THE TBM BOOK
THE VERY FAST TURBOPROP

Photo by Robert Goyer
THE VERY FAST TURBOPROP
THE VERY FAST TURBOPROP
As the manufacturer of TBM very fast turboprop aircraft, Daher boasts more than a century of experience in innovation.

Driven by this strategy since its 1863 founding as a shipping company, Daher has established itself as one of the major players of the third industrial revolution. As an equipment supplier, Daher develops integrated industrial systems for aerospace and advanced technologies.

Today, the company is a leader in five fields of activity: aircraft manufacturing, aerostructures and systems, integrated logistics, nuclear services, and valves. This combines its expertise in industrial manufacturing, product and process engineering, logistics and transport, as well as industrial services. Daher posts an annual turnover of nearly one billion euros, and its order book represents approximately three and a half years of business activity.

Tracing its aviation origins to the pioneering Morane-Saulnier company – and more recently, SOCATA - Daher is the world’s oldest aircraft manufacturer in operation today. It designs and manufactures the family of TBM aircraft, which for nearly 30 years has established itself as a true benchmark in the international aviation industry.

As a family-based group founded on strong values, Daher strives to shoulder its human and social responsibilities, with a commitment to develop and promote the talents of its people and to be recognized as a responsible player.
A CENTURY OF INNOVATION

Morane-Saulnier and its SOCATA successor gave birth to numerous firsts in aviation history:
• The first Mediterranean air-crossing by Roland Garros in 1913.
• The development of the world's first business jet – the MS 760 Paris – in 1954.
• In 1990, the TBM 700 became the first pressurized single-engine turboprop to be certified, which directly paved the way for today’s Daher TBM 900.
THE VERY FAST TURBOPROP
RAYMOND SAULNIER & LÉON MORANE
1911
THE VERY FAST TURBOPROP

THE VERY FAST TURBOPROP CONCEPT

What makes the TBM unique?

From the early stages of its design, Daher’s TBM very fast turboprop was tasked to deliver fast travel at an affordable cost. It emerged when twin-engine pistons were too expensive to operate, and pilots sought an aircraft with the same high level of safety and comfort as light jets.

As the most capable very fast turboprop the TBM series responds to these expectations – with a competitive, all-in-one solution.
THE VERY FAST TURBOPROP

Photo by Dave Spurdens
1990
TBM 700
Powerplant - PT6A-64 700 shp
Original split door
MTOW : 6,579 lbs (2,984 kg)
Max. cruise speed : 300 kts
Max. Range : 1,550 NM

1992
TBM 700A
EFIS - Electronic Instrument System
Max. cruise speed : 300 kts
Max. range : 1,550 NM

1999
TBM 700B
Large cargo door
Optional pilot entry door
MTOW : 6,579 lbs (2,984 kg)
Max. cruise speed : 300 kts
Max. range : 1,550 NM

2003
TBM 700C2
Increased maximum takeoff weight
MTOW : 7,394 lbs - 3,354 kg
Max. cruise speed : 300 kts
Max. range : 1,565 NM
13

THE VERY FAST TURBOPROP

**2005**
TBM 850 Legacy
New powerplant
PT6A-66D engine - 850 shp
Max. cruise speed : 320 kts
Max. range : 1,520 NM

**2008**
TBM 850
New all-glass G1000 integrated flight deck
Max. cruise speed : 320 kts
Max. range : 1,585 NM

**2012**
TBM 850 Elite
Quick-change capability
Max. cruise speed : 320 kts
Max. range : 1,585 NM

**2014**
Daher TBM 900
Winglets, carbon-fiber redesigned cowlings, 5-blade composite propeller, single power lever... and 20 other improvements
Max. cruise speed : 330 kts
Max. range : 1,730 NM

**2016**
Daher TBM 930
G3000 glass cockpit controlled by touch screen
Advanced interior
Max. cruise speed : 330 kts
Max. range : 1,730 NM

**2017**
Daher TBM 910
G3000 glass cockpit controlled by touch screen
Advanced interior
Max. cruise speed : 330 kts
Max. range : 1,730 NM
1987, The TB 700 program is launched at the Paris Air Show

Test pilot Bernard Dorance and Jean Platek, flight test engineer after the first flight.

July 14, 1988. First flight of the TBM 700 on the prototype 01

Artist’s view of the TB 700 project
THE VERY FAST TURBOPROP

TBM EVOLUTION

In the mid 1980s, SOCATA started a new adventure with Texas-based Mooney Aircraft: the TBM 700, which became the first civilian pressurized single-engine turboprop airplane certified.

It was an aircraft with jet-like performance, but within the reach of private pilots flying for business matters. Compared to twin pistons that were considered the backbone of light business aviation, the TBM offered more speed and increased comfort resulting from higher cabin pressurization altitude, while providing more precise landing capabilities on shorter runways when compared to light jets.

The TBM 700 attracted the attention of more pilots than was initially foreseen. In addition to business operators and owner/pilots, armed forces ordered it for their fast liaison flights, and many were used in the support of various missions – from high-altitude scientific experiments and MEDEVAC (medical evacuation) to the calibration of aviation navigation systems, aerial photography, training and fast freight transport. Twenty-five years after its initial certification and the production of over 700 aircraft in its series, the TBM still ranks first in its category.

TRANSATLANTIC GENESIS

Aircraft manufacturers in the early 1980s were searching for a new wave of inspiration. The piston-powered, twin-engine airplanes that had served as the cornerstone of success for business aviation had become slow, outdated and consumed too much fuel. Twin-engine turboprops and jets, however, were still too expensive. Several American aircraft manufacturers attempted to tackle this problem, but none found the formula for a successful product. In 1986, Texas company Mooney joined forces with SOCATA for the manufacture and marketing of a single-engine turboprop aircraft capable of competing with jets. They proposed a solution for general aviation that was comparable to the technology breakthrough introduced by the supersonic Concorde for jetliners. The companies’ answer was an aircraft with a pressurized cabin capable of carrying seven people, with a cruise speed of 300 knots (555 kph) at an altitude of 30,000 ft., and able to cover distances of approximately 1,500 nautical miles - performance comparable to those of a warbird.

Two “supercharged” aviation managers would be responsible for this new aircraft’s birth: Pierre Gautier, chief executive officer of SOCATA, former manager of the Concorde program at France’s...
October 1989: TBM 700 01 and 02 prototypes in the standard configuration.
TBM has more assets: more speed, more comfort thanks to higher pressurization.

