Vector Aerospace has been well established in the UH-1H market since the 1990s, developing the 212 vertical fin and 205A1 push-pull control system Supplemental Type Certificate in 1996, and a fin spar replacement as an AMOC for AD 99-25-22 Supplemental Type Certificate in 2001.

In 2010, Vector was awarded a contract to support the US Department of State, with a similar configuration as the Super Huey/Homeland Defender. This configuration was certified through an extensive flight test program using JJASPP Engineering. The design meets the DOS criteria for the higher gross weight of 10,500 internal/11,200 external.

Vector, in partnership with JJASPP Engineering, has also recently achieved approval for Restricted Category Type Certificate (RCTC) NO. R00004RC. The RCTC launch customer, Black Hawk Helicopters, was added to this RCTC in 2013 with a goal of being the first utility operator to achieve FAA certified 10,500 internal/11,200 external gross weight performance. This configuration is named the UH-1H³ Hot, High and Heavy.

Modification and Obsolescence Strategies

Each UH-1H aircraft operator has developed their own configuration and range of mission equipment to suit their individual requirements, in addition to the basic equipment and configuration built into the UH-1H at manufacture. Over time, equipment obsolescence becomes a driving factor in maintaining expectations for mission capability, availability and reliability. Systems become unsupported and non-repairable as inventories of repair parts are exhausted. It is imperative that these systems are identified so that practical solutions can be created to solve them.

With Vector’s expertise and capability to support numerous platforms and systems, we can usually suggest customer-specific, commercially available solutions to resolve issues for the long term. This solution will be customized to meet the requirements of each individual operator. Working with our customer allows us to analyze systems, components and structural areas that can be cost-effectively modified or replaced.

Onsite Training and Integrated Logistic Support Options

Vector offers a full range of on-site support services anywhere in the world. We can provide technical expertise and integrate work within your existing support structure to assist in developing improved maintenance, troubleshooting, and maintenance management skills. Vector can also place on-site teams to undertake depot level inspections or repairs and provide aircraft training and systems troubleshooting to allow maximum fleet availability.
UH-1H Certification Basis

The UH-1 series helicopter is designed in accordance with current US Federal Aviation Administration (FAA) regulations. Although it was designed as a military helicopter and was not FAA certified, the commercial Bell 204/205 and 212 variants were designed and built in parallel. The military model may not be substituted for commercial operations as it is eligible for certification under FAA Restricted Category rules. This allows for the development of an extensive range of modifications that follow the identical commercial certification basis for the original UH-1H. All Vector modifications are approved under current FAA regulations, and are fully interchangeable as a certification basis for military operators.

TCCA AMO Approval

Vector holds Transport Canada Approved Maintenance Organization approval to fabricate structural parts for the products we support. For military customers we follow equivalent regulations and obtain Memorandum of Concurrence approval from FAA DER engineers. Each part undergoes a qualification process including a full engineering review to ensure that it meets the current FAA and TCCA certification requirements for installation. Once approved, these parts are fully interchangeable without limitation, offering enhanced performance and safety while reducing turn times and managing budgets. Many fabricated parts are modified from the original OEM drawings to incorporate updated materials or processes. Fabricated parts are important to Vector’s success in supporting mature platforms like the UH-1H. Unlike the OEMs who have a vested interest in supplying new aircraft, concentrating their focus on production products, our business is focused on aftermarket support for various models such as the UH-1H and AB205.
Vector offers a full range of airframe repairs and modifications from basic airworthiness to restoration. Although honeycomb panels offer a superb structural design method, they are subject to deterioration, damage and de-bonding through age and normal use. Vector maintains a complete capability of repair fixtures at its locations in Langley, British Columbia and Andalusia, Alabama and can refurbish or repair any airframe or tailboom to exceed factory build specifications; including crash-damaged helicopters.

We will perform a thorough review of your aircraft and supply detailed proposals for airframe management, refurbishment and restoration to enable the effective use of your assets. All of our plans are based on availability and maintainability. Vector utilizes both ‘repaired’ or ‘FAA PMA’ manufactured panels, providing significant savings in turn time, and cost over Original Equipment Manufactured (OEM) panels.

