TBM850

by DAHER-SOCATA

NEWSLETTER
SPRING 2010

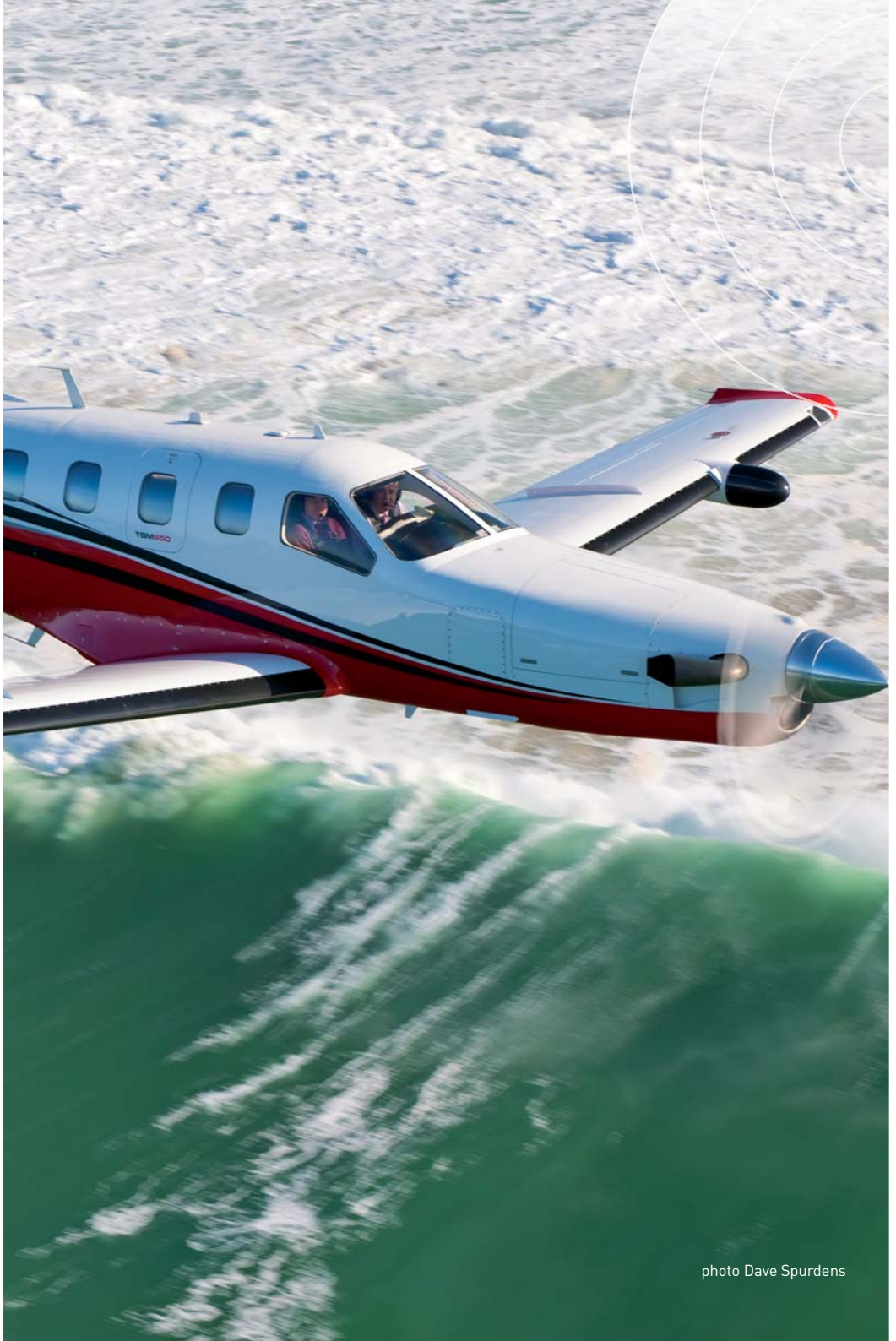


photo Dave Spurdens

EDITORIAL

SOCATA: SPRINGTIME NEWS

After a winter that seemed much too long for many of us, Spring has spread its wings at last. This new season began with a series of key air shows: Aero and EBACE in Europe; FIDAE in Chile; and Sun'n Fun in Florida. All of them demonstrated the renewed interest for our TBM 850 very fast turboprop...which continues to be a sure value in times of crisis.

April was very promising month, with several new TBM 850 sales. Is this a sign of the much-expected recovery? Recent events make it seem premature to think the global financial crisis is over, as news on both sides of the Atlantic show just how fragile the world economy is today.

In our latest Newsletter, you will learn how we are continuing to expand DAHER-SOCATA's activities: delivering TBM 850s in new geographic areas – including Nigeria – for various types of customers. In parallel, we keep developing our network of service centers, providing world-class service to our customers.

Rheinland Air Services, our new sales and service center for Germany, will strengthen our presence in this country, which is home to the second largest TBM fleet in Europe. We now are looking to expand our presence in Latin America and Southeast Asia by establishing service centers in Chile, Mexico and Singapore, respectively.

Another topic is our constant commitment to share information, and we're unveiling some of our backstage activity in the field of technical documentation. We even realized that many owners of G1000-equipped TBM 850s were unfamiliar with the Garmin Data logger.

As you read through this Newsletter, please keep in mind that all of us at DAHER-SOCATA remain committed to serving our customers, and we look forward to hearing from you.

