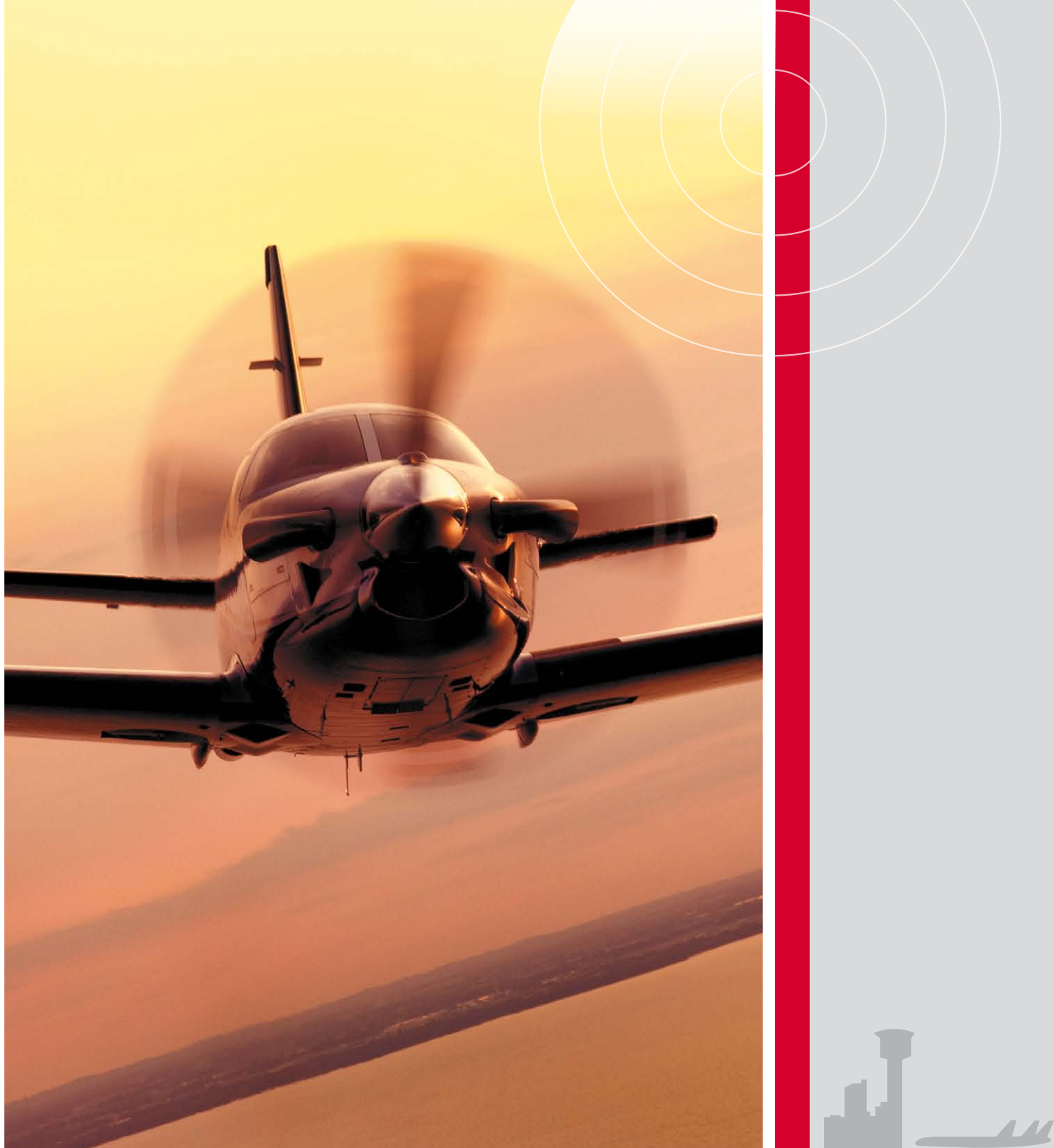


TBM850

by **DAHER-SOCATA**

NEWSLETTER
FALL 2009



**SOCATA:
FLYING THE RIGHT PATH**

The TBM850 is once again demonstrating that it is the aircraft for today and tomorrow –whether the times are turbulent or the skies are clear.

We had an exceptional year in 2008, during which DAHER-SOCATA introduced the new TBM 850 version that features a fully integrated glass cockpit, and we reached new records for both deliveries (60 aircraft) and orders.

Despite some dark clouds on the horizon, 2009 could see a level of business activity better than in 2005, during which the TBM very fast turboprop aircraft attained a leadership role in its market segment.