MAIN MODIFICATION AIRFRAME, TAILBOOM and DRIVETRAIN COMPONENTS - UH-1H³

Figure 1 identifies the proposed changes identified in table 1 as a general menu. Configuration consists of STC SR00267SE with upgraded airframe, tailboom and drivetrain components for internal gross weight increase to 10,500 lbs.
<table>
<thead>
<tr>
<th>Item#</th>
<th>Mod</th>
<th>Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Upgraded main rotor hub, stabilizer and blade</td>
<td>Improved lift to 10,500 internal/11,200 external</td>
</tr>
<tr>
<td>2</td>
<td>Main rotor transmission</td>
<td>Increased horse power to 1290HP</td>
</tr>
<tr>
<td>3</td>
<td>Upgraded swash plate assembly</td>
<td>Improved lift to 10,500 internal/11,200 external</td>
</tr>
<tr>
<td>4</td>
<td>Upgraded main and tail rotor drive shaft and couplings</td>
<td>Increased horse power to 1290HP</td>
</tr>
<tr>
<td>5</td>
<td>Upgraded tail rotor</td>
<td>Additional tail rotor authority and efficiency at higher altitudes</td>
</tr>
<tr>
<td>6</td>
<td>Upgraded 90° gearbox</td>
<td>Additional tail rotor authority and efficiency at higher altitudes</td>
</tr>
<tr>
<td>7</td>
<td>Upgraded 42° gearbox</td>
<td>Increased horse power to 1290HP</td>
</tr>
<tr>
<td>8</td>
<td>Push-pull tube T/R control system</td>
<td>Eliminates cable control and chain, improves safety</td>
</tr>
<tr>
<td>9</td>
<td>Honeywell T53-L 703 engine</td>
<td>Increased horse power with increased efficiency at higher altitudes, increase to 5000 TBO, increase fuel efficiency</td>
</tr>
<tr>
<td>10</td>
<td>212/412 vertical fin</td>
<td>Increased strength and tractor tail rotor configuration</td>
</tr>
<tr>
<td>11</td>
<td>Upgraded oil cooler and blower</td>
<td>Improved cooling for T53-L-703 engine</td>
</tr>
<tr>
<td>12</td>
<td>Airframe upgrade</td>
<td>Increased strength for 1290HP and 56.5 PSI torque</td>
</tr>
<tr>
<td>13</td>
<td>Lift beam and main beam upgrades</td>
<td>Increased strength for 1290HP and 5,000 cargo hook capacity</td>
</tr>
<tr>
<td>14</td>
<td>Cross tube tunnel</td>
<td>Increased strength for 10,500 internal GW</td>
</tr>
<tr>
<td>15</td>
<td>Tailboom upgrades for additional torque requirements</td>
<td>Increased strength for 1290HP and 56.5 PSI torque</td>
</tr>
<tr>
<td>16</td>
<td>Boundary Layer Research Inc. tailboom mods</td>
<td>Reduced flight loads and better crosswind performance</td>
</tr>
<tr>
<td></td>
<td>Note 1 Hydraulics system VA-SI-UH1-001</td>
<td>Improves cyclic control</td>
</tr>
<tr>
<td></td>
<td>Note 2 Optional electrical and avionics</td>
<td>Options include electrical rewire, glass cockpit STC and avionics suites</td>
</tr>
</tbody>
</table>
The tailboom is one of the most critical structural parts of the airframe and often requires maintenance, repair and modification. Vector has developed a number of Federal Aviation Administration (FAA) approved repair schemes and processes for the UH-1H tailboom that offer a significant increase in safety, performance and reliability. Incorporating a full range of modifications also provides a reduction in future maintenance activity.

Vector Aerospace holds FAA Supplemental Type Certificate (STC) Approval (SR00767SE) for the replacement of the fin spar in the following aircraft: UH-1H, UH-1B, UH-1L, UH-1F, UH-1P and the 204B. This modification is a FAA - Alternate Means of Compliance (AMOC) and a US Army Air Worthiness Release (AWR) approved terminating action for the fin spar Airworthiness Directive (A.D. 99-25-12) and subsequent US Army Safety of Flight (SOF) compliance. Vector is authorized by the US Army and FAA, and is recommended by Bell Helicopters as having an unlimited life fin spar replacement.