Nicolas Chabbert
Senior Vice-President Airplane Division
DAHER-SOCATA

Some members of the SOCATA North America Customer Support Team: N. Chabbert, C. Holomek, P. Santoro, A. Prem, M. Kim

CONTENT

photo A. Paringaux

Editor: Philippe de Segovia, DAHER -SOCATA • Editorial consultant: Jeff Lenorovitz, The InfoWEST Group • Graphics: B-EST, Emerainville, France • Publisher: SEES, Lognes, France •

QUIT

BACK TO THE TABLE OF CONTENTS

TBM 850 at Marrakech Aero-Expo

DAHER-SOCATA will upgrade France's TBM military fleet

Exciting new videos

2010 Young Eagles

TBM 850 AT MARRAKECH AERO-EXPO

DAHER-SOCATA brought the TBM 850 Very Fast Turboprop business aircraft for its public debut in Morocco with the company's participation at Aeroexpo Marrakesh, held during January at Marrakesh-Menara Airport.

This trade event showcased Morocco's role as a dynamic country in North Africa, where economic development and a growing tourism base has created the need for small, fast and highly efficient business aircraft.

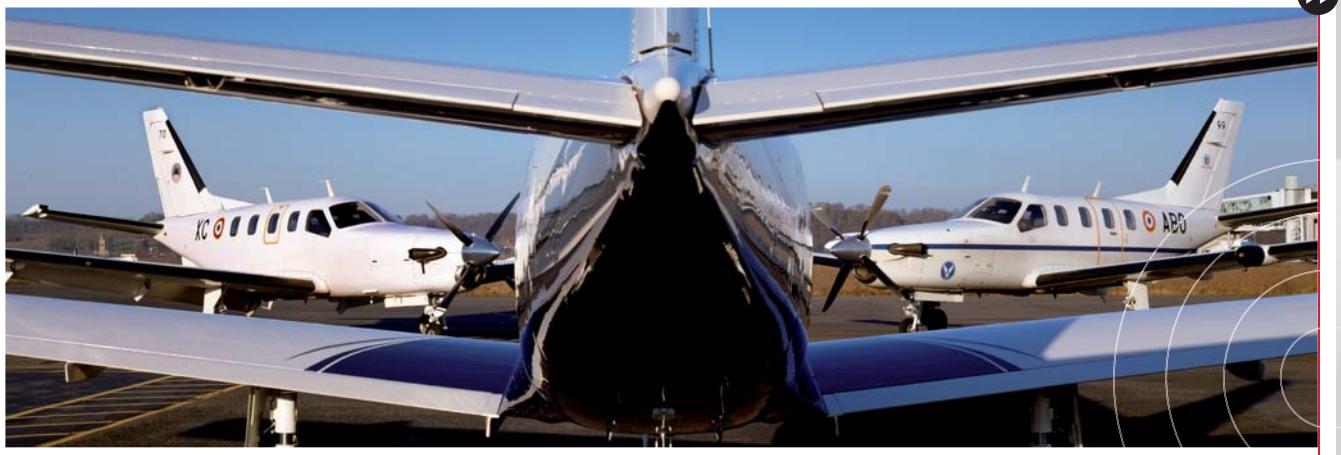
DAHER-SOCATA's TBM 850 responds to these air transport requirements, offering a range of 1,410 naut. mi. at maximum cruising speed with six persons aboard, linking Marrakesh to such cities such as Paris, Geneva or Tunis without the need for a stopover.

As a highly versatile aircraft, the TBM 850 also serves as a multi-mission platform, with its capability to be easily adapted for air ambulance service and outfitted for surveillance duties in government operations.

Approximately 10 DAHER-SOCATA aircraft currently are in service in Morocco. This includes the TB 20 Trinidad fleet operated by flag carrier Royal Air Maroc for ab-initio pilot training, and the Moroccan Royal Military Police's TB 21 Trinidad GTs, which are flown for surveillance tasks.

TBM 850 at Marrakech Airport.
TB 21 of the Moroccan Royal Military Police

QUIT
BACK TO THE TABLE OF CONTENTS
TBM 850 at Marrakech Aero-Expo
DAHER-SOCATA will upgrade France's TBM military fleet
Exciting new videos
2010 Young Eagles



DAHER-SOCATA WILL UPGRADE FRANCE'S TBM MILITARY FLEET

In February, DAHER-SOCATA announced its selection by the French Ministry of Defense for an avionics renovation and associated upgrade services on a majority of the TBM 700s in service in the French Armed Forces.

photo A. Gonin

This contract, awarded by country's DGA military procurement agency, covers the modernization of 14 French Air Force TBM 700As, seven TBM 700As and three TBM 700Bs of the French Army Aviation, along with two TBM 700As of the country's CEV Flight Test Center.

The work involves the supply and installation of a full Garmin G1000 avionics suite, including a GFC 700 fully-digital autopilot.

The transformation will upgrade all 26 TBM 700s – of which certain older aircraft are still equipped with electro-mechanical instruments – to the avionics standard of DAHER-SOCATA's current-production TBM 850. This modernization will meet civilian airworthiness standards, and is to be certified by the European Aviation Safety Authority (EASA) – easing the integration of these aircraft in the international air traffic system.

The contract also includes the following services linked to the modification:

- Installation of the Iaero-supplied Apibox Flight Data Recorder system on all aircraft,
- Replacement of the Emergency Locator Transmitter by a compact Artex ME406,
- Weather radar replacement and stormscope installation,
- Upgrade of passenger cabin outfitting, and
- Training of pilots and engineers on the new avionics systems.

The work started with the modification of a civilian prototype in April, and will be followed by transformation of the first military TBM 700 this August. The final aircraft is expected to be completed in June 2014.

QUIT
BACK TO THE TABLE OF CONTENTS
TBM 850 at Marrakech Aero-Expo
DAHER-SOCATA will upgrade France's TBM military fleet
Exciting new videos
2010 Young Eagles

EXCITING NEW TBM 850 VIDEOS

Three exciting TBM 850 video clips are now available on tbm850.com website:

- "Turbine Comfort Zone," which is a video development of the tagline for our 2010 advertising campaign,
- "State of the Art," presenting the TBM 850's avionics,
- "Reliable Pratt & Whitney" puts a focus on the TBM's turbine engine, and
- "Atlantic Crossing" is an account of a ferry flight from Tarbes, France to the New York area.