Nearly a century of history demonstrates that our company knows how to overcome obstacles. The solid roots of DAHER-SOCATA, combined with our organizational improvements and the excellent quality-price ratio of our products, give us the strength to continue to serve our operators come rain or shine.

Through the pages of this newsletter you will read about our latest developments:

- Certification of the Synthetic Vision Technology option on the G1000-equipped TBM 850, which increases a pilot's situational awareness;
- Development of the Mysocata website dedicated to operators, where more and more technical information will be available online almost instantly;
- New interactive tools on tbm850.com, such as a rangefinder to evaluate online travel possibilities with the very fast turboprop aircraft and a paint scheme configurator to encourage creativity and customization of our aircraft.

Be assured that at DAHER-SOCATA, we're committed to flying the right path for the future of our aircraft and our global community of owners/operators.

Nicolas Chabbert

Senior Vice-President, DAHER-SOCATA Airplane Division,
and President, SOCATA North America





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DAHER-SOCATA: FIRST PARIS AIR SHOW UNDER A NEW BRAND

The 2009 Paris Air Show provided a highly appropriate venue for DAHER-SOCATA's international debut with the company's new identity. The global gathering at Paris' historic Le Bourget Airport in June was just six months after integrated equipment and services supplier DAHER acquired a 70% majority stake in Socata. The union of DAHER and SOCATA, which already had worked together on Airbus' new A350XWB jetliner program, heralded the birth of a major new force with a significant role to play in building the aerospace industry of tomorrow.



For further information on DAHER,
visit <http://www.daher.com/cms/en>

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A VISIT FROM THE FRENCH PRESIDENT

DAHER and SOCATA were in the spotlight at the 2009 Paris Air Show when French President Nicolas Sarkozy visited DAHER-SOCATA's static display and the TBM multi-mission aircraft during his official opening tour of the biennial event at Le Bourget Airport.

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TBM MULTI-MISSION AIRCRAFT BY DAHER-SOCATA

Intelligence, reconnaissance and surveillance applications for the very fast turboprop are highlighted in a technology demonstrator at the Paris Air Show.

DAHER-SOCATA unveiled the multi-mission version of its TBM very fast turboprop aircraft at the 2009 Paris Air Show, presenting a turret-equipped demonstrator on its static display. The demonstrator exhibited was a TBM 700B Multi-Mission Aircraft (MMA), which was configured with the Thales AGILE 2 gyro-stabilized multi-sensor turret.

Located under the aircraft's aft fuselage, the electrically-driven turret is fully retractable and accommodates up to four of state-of-the-art sensors, including infrared and electro-optical systems, along with a laser rangefinder and a laser designator to mark targets.

The installation's weight is approximately 290 lbs. (131 kg.), enabling an equipped TBM 850 MMA

to carry a full fuel payload of 730 lbs. (330 kg.). With a removal time of 30 minutes, the TBM MMA can be quickly reconfigured to a passenger transport configuration.

Control of the TBM MMA's retractable turret is performed from a "plug-and-play" operator's console inside the cabin. A joystick is provided for the operator, and the console is configured to display imagery from the turret, as well as handle signal processing. A long-duration digital recording function also is available. The console is designed for installation on all TBM models, enabling both the TBM 700 and TBM 850 to perform reconnaissance, surveillance and intelligence-gathering detection missions. Easily installed on existing cabin floor hard points, the console is swapped out with the TBM's existing right intermediate seat.

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TBM PARTNERS WITH AIRBUS FOR AN EXCEPTIONAL PRESENCE AT EAA AIRVENTURE

Above at left: DAHER-SOCATA CEO Jean-Michel Léonard celebrates the A380's arrival at Oshkosh with Airbus staff, including Claude Lelaie (at right).

In the center photo: Jean-Michel Léonard joins Dr. Ian Blair Fries, owner of TBM s/n 500; Tom Enders, Airbus's CEO; Nicolas Chabbert, President of SOCATA North America; Didier Beninca, CEO of DAHER-SOCATA; and Alan McArtor, Airbus North America CEO.

Photo at right: The DAHER-SOCATA stand at EAA AirVenture.

The world's largest aviation fly-in event – EAA AirVenture – featured two DAHER -SOCATA TBM 850s: the company's corporate demonstrator; and a milestone TBM aircraft owned by a U.S. couple in the state of Delaware.