Aerospatiale; and Alexandre Couvelaire, CEO of Mooney Aircraft and one of the pioneers of business aviation in Europe. Originally, the project was code-named the M301, a pressurized six-seater whose prototype had been built by Mooney. Initial studies convinced the technical management, headed by Claude Lelaie (who later became the Airbus chief test pilot), that work had to be started anew, making use of computer-assisted design for the first time in this aircraft category. With the help of Aerospatiale’s research department in Toulouse, France the wing was conceived based on computer designs of the twin-engine ATR 72 turboprop airliner. The outcome was an aircraft weighing approximately 3,600 lbs., with a 40-foot. wingspan and manufactured to the most modern technical standards used for Airbus jetliners, including metal bonding and the application of composites.

It was named TBM 700: TB for Tarbes (the home city for SOCATA’s headquarters and manufacturing facilities) and M for Mooney. The 700 reference corresponded to the power of its Pratt & Whitney PT6A turboprop engine, whose legendary reliability has powered millions of flying hours for tens of thousands of aircraft.

The program officially was launched at a press conference during the 1987 Le Bourget Air Show, when a model of the fuselage was displayed. This was followed by the acceleration of development activities and ground-based prototype testing. Less than one year later, on June 13, 1988, the TBM 700’s no. 1 prototype made its official roll-out at Tarbes, christened by the former astronaut Frank Bormann together with Muriel Hermine, European synchronized swimming champion. One month later, this prototype (with an appropriate French registration of F-WTBM) thrust its nearly three tons into the air, flown by Chief Test Pilot Bernard Dorance and Flight Test Engineer Jean Piatek. As part of continual improvements, the PT6A-40 turboprop powerplant was replaced by the PT6A-64 version, developing a thermodynamic power of 1,580 hp. and derated to 700 hp.

The second TBM 700 prototype (registered F-WKPG, in recognition of Pierre Gautier), flew for the first time in August 1989. Two months later, the third prototype received the F-WKDL tail number registration to honor SOCATA technical director Denis Legrand. French certification was obtained on January 31, 1990 with the TBM 700’s de-icing equipment and the autopilot involving six more months to certify – but worth the wait, offering
THE VERY FAST TURBOPROP

2006, TBM 850 "Legacy"

2008, TBM 850 G1000

2006, TBM 850 "Legacy"

2008, TBM 850 G1000
customers an efficient, all-weather aircraft. With all certifications reached and performance exceeding expectations, deliveries could start.

The keys of the TBM SN1 (Serial Number 1) were handed over to its owner in October 1990 during the annual convention of the U.S. National Business Aviation Association in New Orleans.

With an established program, SOCATA spread its wings during the 1990s. It acquired new infrastructure, along with a new 30-foot-tall (9 meters) assembly hall and a new paint shop facility in 1992, and would be able to proceed even if Mooney and the Finnish aircraft manufacturer Valmet withdrew.

Orders booked by private owners would soon be supplemented by those of the French Air Force, which chose the TBM 700 as a replacement for its jet-powered MS 760 Paris. Cockpits evolved with new flight monitors: the electronic flight instrument system (EFIS), replacing the former mechanical instruments. The growing use of satellite-based global positioning system (GPS) systems provided general aviation with assets comparable to those of the most modern airliners.

Certified in 1999, the TBM 700B was the beginning of a period of significant commercial success in the United States. With the addition of a gaseous backup oxygen system and quick-donning masks, the TBM 700B’s service ceiling was raised to 31,000 ft. The development of an oversized side-fuselage cargo door also became standard on the TBM 700B, and could be complemented by an optional forward-fuselage pilot’s door.

In 2003, the TBM 700C2 was certified with an increased maximum takeoff weight of 7,394 lbs., allowing a payload of 865 lbs. with full fuel. This modification included a reinforced airframe, thicker tires, seats certified to 20 Gs, a new interior and a new rear external luggage compartment.

The year 2006 saw the introduction of the TBM 850, powered by the new Pratt & Whitney PT6A-66D powerplant that produced 1,825 hp. (flat-rated to
THE VERY FAST TURBOPROP

Photo by Peter Handley
THE VERY FAST TURBOPROP

850shaft horsepower), giving the TBM 850 a more jet-like performance with turboprop efficiency and economical operation.

The TBM 850 was further upgraded in 2008 with the Garmin G1000 all-glass integrated cockpit panel, and again in 2012 with the option of the TBM Elite Interior that provided the flexibility to rapidly switch between a six-seat layout and a four-seat arrangement with an extended luggage area. The Elite Interior was highly praised by its customers, and now is a standard offering on the follow-on TBM 900, produced and marketed under the current Daher organization. The TBM 900 results from research studies initiated by Daher in 2010 to further improve the TBM based on requests from its global customer base. The final product is today’s Daher TBM 900, which builds on the TBM family’s solid foundation and integrates 26 upgrades/modifications.

The TBM 910 –launched in 2017– and TBM 930 –launched in 2016– are the latest members in Daher’s TBM family of very fast single engine turboprop aircraft. Differences between the two models are concentrated on their primary avionics: Garmin’s G1000 NXi avionics system with physical keypad for the TBM 910; Garmin’s G3000 with touchscreen controller for the TBM 930.

The TBM story continues…
TBM owners are not ordinary people. Personalities such as Ray Dolby, the inventor of the stereo system bearing his name; folk singer and songwriter, Jimmy Buffett; or 1985 F1 world champion Nelson Piquet are all TBM pilots. Most of them prefer remaining anonymous, enjoying their TBMs on local, regional and international operations. All share a common passion, and many have joined the TBM Owners and Pilots Association (TBMOPA) to share their experiences, stories and advice.

Created in 2003, the TBMOPA exists for owners and operators of Daher TBM aircraft to promote safety and provide an opportunity to maximize the pleasure and utility of the TBM ownership experience. The TBMOPA functions as an independent organization focused on the best interests of the owner and operator base.

TBM owners, and TBM enthusiasts, are invited to join the community. For more information, visit: www.tbmowners.org

105 TBM gathered at the TBM Owners and Pilots Association at Coeur d’Alene, Idaho, in 2013
1. Robert Franks (right), shakes hand with Brant Dahlfors, TBM North America's VP Sales, after ordering a TBM 700 (SN9) at the Paris Air Show 1989.