These videos were produced by our long-time partner Craig Peyton from EarthFlight Media. Born in 1953, Peyton is a Jazz vibraphone player and drummer by training and a pioneer of the digital computer keyboard. Peyton's production, writing, and arranging skills have contributed to many hits in the 1980s and 1990s. He worked with artists such as James Brown and wrote music scores for TV programs such as Friends, the Smithsonian, PBS' Nature series, along with many TV productions and jingles.

In 1991, Peyton founded EarthFlight Media, a multi media production and music company that combined his passion for flying, filming and music. A 5,000-hour instrument rated pilot, Peyton learned the craft of aerial cinematography flying his aircraft, a Mooney 201, while filming a full length music video to support his "Latitude, 40 Degrees North" audio CD.

Peyton's aerial photography has contributed to many films like "The Punisher" with John Travolta, as well as music videos for JayZ, Beyonce Knowles and TLC, along with as numerous TV and feature releases.

New TBM 850 videos can be viewed online at:

http://tbm850.com/multimedia/videos/videos.php

QUIT
BACK TO THE TABLE OF CONTENTS
TBM 850 at Marrakech Aero-Expo
DAHER-SOCATA will upgrade France's TBM military fleet
Exciting new videos
2010 Young Eagles

2010 "YOUNG EAGLES" SCHOLARSHIPS WINNERS NAMED

Kylie Fencil of Wisconsin Rapids, Wisconsin, and Cory Ravetto of Kalispell, Montana, will receive work internships of a lifetime as the recipients of this year's EAA/DAHER-SOCATA International Scholarships.

Kylie Fencil is a second-year student at Fox Valley Technical College in Appleton, Wisconsin. She described being selected for the SOCATA summer internship in France as a dream come true. Fencil currently is studying interior design at Fox Valley Technical College, with an emphasis on commercial design.

Cory Ravetto is a sophomore at Embry Riddle Aeronautical University's Prescott campus in Arizona, majoring in aerospace engineering. His engineering goal is to work on the design of aircraft or to become involved in the definition of spacecraft control systems. Ravetto said he was inspired to apply for the internship by the experience of Karl Parsons, a 2009 EAA/SOCATA intern who also is a student at Embry-Riddle in Prescott.

This internship program is now in its fourth year. Each recipient receives a five-week assignment at DAHER-SOCATA's Tarbes facility in France, followed by a week at the EAA Air Academy in Oshkosh to help SOCATA during the EAA AirVenture air show. All travel, lodging, and work experience is included, as well as a side trip to the Airbus facility at Toulouse. For an aspiring student working towards a career in the aviation industry, it truly is a great experience.

2010 will be the fourth year that DAHER-SOCATA is providing American students the chance to study abroad. Both of the selected interns will have the opportunity to interact with SOCATA employees as part of a unique cultural exchange.

For more information on EAA and its programs, visit:

www.eaa.org

For continual news updates, connect:

http://twitter.com/EAAupdate

WARWICK HAWKSWORTH, SN 521

The first G1000-equipped TBM 850 delivered to an Australian customer

Pictured: Warwick and Katrina Hawksworth of Capstone Financial services. (Photo: SOCATA)

DAHER-SOCATA delivered its first G1000-equipped TBM 850 very fast turboprop aircraft to an Australian customer in March.

Receiving the TBM 850 was Warwick and Katrina Hawksworth of Capstone Financial services. The independently-owned and operated organization was formed in July 2002 and has rapidly grown to become one of Australia's leading financial planning licensees.

"We selected the TBM 850 after several years of marketing research, which determined that DAHER-SOCATA's very fast turboprop was the best in speed, low operating costs and short-field operations," Hawksworth said. "A meeting with DAHER-SOCATA representatives at the 2009 Avalon Air Show ensured us of the company's commitment to support and reliability."

The TBM 850 for Hawksworth is a model year 2010 aircraft, equipped with the Garmin G1000 avionics suite – which replaces traditional instruments with large liquid crystal display (LCD)

NEXT

QUIT
BACK TO THE TABLE OF CONTENTS
Warwick Hawksworth, SN 521
Nigeria College of Aviation Technology, SN 534
customer profiles

QUIT

BACK TO
THE TABLE
OF CONTENTS

Warwick Hawksworth,
SN 521

Nigeria College of
Aviation Technology,
SN 534

customer profiles

screens. It integrates the primary flight, navigation, weather, traffic, ground proximity and technical information on the aircraft, and is fully associated with a digital autopilot. This reduces pilot workload and eases maintenance – making the TBM 850 one of the world's most advanced light business aircraft. The Garmin G1000 avionics suite has been integrated as standard equipment on the TBM 850 since 2008.

Hawksworth flew his new TBM 850 from DAHER-SOCATA's production facility in Tarbes, France to Melbourne, Australia with SOCATA pilot Gilles Bellot. This trip of more than 10,000 naut. mi. was accomplished in 37 hours, with several stopovers.

Capstone Financial Services provides its financial advisers with one of the broadest approved product lists in the Australian market. Starting with an initial five offices, the company has more than 70 locations in Australia today. This fast growth generates a significant travel requirement across Australia from its Melbourne headquarters, which ultimately created the need for a new aircraft.

Warwick and Katrina Hawksworth
of Capstone Financial services. (Photo: SOCATA)

QUIT
BACK TO THE TABLE OF CONTENTS
Warwick Hawksworth, SN 521
Nigeria College of Aviation Technology, SN 534

NIGERIA COLLEGE OF AVIATION TECHNOLOGY, SN 534

DAHER-SOCATA has supplied a new TBM 850 very fast turboprop aircraft to the Nigerian College of Aviation Technology (NCAT), which will be used primarily for advanced airline transport pilot (ATP) training courses.