Included in the exhibits at Whittman Regional Airport in Oshkosh, Wisconsin – home of the Experimental Aircraft Association's annual AirVenture gathering – was DAHER-SOCATA's Model Year 2009 TBM850 corporate demonstrator, configured in the new "High Flyer" standard paint scheme. It was joined by a huge guest, the Airbus A380 superjumbo, which was piloted by Claude Lelaie, SOCATA's former VP of Engineering and experimental test pilot and the current Airbus Vice President of Product Safety.

A barbecue organized to welcome the Airbus crew exceeded DAHER-SOCATA's expectations. Starting with a true American-style outdoor dinner at DAHER-SOCATA's exhibit stand, it was followed by dessert served under the wings of the A380, where more than 400 guests came to mingle with aviation industry greats, famous pilots, TBM owners and celebrities.

Adding to the excitement was the presence of Harrison Ford – the world-recognized movie star who also is an avid pilot and a key supporter of the Experimental Aircraft Association's Young Eagles program. This effort brings the excitement of flying to a new generation of future pilots, engineers and aviation industry managers – and it has the strong backing of DAHER-SOCATA.

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**G1000 TBM 850
FLIGHT TRAINING DEVICE**
NOW FULLY OPERATIONAL IN ORLANDO

Located in Orlando, Florida on the U.S. south Atlantic coast, the new G1000 TBM 850 flight training device (FTD) centrally positions this simulator for TBM 850 operators throughout North America – which is the single largest geographic market for the very fast turboprop aircraft, and provides ready access for customers in Latin and Central America as well. The new training tool has a high-resolution visual system and is configured with the TBM 850's Garmin G1000 integrated avionics suite

The TBM 850 FTD's visual system uses a Redifun RASTER XT image generator with a 172-deg.-wide field of view. This advanced 60-Hz visual system offers day/dawn/dusk/ night conditions or continuous time-of-day operation. It features more than 15,000 light points per channel with 2.5-arc-minute resolution and uni- and bi-directional light point lobe patterns. In addition, the FTD integrates new functions on instructor touch screens and a new improved audio system.

TOILET OPTION NOW AVAILABLE ON DAHER-SOCATA'S TBM-SERIES AIRCRAFT

This option consists of a swap-out for the TBM's intermediate left seat with a potty seat, which can be installed and removed within minutes. The potty seat includes a flushing chemical toilet system that is widely used in the marine industry, which is optimized for easy replacement and servicing. The potty seat perfectly matches the TBM's interior leather and upholstery, and was developed in partnership with Catherineau – the Bordeaux, France-based aircraft cabin interior specialist and long-time partner of the TBM program. With no weight penalty, this option is available through the TBM international sales and support network.

PAINT YOUR TBM ON TBM850.COM

The [tbm850.com](http://www.tbm850.com) website has been enhanced with new capabilities. One of its innovations is the Configurator, an interactive tool to customize the TBM 850 with one of the three official factory paint schemes: "Classic 850", "DeLuxe," and "High Flyer." The Configurator allows users to select the perfect color combination for a TBM through a choice of 51 factory colors and with 3-D visualization. At completion, the specifications document can be printed for review and eventual forwarding to the factory. This is useful tool for current and future TBM owners, as well as a fun way for enthusiasts to become part of the TBM experience.



<http://www.tbm850.com/aircraft/configurator/index.php>



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**DR. IAN BLAIR FRIES
AND SUSAN FRIES, TBMSN 500**

The 500th TBM aircraft produced by DAHER-SOCATA is being flown by Dr. Ian Blair Fries and Susan Fries, who are President and Vice-President, respectively, of the Wilmington, Delaware-based Airborne, Inc. Painted in a special gold and white color scheme, this TBM 850 was delivered to the Fries last February, replacing the TBM 700 they previously owned. The aircraft was included in DAHER-SOCATA's presence at the 2009 AirVenture in Oshkosh, Wisconsin.

"We are very grateful to Dr. and Mrs. Fries, who have brought this symbolic 500th TBM to the 2009 AirVenture fly-in," said Nicolas Chabbert,

the President of SOCATA North America. "Their dedication is very important to DAHER-SOCATA, and is a further demonstration of our customers' loyalty to the TBM – which confirms our business outlook for the future of this very fast turboprop."

Dr. Fries is a leading personality in the U.S. general aviation community. An active pilot, he has logged more than 5,000 flight hours, and holds an ATP license with a Certified Flight Instructor Instrument rating. Dr. Fries also is a senior aviation medical examiner who chairs the Aircraft Owners Pilot Association (AOPA) Medical Advisory Panel, and he sits on the AOPA Air Safety Foundation Board.

