

TBM850

by **DAHER-SOCATA**

eNEWSLETTER
SPRING 2012



SPRING STORIES

Dear TBM flyer,

This particularly rich issue of the TBM Newsletter highlights DAHER-SOCATA's introduction of the TBM 850 Elite, which will offer our customers the flexibility of an SUV while delivering sports car performance.

Unveiled during March during the annual SUN n' FUN International Fly-In & Expo in Florida – and presented at many subsequent air shows and pilot gatherings – the new TBM version already is generating significant interest. With such an asset, we are confident the overall 300-TBM 850 aircraft delivery milestone will be reached soon.

We also report on our meeting in Atlanta with aviation underwriters to value the TBM program, and to talk about new training course at SimCom.

This latest newsletter includes details on the 2012 air show season, which began early in spring with new locations such as Abu Dhabi, where there is a strong will to develop general aviation. Local organizers of the Abu Dhabi Air Expo industry event – held during March – were supported by DAHER-SOCATA.

In addition, you will read stories about new and long-standing TBM customers, as well as the latest stopover on our tour of DAHER-SOCATA's U.S. distributor network, this time with Northwest Aircraft.

As another feature in this issue, we detail the latest V12.01 software update to the Garmin G1000 avionics suite offered for TBM family aircraft – which offers a host of benefits, especially with the latest avionics options such as the Garmin satcom GSR 56 system and compatibility with GPS augmentation systems.

On the technical side, we continue to improve our products and support, organizing customer support seminars on both sides of the Atlantic to keep our entire network at the same level of information.

We hope you will enjoy this TBM newsletter, and wish you great and safe flights.

Nicolas Chabbert

Senior Vice-President, Airplane Division



EDITORIAL



CONTENT



EVENTS

TBM 850 ELITE
INTRODUCTION

NEW AVIONICS OPTIONS

TBM-MMA AT
MARRAKESH AERO
EXPO

TBM 850 AT FIDAE

TBM 850 IN ABU DHABI

NEWS

SOCATA NORTH AMERICA
CELEBRATES THE
CAREERS OF TWO
LONG-TIME EMPLOYEES

CHAD LEEWARD, NEW TBM
DIRECTOR OF SALES FOR
FLORIDA

OFFICIAL DELIVERY OF THE
FIRST G500-RETROFITTED
TB 20 AIRCRAFT TO
FRANCE'S ENAC NATIONAL
AVIATION SCHOOL

SIGNATURE OF A
PARTNERSHIP BETWEEN
ENAC AND DAHER-SOCATA

AN ADSB-EQUIPPED TBM
IN NEW ZEALAND FJORD

"CARTOUCHE DORE"
AEROBATIC TEAM FLY NEW
COLORS

DAHER-SOCATA MEETS
WITH AVIATION INSURANCE
PROFESSIONALS

PILOTS PROFILES

DR. BRUCE FELDSTEIN
TBM 850 SN 601

HARTZELL "SPINS
THE PROP" ON TBM

NETWORK

NORTH BY
NORTHWEST

SUPPORT

CUSTOMER SUPPORT
NETWORK MEETING

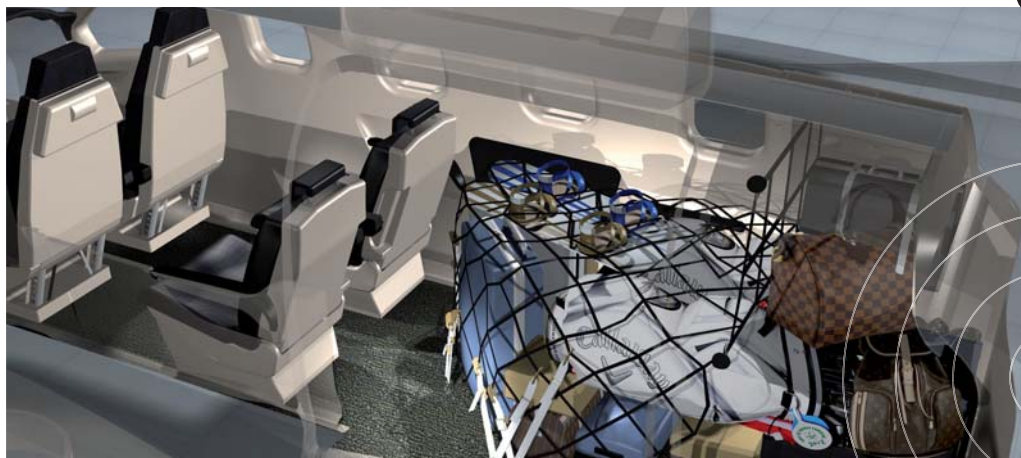
GARMIN G1000
SOFTWARE V12.01

TBM IS EGNOS
COMPATIBLE

HISTORY

THE FRENCH
"BONANZA"
MS.570 SERIES

**FOLLOW
THE FLEET**



DAHER-SOCATA INTRODUCES THE TBM 850 ELITE

The annual SUN n' FUN International Fly-In & Expo in Florida was the venue for DAHER-SOCATA's unveiling of its TBM 850 *Elite*, the 2012 Model Year version of its very fast turboprop aircraft – which offers a host of new features aimed at improving comfort and flexibility.

The TBM 850 *Elite* demo aircraft

Now the TBM 850 can comfortably host four persons with large luggage

The TBM 850 *Elite*'s most distinctive attribute is the capability of its middle seats to be positioned in either the rearward- or forward-facing position. This new configuration provides extended cargo space to accommodate outsized baggage.

"Our TBM 850 *Elite* offers the flexibility of a sports utility vehicle while delivering the performance of a sports car," explained Nicolas Chabbert, the Senior Vice-President of DAHER-SOCATA's Airplane Division and President of SOCATA North America.

In a forward-facing arrangement configured for four passengers, the TBM 850 *Elite*'s two rear seats are removed to create immediate and obstacle-free access to all luggage areas.

For missions with multiple pieces of baggage, a small cargo net compliments the normal internal baggage compartment by providing additional space. Long, bulky items such as golf bags can be secured by using a large cargo net, which essentially unites the rear baggage compartment and the extended baggage area.