Based at Zaria in Kaduna State, NCAT is a long-time DAHER-SOCATA customer – with a fleet of 17 Tampico TB9s for elementary training, five TB20 Trinidad GTs for commercial and instrument training, as well as a cockpit procedure trainer based on TB20 Trinidad GT.

The TBM 850 for NCAT, which is one of DAHER-SOCATA's model year 2010 aircraft, will be used for the ab-initio airline transport pilot training course. This course is positioned between the college's multi-engine training phase and its airliner type-rating course, thus preparing student pilots for high-performance aircraft.

"We're proud that our TBM 850 has been selected by NCAT to train future airline pilots," stated Nicolas Chabbert, DAHER-SOCATA's Senior Vice President, Airplane Division. "It's interesting to note that NCAT's conclusion about the value of our very fast turboprop aircraft family for advanced pilot ratings was the same that we reached 18 years ago when conducting experimental courses with the French Civil Aviation College."

NEXT

QUIT

BACK TO
THE TABLE
OF CONTENTS

Warwick Hawksworth,
SN 521

**Nigeria College of
Aviation Technology,
SN 534**

Philippe Laforest, DAHER-SOCATA's Director of Aircraft Sales Administration; Ibrahim Hirse, NCAT's Head of Quality Control; Olivier Grabe, DAHER-SOCATA's Customer Support Manager; Christophe Manshop, NCAT's Head of Flight Maintenance; Guillaume Montreau, DAHER-SOCATA Director of Sales, and NCAT flight instructor Capt SA Caulcrick. (photo DR)

The DAHER-SOCATA aircraft combines the typical performance of a jet – a maximum cruising speed of 320 KTAS, a ceiling of 31,000 ft. – with the economic direct operating costs of a turboprop engine.
"Changes in global aviation training required a repositioning of our college to meet the demands of the 21st century," said Captain Adebayo Araba, Rector Chief Executive of NCAT. "New equipment such as the TBM 850 will enable us to raise the level of our training to the highest international standards, which is a key to our overall strategy."

NCAT is the leading aviation training institution in western Africa. It was established as a joint program between the Federal Government of Nigeria, the United Nations Development Program, and the International Civil Aviation Organization. The college's first graduating class in 1968 was composed of 22 students. Today, it graduates an average of 160 students per year in the following fields: air traffic and communication services, aeronautical telecommunications, aircraft maintenance engineering, cabin crew and pilot training, as well as aviation management for the civil aviation industry.

QUIT

BACK TO
THE TABLE
OF CONTENTS

Rheinland Air Services, the new distributor for Germany & Austria

Columbia Aircraft Sales, sales champion again

Michel Adam de Villiers: 10 years in America

Johannes Graf von Schaesberg, CEO of RAS, shakes hands with Nicolas Chabbert DAHER-SOCATA's Senior Vice President Airplane Division (photo Jean-Michel Bossuet/A&P)

RHEINLAND AIR SERVICE IS THE NEW TBM DISTRIBUTOR FOR GERMANY AND AUSTRIA

DAHER-SOCATA has appointed Rheinland Air Service (RAS), headquartered at Düsseldorf-Mönchegladbach Airport, as the distributor, service center and parts supplier for its TBM range of aircraft in Germany and Austria. This announcement was made at the 2010 AERO International Aviation Trade Show, which was held in Friedrichshafen, Germany during April.

In addition to its distributor contract, RAS has ordered two Model Year 2010 TBM 850s, which will be delivered later this year. One will be utilized as a demonstrator for RAS and is to be based at Düsseldorf-Mönchegladbach Airport, while the other will be available for sale.

RAS is an established maintenance center for regional airliners in Germany, and has extended its expertise to business and general aviation services – including spare parts distribution, avionics repair and aircraft sales. Additionally, RAS has FBO (fixed-based operator) operations at Düsseldorf-Weezee and Düsseldorf-Mönchengladbach airports, delivering avgas and jet fuel. More recently, RAS expanded into operating the Business Aviation Terminal at Munich Executive Airport (formerly Oberpfaffenhofen).

www.ras.de

COLUMBIA AIRCRAFT SALES, SALES CHAMPION AGAIN

Art Maurice, CEO of Columbia group of companies (photo Jim Winn)
Ken Dono, Director of Sales, who was distinguished as the TBM850 "Most Valuable Player" in 2008 (photo Socata).

Groton, Connecticut based Columbia Aircraft Sales, a division of Columbia Air Services, turned an economically challenging year into a winning year with the sale of eight new TBM 850's.

"Because our goal is long-term fulfillment, we offer objective and unbiased information to match our customer with the appropriate aircraft, based on his or her individual needs. Satisfaction in the form of safety, mission appropriateness, after the sale support and investment, are the principal reasons why so many aircraft buyers and sellers become repeat Columbia customers and life-long friends," explained Ken Dono, Director of Sales, who was distinguished as the TBM850 "Most Valuable Player" in 2008.

Columbia Aircraft Sales is the exclusive distributor for new TBM850's from Virginia through Eastern Canada. In addition to new aircraft, Columbia Aircraft Sales offers "select experienced" aircraft for those buyers not yet ready for new.

From its main location in Groton, Connecticut, Columbia Air Services (the sister company, and authorized Daher-Socata Service Center), continues to be one of the world's largest PT6 Service Centers. Today, the Columbia group of companies has over 100 employees and operates five FBOs.

www.columbiaaircraftsales.com

QUIT
BACK TO THE TABLE OF CONTENTS
Rheinland Air Services, the new distributor for Germany & Austria
Columbia Aircraft Sales, sales champion again
Michel Adam de Villiers: 10 years in America
network

MICHEL ADAM DE VILLIERS, 10 YEARS IN THE USA

To celebrate the 10th year of U.S. presence for Michel Adam de Villiers, our Vice President of Sales and one of SOCATA North America's popular figures, we asked a talented and devoted TBM customers – Susan & Ian Blair Fries (TBM 850, SN 500) – to unveil a bit of his personal story:

On the right picture: David Lau, TBM owner and director of the EAA Foundation, "first man on the moon" Neil A. Armstrong and Michel before a TBM ride in 2003.