HIGH PERFORMANCE TAILBOOM

**Two Upgraded Upper Longerons:**
Vector Aerospace’s UH-1H³ hybrid high performance tailboom offers two upgraded upper longerons in place of the existing Supplemental Type Certificate SR00267SE, which only incorporates the upper LHS longeron upgraded. The UH-1H³ tailboom offers performance margins that easily meet the required torque output of the installed -703 engine. An available option of a 9/16 inch bolt hole may be accommodated on the upper LHS longeron to meet a wider range of installations for the tailboom.

**Improved Skins:**
All magnesium skins are replaced and upgraded to offer a safer, stronger tailboom. This allows for significantly improved transitional displacement of stress loads encountered by the tailboom under high load conditions. Upper skins are also upgraded to meet higher heat demands from the -703 exhaust output in hover conditions. The cable and chain control system has been replaced by a simpler and more reliable push-pull configuration that improves safety and reliability.

**BLR FastFin® and Dual Floating Strake System:**
A BLR FastFin® and Dual Floating Strake System is installed for the high performance tailboom to incorporate added safety margins, increased take-off and landing weights, increased out of ground and in ground effect hover performance, improved critical azimuth operations, reduced fuel burning, and improved handling. These qualities are required for performance demands at higher and hotter altitude operating theatres.

This increase in payload and performance allows for improved troop carrying capabilities, additional auxiliary fuel tanks for extended missions, and increased hook/hoist missions for rescue operations. Regardless of the mission requirements, the addition of the BLR FastFin® and Dual Floating Strake System is the best solution available on the market.

**Higher Horsepower Vertical Fin:**
Vector’s high performance tailboom also incorporates the installation of a “tractor” style vertical fin to offer performance advantages. This tailboom is configured to accommodate the improved high horsepower components and driveline items to deliver lower direct operator costs and higher performance. All tailbooms are delivered with new performance charts when installed with the complete Vector UH-1H³ package. This design also alleviates the fin spar A.D. 99-25-12 and subsequent US Army (SOF) requirement.

All of these modifications offer a lower cost solution and deliver maximized power with safety and reliability.
Vector holds Federal Aviation Administration (FAA) Supplemental Type Certificate (STC) Approval (SR00767SE) for the replacement of the fin spar in the following aircraft: UH-1H, UH-1B, UH-1L, UH-1F, UH-1P and the 204B. This modification is a Federal Aviation Administration (FAA) - Alternate Means of Compliance (AMOC) and a US Army Air Worthiness Release (AWR) approved terminating action for the spar Airworthiness Directive (AD 99-25-12) and subsequent US Army Safety of Flight (SOF) compliance. Vector is authorized by the US Army and FAA and recommended by Bell Helicopters as having the only unrestricted replacement for the fin spar.

**Item 1** Replacement spar: this spar uses the Bell 412 spar cap

**Item 2** Replacement bulkhead: canted bulkhead (2 parts) was 0.015 to 0.025 thick each and is replaced by 0.032 thick bulkheads

**Item 3** Replacement shear tie: this replaces the previous shear tie that was 0.063 thick and is now 0.080 thick

**Item 4** Replacement skin: this replaces the previous skin that was 0.025 thick, and is now 0.032 thick

**Item 5** Replacement doublers: the left side is 0.032 thick and the right side is 0.040 thick, these doublers replace the previous 0.025 thick doublers

**Item 6** Skin: replaces the existing skin with skin and clips similar to Bell 212/412

**Item 7** Replaces the existing doubler with doubler similar to Bell 212/412

**Item 8** Replacement stringers: these stringers replace the previous 0.025 thick stringer (now 0.032 thick)

**Item 9** Added doubler (left side only): this additional doubler has been added to the left side only and is 0.040 thick

**Item 10** Added doubler: This doubler is 0.025 thick
STC SR00267SE: 212 Vertical Fin and Tailrotor System

Improved upper left hand side longerons are manufactured by Vector and are made as replacement items to the original. The replacement longeron fitting is made of aluminum and is hot bonded to three aluminum splices.