Other new features incorporated in DAHER-SOCATA's 2012 Model Year TBM 850 include new carbon fiber trim (used in the central upper panel, table cover exterior insert and cabinet door cover), along with gold and brush metal treatment on interior fittings.

QUIT

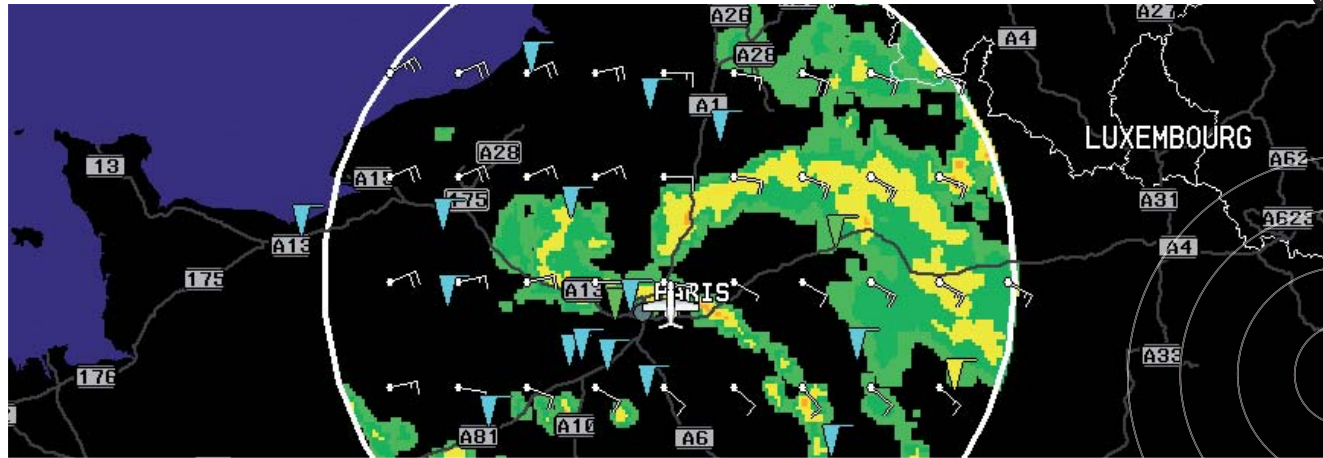
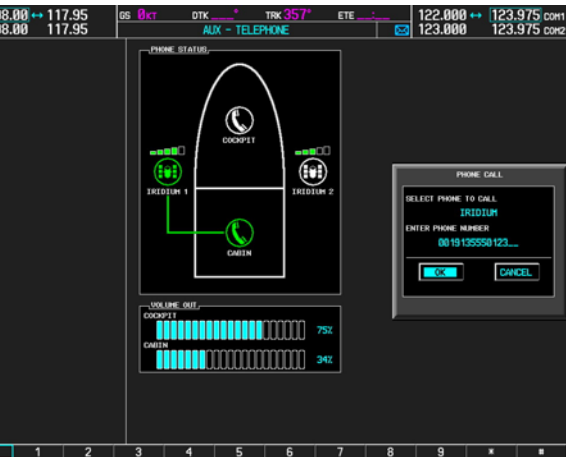
BACK TO
THE TABLE
OF CONTENTS

TBM 850 *Elite*
introduction

- New Avionics Options
- TBM-MMA at Marrakesh Aero Expo
- TBM 850 at FIDAE
- TBM 850 in Abu Dhabi

TBM850

by DAHER-SOCATA



NEW AVIONICS OPTIONS

Two new avionics options are offered on the TBM 850 *Elite*: a long-range KHF 1050 HF radio and Garmin's full-featured GSR 56 Iridium satellite transceiver, which give access to quality on-demand weather details, text/voice communications and near real-time positioning information.

The GSR 56 offers access to such data through the Iridium satellite network. Iridium's network provides seamless global coverage nearly everywhere – even in locations not previously served by other satellite networks. With a simple set-up for voice and data service (subscription required), this coverage introduces added safety and convenience on every flight.

Phone display on the G1000 screen

Weather information display

QUIT

BACK TO
THE TABLE
OF CONTENTS

TBM 850 Elite
introduction

**New Avionics
Options**

TBM-MMA at
Marrakesh Aero
Expo

TBM 850
at FIDAE

TBM 850
in Abu Dhabi

events



TBM-MMA AT MARRAKESH AERO EXPO

The TBM-MMA multi-mission configuration for DAHER-SOCATA's TBM 850 very fast turboprop aircraft was displayed for the first time in Africa at the 2012 Marrakesh Air Show.

Exhibited during this April 4-7 event at Marrakesh Airport's Royal Moroccan Air Force Base, the TBM-MMA demonstrator for the ISR (Intelligence Surveillance Reconnaissance) version is a modified TBM 700B version of DAHER-SOCATA's TBM family.

"The Marrakesh Air Show provides an excellent opportunity to present the TBM-MMA for the African region, where this multi-role aircraft is perfectly tailored as a highly affordable, cost-effective multi-mission airborne platform for both security and governmental operators," said Nicolas Chabbert, Senior Vice President of the DAHER-SOCATA Airplane Division. "It brings together proven surveillance systems with the TBM very fast turboprop aircraft – which has an excellent operational and maintenance record, especially in service with the French armed forces."

The TBM-MMA demonstrator in flight

QUIT

BACK TO
THE TABLE
OF CONTENTS

TBM 850 Elite
introduction

New Avionics
Options

**TBM-MMA at
Marrakesh Aero
Expo**

TBM 850
at FIDAE

TBM 850
in Abu Dhabi



TBM 850 AT FIDAE

DAHER-SOCATA exhibited its TBM 850 very fast turboprop aircraft at Chile's 2012 FIDAE international air show in March, which is the Latin American region's most important aviation event.

Significant market growth across Argentina, Brazil and Chile has been seen during the past three years. In 2011, South America represented 15 percent of TBM 850 sales, and 25 TBM 700s/TBM850s are now based in the region.