"Our transatlantic flight was late in arriving in Madrid from Miami. The three of us were swaddled in winter clothes, as we expected cold February weather in southern France, and were carrying baggage. [The prior two times I journeyed to Tarbes my luggage was lost. So my wife and I were taking no chances and were lugging heavy bags. I noted Michel did not check anything, and wisely took everything in the cabin.] And now were we rushing through the hot terminal to make our connection to Toulouse, and ultimately Tarbes. Our airplane parked at a gate that seemed as far as possible from the next flight. We walked, ran, took several moving escalators, then a train, [but no boat]. Sweating profusely...we missed our connection."

"Michel, ever resourceful, made arrangements for us to fly to San Sebastian on the Atlantic coast, where he hired a taxi to cross the border to France, then rented a car, and made it to Tarbes for dinner! We never would have known how to arrange such a detour. [Of course, my luggage was lost for the third time!]"

"Michel has been the face of DAHER-SOCATA, and a consummate sales director to us, because he is a dear friend. Purchasing a plane is a very personal event. A TBM has been an important part of our family for more than 10 years. And the plane we chose has to have the personality of someone like Michel. Michel begrudgingly accepted the names we gave our planes, 'Briggite' and 'Babette,' explaining that planes are considered masculine in French."

"Over the years, we have learned much from Michel about French culture, and particularly about a location in the Indian Ocean called Reunion Island. A Department of France, well south of the Equator, Michel was surprised

NEXT

I considered the island famous - at least to those of us in medicine. It was the site of the chikungunya epidemic which was expertly contained in 2006."

"Michel's ancestor was probably a French Corsair sent to the island by King Louis XV. His progeny became distinguished sugar cane producers."

"His father followed another Reunion tradition - aviation. The island has produced many distinguished pilots, including Roland Garros." [Garros flew Morane-Saulnier aircraft as early as 1913, and developed the first through-the-propeller machine gun with that company. Morane-Saulnier later became SOCATA.]

"Passionate about flying, Michel's father journeyed to Carcassonne, France to train at the national civil aviation training center. While obtaining his flight instructor's rating there, he met Michel's mother, fell in love...and Michel was born in Carcassonne."

"When the family returned to Reunion, Michel's father continued as a distinguished pilot. The Saint-Denis-de-la Réunion Flying Club is named after him: Adam de Villiers."

"It was hard to avoid aviation in his family. Two brothers became fighter pilots. Both now fly Airbus airliners on scheduled service between Reunion and France."

"Michel was more interested in aviation engineering. He studied and earned his degree from ENIT, the National School for Engineers, in Tarbes, France. He taught physics in the French South Pacific. An innovator, he did not teach strictly from the textbook as did other teachers at the school, but based his course instead on experiments and demonstrations. His students' results at the end of the course were extremely favorable!"

"He became a well-received student 'blue collar' intern at the SOCATA plant in Tarbes. Soon, he was promoted to manager of the elementary parts department – a position he held for several years. His knowledge of aircraft manufacturing and his connection with people on the production line was obvious whenever he conducted a factory tour for visitors, and Michel was proud of SOCATA manufacturing. It was clear that he was liked and respected throughout the factory. It was a special pleasure to have him as our personal guide last February - not only in the plant, but at a wonderful wine and fondue dinner in Pau."

"Michel next took his expertise in another direction - though still at SOCATA - when he moved to sales in 1995. His extensive knowledge of the TBM, and his infectious personality, made him an excellent choice for a new aviation career. He joined Terry Winston, the California TBM distributor, and then moved to Florida, where he remains the Director of Sales for DAHER-SOCATA."

"At home in Florida, Michel is a consummate fisherman: just ask him the size of the shark he recently caught. He flies model airplanes, and has a spotless garage of tools that could grace the cover of a magazine."

Congratulation to Michel de Villiers. May his career with DAHER-SOCATA be a continued and well-deserved success!

QUIT

BACK TO THE TABLE OF CONTENTS

Rheinland Air Services, the new distributor for Germany & Austria

Columbia Aircraft Sales, sales champion again

Michel Adam de Villiers: 10 years in America

QUIT
BACK TO THE TABLE OF CONTENTS
Documentation
Data logging option on G1000

DAHER-SOCATA DOCUMENTATION KEEPS MOVING

DAHER-SOCATA's Technical Documentation and Integrated Logistics Support Team (from left to right): Christian Delaunay, Michael Machon (intern), Christine Puel, Josiane Loubère, Patrice Viau, Alain Medina, Gilbert Mora, Jean-Luc Allard, Marie-Hélène Schklar. Not shown: Hélène Châ.

Aviation documentation was sometimes viewed as a somewhat obscure and boring activity for archivists. In the past 15 years however, documentation services has made a significant move from the "paper world" to the "digital realm," where information is delivered almost instantly to all operators throughout the world. And this evolution is still on the move with constant progress in technology – especially at the systems level – and also because the old scheme of one-way communications from the aircraft manufacturer has developed into a two-way flow, with operators and maintenance people now able to send in their data. All of this is supporting the common goal of further improving safety and efficiency for TBM operations.