2. First TBM 700 delivered in the USA, Robert Pond’s SN6, in flight with TB 31 Omega over the Pyrenees mountains.


4. Nicolas Gorodiche, Jacques Lemaigre duBreuil, Olivier Waisblat are ready for the round-the-world flight in less than 80 hours during the 1993 Paris Air Show. Departing Paris on June 13, their TBM 700 SN11 accomplished the trip’s 18 legs in 79 hours at an average cruise speed of 255 knots.

5. 1994 – Odyssey Aviation, Canada, receives a TBM 700A to become the world’s first air charter operator providing service with a pressurized single turboprop aircraft.
1. 1994 – A TBM 700 flew across the South Atlantic Ocean to be displayed at the FIDAE air show in Santiago, Chile.

2. The TBM 700 “L’Esprit d’Intertechique” is flown past New York’s famed Statue of Liberty by J. Lemaigre du Breuil, who won the Lindbergh Cup with a non-stop New York-to-Paris flight in 10 hours, 54 minutes and 41 seconds on June 13, 1994.

3. The cold weather test campaign for the TBM 700 in January 1996. The No. 3 TBM 700 flew 70 flight hours in Canada with an average ground temperature of -4°F (-20°C). The sustained peak temperature was -40°C.

4. 2001 – The company receives its first fleet order from a non-governmental operator: six TBM 700B cargo aircraft for Quest Diagnostics. (photo A. Paringaux)

5. First TBM world gathering started at the 2001 Paris Air Show (photo T. Jullien)

6. The first TBMOPA gathering at Montreal in 2003. (photo Craig Peyton)

7. Wei Chen, first Chinese pilot to fly around the world in 2011. The first Chinese private pilot to be approved to fly across China in a general aviation airplane and the first Chinese pilot to land a single-engine airplane at Beijing Capital International Airport. (photo W. Chen)
Daher rolled out its 800th TBM turboprop single—a TBM 930 registered as N930EA—from its final assembly line at France’s Tarbes-Lourdes-Pyrenees Airport, on September 18th, 2016.

“TBM represents another important achievement and highlights the success of our turboprop aircraft family, whose first model, the TBM 700, entered production 25 years ago,” said Nicolas Chabbert, senior vice president of the Daher airplane business unit. “We remain confident in the TBM family’s future, backed by continuous developments that brought us to the latest TBM versions.”
The owner of a TBM benefits from a spirit of innovation that continues today, tracing its roots to the beginnings of Morane-Saulnier in 1911, and backed by over 150 years of industrial experience in the Daher Group.

Daher combines the expertise of an aircraft manufacturer, with an aerostructures manufacturer and provider of industrial and logistical services. Each area of proficiency is supported by advanced technological specialties. Having over a century of “know how” as an aircraft manufacturer naturally bolsters its expertise in the aerostructures business. Advanced aerostructures projects for other aircraft manufacturers allow Daher to incorporate new techniques and manufacturing methods into its TBM aircraft – something that would not normally be practical for a company of its size. This combination of expertise enables Daher to create more added-value for its customers, constantly introducing innovative solutions for its projects, as well as anticipating the challenges associated with systems integration and volume manufacturing.
THE VERY FAST TURBOPROP

Photo by Laurent Crassous
Daher’s facility at Tarbes in southwestern France is home to the TBM final assembly line. Development of this facility started in 1939 and now covers over 128 acres.

It comprises:
- 10 main buildings, covering more than 1,000,000 sq. ft.
- More than 300 manufacturing machines, including several robots.
- One fully digital composite production unit.
- One fully digital stretch-formed sheet metal unit.
- 12 structural assembly lines, including the final assembly line of the Daher TBM 900.
- 1,500 workers.
A PLANE TO FLY AROUND THE WORLD

Steve Walenz – a retired paving contractor from Nebraska and TBM 850 owner – is one of the many TBM pilots who have flown around the world since Jacques Lemaigre du Breuil’s team completed the feat in less than 80 hours during the 1993 Paris Air Show.

Unlike du Breuil, Walenz made sure to take in the scenery along the way, admiring the Earth’s beauty as he circumnavigated the globe in his TBM. “Flying around the world in 2010 was the trip of a lifetime. I’d do it again in a heartbeat. I kissed a cobra in Marrakesh, visited the air museum on Malta, and rode an elephant and a Bengal tiger in Thailand.”

The real challenge of the task is planning such a trip, which can be overwhelming for even the most seasoned aviator. Steve Walenz joined a globe-circling trip in 2010 organized by Air Journey, a company that specializes in escorted flying journeys. Air Journey handles the flight planning, landing permits, customs and immigration and hotel arrangements, while also anticipating any surprises along the way. The company offers a host of trips every year, ranging from a four-day excursion to the Bahamas to a 72-day globe-circling itinerary.

Accompanying Walenz on his flight around the world was his wife, Judy, and their eldest son, Brian. It was his second trip with Air Journey, as Walenz explains, “In 2009, we made a 40-day trip around South America, with the most spectacular stopovers occurring in Guardia Marina Samarth Airport in Chile, as well as near the famous Cape Horn and at Cuzco, Peru near the old Incan capital. Cuzco was a challenging landing as the runway is 10,800 ft. high. It made me realize the value of having an aircraft whose performance allowed me to handle theses operating conditions.”
Hannu Halminen,
L’étape du Tour 2014
A FLEXIBLE-CABIN AIRCRAFT THAT GOES THE DISTANCE FOR AN AVID BIKER

Hannu Halminen chose the TBM, initially a TBM 850 Elite succeeded in 2017 by a TBM 910, for the flexibility in business travel and to accommodate his special cargo – bicycles. Halminen is a cycling enthusiast, and he even biked to take delivery of his aircraft! He rode from the nearby French town of Tarbes to the Daher production site at Tarbes-Lourdes-Pyrenees Airport to pick up his aircraft for the ferry flight back to his home in Orono, Canada.

For Halminen, accommodating luggage and bikes is easy thanks to the TBMs excellent loading characteristics. All items can be stacked heaviest to lightest in the adjustable cargo area, topped with the bikes nestled in their soft-sided bicycle bags, and secured with the strong cargo net.