Held every two years in Santiago, FIDAE is one of the largest exhibitions of its kind in Latin America. Taking part this year were some 500 companies from 40 countries.

Chilean Minister of Defense, Andrés Allamand described the show as "the most important aviation fair in this part of the World and in the entire Southern Hemisphere." Backing his comments, official figures said FIDAE 2012 had sold to 561 exhibitors (a 30% increase over FIDAE 2010) from more than 40 countries (3% increase). Public traffic remained stable at 80,000 visitors during the weekend; while professional traffic increased 25% to 10,000 people per day.

The TBM 850 display had the support of Aeroservicio, TBM Authorized Service Center for Chile. An established company which runs the Santiago Airport FBO and is also a Pratt & Whitney Recognized Maintenance Facility.

QUIT

BACK TO
THE TABLE
OF CONTENTS

TBM 850 Elite
introduction

New Avionics
Options

TBM-MMA at
Marrakesh Aero
Expo

**TBM 850
at FIDAE**

TBM 850
in Abu Dhabi



TBM 850 IN ABU DHABI

DAHER-SOCATA highlighted its TBM 850 for the first time in the Middle East region with the aircraft's appearance at the new Abu Dhabi Air Expo general aviation exhibition, held during March at Al Bateen Executive Airport.

The TBM 850 was a star at Al Bateen Executive Airport

Participation of DAHER-SOCATA's very fast turboprop was highlighted by the organizers, who chose the TBM 850 as their icon on large advertising panels along Abu Dhabi motorways

The TBM 850 shown at the event belongs to a Hong Kong-based investment company, which operates it from Asia to Europe – regularly flying distances over 1,000 naut. mi. This perfectly illustrates the capability and reliability of DAHER-SOCATA's very fast turboprop, and the cost-effective transportation services it offers for businessmen in the Middle East.

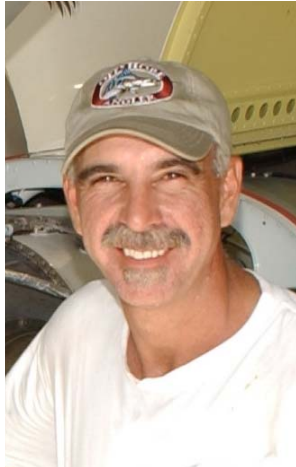
"We decided to participate at the inaugural aviation exhibition in Abu Dhabi because the Middle East region has several factors that can support the development of general aviation: a growing economy, a territory significantly larger than

Europe with less transportation infrastructure, and a smaller general aviation fleet," said Nicolas Chabbert, DAHER-SOCATA's Senior Vice President – Airplane Division. "The Abu Dhabi Air Expo will help us begin penetrating this market, as well as meet with potential partners in the area to establish a sales and support network in the region."

QUIT

BACK TO
THE TABLE
OF CONTENTS

- TBM 850 Elite introduction
- New Avionics Options
- TBM-MMA at Marrakesh Aero Expo
- TBM 850 at FIDAE
- **TBM 850 in Abu Dhabi**



Scott Ross



Kam Phongsavath

SOCATA NORTH AMERICA CELEBRATES THE CAREERS OF TWO LONG-TIME EMPLOYEES

SOCATA North America has honored the two most senior employees at DAHER-SOCATA's U.S. subsidiary, celebrating their careers that span more than 20 years of service.

The two employees are Kam Phongsavath, who is SOCATA North America's Director of Quality Control; and Scott Ross, Shop Manager at the company's Repair Station. The combination of their careers is equal to the total time of SOCATA's 40 years in the United States, which began with sales and marketing of the Rallye Minerva general aviation aircraft in 1972.

Phongsavath joined SOCATA North America from the U.S. Air Force, while Ross came to the company with a degree in Aviation Maintenance Technology from Texas Aerotech.

SOCATA North America traces its roots to 1977 when Rallye Aircraft Corp. was created in the state of New York, becoming Aerospatiale General Aviation at Grand Prairie, Texas in 1987. These operations handled the U.S. sales and support center responsibilities for all SOCATA aircraft in the market. After handover of the first TBM 700 in 1991, the activity grew rapidly and more persons were hired.

Phongsavath and Scott joined the company on the same day: April 15, 1992. In late 1996, they were among the few who followed SOCATA North America to its new location at North Perry Airport in Pembroke Pines, near Hollywood, Florida, where they both were welcomed by company manager Nicolas Chabbert during his first assignment as the Vice President for Sales and Marketing.

"With this recognition, we are highlighting the workmanship, loyalty, and dedication of Scott and Kam, as they have provided their expertise to SOCATA from the very beginning of the TBM program," said Chabbert, who today is President of SOCATA North America and the Senior Vice President of DAHER-SOCATA's Airplane Division. "Their commitment to our very fast turboprop aircraft has been a strong contribution to the success of our company."

QUIT



BACK TO
THE TABLE
OF CONTENTS

**SOCATA North
America celebrates
the careers of two
long-time employees**

Chad Leeward,
new TBM director
of sales for Florida

Official delivery
of the first G500-
retrofitted TB 20
aircraft to France's
ENAC national
aviation school

Signature
of a partnership
between ENAC and
DAHER-SOCATA

An ADSB-equipped
TBM in New Zealand
fjord

"Cartouche Dore"
aerobatic team fly
new colors

DAHER-SOCATA
meets with
aviation insurance
professionals



CHAD LEEWARD,
NEW TBM DIRECTOR OF SALES FOR FLORIDA

Chad Leeward has joined the team at SOCATA North America as a Sales Director, with responsibility for developing the market for its TBM 850 very fast turboprop aircraft in the state of Florida.

Leeward belongs to the family of a well-known aviator who developed the famous Leeward Air Ranch. As a third-generation pilot in this family, the 37-year-old Leeward brings over 20 years of flying expertise, along with more than 12 years of experience in corporate aircraft sales for companies that include Pilatus Aircraft and Cirrus Aircraft.