The DAHER-SOCATA Airplane Division's documentation team is a group of nine specialists, including a graphic artist, three technical writers, one maintenance engineer and

NEXT

QUIT
BACK TO THE TABLE OF CONTENTS
Documentation
Data logging option on G1000

three assistants. In addition, this team benefits from the presence of Charlie Holomek, SOCATA North America's Vice President of Customer Support, for English/American language issues. The team is leaded by Marie-Hélène Schklar, an aviation documentation expert who started her career as a technical translator in the oil industry before joining SOCATA in 1999. Later, her expertise took her to the head of Eurocopter's documentation systems, but she preferred returning to SOCATA in 2007. "At DAHER-SOCATA, we have a unique opportunity to integrate the knowledge of different activities (avionics, airframe, powerplant and systems) and to have a better understanding of the evolution of our job. It's just about passion," she said.

Marie-Hélène's team of experts covers several missions. This includes editing and delivering the mandatory information according to international ICAO rules for all certified aircraft. Besides ADs (Airworthiness Directives), which are edited by the aviation authorities (the FAA in the U.S. and EASA for Europe), there are the manufacturer's technical publications known by acronyms such as POH (Pilot Operating Handbook), the MM (Maintenance Manual), and SB (Service Bulletins). All of these address safety matters, and they are living documents with official validity dates.

In addition, the team manages the aircraft manufacturer's information needed for customer maintenance and training, such as the IPC (Illustrated Parts Catalogue), SIL (Service information letters), flight training agendas, etc.

A more recent addition to this world are the two-way communication tools that use the privileged links between aircraft manufacturers and operators in order to share technical and safety data among all players: pilots, operators, service centers and maintenance personal. These are:

- The TTR (Technical Trouble Report), which allows operators to report any technical issue with their TBM, and
- TBM Fleet Tracking, which enables operators to communicate flight hours data for a good overview of the fleet operations.

The development of retrofit solutions makes the documentation task increasingly complex. Keeping things simple for the operator is a priority for the DAHER-SOCATA documentation team.

The most visible part of this evolution, is the amount of information now available on-line through the www.mysocata.com. And all DAHER-SOCATA Technical information is available free to its customers and partners.

The most visible improvement that comes with online documentation is the possibility to directly check the latest revisions of POHs, MMs and IPCs for all three families of SOCATA aircraft: the TBM700 and TBM850, the TB series, and Rallye.

Looking to the future, the DAHER-SOCATA documentation team is now preparing for new challenges, including the material necessary to support retrofit packages.

The numbers speak for themselves: in 2009, the company's documentation team edited 31,260 pages for a total of 53,932 pages published.

QUIT
BACK TO THE TABLE OF CONTENTS
Documentation
Data logging option on G1000

REPLAY YOUR FLIGHT WITH G1000 DATA LOGGER

The TBM 850's G1000 avionics system can store multiple flight, airframe and engine parameters to an SD card with the availability of software Version 9.14. Pilots can access this information to monitor engine and flight performance, and replay their own flight on Google Earth. No special software is needed to utilize this feature.

Additionally, flight plan upload functionality from an SD Card to the G1000 is now available in conjunction with such flight preparation software as Flitestar. In the same manner, it is now possible to save a current flight plan from the G1000 to an SD Card.

With this software version, the Pilot Operating Handbook engine operating tables are now incorporated into the system

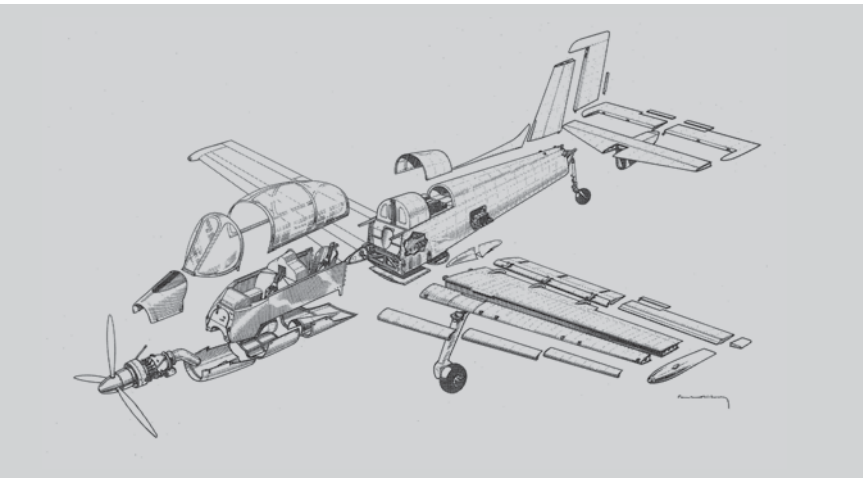
To fully benefit of these exciting new features the Garmin system has been updated with Version 9.15, which is currently the standard version on 2010 TBM 850.

www.mysocata.com

or for further details, see Section 8.8 in the new Pilot's Guide – available free on Garmin's website at:

www.garmin.com

QUIT
BACK TO THE TABLE OF CONTENTS
MS 1500 "EPERVIER" - 50 YEARS AGO



THE MS 1500 EPERVIER:
MORANE-SAULNIER'S FIRST TURBOPROP AIRCRAFT

Did you know the TBM had an ancestor? The MS.1500 Epervier ("Sparrow hawk") was the first French turboprop-powered fixed-wing aircraft designed by Morane-Saulnier, the SOCATA ancestor company. This sleek aircraft – the last type designed under Morane-Saulnier's MS acronym – was a leading contender for a 1956 French military requirement for a counter-insurgency aircraft (or COIN). Such a platform was needed by the conflict in Algeria, which then was still a French colony.

This two-seater looked perfectly fit for the support of ground troops: it had a bulbous canopy ahead of the wing for optimum visibility, a rugged fixed landing gear to operate from nearly everywhere, wings with double-slotted flaps and automatically deployed leading edge slats to fly at low speeds, and good aerodynamics to take evasive action. Light armor protected the crew from ground fire. As a warbird, the MS.1500 was designed to carry four 7.5-mm machine guns in the wings, along with underwing loads that varied from rockets to AS.11 air-to-ground missiles.