The replacement upper left hand longeron P/N DM9405D19-01 has been designed to meet the higher static, tension and fatigue requirements that are comparable to the Bell 205B tailboom.

**Benefits Include:**
- Improved hover-hold tasks
- Improved yaw control
- Improved high DA capability
- Reduced cruise torque
- Reduced tail rotor power requirements
- Reduced fuel consumption

**1 -** Upgraded Vector manufactured longerons compared to the original UH-1H longerons

**2 -** New Vector manufactured frame stations for push-pull flight control support mounting

**3 -** BLR Dual Floating Strakes® added for increased lift and reduction of tail rotor loads

**4 -** BLR Fast Fin System® installed for safety and higher performance in challenging mission environments

**5 -** Installed tractor (RHS) vertical fin for maximized performance

**6 -** Push-pull flight control system
Engines

The basic T-53 engine installed in the UH-1H at manufacture meets the performance and operational needs of most operators. For those who operate within high density altitudes, Vector can provide a number of significant powerplant upgrade options to fully unlock the UH-1H performance potential in these conditions.

HONEYWELL T53-L-703

Vector offers a Federal Aviation Administration (FAA) Supplemental Type Certificate (STC) installation for the Honeywell T53-L-703; fully-integrated into the complete range of Vector UH-1H performance upgrades. The engine has a proven 30 years of service with more than 50 million flight hours. More than 19,000 commercial and military engine variants power the Bell UH-1H, Huey II, AH-1F Cobra, Fuji Bell 205B, Bell 205-A1++, Eagle-Bell 212 Single, Bell 210 and Kaman K-Max helicopters.

The United States Customs and Border Protection uses this engine in the Vector-produced UH-1SH; also known as the Homeland Defender. Vector supports the Department of State in converting UH-1H helicopters to the -703 engine configuration to allow for improved higher density altitude performance and groww weight increase.

Improvements:
This engine directly replaces the T53-L-13 engine in the UH-1H and provides the following improvements:

• Time Between Overhaul (TBO) has been increased to 5,000 hours
• Demonstrated Mean Time Between Unscheduled Engine Removal (MTBUER) > 4,000 hours
• Shaft Horse Power (SHP) (min) increase from 1,250 to 1,500
• Specific Fuel Consumption (SFC-maximum) decreases from .60 to .595 max continuous

Advantages:
• Direct replacement for the T53-L-13, no modifications are required to engine controls mounts, engine deck, cowlings or alignment procedures
• Common engine among many medium Bell platforms
• Maintenance and overhaul facilities have parts, tooling, training and experience to support the Honeywell series of engines
• Significantly lower acquisition and mobilization cost compared to the PT6C-67D engine modification
• AFS Barrier Filtration system is added to reduce FOD ingestion and erosion
• Bell 205A1/Cobra oil cooler modification
PRATT & WHITNEY PT6C-67D

In partnership with TEMSCO Helicopters Inc., Vector offers a state of the art production engine replacement for the UH-1H fleet.

The PT6C-67D engine is a fully FADEC production engine that is Federal Aviation Administration (FAA) Certified for the installation in the UH-1H. This engine is a derivative of the AW-139 engine and is currently also used in the EC175. It is capable of producing 1,679 HP (thermodynamic); limited for the UH-1H to 1100 HP take-off and 1100 HP (Maximum Continuous). Since the original installation, this engine has undergone significant engineering advancements and qualifying testing.

**Improvements:**
The PT6 engine offers a more modern and capable Full Authority Digital Engine Control (FADEC), capable of automatic management and complex environmental changes in altitude and temperature fluctuations. This engine modification is installed as a kit which includes the following:

- New carbon fiber intake and engine cowls
- Barrier Filtration System for added FOD protection in dusty environments
- New high horsepower engine reduction gearbox
- Electric cooling fan for engine and transmission XMSN oil coolers
- New and improved adjustable engine mounts