As a passionate pilot, Leeward has flown 40-plus different aircraft types, including turboprop-powered aircraft, homebuilts and warbirds.

"Our sales team in the United States will benefit from the passion and aviation knowledge that Chad Leeward brings," said Nicolas Chabbert, Senior Vice President of the DAHER-SOCATA Airplane Division, and President of SOCATA North America. "He will be a strong resource for TBM 850 sales in Florida, which is one of the most active states in the U.S. for general aviation."

QUIT

BACK TO
THE TABLE
OF CONTENTS

SOCATA North America celebrates the careers of two long-time employees

Chad Leeward,
new TBM director
of sales for Florida

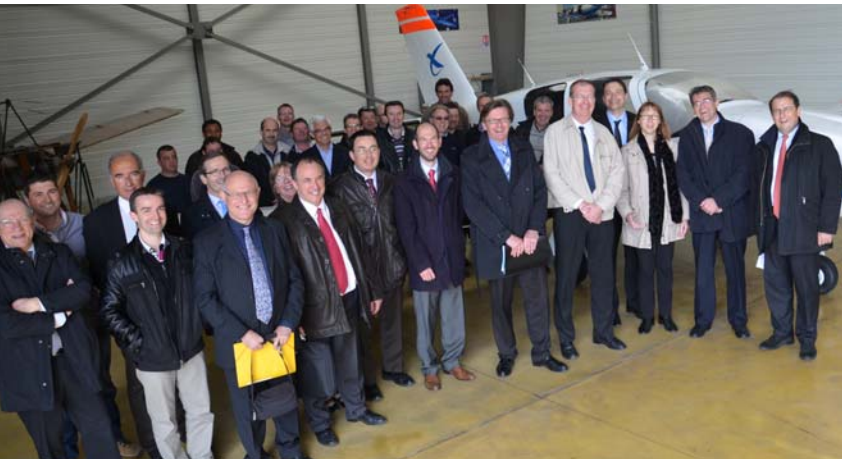
Official delivery of the first G500-retrofitted TB 20 aircraft to France's ENAC national aviation school

Signature of a partnership between ENAC and DAHER-SOCATA

An ADSB-equipped TBM in New Zealand fjord

"Cartouche Dore" aerobatic team fly new colors

DAHER-SOCATA meets with aviation insurance professionals



OFFICIAL DELIVERY OF THE FIRST G500-RETROFITTED TB 20 AIRCRAFT TO FRANCE'S ENAC NATIONAL AVIATION SCHOOL

In March, Stéphane Mayer, CEO of DAHER-SOCATA, and Nicolas Chabbert, Senior Vice President of the DAHER-SOCATA Airplane Division, performed the official key handover for the first DAHER-SOCATA TB 20 Trinidad training aircraft modernized with Garmin G500 avionics for France's Ecole Nationale de l'Aviation Civile (ENAC) national aviation school.

DAHER-SOCATA's technical team that worked on the ENAC's aircraft retrofit program pose for a "family photo" with DAHER group executives.

A computer-generated view of the TB 20's modernized cockpit panel

The keys were provided to Marc Houlla, director of ENAC, with this delivered aircraft representing the first of a fleet of 37 TB 20 Trinidads to be gradually retrofitted.

The contract for DAHER-SOCATA's modernization of ENAC's TB 20 fleet was signed last year at the Paris Air Show, and includes installation of a Garmin G500 integrated avionics suite, two GNS 430W combined communication-navigation systems, a Garmin GAD 43 digital autopilot and numerous additional options. The G500 avionics suite selected by ENAC features a 6.5-inch primary flight display (PFD) and multifunction display (MFD), along with an attitude/heading reference system (AHRS), Garmin's Synthetic Vision Technology (SVT™) software, Jeppesen Chartview option and the Apibox flight data recorder system.

Houalla said the first modernized TB 20's delivery marks a milestone in the school's historical partnership with DAHER-SOCATA, and represents a further step toward the enhancement of its aircraft fleet. "With a modern 'glass cockpit' configuration on our TB 20 aircraft, we will be able to better prepare our student pilots for their future careers in the aviation environment of today and tomorrow," he added.

"We are proud to participate in the modernization of Europe's most prestigious civilian aviation school and to continue a relationship which started with our predecessor, Morane-Saulnier, whose airplanes equipped the first flight training centers at the creation of ENAC in 1949," Chabbert explained. "This delivery highlights our commitment to offer customers technical support and assistance over the long term for on-going operations with modernization solutions."

QUIT

BACK TO
THE TABLE
OF CONTENTS

SOCATA North America celebrates the careers of two long-time employees

Chad Leeward, new TBM director of sales for Florida

Official delivery of the first G500-retrofitted TB 20 aircraft to France's ENAC national aviation school

Signature of a partnership between ENAC and DAHER-SOCATA

An ADSB-equipped TBM in New Zealand fjord

"Cartouche Dore" aerobatic team fly new colors

DAHER-SOCATA meets with aviation insurance professionals



SIGNATURE OF A PARTNERSHIP BETWEEN ENAC AND DAHER-SOCATA

DAHER-SOCATA and the ENAC national aviation school have signed an agreement that will enable the company to attract new talent by offering preferred internships and jobs to students, along with access to its laboratories for research and development.

"In addition to handing over the first modernized TB 20, we are marking the further development of our relationships with ENAC as an educational partner," said Stéphane Mayer, CEO of DAHER-SOCATA. "As a leading aviation college in Europe, ENAC not only trains pilots, but also engineers and technicians needed by our activity of industry and services."

Founded in 1949, ENAC offers a complete range of aeronautical-oriented training programs and activities – including engineering, air traffic control, pilot training and management – to serve the aviation world, and particularly the air transport sector.