The first prototype took to the air on May 12, 1958 powered by a 400-shp Turbomeca Marcadau turboprop engine. A second prototype flew the following year with the substantially more powerful 650-shp Bastan III. The Epervier could reach a modest top speed of 199 mph. at 5,000 ft. (206 mph. at 10,000 ft). The initial climb rate was about 1,800 ft./min. Maximal range was 808 miles (702 naut. mi.). The aircraft weighed 3,505 lbs. (1,590 kg.) empty, with a maximum weight of 6,174 lb. with its military payload (2,800 kg.)

Despite considerable interest (it is said that some of its characteristics inspired the U.S. Navy's Light Attack

NEXT

QUIT

BACK TO
THE TABLE
OF CONTENTS

MS 1500 "EPERVIER"
– 50 YEARS AGO

Reconnaissance Aircraft Program in the 1960s – which led to the Vietnam-era OV-10 Bronco), and some procurement funding from the NATO, the Epervier never went into production. A change in politics led the French Ministry of Defense to cancel development of specific COIN aircraft. Instead France purchased old North American T-28A Trojans, which were refurbished and modified by Sud-Aviation into the T-28S Fennec (Desert Fox).

After the Epervier program's official cancellation, the no. 2 prototype was salvaged, while prototype 01 continued its career as a test-bench for CGTM – the development company of engine manufacturer Turbomeca. It tested several Turbomeca turboprop engines, from the 650-hp. Bastan III to the powerful 1050 hp-Astazou XVIG – the powerplant retained for Argentina's own Pucara COIN aircraft - until the Epervier's final retirement.

During this period, the Epervier broke the aircraft world altitude record of 11,875 meters (38,960 ft.) for aircraft weighing less than 3 tons.

Donated to France's Musee de l'Air, the last of these Morane-Saulnier aircraft sadly perished in an accidental fire in 1991. While this milestone aircraft is gone, some of its features survived, including the automatic slat system which gives the SOCATA Rallye its short take-off and landing (STOL) characteristics.

The Epervier also contributed to the company's overall experience in the domain, which positioned it to develop the next generation of turboprop aircraft beginning with the TBM 700.

QUIT
BACK TO THE TABLE OF CONTENTS
FROM TARBES TO GROTON, CONNECTICUT

FROM FRANCE TO CONNECTICUT

By Ken Dono, Columbia Aircraft Sales

For several years I've been the program manager for TBM product at Columbia Aircraft Sales in the northeast US. During that time I've wanted to have the opportunity to see if I had "the right stuff" to be part of the process of bringing a TBM across the pond. This past winter, that opportunity presented itself and I jumped at the chance.

TARBES

Though this was my second trip to the factory, the experience was no less interesting or exciting. The first thing one notices about Tarbes is the blend of old world and new. Small narrow, twisting streets that don't always go where one expects them to, along with the small street cafés present a sharp contrast to the modern, almost severe look of the Rex Hotel, which treats Socata guests like royalty. With ultramodern rooms and décor, including a clear glassed in shower the Rex at first glance it seems out of place. But as you spend time in the area you realize that it all really does belong.

Tarbes is in southern France, a short distance from the Pyrenees. The view from just about anywhere on the Daher-Socata property is impressive. I suggest that anyone going allow time to explore the region.

The factory, like the region, is a surprising blend of old and new. The more time you spend in the facility, the greater your respect will be for the "craftsmanship" built into the TBM. From the hand hammering that shapes metal parts to the computer controlled cutting of components, you will find this craftsmanship throughout the facility. In the factory, which is substantial in size, it was interesting to see parts for the TBM being moved parallel to parts of obviously much larger aircraft.

One of the many impressive features of the facility that benefit the construction of the TBM is the "commercial grade" work that also goes on there. Being able to watch the fuselage of a TBM come together through the various manufacturing stations and knowing that the nose structure of an Airbus A380 jetliner, or the fuselage of a Falcon business jet, was being assembled in the same facility adds to the credibility of the product.

NEXT

QUIT
BACK TO THE TABLE OF CONTENTS
FROM TARBES TO GROTON, CONNECTICUT

I had traveled to France to meet Dave Metzler, the former owner of TBM 850 serial number 386, to accept his TBM 850 aircraft, serial number 527. The plan was that Dave would fly back in his new aircraft while I followed in another aircraft, also bound for its new owner in the Northeast U.S. Unfortunately, due to scheduling issues with the ferry pilots, we did not get to manage our "flight of two" TBMs. The trip back was nonetheless an adventure for both of us.

Like the rest of the flight would prove to be, the departure from Tarbes was well planned and proceeded like clockwork. The Pyrenees looked even more impressive as we left them behind on departure.

TARBES TO PRESTWICK, SCOTLAND - 750 NM

The first leg of the trip was one of anticipation for me. Not knowing really what to expect, I admit that I had some apprehension about this leg. Any insecurity I had about understanding of the controllers or the trip itself was ill-founded and faded quickly as I fell into the familiar surroundings of the TBM cockpit and sounds. Much of this leg was above a cloud deck so I didn't see much of the European countryside.

This was to be a "short" hop. We had flight planned from Tarbes (LFBT) to Prestwick, Scotland (EGPK). The plan was to stop in Prestwick to check weather and pick up survival gear for the crossing. As I was to see throughout the trip, a special relationship exists between the ferry pilot community and their ground based counterparts. At each stop we were greeted as old friends and stories were shared as if we were family members returning home from a long trip. But there is also a serious business element to each stop. Survival gear along with other required equipment is brought on board at the "jump off" point and is then off-loaded on the other side of the ocean to be used by someone going in the opposite direction. Though it didn't happen

NEXT

QUIT
BACK TO THE TABLE OF CONTENTS
FROM TARBES TO GROTON, CONNECTICUT

on this trip, I can imagine that when ferry pilots coming to or from other locations happen to meet at these locations there is a good exchange of information.