Jean-Michel Léonard, the CEO of DAHER-SOCATA, is assisted by stewardess Caroline van Berkel in presenting the milestone TBM 850's keys to Susan and Dr. Ian Blair Fries.

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DAVE & COOKIE METZLER

A new TBM 850 has been ordered by the Carlisle Carrier Corporation's CEO Dave Metzler, which will replace his previous TBM 850 as a corporate transportation tool. This order was finalized at the AirVenture Oshkosh show in Wisconsin - where DAHER-SOCATA had a high-profile participation and numerous TBM owners and operators were present. The new aircraft for Carlisle Carrier was ordered through DAHER-SOCATA's Columbia Aircraft Sales distributor, and will be delivered before the end of 2009.

Metzler said the TBM 850 was chosen to replace his previous TBM after an evaluation of competitive jet aircraft, and his decision included advantages of the very fast turboprop transport's range and advanced flight deck.

"The TBM 850 has exactly the range we need to visit customers as far away as Minnesota - which is a 1,000 naut. mi. trip from our home base in Mechanicsburg, Pennsylvania, while also providing highly cost-efficient operations on typical 300-naut. mi. positioning trips for our teams," Metzler explained. "The warranty policy of DAHER -SOCATA also was a strong selling point."

Carlisle Carrier was created in 1990 by Metzler based on his two decades of trucking industry experience. The business started with five trailers, four owner-operators, and one customer. Today, the company employs 300 people and operates a fleet of 250 tractors and 1,000 trailers - serving 115 customers and completing 96,000 shipments annually.

Pictured at Oshkosh, from left to right:
Cookie Metzler, Ken Dono of Columbia Aircraft Sales,
and Dave Metzler.



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STEVE & JUDY **WALENZ**

This dynamic couple completed an 11,600-naut.-mi. tour of South America and the Caribbean in their TBM 850, which is their second aircraft of this type.

Their 40-day trip, organized by AirJourney, started in West Palm Beach, Florida, and included stopovers in Grand Cayman, Colombia, Ecuador, Peru, Chile, Argentina, Brazil, the West Indies, and the Dominican Republic – followed by the return to West Palm Beach.

“The most spectacular stopovers were in the old Inca capital of Cuzco, Peru, and the famous Cape Horn in Chile,” Walenz said. “This was truly an

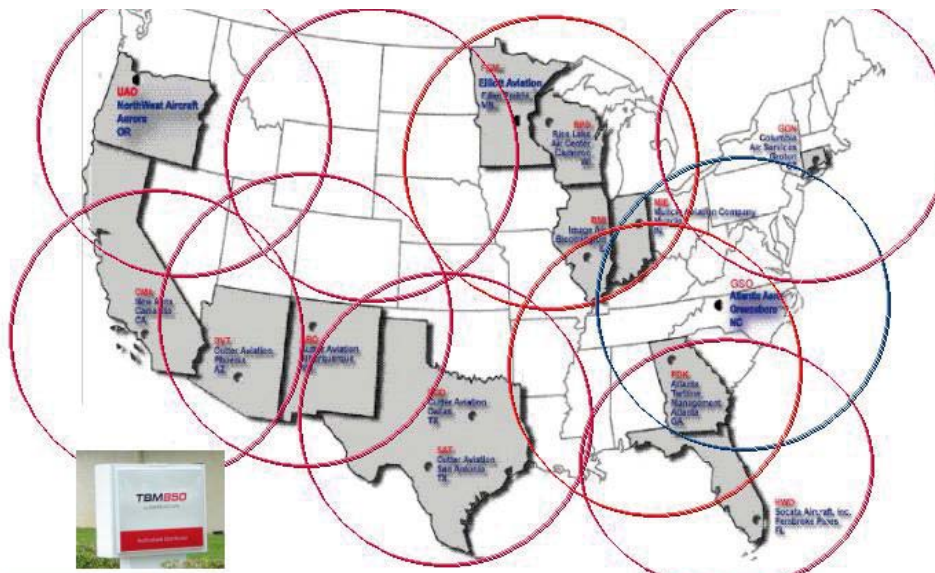
adventure of a lifetime and an accomplishment for any pilot.”

He noted that Cuzco was a challenging airport, with its 10,800-ft. altitude, combined with a difficult approach and departure. “It made me realize that I have an aircraft whose performance allowed me to handle such operating conditions.”

Walenz is an interesting character on his own, having been a competitive champion wrestler in the 1960s, then creating Monarch Oil – a leading producer of asphalt emulsions – which he recently sold.

