



TH100 Helicopter Advanced Aviation Training Device The Best "Benefit-to-Cost Ratio" in Rotary Wing Training

The TH100 represents a new pursuit of training excellence. The TH100 is a single-engine turbine, single-control open cockpit trainer based on the form, function, and performance of the Eurocopter AS350 Ecureuil. Inspired by the original ELITE S623 Helicopter trainer, every detail of the TH100 was designed for full pilot training transference to the aircraft. It is full featured and technically advanced to provide the highest fidelity of training at the lowest possible cost.

From precision GPS WAAS approaches to confined area and pinnacle landings, the TH100 is the perfect solution for ab-initio, instrument, commercial, and ATP students. And with the best benefit-to-cost ratio available, several advanced TH100 trainers can be part of your training program for the price of one of our competitors' products.

The Foundation of a Profitable Business Model and Aviation Safety / Risk Management Program

- * Save money vs. real aircraft operational costs such as fuel, maintenance, and repair.
- * Increases sources of revenue and gives a competitive edge.
- * Adds prestige and value marketing to your helicopter training program.
- * Use as a risk management tool to enhance pilot safety and make better pilots and possibly lower insurance costs.



AVIONICS, INSTRUMENTATION, & HARDWARE

Fully-coupled virtual GPS WAAS navigation
 Radar altimeter
 Advisory and master caution panel
 Silver Crown-style avionics with ALT/VSI preselect
 HSI / RMI / ADF / VOR / DME / Transponder
 Active audio panel and marker beacon lights
 Autopilot / flight director
 Durable industrial-grade flight controls
 Eurocopter-style aircraft system switches
 Eurocopter-style throttle and fuel control unit
 Adjustable rudder pedals
 Cushioned pilot seat

EMERGENCY PROCEDURES TRAINING

Instructor and/or computer controlled failures

- instruments
- receivers
- power plant
- systems

Vortex ring state (settling with power)
 Hot starts / Hung starts
 Loss of tail rotor thrust
 Loss of tail rotor
 Immediate, timed, gradual, and random failures
 Autorotations (standard, 180 deg, hovering)
 IOS control of master and advisory cautions
 IFR partial panel

NAVIGATION, SCENERY DATA, & WEATHER MODELS

World-wide navigation data
 Enhanced visual scenery with over 22,000 airports
 Fifteen off-shore oil rigs
 Dynamic weather (clouds, winds, turbulence & icing)
 Visible precipitation (rain and snow)
 International GPS database (with Garmin GPS)
 User modification of navigation database elements
 Virtual airport facility directory
 Tablet WIFI connectivity for popular flight planning apps

MAPPING AND EVALUATION

Instructor / Operator Station (IOS) moving map
 Plan, profile, and extended profile views
 Flight data recorder with DVD-style replay
 Transponder, heading & altitude map read-out
 Current "Spot WX" METAR displayed
 "Click-and-drag" or Identifier aircraft repositioning
 IOS flight instrument representation
 Route and waypoint plotter
 GPS flight plan tracking

FAA Approved AATD IAW AC 61-136

20 hrs Instrument
 50 hrs Commercial
 25 hrs ATP

2.5 hrs Private
 Partial IPCs
 Part 141 (varia)



CASA Australia Category B Approved

"Helicopters are extremely complex flying machines that require superior skill sets. The missions they routinely perform are inherently dangerous. The right simulation can reduce these risks and make better pilots."

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