Since merging in January 2011 with the SEFA flight department of France's Ministry of Transportation, ENAC every year welcomes 2000 ab-initio students for 25 training programs and trains 7500 professionals. As a demonstration of its international audience, the school's 12,000 alumni have come from 100 countries on five continents. ENAC operates a fleet of 135 aircraft and has a workforce of 950 at nine sites. With its size and training tools, ENAC is the leading European aviation school.

 www.enac.fr/en

ENAC director Marc Houalla with
Stephane Mayer, CEO of DAHER-SOCATA

A TB 20 in ENAC's fleet

QUIT

▶ BACK TO
THE TABLE
OF CONTENTS

→ SOCATA North America celebrates the careers of two long-time employees

→ Chad Leeward, new TBM director of sales for Florida

→ Official delivery of the first G500-retrofitted TB 20 aircraft to France's ENAC national aviation school

→ **Signature of a partnership between ENAC and DAHER-SOCATA**

→ An ADSB-equipped TBM in New Zealand fjord

→ "Cartouche Dore" aerobatic team fly new colors

→ DAHER-SOCATA meets with aviation insurance professionals



AN ADSB-EQUIPPED TBM IN NEW ZEALAND FJORD

On March 31, TBM 850 pilot John Giddens made a stopover on the island Milford Sound (NZMF).

Called "Piopiotahi" in the Maori language, it is a fjord in the south west of New Zealand's South Island, within Fiordland National Park.

A breathtaking scenery with two waterfalls, Lady Bowen Falls and Stirling Falls – a place famed author Rudyard Kipling has called the "eighth Wonder of the World." From the pilot's seat, it is a challenging location – surrounded by sheer rock faces that rise up to Mitre Peak (5,551 ft), the Elephant's peak (4,977 ft), the Lion (4,272 ft) within five miles of the airport. This was the first TBM to land there and the first ADS-B equipped.

QUIT

BACK TO
THE TABLE
OF CONTENTS

- SOCATA North America celebrates the careers of two long-time employees
- Chad Leeward, new TBM director of sales for Florida
- Official delivery of the first G500-retrofitted TB 20 aircraft to France's ENAC national aviation school
- Signature of a partnership between ENAC and DAHER-SOCATA
- **An ADSB-equipped TBM in New Zealand fjord**
- "Cartouche Dore" aerobatic team fly new colors
- DAHER-SOCATA meets with aviation insurance professionals

TBM850

by DAHER-SOCATA



'CARTOUCHE DORE' AEROBATIC TEAM FLY NEW COLORS

The French Air Force aerobatic team "Cartouche Doré," flying DAHER-SOCATA's TB 30 Epsilons and supported at their Cognac Air Force base by DAHER-SOCATA's dedicated team, is flying under new colors this season.

This winter, the Leader – Captain Damien "Dam" Depayras – has trained extensively with the team to create a highly spectacular routine. With left wingmen "Oliver" and "Bubu," right wingmen "Baboo" and "Dash," the team is ready for its program of 34 air shows in Europe.



www.cartouche-dore.com

QUIT



BACK TO
THE TABLE
OF CONTENTS

- SOCATA North America celebrates the careers of two long-time employees
- Chad Leeward, new TBM director of sales for Florida
- Official delivery of the first G500-retrofitted TB 20 aircraft to France's ENAC national aviation school
- Signature of a partnership between ENAC and DAHER-SOCATA
- An ADSB-equipped TBM in New Zealand fjord
- **"Cartouche Dore" aerobatic team fly new colors**
- DAHER-SOCATA meets with aviation insurance professionals

news



DAHER-SOCATA MEETS WITH AVIATION INSURANCE PROFESSIONALS

DAHER-SOCATA organized a two-day aviation insurance underwriter seminar in Atlanta, Georgia during April

Tom Chappell, Chairman and CEO
of Chappell, Smith & Associates

The gathering of the 27 aviation insurance professionals who attended the Atlanta meeting, under the supervision of Nicolas Chabbert

The program included a comprehensive presentation of the TBM 700 and TBM 850, with a focus on the robustness of the TBM airframe and its ease of repair. Also featured was the SIMCOM training center's new TBM course, which is aimed at improving pilot skills.

A total of 27 aviation insurance professionals – representing both non-specialized companies and specialists from the aviation underwriter sector – were present.

Among the attendees were several of the industry's foremost authorities on aviation insurance, including Tom Chappell, the Chairman and CEO of Chappell, Smith & Associates, Inc., which is the parent company of CS&A Insurance. Chappell has specialized in the insurance field for more than 30 years.

QUIT

BACK TO
THE TABLE
OF CONTENTS

SOCATA North America celebrates the careers of two long-time employees

Chad Leeward, new TBM director of sales for Florida

Official delivery of the first G500-retrofitted TB 20 aircraft to France's ENAC national aviation school

Signature of a partnership between ENAC and DAHER-SOCATA

An ADSB-equipped TBM in New Zealand fjord

"Cartouche Dore" aerobatic team fly new colors

DAHER-SOCATA meets with aviation insurance professionals



QUIT

BACK TO
THE TABLE
OF CONTENTS

Dr. Bruce Feldstein
TBM 850 SN 601

Hartzell
"spins the prop"
on TBM

DR. BRUCE FELDSTEIN TBM 850 SN 601

As the 2012 SUN n' FUN International Fly-In & Expo folded its wings, DAHER-SOCATA announced the sale of a brand-new TBM 850 to Dr. Bruce M. Feldstein a dentist whose practice is near the West Lebanon Airport in New Hampshire.

For him, the three top qualities of the TBM 850 are its reliability, speed and range. Dr. Feldstein is a member of the MMOPA, AOPA and EAA organizations, and now has joined the TBMOPA association of TBM pilots and owners.

Graduating from the University of North Carolina with a Doctor of Dental Surgery degree in 1984, he completed a general practice residency at the Berkshire Medical Center in Pittsfield Massachusetts. In 1985, Dr. Feldstein created a practice in West Lebanon, New Hampshire, and has been an established practitioner since then. Dr. Feldstein started flying about 25 years ago because his office was close to the airport, and said he was convinced after a 30-minute introductory flight. His passion for flying allows him to pursue extensive continuing education. "I have a very busy, productive dental practice," he explained.

"It is technology-oriented, providing a very high level of care for our patients. We also are involved in a significant number of complex restorations including advanced esthetics."