TBM850

by DAHER-SOCATA



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Service Center for
Central Eastern USA

 Down-Under
Customer Support
Comes Up

ATLANTIC AERO, TBM SERVICE CENTER FOR CENTRAL EASTERN USA

North Carolina-based Atlantic Aero International is the newest Authorized TBM Service Center in North America – further strengthening the U.S. repair, overhaul and support network for the TBM family of very fast turboprop aircraft. The announcement of Atlantic Aero's service center selection was made during the Experimental Aircraft Association's AirVenture 2009 in Oshkosh, Wisconsin. With the addition of Atlantic Aero, DAHER-SOCATA has reached its goal of locating authorized service centers within a three-hour flight of the home airport of any U.S. TBM customer.

Created in 1971, Atlantic Aero is an FAA-Approved Aircraft Maintenance and Repair station that concentrates on high-end, full-service

maintenance for business jets and turboprop-powered transports. With a strong presence in the Eastern U.S., the company's 24-hour coverage is supported by a team of 56 technicians at Greensboro's Piedmont Triad International Airport (GSO). Atlantic Aero's business portfolio includes its role as the FlexJet fractional ownership program's primary maintenance partner. "We're proud to add the world's fastest single turboprop to Atlantic Aero's aircraft maintenance capability list, and look forward to welcoming TBM customers in North Carolina at our Greensboro facility," said Atlantic Aero President and COO Jim Spinder.

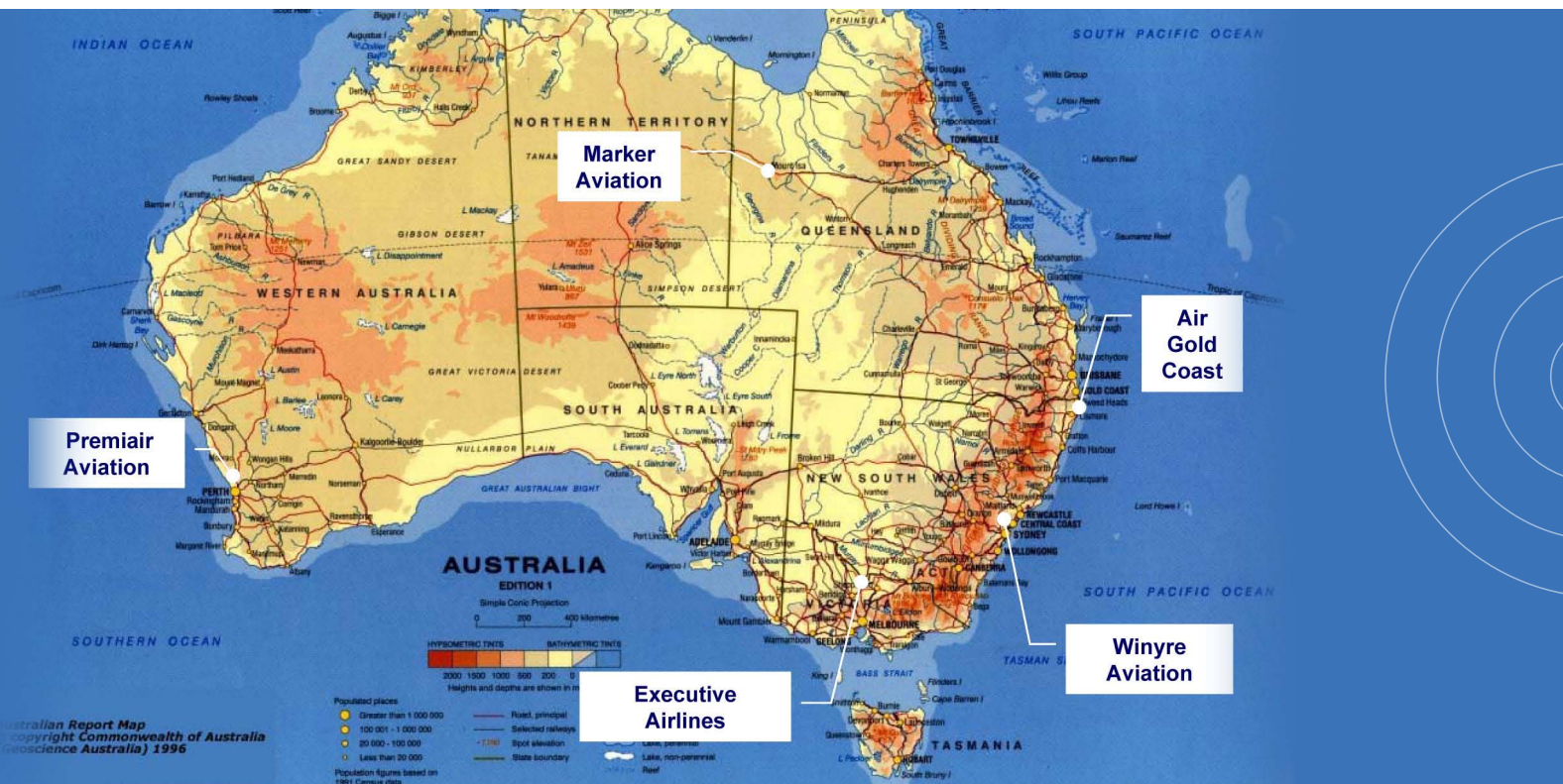
SOCATA North America President Nicolas Chabbert and Jim Spinder, President and COO of Atlantic Aero, at AirVenture 2009


