 inches deep at the apex, providing ample room for the pilot/co-pilots enhanced field of vision. Also, installation of the Vertical Reference Windows on your H135 doesn't mean you need to sacrifice performance for visibility simply put, there are no airspeed limitations with this window in place. Operators can fly with left, right, or both window configurations. The kit consists of a EC135 Vertical Reference Window and all necessary installation hardware. All support documentation is included.



Aircraft	P/N	STC Approval			Price (USD)
		Canada (TCCA)	USA (FAA)	Europe (EASA)	
EC135	R/H: V135-0811B-200-1	SH09-43	SR02774NY	10048796	\$9,500.00
	L/H: V135-0811B-200-2				\$9,500.00

Price is Each. Discounts (10%) for Purchasing Both L/H & R/H Apply

Left or Dual Vertical Reference Window Airbus H145



BENEFITS

- Excellent Visibility for Long-Line Operations
- Fast, Easy Installation
- No Change to Door Operation
- Available as Left Hand or Dual Configurations

FEATURES

The Airbus H145 Vertical Reference Windows are designed to provide increased visibility from the Left or Right Hand cockpit positions without opening or removing windows or doors.

The windows attach directly to the existing doors and is a direct replacement for the original window.

Our windows measure just over 12 inches deep at the apex, providing ample room for the pilot/co-pilots enhanced field of vision. Operators can fly with left, or both window configurations. The kit consists of a H145 Vertical Reference Window, all necessary installation hardware, and the instrument panel placard. All support documentation is also included.



Aircraft	P/N	STC Approval			Price (USD)
		Canada (TCCA)	USA (FAA)	Europe (EASA)	
H145	V145-2219B-100-1 (L/H)	SH24-12	SR001871B	Coming Soon	\$12, 850.00
	V145-2219B-100-2 (R/H)				
Price is Each. Discounts (10%) for Purchasing Both L/H & R/H Apply					

Left & Right Vertical Reference Window



AS332L, L1, L2 / EC225

BENEFITS

- Excellent Visibility for Long-Line Operations
- Fast, Easy Installation
- No Change to Door Operation
- No Airspeed Limitations
- Installs on Your Existing Door

FEATURES

The Airbus AS332 L, L1, L2 & EC225 LP Cockpit Door Bubble Windows are designed to provide increased visibility from the Left or Right Hand cockpit positions, relative to the side of the aircraft, without opening or removing windows or doors. The bubble windows are incorporated directly into your existing doorframe replacing your original window. The windows measures just over 13 inches deep at the apex, providing ample room for the pilot/co-pilots enhanced field of vision. Also, installation



**L2 is Now Approved in Canada.
All FAA & EASA Approves are Received**

of the Bubble Windows on your aircraft doesn't mean you have to sacrifice performance for visibility. Simply put, there are no airspeed limitations with this window in place. The kit consists of a Vertical Reference Window (fitted to your existing door), and all necessary installation hardware. All support documentation is included.

Aircraft	P/N	STC Approval			Price (USD)
		Canada (TCCA)	USA (FAA)	Europe (EASA)	
AS332/EC225	L/H: V332-1715B-000-1	SH19-52	SR04436NY	10078795	\$48,500.00
	R/H: V332-1715B-000-2				

Price is Each. Discounts (10%) for Purchasing Both L/H & R/H Apply

MD500 STCs



STC SH01-15, MD500 Main Rotor Blade Tie-Downs

MD500 Main Rotor Blade Tie-Down Tips



BENEFITS

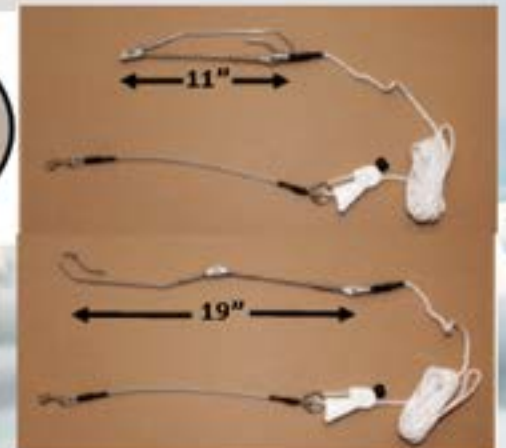
- Easy to Install
- Light Weight
- Hooks Fold From 11" to 19"
- Convenient Storage Bag
- Does Not Affect Rotor Blade Trailing Edge Trim Tab

FEATURES

The Main Rotor Blade Tie-Down Tips installation is designed to replace the existing tip cap covers in the end tips of the 5 Main Rotor Blades (MRBs). This installation enables the operator to tie down each of the MRBs without affecting the position of the main rotor blade trailing edge trim tabs. Two different styles of the tie-down tips are manufactured in order to accommodate the different types of MRBs used on the MD369, 369E, 369FF, 500E/F/N, 600N.

- P/N V500-200-001 Blade Tip, Two (2) Mounting Screws
- P/N V500-201-001 Blade Tip, One (1) Mounting Screw

Each kit contains 5 tips, 5 tie-down assemblies, and a storage bag. The existing mounting screws are reused. If a mixture of tie-down tips is required, please specify the part number and quantity of each assembly. All supporting documentation is also included.



Aircraft	P/N	STC Approval		Price (USD)
		Canada (TCCA)	USA (FAA)	
Various MD Rotor Blades	V500-200-001	SH01-15	SR01343NY	\$1,595.00
	V500-201-001			

Additional STCs and Services

The STCs and services displayed on the previous pages are only an example of VIH Aerospace's capabilities. We have several STC we only distribute through OEMs. Additional STCs are available for your Airbus, Bell, MD, and Sikorsky Helicopters. Contact us to Discuss Your Helicopter Components, Avionics, Structures, STC, Manufacturing, or Inspection Requirements

We're Always Here to Help!

Please Check Our Website Often as
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IS THERE A PRODUCT THAT YOU REQUIRE AND IS NOT CURRENTLY IN OUR CATALOGUE?

Contact Us - And we'll be happy to discuss your operational requirements and assist in developing the right product for your needs.

Contact Us

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