For business, Dr. Feldstein often flies to Scottsdale, Arizona, where he is a mentor for the CEREC system – a computer-aided design and computer-aided manufacturing process for dentistry; a high-tech method of restoring teeth, close to what is used in the aircraft manufacturing industry.



"The TBM 850 will allow me to make this trip much faster than by using the airlines, and with only one fuel stop," he added. "For pleasure, a frequent trip for us is to the coast of North Carolina. We fly approximately 600 naut. miles to Beaufort, North Carolina (KMRH), where we enjoy boating, beaches, and all the attractions North Carolina's Outer Banks has to offer."

Dr. Feldstein's main reason for selecting the TBM 850 over other options is the aircraft's reliability. He already had a strong relationship with Columbia Air Services in Groton, Connecticut, and felt that its relationship with DAHER-SOCATA as its regional TBM 850 distributor provides an excellent aircraft with great support. The TBM 850's speed, range and payload also were major factors.

"I think buying a new TBM 850 was my ultimate goal," he added. "I have flown a Piper Meridian for the past 6 years, logging 1,100 hours. It was a fine aircraft, but I was ready for the next level of performance and reliability. I have also flown Mooneys for many years, and like the connection with TBM."

Nicolas Chabbert, Senior Vice-President of the DAHER-SOCATA Airplane Division and President of SOCATA North America, noted Dr. Feldstein's acquisition marked the first time a TBM 850 was sold during SUN n' FUN – which is the season's first show in North America.

"It was a wonderful conclusion for our participation at the show and an encouraging sign of the market," Chabbert stated. "I want to welcome Dr. Feldstein in the TBM family, and thank the sales team and Columbia Air Services in particular."

→ QUIT
▶ → BACK TO
THE TABLE
OF CONTENTS

→ **Dr. Bruce Feldstein**
TBM 850 SN 601

→ Hartzell
"spins the prop"
on TBM

customer profiles



QUIT

BACK TO
THE TABLE
OF CONTENTS

Dr. Bruce Feldstein
TBM 850 SN 601

Hartzell
"spins the prop"
on TBM

HARTZELL PROPELLER "SPINS THE PROP" TBM SN 108, SN 170, SN 402, SN 589

For Hartzell Propeller Chief Pilot Larry Zetterlind, the company's TBM fleet provides access to "mini airliners" with speed, good altitude capabilities and excellent comfort – all with economic operating costs.

Hartzell Propeller has acquired a total of four TBMs, with one TBM 700 and two TBM 850s currently in its inventory.

Zetterlind explained the company uses its TBMs to transport executives and company employees to its aircraft manufacturer customers, as well as suppliers and operators.

"From our home base in Piqua, Ohio, we often travel to our parent companies in Denton, Texas (a distance of 747 naut. mi.) or Montgomery, Alabama (483 nm), with two, three or more passengers," he said. "The TBMs take us all over the U.S. and Canada as needed."

Hartzell Propeller's initial TBM 700 came on line in 1995, with the most recent addition – which is one of the company's two TBM 850s – joining the fleet in early 2012.

The TBM is the primary corporate aircraft under its acquisition by Tailwinds Technology, whose new chairman, Jim Brown Jr., used his own Bonanza.

"DAHER-SOCATA's customer service is very good and most parts can be had quickly," Zetterlind said of his TBM experience. "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."



QUIT

BACK TO
THE TABLE
OF CONTENTS

Dr. Bruce Feldstein
TBM 850 SN 601

Hartzell
"spins the prop"
on TBM

Among Zetterlind's "many great flights" during his 5,300 hours at the controls of TBMs is the memory of ferrying TBM 700 SN170 to the U.S. from DAHER-SOCATA's production facility in France in 2001.

Just as DAHER-SOCATA has a rich aviation heritage, Hartzell Propeller's roots go back to the early days of flying. The company traces its history to a 1914 relationship between pioneers Orville Wright and Robert Hartzell, which led to the manufacture of the first Hartzell propeller in 1917. Hartzell's first designs were used for the Glenn Curtiss Company's JN.4 Jenny.

Today, Hartzell propellers are produced using an innovative blend of sophisticated engineering analytics, certification skills and world-class manufacturing technologies. Its products are utilized on a full range of engines, including the PT6A powerplants on TBM 700s and TBM 850s.

 www.hartzellprop.com



QUIT

BACK TO
THE TABLE
OF CONTENTS

North by
Northwest

NORTH BY NORTHWEST

Northwest Aircraft began its distributor relationship with DAHER-SOCATA in 2006, serving the states of Idaho, Montana, Oregon, Washington and Wyoming. Northwest Aircraft is a division of Intermountain Air, which has been in the business of selling aircraft and parts for over 35 years.

Northwest Aircraft's DAHER-SOCATA team currently is 11-members strong, and is assisted by a total sales and maintenance organization of over 100 people. The sales department is led by:

- President & CEO: William F. Haberstock
- Chief Financial Officer: Kimberly Page
- Director of Socata Sales: Brian R. Jones
- Sales Administrator: Marie B. Palicia

Northwest Aircraft's team understands that buying an aircraft is a tremendous investment, and the person selling the aircraft must understand the issues surrounding such a purchase. Its team has over 80 years combined experience both in selling aircraft and in the aviation industry.

The company's renovated facility in Aurora, Oregon includes over 8,500 square feet of maintenance space. In June of 2006, Northwest Aircraft welcomed Michael Wright as Manager of Aircraft Maintenance – joining the team with almost twenty years of experience in aircraft maintenance and assembly.



The TBM 850 has seen rapid market acceptance, and the Northwest Aircraft's distribution network has played an important role in this acceptance. The company saw the TBM 850 as a logical extension to its existing products, and this aircraft has been viewed as a great choice for customers wanting the capabilities of a light jet, but at the operating costs of a single-engine turboprop. Since Northwest Aircraft assumed responsibility for this territory, the TBM new owner group has grown every year – with a 700 percent increase in new ownership in the company's area of responsibility since 2006.