Halminen has flown his TBM to biking events around the world – including transporting four bikes and their cyclists in the Very Fast Turboprop to attend a race in California, and flying to several “Etape du Tour”. It is a cycling race held every year riding on the same routes and under the same conditions as the professionals on one of the mountain stages of the Tour de France. A must-attend race for an avid biker.

“In 2014, when I asked Daher if I could park my TBM at the Tarbes factory, while I was participating in the race nearby, they just rolled out the red carpet,” Halminen said. “For an owner operated plane, this is the ultimate!”

Hannu Halminen received the key of its TBM 910 from Gilbert Duclos-Lassalle, legendary French pro racing cyclist, twice winner of the Paris-Roubaix road cycling race.
UNIVERSITY OF NORTH CAROLINA (UNC) IS WELL-KNOWN FOR ITS MEDECINE EDUCATION AND 40 CHAMPIONSHIP TITLES IN COLLEGIATE ATHLETICS, INCLUDING BASKETBALL.

(L-R)
- Dir of UNC Air Ops, Gordon Kramon
- Sr Capt, Jim Hotelling
- Dir of Maintenance, David Eastwood
- Air Transportation Coordinator, Lotta Peltola-Nelms

Aircraft and staff are based at RDU (Raleigh-Durham NC).
THE UNIVERSITY OF NORTH CAROLINA

TBM FLEET OPERATOR

TRANSPORTING BASKETBALL COACHES AND DOCTORS TO UNDERSERVED AREAS

The University of North Carolina Medical Air Operations, also known as Medical Air, was created in 1968 as the university’s flight department. Based in their own terminal at Raleigh-Durham International Airport, Medical Air operates a fleet of six aircraft, including two TBMs.

This aviation service makes it possible for the faculty to reach very remote sites in the state on a daily basis while maintaining a full slate of professional activities. These include North Carolina’s nine Area Health Education Center Program centers, community hospitals, health departments and universities.

“Heaven has been a reliable aircraft for the university since delivery of the first TBM 700C2 in March 2011.

The TBM performed well, including during one memorable flight back to Raleigh-Durham from Chicago O’Hare during a harrowing thunderstorm. “At 30,000 feet, with a cruise speed of 380 knots and looking down at the storms, I kept thinking: It doesn’t get any better than this,” Kramon explained.

He added that the two TBMs have proven to be the perfect airplanes for the University of North Carolina. “They are fast enough to serve all our missions well. They have the speed to fly into the busiest airports, and the capability of going into a 2,350-foot runway when needed,” Kramon concluded. “Passengers love the comfort of the cabin. The pilots love the way they fly. The TBM reliability has been nearly flawless. The cost of operation is easily justified when compared to commercial travel. I just have to say that after 41 years of flying, these birds still ‘wow’ me.”

“Out main mission is transporting doctors from our hospital to clinics in underserved areas of the state,” commented Gordon Kramon, Medical Air’s Director of Operations. According to Kramon, the TBM has been a reliable aircraft for the university since delivery of the first TBM 700C2 in March 2011.
HARTZELL PROPELLER
“SPINS THE PROP”

TBM FLEET OPERATOR

For Hartzell Propeller Chief Pilot Larry Zetterlind, the company’s TBM fleet provides a “mini airline” with speed, good altitude capabilities and excellent comfort – and with low operating costs.

“Hartzell Propeller has acquired a total of four TBMs, with one TBM 700, two TBM 850s, and one TBM 900 currently in its inventory. By deploying these aircraft, Hartzell can take care of many customers in different locations all around the United States and Canada,” he said. “We use our TBMs to transport company employees to customers, suppliers and approved Hartzell Service Centers. From our home base in Piqua, Ohio, we often travel to our other Tailwind Technologies Inc. companies. Tailwind is the parent company of Hartzell Propeller – Mayday Manufacturing in Denton, Texas (a distance of 747 nm.) - and Hartzell Engine Technologies in Montgomery, Alabama (483 nm.). We can handle these trips comfortably with two, three or more passengers.”

Zetterlind noted the long-standing satisfaction with the TBM aircraft family’s performance and reliability also is due to the excellent customer support that Hartzell receives from Daher and Muncie Aviation, a TBM authorized distributor and service center in the Eastern and Central U.S regions.

“There are very few surprises or occurrences of maintenance between scheduled inspections, so our dispatch rate is very high – almost 100 percent. We fly these TBMs day in and day out and they just really serve us well,” Zetterlind said of the TBM fleet. “Daher support is customer-oriented and most parts can be acquired quickly. Muncie Aviation runs a first class dealer and service operation.”

Hartzell Propeller’s first TBM 700 entered service in 1995, followed by the TBM 850s, with the latest TBM 900 joining the fleet in 2015. The company has a special relationship with Daher, supplying propellers for all members of the TBM family.
CHARTER FLIGHTS

Because of its exceptional efficiency and reliability the TBM was the first pressurized single turboprop aircraft approved for public transport in instrument flying conditions (Transport Canada, 1994). As single turboprop aircraft are more accepted worldwide an increasing number of commercial operators offer on-demand transportation services using the TBM to serve small or remote communities. Here are some operators.

VOLDIRECT IN EUROPE

In March 2013, the French company VOLDIRECT won its Air Operator Certificate (AOC), allowing it to operate single-engine aircraft in IFR public transportation under European regulations.

VOLDIRECT selected the TBM 850 because it gives the best compromise in terms of speed, economy and efficiency – allowing most trips to be flown with a single pilot and two or three passengers aboard.

“The single-engine IFR public transportation market is now open in Europe – coming 20 years after Canada, the United States and Australia,” VOLDIRECT CEO Frédéric Caussarieau explained.

Since introducing the TBM 850 charter operations, VOLDIRECT has provided regional transportation with a fast single turboprop. The company now plans to develop partnerships with TBM owners at other bases in France where major airlines and business jets cannot land, situated at suitable distances from Paris and large regional airports.

VOLDIRECT is based in Rennes, a major town located in France’s Brittany region – 150 nm. west of the Paris area – where a many medium-sized companies have set up their headquarters or industrial facilities. From this strategic location, their management is now able to fly directly everywhere in France and to European destinations, thereby avoiding the need to transit through Paris and its crowded airports.

In the majority of operations, VOLDIRECT customers order daily flights – offering a significant timesaving. Flights are prepared taking into account the emergency airfields available in successive circles drawn along the route, and whose diameter depends on the aircraft’s altitude. The corresponding flight files are stored in both paper and digital forms for three years.