www.atlantic-aero.com

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TBM850

by DAHER-SOCATA



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DOWN-UNDER CUSTOMER SUPPORT COMES UP

DAHER-SOCATA has appointed Executive Airlines Pty. Ltd. as its Area Sales Representative for TBM 850 sales in Australia and New Zealand, and also set up a comprehensive TBM spare parts inventory, valued at 96,000 Euros (140 k\$), to support the network of Australian TBM Service Centers. This inventory will be managed by Executive Airlines. In addition, DAHER-SOCATA is extending its Service Center Network in Australia to the west with a representative based in Perth (Western Australia).

This will build out the network of existing service centers located in Sydney, Gold Coast, Mount Isa and Melbourne. In March, a training session for the mechanics of the Australian Network was organized to introduce the new G1000 and GAS systems installed on the latest TBM version, in addition to a refresher course.


www.executiveairlines.com.au

network

LONG LIFE PROGRAM FOR LANDING GEAR MAINTENANCE

A new maintenance program will significantly reduce the long-term ownership costs of landing gear maintenance on TBM aircraft. Designed the "Long Life Program," it will replace the current calendar-based overhauls.

Revisions to both the Aircraft Maintenance Manual and the Landing Gear Component Maintenance Manuals were released in January 2009, making the Long Life Program available for all TBM owners. The program's most significant benefit is the elimination of the seven-year calendar overhaul. Instead, the Long Life Program is based on periodic calendar inspections and a 5,000-landing overhaul.

By basing the overhaul on landing cycles rather than calendar time, most operators will realize a considerable cost reduction during the life of the aircraft.

A typical TBM operator can realize up to \$25,000 in savings over a 10-year period. Some of the details of this new maintenance program are:

- 1-year "on wing" inspection, which takes 2 man-hours
- 5 year "on wing" inspection, involving 8 man-hours
- 10 year inspection, requiring gear removal, which takes 27 man-hours + \$600 in parts
- Gear overhaul at 5,000 landings

Depending upon landing gear age and overhaul status, the transition to the Long Life Program is accomplished via an initial inspection, and in some cases, a seal replacement (applicable to landing gear in service prior to 2002 and not previously overhauled).

Details of the transition requirements are provided in the latest release of the Aircraft Maintenance Manual.