▶ www.nwaircraft.com

Northwest Aircraft prides itself on the company's level of personal customer service. In its boutique maintenance environment, clients' questions, concerns, and personal needs come first, providing the confidence that their aircraft will be serviced correctly the first time. Northwest Aircraft's focus on high-performance single-engine turboprops offers customers focused, top-level airframe and engine support for DAHER-SOCATA aircraft. Its core business includes aircraft sales, maintenance, inspection and repair.



SECOND CUSTOMER SUPPORT NETWORK MEETING IN TARBES

The second Customer Support Network Meeting (CSNM) was held in Tarbes during January, welcoming representatives from nine service centers (Smets Aviation in Belgium; Germany's Rheinland Air Service; Aircraft Servicing of Guernsey in the Channel Islands; Switzerland's Aero Service, and MCA Aviation of the UK), three original equipment manufacturers (Garmin, Pratt & Whitney Canada, and Avtrak), along with attendees from nine countries (Australia, Belgium, Canada, France, Germany, Spain, Switzerland, the U.S. and United Kingdom).

(Picture by Daniel Bacou)

→ QUIT

→ BACK TO
THE TABLE
OF CONTENTS

→ **Customer Support
Network Meeting**

→ Garmin G1000
Software V12.01

→ TBM is EGNOS
compatible

TBM850

by DAHER-SOCATA

**GARMIN SOFTWARE V12.01**

The new V12.01 software for the G1000 avionics suite on TBM aircraft definitely improves the G1000's use. Here are some of the main features.

Profile View

The profile view is an additional map that is displayed below the standard navigation map on the MFD. This map is designed to show vertical positioning of terrain relative to the aircraft in order to increase vertical situational awareness.

Selected Altitude Arc

Based on the AP selected altitude and on aircraft trajectory (speed and wind), a blue arc is drawn on the MFD navigation map and on the PFD inset map to indicate where the aircraft will reach the selected altitude.

AUX - OEM Diagnostics

The OEM diagnostics page will not be accessible during flight.

APV-Approach

New operational capability in Europe provides the same vertical information available in North America with WAAS. (See the EGNOS story on the following page.) Refer to the TBM 850 Pilot's Operating Handbook, Section 2 Limitations, and the Garmin G1000 Pilot's Guide P/N 190-00709-04 RevA, Section 5 Flight Management.

QUIT

BACK TO
THE TABLE
OF CONTENTS

Customer Support
Network Meeting

**Garmin G1000
Software V12.01**

TBM is EGNOS
compatible

▶ NEXT

Support



QUIT

BACK TO
THE TABLE
OF CONTENTSCustomer Support
Network Meeting**Garmin G1000
Software V12.01**TBM is EGNOS
compatible

Standby Navigation Database

The dual navigation database feature allows each display unit to store an upcoming navigation database on the bottom SD card. The system can automatically load it to replace the active database when the new database becomes effective (the next cycle becomes available seven days prior to its effective date).

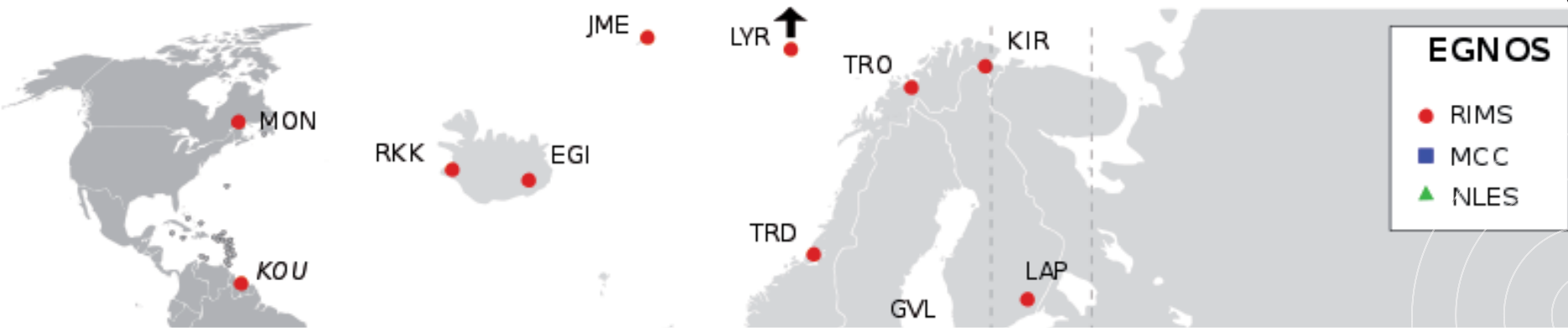
Removal of the manual control of the DB SYNC function for the Standby Navigation Database feature

Software Capability for future options

GSR 56 weather data link and satellite phone GFDS worldwide weather / Iridium satellite telephone / SMS messaging.

Enhancements:

Many of Garmin's services alerts and services advisories (SAs) have been corrected. The full list is available through the mysocata.com dedicated customer support portal.



QUIT

BACK TO THE TABLE OF CONTENTS

Customer Support Network Meeting

Garmin G1000 Software V12.01

TBM is EGNOS compatible

TBM IS EGNOS COMPATIBLE

Since last year, TBM pilots in Europe benefit from an improved GPS signal through the European Geostationary Navigation Overlay Service (EGNOS). This stronger signal is confirmed by a message which appears on both primary flight displays (PFDs). Internal system checking is performed to ensure both GPS receivers are providing accurate data to the PFDs.

EGNOS is the first pan-European satellite navigation system. It augments the U.S. GPS satellite navigation system in Europe and a portion of Africa. Just as the FAA's Wide Area Augmentation System, EGNOS enables general aviation aircraft to operate non-precision approaches without ground infrastructure.

Consisting of three geostationary satellites – two Inmarsat-3 spacecraft (one over the eastern part of the Atlantic, the other over the Indian Ocean),

and the European Space Agency's Artemis satellite above Africa – along with a network of ground stations, EGNOS achieves its goal by transmitting a signal containing information on the reliability and accuracy of positioning signals sent out by GPS. It allows users in Europe and beyond to determine their position to within 2 naut. mi.