To obtain VOLDIRECT’s AOC, Caussarieau spent more than 2.5 years completing 2,500 pages of files (standard operating procedures, training procedures, quality management, safety management, etc.) that were requested by the French Civil Aviation authorities and EASA – which recognized the quality of his work. In working his way through this task, Caussarieau called upon his previous background as an entrepreneur, namely with AT&T in the U.S.
LITTLE HAWK LOGISTICS IN THE USA

Little Hawk Logistics LLC, is a charter operator based at Charlottesville-Albemarle Airport (KCHO) Virginia, which provides safe, comfortable, and efficient executive air transportation for 1,000-nautical-mile trips with up to 5 passengers, on the Eastern Seaboard, or to the Midwest, Caribbean, western Mountains and the Pacific Coast.

Eric Walden, an airline and corporate pilot with 11 years of experience at Netjets, created Little Hawk Logistics after having bought a 2007 TBM 850 very fast turboprop aircraft based at Charlottesville-Albemarle Airport (KCHO) in central Virginia.

The company operated under the part 135 Air Operator's Certificate of the Meridian Air Group (MAG) based at the same airport. Thus LHL benefits from its charter scheduling, operational support, and maintenance structure. In return LHL's TBM 850 complements MAG's fleet of single turboprop and light jets.

LHL started its commercial operations in June 2015 and has already transported 230 passengers and flown 75,000 NM.

"After nearly two decades as an airline and corporate pilot, I resigned my position to create my own business. Having found a perfect aircraft to fit the mission I embarked upon the founding of Little Hawk Logistics, the next and most exciting stage of my career." explained Eric Walden, founder, president and pilot of the company.

"The TBM 850 is a spectacular example of aviation engineering, bringing the power and efficiency of the Pratt and Whitney PT6A line of engines to a streamlined and efficient airframe resulting in amazing performance in all phases of flight. That performance translates to charter costs well below any other solution, at greater speed and comfort," Walden added.
IN AUSTRALIA

Wagga Air Centre is the first Australian air charter company to operate the TBM 850, performing commercial service throughout Australia.

The TBM 850 currently operated by Wagga Air Centre is owned by Dr. Paul Mara, a rural generalist doctor, health consultant and company director from Gundagai, New South Wales. By leasing his airplane to Wagga Air Centre, he enabled the TBM 850 to enter commercial charter activity so that other businesses can benefit from the aircraft’s speed, efficiency and performance.

Australia’s Civil Aviation Safety Authority (CASA) has approved TBM 850 for public transportation of passengers and freight in all flight conditions, according to ASETPA (Approved Single Engine Turbine Powered Aircraft) rules. Wagga Air Centre is the first to apply for, and receive, such approval. Chris Cabot, the managing director at Wagga Air Centre, said Australian clients are increasingly disillusioned by the awkward and sometimes irregular schedules associated with airline travel, and recognized business travelers’ intolerance for security checks and other time-consuming challenges faced during airline trips.

“Wagga Air Centre now offers a personal and convenient solution with the TBM and its low operating costs.” Cabot added. “The aircraft that we use – named ‘Elle’ after famous Australian top model Elle MacPherson – allows us to offer direct flights to four passengers on flights such as Wagga Wagga to Cairns (2,032 km./1,100 nm.) in only 3.8 flight hours.”

IN MEXICO

The first Mexican registered TBM, a TBM 900 was delivered on April 28, 2015 to VIP Empresarial, a business charter operator based at Del Norte International Airport (MMAN) in Monterrey, Mexico. Roberto Ramírez, the president of the company, said he selected the TBM 900 for its cruise performance and range, as well as the aircraft’s ability to operate in hot and high conditions and from short runways.

Hot-and-high performance capabilities are a must in Mexico, where many airports are situated at altitudes of more than 6,000 ft., including Mexico City (7,316 ft.), Toluca (8,466 ft.) and Puebla (7,361 ft.). With a maximum payload, the TBM 900 is able to take off from an 8,000 ft.-altitude airport, using a 4,500-ft. runway in ISA +30°C conditions.
Dr. Ian and Susan Fries
Daher TBM 900 S/N 1012

THE DAHER TBM 900: A SMART AND BEAUTIFUL FRENCH LADY

Ian Fries, M.D. is an orthopedic and hand surgeon, and Senior FAA Aviation Medical Examiner, and faithful TBM customer for more than 18 years.

“I have a weakness for attractive French women,” Fries said. “The first was a TBM 700 with whom I lived for about 12 years. Then I had a younger one, a TBM 850. She graced my hangar for 5 years.”

And now, Fries has the Daher TBM 900, appropriately designated with tail registration N4MD, and carrying TBM production serial number #1012.

“She is very clever, and does things just little better than my previous companion. We have not had many experiences together yet, but she has wonderful qualities. She has an automatic start sequence, and a single lever for thrust, propeller, and condition control. Even pressurization is automatic. The engine’s full 850 horsepower is available for takeoff, 150 horsepower more than my previous mistress. Takeoff acceleration is like a Porsche, and handling aloft is like a Mercedes. And with all this performance she is very quiet.”

Fries began flying in the U.S. Air Force, where he served as flight surgeon. He soloed in 1975, and holds ATP (Airline Transport Pilot), Instrument Flight Instructor, and jet ratings. A recognized aviation writer and speaker, he serves on the AOPA Air Safety Foundation Board, co-chairs the AOPA Medical Advisory Committee, and is the Aviation Medical Consultant for the Teamsters Local 747 1224.

“Let me explain why I own a Daher TBM 900. It is a time-machine and a distance-machine. I live in Vero Beach, Florida. My TBM and I can be in Dallas, Oklahoma City, Chicago, and Boston, all non-stop in just a few hours and in almost any weather. This is what the lady does. On the matter of customer support, my experience in 18 years with TBMs is the support you get is not very much... however, that is all the support you need - not much!”

Dr. Fries has logged more than 6,000 flight hours. He is a member of the Flying Musicians Association, plays Excelsior acoustic and Roland digital piano accordions, and always carries an accordion or two in his TBM.