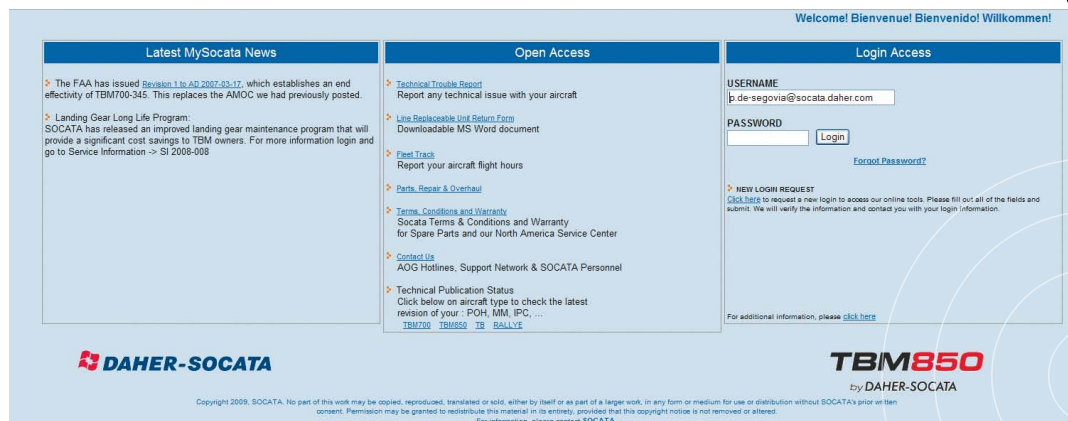
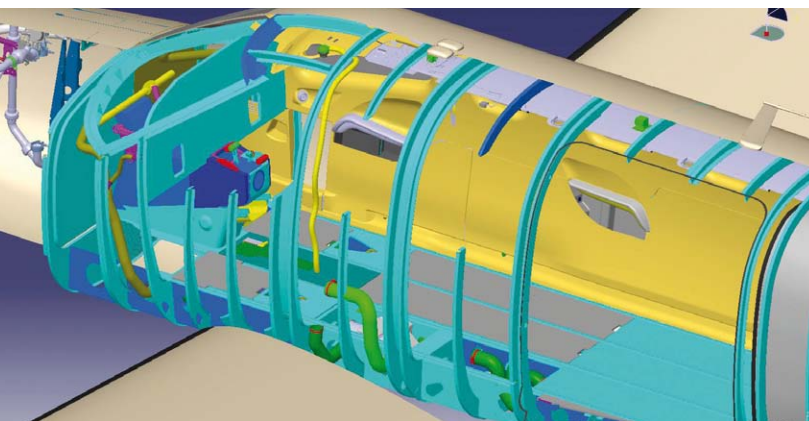


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MYSOCATA.COM

The www.mysocata.com web has been created by DAHER-SOCATA in response to the Customer Service and Sales Departments' desire to open a direct communications channel with customers and the support network.

Latest MySocata news provides frequently updated news items that offer an overview of general activities and developments from the Customer Service side.

Open Access is a useful link for everyone:

- The Technical Trouble Report (TTR) is recommended for those who encounter a technical difficulty on an aircraft. Data provided by users are directly analyzed by the General Aviation Division. These TTRs are the most useful tools in responding to customers' technical issues, as well as in overall product improvement and to ensure continued airworthiness. It should be used whenever necessary by operators, maintenance shops and pilots – but only for technical troubles. One TTR should be submitted per technical issue, and all the requested information needs to be filled out for the report to be considered valid.
- Parts, Repair and Overhaul gives information and flat rates on components repair services.

- Warranty provides gives terms and conditions for the warranty.
- Part Pricing offers direct access to the Customer Service Division to address parts pricing issues, and provides a means to when it is believed that a part is not priced appropriately.
- Contact Us opens up contacts with the network and DAHER-SOCATA staff.

Login Access is a privileged portal for customers and the network. Following a request for login, DAHER-SOCATA will provide access, based on the users' needs and requirements, for:

- On-line documentation (For TB and TBM aircraft: Service Bulletins, Service Letters and Service Information Letters, as well as the TBM Illustrated Parts Catalog).
- On-line manufacturer's suggested retail price catalog for new parts.
- Mailings and service information from DAHER-SOCATA .
- Technical publication status to check the latest revisions of the POH, MM and IPC.

Note: During the creation or update of a "Profile," users are asked to make sure they check the appropriate box in order to be notified of all new Service Bulletins posted on the portal in real time.



www.mysocata.com



RALLYE, FIRST FLIGHT OF “EVERYMAN’S PLANE”

Fifty years ago, France’s economy was booming, and the “yeyes” French rockers were rolling over older generations. On June 9, 1959, Morane-Saulnier test pilot Jean Cliquet flew the MS 880 aircraft – which became the prototype for the future Rallye Series. Morane-Saulnier’s engineers thought it was time to phase out the tricky trail-draggers and old Stampe biplanes that were being used in flying clubs, replacing them with a light aircraft for the baby-boomer generation that was easy to handle, totally safe and fun to fly. They used several technologies developed by Morane-Saulnier for fighter aircraft: a sliding canopy, leading-edge automated slats, double-slot fowler flaps, and a trailing-link tricycle landing gear. They worked on it on their spare time to achieve the prototype’s construction on the eve of the Paris Air Show.



www.flyrallye.com

But the Morane-Saulnier team had to overcome some obstacles. The French civil aviation administration’s competition to select a safe trainer for flying clubs rejected the project, the company boss Raymond Saulnier wasn’t overly impressed with the “ugly duckling” created by its engineers. Only after a European demo tour organized in the spring of 1960 generated more than 500 inquiries that the Morane-Saulnier management decided to launch an improved and streamlined version, the MS 880B Rallye Club. This aircraft ultimately led to a family of 30 models, which provided impressive STOL (short takeoff and landing) performance – as the Rallye holds claim to an unofficial record of landing on a 60-ft.-long red carpet. It was industrially produced using automotive industry know-how to achieve car-like pricing (around 30,000 euros at today’s values). In total, 3,298 were produced – the largest output ever for a European general aviation aircraft, with its output coming to an end in 1994 with the last batch of Rallye 235-hp. versions.