EGNOS positioning data are freely available in Europe through satellite signals to all users equipped with an EGNOS-enabled GPS receiver.

TBM850

by DAHER-SOCATA



Introduced last year, the EGNOS “Safety of Life” service provides vertical guidance capability (APV) for any landing procedure. This service contributes to a global initiative targeting to replace the existing conventional Non-Precision Approach (NPA) landing procedures based on horizontal guidance only. One of the major aims is to improve safety while reducing controlled flight into terrain (CFIT) type accidents, which are more likely to occur in the absence of vertical guidance. This initiative applies to regional and domestic airports having no Instrument Landing System (ILS) infrastructure, and in backup of ILS over primary airports – for continued vertical guidance in all operational conditions, and when the ILS is in maintenance or out of service. In the longer term, it is expected to become the main APV navigation solution for all categories of aircraft.

The EGNOS system is fully interoperable with the equivalent North American WAAS and Japanese MSAS regional augmentation systems.



www.egnos-portal.gsa.europa.eu

QUIT

BACK TO
THE TABLE
OF CONTENTSCustomer Support
Network MeetingGarmin G1000
Software V12.01**TBM is EGNOS
compatible**

Support



QUIT

 BACK TO
THE TABLE
OF CONTENTS

 The French
"Bonanza"
MS.570 series

THE FRENCH "BONANZA" – MS.570 SERIES

At the end of World War II, the Morane-Saulnier firm was looking for an alternative to military aircraft contracts to continue its production activity during peacetime.

At the same time, many demobilized military aviators in Europe wanted to continue flying for their leisure or on business trips, and were looking to benefit from the technological progress accomplished through the production of warbirds with metal construction, streamlined shapes and very efficient flight controls.

A similar thought on the other side of the Atlantic led Ralph Harmon and his team to design the model 35 Bonanza in the U.S., with its prototype flying for the first time in December 1945. It was a relatively fast, low-wing monoplane at a time when most light aircraft were still made of wood and

fabric. Powered by a 165 hp. Continental E-185-1 engine, it had retractable landing gear.

Back in Europe, a Morane-Saulnier team led Joseph Rostaing, deputy chief designer, worked on a similar way to create a family of touring and sport aircraft based on the MS.560 single-seat aerobatic aircraft with a revised fuselage design that added a second seat located side-by-side with the pilot, and a more powerful engine.

The MS 571 prototype flying over a famous France location: the Versailles Palace

Morane-Saulnier engineers demonstrating the folding wing system in 1947

NEXT

TBM850by **DAHER-SOCATA**

The aerobatic single seater MS 563,
predecessor of the MS 571

Jean Cliquet, Morane-Saulnier's test pilot
in the MS 563 cockpit

Andrée Dupeyron – nicknamed “the flying
Grandmother” by the French news media – set a
world distance record on the MS 572

Like its predecessor, the MS.570 series involved low-wing cantilever monoplanes that incorporated the latest aircraft developments: retractable tricycle gear, metal construction, with the fuselage having a semi-monocoque structure. The cockpit was enclosed by the famous sliding bubble canopy invented by Raymond Saulnier. Additionally, to fit in the small hangars of French flying clubs, the wings could be folded.

The two-seater MS.570 flew for the first time in December 1945 with a 140-hp. inline 4-cylinder Renault 4 Pei.

Rejected by the French Air Ministry as an aircraft to revive the government-owned light aviation fleet because it was considered “too complex,” Morane-Saulnier tried to find customers for the MS.570 on the private market, but competition was too difficult when hundreds of Aeroncas, Piper Cubs and Stinsons were sold as war surplus in Europe.

The two-seater MS.570 was followed by MS.571 with the same Renault engine, adding an extra seat to the rear of the cockpit (optionally, a small bench seat), which was joined by the four-seater MS.572 powered by a Potez 4D engine.

To generate some publicity for the new aircraft series, Robert Morane convinced Andrée Dupeyron – the famous French aviatrice who inspired movies and books – to attempt to break her own world distance record with the MS.572. This record, set in 1938, was for aircraft weighing less than 3,000

lb. over a distance of 2,700 naut. mi. On May 8, 1949, she set a female world distance record for light aircraft, flying the tiny MS.572 from Mont-de-Marsan to Jiwani, in the Belouchistan province in Pakistan. Despite the achievement, this honorable 3,203 naut. mi. flight was beaten the following week by a team from the USSR.

As with other Morane-Saulnier aircraft types, the aircraft series involved a limited number of aircraft produced – a total of seven. Two of them are still in existence: a single-seat MS.563 and a MS.572, both of which are being restored.

As a result, the passion inspired by Morane-Saulnier airplanes is still very much alive.

MS 571 in figures

Powerplant: 1 × Renault 4P, 104 kW (140 hp)

Passengers: 3-4 seats

Length: 8.51 meters (27 ft. 11 in.)

Wingspan: 10.41 meters (34 ft. 2 in.)

Empty weight: 678 kg. (1,490 lb.)

Gross weight: 1,054 kg. (2,318 lb.)

Performance

Maximum speed: 258 km/h (161 mph)

Range: 1,000 km (620 miles)

Service ceiling: 6,000 m (20,000 ft)

[QUIT](#)
[BACK TO
THE TABLE
OF CONTENTS](#)

**The French
“Bonanza”
MS.570 series**



QUIT

BACK TO
THE TABLE
OF CONTENTS

TBM Fleet
Status Report

As of May 1, 2012

TBM700

Total delivered aircraft:	324
Fleet total time:	781,720hrs.
Average total time per aircraft:	2,428 hrs.
Average usage:	203 hrs./year
Average flight duration:	1.34 hrs./cycle

TBM850

Total aircraft delivered:	266
Fleet total time:	149,818 hrs.
Average total time per aircraft:	651 hrs.
Average usage:	179 hrs./year
Average flight duration:	1.49 hrs./cycle

Total TBM Fleet: 590

Total fleet time: 931,538 hrs.



Thanks for helping us keep our fleet data up-to-date.
Please record your data by clicking here:

http://www.mysocata.com/TTR/customer/fleet_track.php