“I was privileged to purchase the TBM 900 early in production, and then had the honor to present my new plane to the crowds at EAA AirVenture Oshkosh on opening day 2014. I explained owning this airplane offers a fine introduction to French culture. Anyone fortunate enough to buy the aircraft will learn things about life, food, wine, and good times. As my wife says, all of these come free with a TBM. This airplane is wonderful - and so is my wife who allows me to fly her!”
“Takeoff acceleration is like a Porsche, and in air handling is like a Mercedes. And with all this performance she is very quiet.”

Ian Fries
Jean-Jacques Bely, the founder and CEO of Franco-Asian Enterprises Singapore Pte Ltd., was the first to receive a TBM 900 in the Asia-Pacific region. He selected the latest version of Daher’s TBM family based on its speed, comfort and excellent range – which are well suited to the company’s operations as a distributor of fast-moving consumer goods, including food and household products, consumer electronics, paper and stationery, from Asia to Africa.

“The Daher TBM 900 is the ultimate aircraft a private pilot can fly,” he said. “Both business and pleasure mid-continent trips can be flown in comfort with six persons on board and luggage. I am very impressed by the TBM 900’s low sound level in the cabin, which allows normal conversation without headsets – as well as its low noise footprint on the ground.”

Approximately 40 percent of Franco-Asian Enterprises Singapore’s operations are performed in Asia, with the remaining 60 percent in Australia – which makes the TBM aircraft vital for the company's business.
SPEED, RANGE AND AGILE HANDLING: A WINNING COMBINATION FOR THE LATEST DAHER TBM 930 OWNER – U.S. BUSINESSMAN AND WARBIRD ENTHUSIAST ANDREW MCKENNA

McKenna & Associates, LLC, whose founder, President and CEO, Andrew McKenna, is an aviator and eminent warbird pilot that frequently participates in memorial flight presentations, airshows and ceremonial events.

He has been selected as a civilian member of the United States Air Force’s Heritage Flight Foundation which involves a current USAF fighter piloted by an Air Combat Command trained military pilot and flown with a historical warbird to support Air Force’s recruiting and retention efforts.

McKenna was aboard the TBM 930 on its ferry flight from Daher’s final assembly facility in southwest France at Tarbes to the United States.

The TBM 930 acquired by McKenna was sold through Columbia Aircraft Sales, one of the leading Daher Authorized TBM Distributors. In addition to offering sales and services for aircraft and avionics, Columbia Aircraft Sales also provides its expertise in insurance and financing, market research and analysis, and lifetime product support for the northeastern American region – covering an area from Virginia to eastern Canada.

McKenna use his aircraft during business travels for McKenna & Associates – a strategic consulting firm that provides management services and fundraising for Fortune 500 companies, banking interests, national nonprofits and high-net-worth individuals.

Before starting his company, McKenna served at the U.S. Department of Agriculture and in the White House Liaison’s Office.

McKenna said the TBM 930 gives him flexibility and mobility while traveling to visit customers and business partners.

“I was convinced about this aircraft after taking a trip with a TBM 900 owner, who showed me I could fly at jet-like speeds over long distances, while retaining excellent handling qualities right down to the airport traffic pattern – especially with the aircraft’s great deceleration characteristics,” McKenna explained.

“For me, the TBM 930 is more than a business tool; I call it my ‘business weapon.’”

McKenna specified a custom paint scheme that reflects his passion for vintage military aircraft.

Included on both of the TBM 930’s winglets are silhouettes of the World War II-era P-51 Mustang fighter and T-6 Texan trainer that he also owns.

He described the TBM 930 as the best all-around aircraft value, with beautiful, clean lines. “The TBM is unique and special, as it has the look and pilot’s feel of a P-51, but is highly efficient and very economical,” McKenna added.

“Airports continue to lack the timing and routing required to run our business effectively, and we simply cannot spend days of wasted travel and lost time to see partners and clients,” he concluded.

“The TBM 930 is an economical ‘game changer.’ It allows us to go directly to the destination and back, being as productive as possible.”
TBM FLEET OPERATOR

The French military has operated with TBM aircraft since 1992. Their fleet of 27 TBM 700s – modernized recently by Daher with the integration of G1000 avionics – has accumulated over 200,000 hours of liaison and training flights for the French Air Force, French Army Aviation and the French Defense Ministry’s DGA procurement agency, transporting military command authorities from headquarters to operational bases, and saving the lifecycle of expensive aircraft in the fleet.

In this time, TBM aircraft have demonstrated their tremendous versatility and reliability. As one of the many examples, the aircraft delivered key personnel and spare parts from France to Norway in support of a NATO exercise, flying to several locations quickly to carry out the mission requirements – often in poor weather and snowy conditions.

Showing its flexibility, the aircraft departed its base in Rennes, France, stopping over at Etain Air Based to pick up the Commanding Officer of the 3rd Regiment of Combat Helicopters who was visiting his staff in Norway. The mission also added some late cargo: the parts for a helicopter damaged by a storm the day before during this training mission in the Northern regions around the 70th parallel.

From Etain, the TBM aircraft headed out to its destination of Bardufoss Air Force Base, with a stop in for refuelling in Oslo. Delivering its key passengers and cargo to this Norwegian Air Base, the aircraft then headed out for its overnight accommodations in Tromsø, where it landed safely on the narrow runway in turbulence and 25-30-knot winds. On the next day – after clearing off the snow – the TBM returned to Bardufoss to pick up its passengers for the flight back to France via Oslo.

“We flew over 3,500 nautical miles in less than 15 hours, and experienced a new aviation adventure in the northern cold,” said Captain Agnus a former commanding officer and TBM Pilot for French Army Aviation. “We overcame difficult operating conditions and our equipment was up to the challenge – safe and easy to handle. It was an enriching mission and the experience gained will be noted and gives us a story we will remember for a long time.”
Currently operates the modernized TBM 700 within two squadrons for liaison and training duties, the ‘Verdun’ and ‘Medoc’ respectively at Paris-Villacoublay and Bordeaux French Air Force Bases, while a third, ‘Chateaudun’ has the responsibility of ferrying fighter and heavy transport aircraft between the air force front-operational units, warehouses, industrial aerospace workshops (AIA) or aircraft manufacturers with the help of TBM 700.

**DGA**

DGA EV, the Flight test department of the French Defense Procurement agency also operates several upgraded TBM 700 for their liaison duties between its two main flight test centres.