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**MILITARY AEROBATIC
TEAM ENTERS ITS
20TH SEASON
WITH THE DAHER-SOCATA
PISTON-ENGINE TRAINER**

A "family" photo with members of the 2009 "Cartouche Doré" team: Navy Ensign Florent "Brouck" Werbrouck; Air Force 1st Lt. Cyril "Brutus" Baston; Air Force Capt. Bruno "Mickey" Lechartier; Air Force 1st Lt. Sébastien "Berny" Berneyron; and Air Force 1st Lt. Alexis "Bunny" Busque.

This year marks the 20th anniversary of the French Air Force's "Cartouche Doré" aerobatic team, which has operated with the DAHER-SOCATA's TB 30 Epsilon piston engine trainer since its creation two decades ago at the Cognac air base.

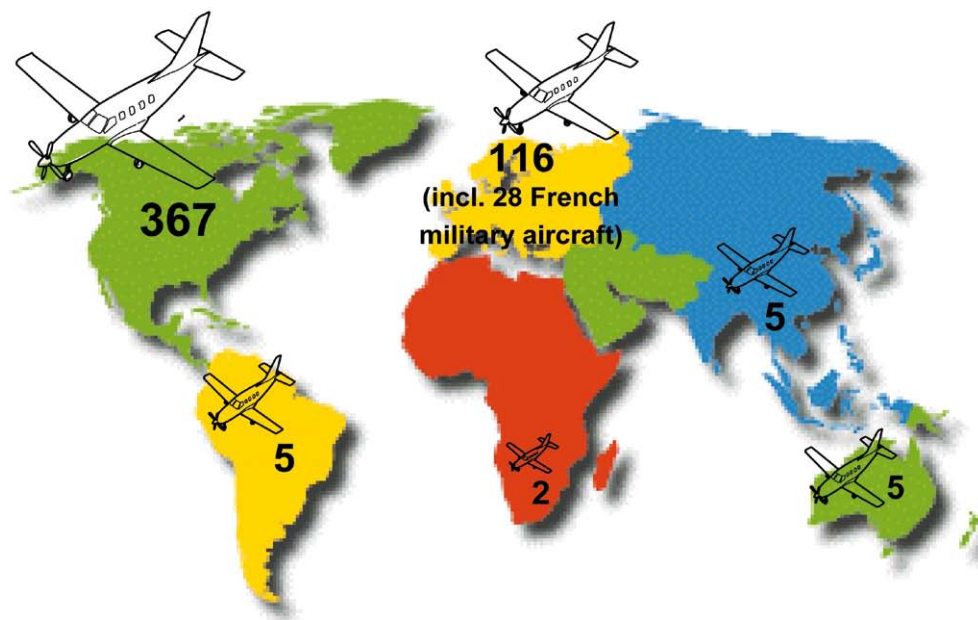
As one of three official French Air Force display teams, the "Cartouche Doré" participates in approximately 30 air shows each year. Its establishment at Air Base 709 in Cognac, France during June 1989 was in honor of the TB 30 Epsilon's 100,000 flight hour

milestone. The team was formed by the 315 Training School, which subsequently became the French Air Force's flight school.

DAHER-SOCATA produced the TB 30 Epsilon at its Tarbes, France factory, and the company provides logistics, engineering follow-up and maintenance for the aircraft in French Air Force service.



www.cartouche-dore.com



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- **TBM Fleet Status Report**

TBM700

Total aircraft delivered:	324
Fleet total time:	667,599 hrs
Average total time per aircraft:	2,080 hrs.
Average usage:	213 hrs./year
Average flight duration:	1.35 hrs./cycle

TBM850

Total aircraft delivered:	176
Fleet total time:	63,626 hrs.
Average total time per aircraft:	475 hrs.
Average usage:	228 hrs./year
Average flight duration:	1.54 hrs./cycle

Note: Data current as of October, 2009.



Help us keep our fleet data up to date.
Please record your data by clicking here:
http://www.mysocata.com/TTR/customer/fleet_track.php