**Advantages:**
- The PT6 engine installation provides an overall airframe upgrade as a maintenance reduction alternative
- The FADEC system provides accurate and complete engine monitoring and corrections via solid state technology versus conventional hydro-mechanical systems
- The FADEC system automatically adjusts to environmental and aircraft power requirements, eliminating the conventional droop compensation/rotor speed governing system
- New carbon fibre cowlings increase durability, structural strength, impact resistance and eliminate corrosion concerns
- Re-design of the intake system maximizes airflow and intake efficiency
- AFS barrier filtration is added to minimize FOD ingestion and long-term erosion
- An electric fan is utilized to eliminate power loss from the existing P3 engine air-driven fan
Drivetrain & Rotor Systems

Vector’s capability to support the UH-1 series of helicopters through the complete range of military and commercial configurations ranks among the elite in the commercial maintenance, repair and overhaul (MRO) market sector.

With over 40 years of experience and comprehensive understanding of Bell’s design and overhaul concepts, Vector maintains complete capability for all Bell medium helicopters and all Bell variants. As a result of this long-term commitment we are able to incorporate the latest technological and inspection advancement processes that include complete in-house machining and rework capability, providing our customers with savings through reduced overhaul costs, increased time between removals, and greater safety for fleet and personnel. Vector is also teamed with several major component overhaul facilities to offer the most competitive pricing and turn times.

Based on our extensive experience and detailed knowledge of the Bell platform, Vector is in a unique position to incorporate various improvements into the UH-1H. As the later series of helicopters incorporated transmissions and drivetrains capable of handling greater horsepower; Vector recognized the advantages of installing these components into an upgraded drivetrain and rotor system that enables the UH-1H to achieve a greatly increased performance profile.

With improved Time Between Overhaul (TBO’s) removal reliability, parts availability, maintenance and safety features, the Vector UH-1H program enables operators to realize the performance potential of the UH-1H, characterized by improved reliability and reduced operating costs of the Bell 212 drivetrain. The 212 drivetrain and rotor system allows for the greatest performance from the UH-1H helicopter and with the potential to install the 703 engine it allows for the highest performance to be achieved from the platform.

Vector maintains a complete capability for the standard UH-1H components package. This allows operators to maximize utilization of their existing components.

<table>
<thead>
<tr>
<th></th>
<th>MGB</th>
<th>MRH</th>
<th>42/90° GB</th>
<th>Drivetrain Components</th>
</tr>
</thead>
<tbody>
<tr>
<td>UH-1H</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Bell 205</td>
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<td>Bell 212</td>
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<td>Bell 412</td>
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</tbody>
</table>
Vector believes in preventative maintenance and enhanced operational readiness when it comes to wiring and avionics. Industry studies show that the combination of avionics and systems upgrades and/or modifications and aircraft rewiring can produce a 35% decrease in skilled labour maintenance man-hours; with the added benefits of reduced maintenance costs and improved safety, reliability and availability.

**Air Frame Wiring:**
Original wiring is removed and upgraded to M22759/4 for the UH-1H. This wiring technology is smaller, lighter, more fluid, and abrasion resistant. Vector utilizes a state of the art Laser Wire Marking machine for all of our rewire programs, ensuring compliance with the industry standard: SAE AS50881.

Vector will completely rewire and upgrade all standard electrical systems in accordance utilizing our specially designed Bell UH-1H wire harness fixture. This ensures we produce an accurate replacement harness in an efficient, cost effective manner. Additionally, Vector provides a complete set of computer-generated wiring diagrams specific to their helicopters and installations.

All connectors and back shells are replaced with new items, as required. The overhead circuit breaker panels are refurbished and circuit breakers, switches, and potentiometers are installed, tested, and replaced as required. Electrical system components are visually inspected and functionally tested prior to re-installation.

Cyclic and collective control sticks are completely disassembled and rewired and both cyclic grips and collective heads are refurbished. All connectors, terminal strips and electrical/avionics components are labelled to aid with installation and identification.

**Instrument Panel:**
Vector will inspect, rewire, paint and placard the customer-supplied instrument panel. Sticker placards are removed and replaced with custom made engraved placards that are highly resistant to fading or peeling. If required, Vector will also provide new-fabrication monolithic machined instrument panels.