**FRENCH ARMY AVIATION**

While helicopters are the backbone of its fleet, French Army Aviation (ALAT) operates a fixed-wing transport squadron, the Escadrille Avions to transport. This unit can operate outside France. During international operations the squadron fly also authorities of nations members of the North Atlantic Treaty Organization (NATO) as the mission described hereunder.
A HELL OF AN AIRPLANE!

Operation “Unified Protection” in Libya under NATO command in 2011 generated increased transportation activity for the TBM 700s of the French Army squadron. Following the crisis development, commanding officers of the armed forces members of the coalition were frequently commuting between the headquarters and operational bases. Peak activity occurred in June as “Unified protection” was officially extended. The Squadron flew coalition chiefs of staff to the south of France. “The whole mission was going to require 15 flight hours in two days, including several stopovers to pick-up other senior officers and their staff,” explained Captain Marc Dupont, commanding officer of the squadron. “The schedule was tight as the turnaround time at stopovers was limited to 15 minutes before the arrival of the next passengers. But with more than 100 authorities to transport with our fleet of eight TBMs this was the only way to fulfill our mission.”

On one occasion the squadron had to fly the chief of staff of the French Army to Hyeres, where a US Navy C-2A ‘Greyhound’ would transport him to the French aircraft carrier Charles de Gaulle to lead an action in Libya in support of the NATO intervention.

“It was definitely a top priority mission for our chief commander,” recalled Captain Dupont. “However our destination airport Hyeres still reported very strong winds like the previous day. Severe windshears didn’t allow us to land with a direct path to runway 13/31 so we headed to the 05/23 with crosswind just within the 25 kts authorized limitation. We were soon cleared to land, optimistic ATC indicating a wind just below the limits. In fact we had to struggle with turbulence caused by wind gusts sweeping across Naval station hangars…” The French Army TBM 700 finally landed and its crew stopped it short enough to exit the runway with a taxiway leading directly to the waiting C2.

“The general thanked us and rushed out of the plane to meet a group NATO officials who briefed him while walking to aircraft carrier shuttle flight to lead a new mission over Libya. Ours was accomplished, thanks to the TBM. A hell of an airplane!” Captain Dupont concluded.
Phillip Bozek
Daher TBM 900, S/N 1043
THE YOUNGEST TBM OWNER

Having learned to fly in his mid-20s, businessman Phillip Bozek is the youngest owner of a TBM 900, which is complete with a personalized registration number N694PB and custom paint scheme.

“Speed was the main reason that attracted me to the Daher TBM 900. I’ve always been the guy who wants to go faster. The incredible range and payload capabilities blew away most of the competitive aircraft available on the market, including new very light jets and turboprops.”

Bozek greatly expanded his family’s LED lighting business, Conserva, before handing it over to his younger sister. He now serves in senior management at Promanas, a Michigan-based private equity firm. Bozek graduated from Georgetown University at the age of 18, and is fluent in Arabic and Russian – language skills that led him to work in Washington, D.C. at the White House from 2005 to 2008.

He received his Daher TBM 900 at Daher’s industrial facility and TBM final assembly line in Tarbes, France, and participated in its ferry flight to the United States.

“After visiting the factory for my TBM 900’s delivery and ferry flight, I was even more impressed – as I realized the commitment and passion of Daher teams to quality across all product lines.”
Jean Roulland, one of the few Frenchmen to have acquired a TBM 900, is a member of a special brotherhood in the great family of aviators: the mountain pilot. Qualified to land at high-altitude “altiports” with typically short and sloping runways, precision is required – as a go-around is not an option.

To join this brotherhood, specific training is a must; confirming that the pilot is both a “hands-on” aviator and a mountaineer, knowing how to avoid the pitfalls of weather and to analyze at a glance if the ground is clear from any hazard for landing.

Roulland, a public works contractor, has practiced this form of extreme aviation from an early age. He was trained at the local aeroclub by chief pilot Jacques Brun, considered the “pope” of mountain aviation. Now as a rated TBM pilot, Roulland bases his TBM 900 at the Annecy Mont-Blanc Airport, a major regional facility with IFR operations used by business jets, general aviation aircraft and helicopters.

He also flies his TBM 900 from Megève Altiport, located at the base of Mont-Blanc and serving one of the oldest ski resorts in the Alps. Situated at an altitude of 1,475 meters (4,830 ft.), this facility’s Runway 15 is a 548-meter-long X 18-meter-wide (1,794 ft. x 59 ft.) paved surface with a slope of 7 deg. Surrounded by peaks reaching up to more than 6,000 ft. to the south, east and west, it goes without saying that a decision to land is final.

At Roulland’s request, Daher provided the ideal flight profile for this particular context, and in May 2016, he made his first landing at the altiport, reducing the TBM 900’s approach speed to 85 kts. just 150 ft. before the threshold. For such an experienced pilot, Megève is not the region’s most difficult airport, as Roulland cites Albertville in Savoie – located in a deep valley – as a particular challenge.

Since receiving his aircraft last year, this TBM mountain pilot has flown 160 hours from the Megève Altiport and Annecy Mont-Blanc Airport to destinations as diverse as the peninsula of Quiberon, Salzburg, Barcelona and Corsica. For Roulland, his TBM is indeed the ultimate travel machine!
USING THE TBM’S EXTENSIVE CAPABILITIES

Singapore-based entrepreneur John Giddens, the founder of Hallin Marine and Tasik Subsea, built his company into a global subsea services player after starting it from a container in his back yard. He is an active pilot and a Daher TBM 900 owner – having previously owned a TBM 850.

“The speed and endurance of my first TBM enabled us to get so much out of the aircraft. It performed superbly,” Giddens explained. “Flying my new TBM 900 in Asia-Pacific area greatly extends my range and the opportunities for both business and pleasure, operating from Singapore. Using Jet A1 fuel and providing good reliability, the TBM very fast turboprop does so at a reasonable operating cost.”

Through his travels, Giddens has experienced the TBM’s capabilities to the fullest extent – with a fascinating variety of flights to various parts of the globe. He has flown his TBM between Europe and Singapore every year, and in 2013 he travelled back to Singapore across the Indian Ocean, from Mombasa (Kenya) via the Seychelles, Maldives, Colombo and Sumatra.