**Upper Deck Harnesses:**
Engine, transmission, tailboom and starter generator harnesses are included in the airframe rewire.

**Pitot Static Instrument Air System:**
Vector completely repairs or replaces the existing nylon pitot static tubing and all metal tubing which is returned to service if possible.

**Solid State Power Inverters:**
Vector has developed an inverter upgrade that is specific to the UH-1H helicopter (PN HPUUH1H-24-20-200-301). The system is completely solid state and utilizes the same cannon plug-type connector as used on the currently installed rotary inverters. The unit is easy to both install and adjust.

**Voltage Regulators:**
Vector has developed a voltage regulator upgrade kit (PN HPUUIH-24-32 -200) that is specific to the UH-1H helicopter. This system is entirely solid state, utilizing a cannon plug-type connector that has been designed to fit in the original footprint of the old regulators. The unit is both easy to install and to adjust.
Glass Cockpits

Vector pioneered and has remained at the forefront of helicopter glass cockpit technology. We have worked closely with the leasing equipment manufacturer to ensure we’re always at the head of technological change; leading the market place with cost effective solutions the latest technology.

We offer a complete in-house engineering and certification team to ensure all of our products are fully integrated and interfaced between our customer’s entire avionics suite and that the delivered product performs to specification.

Vector offers both Instrument Flight Rule (IFR) and Visual Flight Rule (VFR) installations. We also provide full integration of engine and airframe system instrumentation and caution panels addressing obsolescence, reliability issues and parts count reduction for the aircraft. Extensive commonality between systems improves logistical support and eliminates common source of failures.

Vector currently has systems available from Sagem, Cobham, Garmin and Rockwell Collins, and has obtained Supplemental Type Certificates (STC) for the UH-1H, Bell 205, Bell 206/407 series and the Sikorsky S61. A full IFR glass cockpit, incorporating a fully-coupled autopilot, has been FAA STC certified in 2011 for the Sikorsky S61N. Whatever your requirement, Vector either has a solution or will develop one tailored to your specific requirements.

**Night Vision Goggles (NVG) Capability:**
Vector has successfully integrated NVIS capability into all of our programs. This is a significant consideration when reviewing any avionic or wiring upgrade; substantial savings can be realized by integrating the requirement into the specification rather than as a stand-alone modification.

**Regulatory Approvals:**
Vector holds numerous approvals at operating locations including: Federal Aviation Administration, Transport Canada, European Aviation Space Agency, United States Navy and United States Army.
Sagem Avionics

Sagem Avionics sets the standard with a large screen, vivid color, and ultra-bright LCD display that is easy to read; even in direct sunlight. The ICDS extreme wide-angle view aspect, graphics, and text look crisp from all viewing angles and an internal graphics processor and symbol generator provide fast screen refresh rates. Built into its slim two inch profile is a powerful computer processor capable of updating all flight dynamics, engine performance, navigation information and communication data in real-time.

A dedicated Engine Management System display illustrates performance data, trends, cautions, and faults. Engine data is presented on the Multi-Function Display along with moving map navigation, terrain, weather and an electronic library with checklist facility.

System Description:
- Three 10 in Integrated Cockpit Displays - two primary flight displays, one engine/multi-function display
- Dual Sagem air data computers
- Dual crossbow attitude and heading gyro systems with remote magnetometers

System Options:
- Optional DC torque indicator for external operations door (logging)
- Optional two inch standby attitude indicator for night VFR operations
- Optional Sagem engine data recorder
- Optional NTSC video display capability for FLIR, MAX VIZ, etc
- Optional NVG compliant display
- Optional Layout for Bell 205A1, similar to UH-1H
Kit Contents:
(3) ICDS-10A integrated cockpit displays
(2) PFD-35A air data computers
(2) EMM-35H engine modules
(2) Tach generator interface units
(2) Signal interface units
(1) Fuel quantity signal conditioner
(4) Pressure transducers
(2) Crossbow AHRS computers and remote magnetometers
(1) Structural bracket kit
(1) Wire harness kit
(1) Instrument panel (3 sections)

Optional Layout for Bell 205A1, similar to UH-1H

Two inch standby attitude indicator for night VFR operations
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