While on a tour of New Zealand in 2012, he landed at Milford Sound (Piopiotahi, in the Maori language). This fjord in the southwest of New Zealand’s South Island (within the Fiordland National Park) contains breathtaking scenery with two waterfalls: Lady Bowen Falls and Stirling Falls – a place that famed author Rudyard Kipling called the “8th Wonder of the World.” From the pilot’s seat, it is a challenging location – surrounded by multiple sheer rock faces that rise up within five miles of the airport: Mitre Peak (5,551 ft.), the Elephant’s peak (4,977 ft.), and the Lion (4,272 ft.). Giddens’ aircraft was the first TBM – and the first aircraft equipped with ADS-B – to land there.

“My flying experiences have benefitted from the TBM’s large array of capabilities. We regularly take part in events of the WingsOverAsia social network, including the 2012 aviators’ gathering in Langkawi, Malaysia, when we flew from Singapore, with full loading: six persons on board and luggage – my whole family, including children,” Giddens explained. “I have used my TBM for a trout fishing trip in Tasmania, Australia from Singapore. And each summer while the aircraft is based in the UK, we take a “boys’ trip” – going for a few days of salmon fishing in Scotland’s Isle of Harris from Bournemouth in the UK.”

The TBM is also an ideal aircraft for his wife and daughter, who are keen golfers. Travel to a golf resort is fast and comfortable, with the benefit of plenty of space for passengers and the bulky golf bags. “We demonstrated this capability on a flight from Bournemouth to Albi in France with four golfers aboard, carrying their golf bags and luggage; as well as on a Singapore to Rancho Charnvee in Thailand with a similar loading,” Giddens concluded. “The changeable seat configuration in the TBM 900 further improves its capability to carry golf clubs and skis.”
FLYING GOODWILL MISSIONS

The first **TBM 930 based** in Asia was delivered in December to Anutin Charnvirakul, who previously owned a TBM 850 version of Daher’s very fast turboprop aircraft family.

The new TBM 930 was ferried by Charnvirakul from Daher’s Tarbes, France production facility to Bangkok in December, departing from Europe after a ritual Thai Buddhist blessing. Charnvirakul’s 5,914-naut. mi. ferry flight involved stopovers in Corfu (Greece), Aqaba (Jordan), Fujairah (United Arab Emirates) and Nagpur (India). The trip’s average cruise speed was 277.5 kts., and the fuel consumption averaged 41.6 gallons per hour.

“I very much enjoyed my previous TBM 850 for its versatility and flexibility,” Charnvirakul explained. “When the time came to replace it after four years and some 900 flight hours, I chose the latest TBM model: the TBM 930. My ferry flight confirmed that I made the right decision: this is the TBM at its best in terms of performance, state-of-the-art avionics and the handling.”

Shortly after the TBM 930 received its Certificate of Airworthiness from The Civil Aviation Authority of Thailand, Charnvirakul performed the maiden operational flight as a volunteer to deliver a heart transplant for the Thai Red Cross organization.

An active pilot, Charnvirakul is a well-known personality in Thailand. He was a former Deputy Minister of Public Health and Commerce, and is the current leader of the country’s Bhumjaithai Party.

On the business side, Charnvirakul is Chairman of STP&I Public Company Limited, and the developer of **Rancho Charnvee** – the first golf course in Thailand’s Khao Yai mountain region, which has a 3,929-ft. (1,200-meter) landing strip that is open to general aviation traffic.
Hubert de Malherbe
TBM 700C2, S/N 32

Hubert de Malherbe literally knows the TBM inside and out. This recognized designer – known for his work with France’s LVMH luxury goods group (whose brands include Dior, Dom Pérignon, Fendi, Givenchy, Kenzo and Louis Vuitton), owns a TBM 700 and has worked with Daher in bringing the “French touch” to TBM interior design.

He explains how the TBM plays an important in business travel and being available for clients:

“Twenty years ago, a friend of mine offered me a one-hour flight with an instructor, going to the Ile d’Yeu island on the French Atlantic coast. From that day, I have always traveled in Europe by private plane. It has contributed to my company’s growth and success, at the beginning of my career in France, flying allowed me to visit two or three customers per day – while my colleagues could only meet one. Because of the difficulty and time of travel they experienced, they would be less motivated and often ask subordinates to attend meetings.”

“Our clients have always been surprised by my availability. For me, it is evident: I love flying myself, and the knowledge that I can land anywhere!”

“With our company’s international growth today, I have the same availability across Europe. With my TBM 700, I can plan meetings in Zurich, Heidelberg and Torino in the same day. The TBM is actually a wonderful invitation to travel and to be curious. It is also a great distance-shrinker, reducing the size of Europe into the equivalent of a French territorial department.”
THE BEAUTY OF THE DESIGN

Five-time Academy Award winner Francis Ford Coppola is one of the world’s most innovative and influential filmmakers. As a screenwriter and producer, he also expanded his family business into a winery and several hotels and luxury resorts around the world. For all these reasons, he is an active business aircraft operator.

Coppola describes how he came to acquire a particularly distinctive TBM 850:

“My son Roman brought my attention to the TBM. What attracted me was the level of excellence that French aviation products are known for, along with the beauty of design and the fact that it was the fastest single-engine plane in existence,” he said.

Coppola acquired a particularly distinctive TBM 850 that is all polished aluminium with a full black leather interior.

“At first, the aircraft manufacturer team explained reasons why this might not be possible, but they tried to find a way, and eventually they succeeded,” he said. “I use the aircraft for my travel in California, especially from the Napa Valley to Los Angeles - a mission it handles with ease.”
A GLOBAL NETWORK TO TAKE CARE OF YOUR TBM

Take a powerful, reliable engine, a rugged airframe, advanced aerodynamics and a state-of-the-art glass cockpit. Combine that with global support services, mature technologies, the reputation of Daher and a 24-hour hotline.

The result: all TBM aircraft deliver outstanding dispatch reliability, with the best safety record in their class. Daher's roots in aviation rely on more than century of expertise, ensuring the know-how to make the right technical choices.

To provide efficient support at remote locations, the Daher Airplane Business Unit technical support field staff is on-call 24/7.

TBM Support representatives are always available to answer phone calls and to help operators decide on the best course of action. In addition to online and cell phone support, 15 TBM service centers in North America – plus 15 others worldwide – provide the most complete service package in the industry.

The current list of TBM Authorized Service Centers is available from the website: www.tbm.aero/support-network.
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