Our visit to Scotland though friendly was brief. We loaded up gear and topped the tanks. Then, after the mandatory pilot chores of weather, flight plan and a good pre-flight, we were off. Next stop, Reykjavik, Iceland (BIRK).

PRESTWICK TO REYKJAVIK, ICELAND - 740 NM

The departure from Prestwick was the first reality check of the flight. Every pilot knows that feeling of heightened awareness that usually comes on the first long flight at night or perhaps the first venture out over water. Learning how to fly in the northeast and having flown the Atlantic Route along the east coast, being over water was nothing new to me. But this time there was something different. I remember looking down at the MFD on the Garmin 1000 to see that land was retreating quickly behind. The next land seemed a very small yellow dot in a large area of blue.

I decided that the North Atlantic did not look very friendly and remembered that even in the summer months the water would be cold. This was December. But if the view of below was grey the view above and to the west was spectacular. As the sun set the sky revealed a quantity of stars and a brightness of the moon I had never seen before.

The pilot, Gilles Glatz, ferry pilot by trade is a "seasoned veteran" of the route. As he politely answered my questions, I understood how ferry pilots develop a following. Behind his quiet and reserved manner was a depth of knowledge that quickly establishes confidence. The weather at Reykjavik was not quite as expected. With blowing snow and winds across the runway gusting near 30 I was glad that I was flying a TBM.

NEXT

After some words of advice from Gilles, who knew the approach well, the approach and landing were reasonable. Once off the runway however, it was another story. The wind was blowing the snow sideways and there were layers of ice under the drifting snow. I've never quite understood why a line person at an FBO stands directly in front of a spinning propeller. What would happen if the brakes failed or as on this night, the aircraft slid on ice in the direction of the line person? I was sure the line person marshalling us into the FBO was too cold to consider either of these possibilities.

I could feel the TBM start to slide as I gently applied the brakes. Fortunate for him, one wheel found a dry patch and we came to a stop, though not exactly where he wanted us. There is always some local humor to be found and as I walked across the ramp I saw the sign for another FBO. Seemed very appropriate that night. We dined at one of the restaurants in the hotel. With the help of a local beer, the pizza in Iceland was quite tasty and Christmas songs sung in Icelandic added to a pleasant evening.

After dinner Gilles got back to the business of the flight. He had determined that based on forecast winds, our flight plan would take us from Reykjavik directly to Goose Bay, Canada without a stop in Greenland. We discussed the route and decision points along the way should the forecast prove inaccurate. For me, the disappointment of not stopping in Greenland was outweighed by being able to confidently answer the question of, "How far will the TBM go?"

REYKJAVIK TO GOOSE BAY, CANADA – 1,330 NM

Our departure was scheduled for 7:00 a.m. Throughout the trip I was concerned about knowing the correct time. I had not studied the time zone changes carefully before the trip and felt I never quite had it right. I slept

QUIT
BACK TO THE TABLE OF CONTENTS
FROM TARBES TO GROTON, CONNECTICUT

very lightly that night in fear of delaying our departure by oversleeping. As I had done upon my arrival into Iceland, I chuckled again on departure. I'm not sure if the hotel clerk understood the reason for my laughter but somehow the total charge of 18,000 krona for our two rooms struck me as funny.

Like the departure from Prestwick, departing Reykjavik puts the aircraft out over the ocean quickly. Once airborne and climbing, I looked at the Garmin. Our course line seemed rather insignificant amongst all that blue. Also, we were flying lat/longs now. So, it was on this leg that I had to remember and use those IFR reporting point procedures that I had learned so long ago in my training but had only once before used.

One question I had asked the day before had been about passing the hours in the cockpit when all there was to look at was the ocean. As we leveled off and adjusted power for cruise this all came to mind again. We were far enough north that the sunrise was still some time off. Besides the stars above, there was not much to see out the window. I was about to bring the topic up again when I saw that Gilles had his small notebook computer open and was busy entering data from the previous day's trip. Soon we were alternating between his player and my iPod to help break the silence. And it was silent. With the time of day we were flying there were few other aircraft on frequency. I don't remember hearing more than a half dozen radio calls in the first two hours of this leg.

After what seemed like many more hours than it really was, the sun started to rise over the horizon. The changes in colors from murky orange to bright yellow and blue were spectacular. Even with the music in the background Gilles grew tired the shutter click of my camera, and my reaching for different lenses.
We had rounded the coast of Greenland and were now headed for Goose Bay, Canada (CYYR).

NEXT

QUIT
BACK TO THE TABLE OF CONTENTS
FROM TARBES TO GROTON, CONNECTICUT

The winds continued to be close to forecast and the range rings on the Garmin 1000 showed that our fuel would be more than adequate to make Goose, as it is affectionately called by ferry pilots.

The North Atlantic appeared occasionally below but from 28,000 feet it looked cold and featureless. Even in the summer the water temperature could hardly be called warm.

On our descent into Goose, the air began to get rough. It was a indicator of what was to come. Weather at Goose was clear but a stiff wind, again across the runway. For an airport that must see substantial snowfall, I was surprised at the condition of the ramps. Once more I paid close attention to the line person as the aircraft came to a sliding halt on the patchy snow and ice cover.

GOOSE BAY TO BANGOR, MAINE - 616 NM

Survival gear was off-loaded, left to be picked up by or shipped to another user. The line staff at Goose was a friendly and efficient group. After a good stretch (it had been a long leg from Reykjavik) and a top off, we were on our way to Bangor, Maine (KBGR).

Bangor, like many airports in rural areas, is a combination-use airport. In addition to being a Maine Air National Guard base, Bangor is used as the departure or arrival port for most of the troops deployed in Afghanistan, Iraq and the surrounding areas. Our trip to Bangor was turbulent but otherwise uneventful. The weather was overcast with another gusty wind but at 11,000 plus feet long, there was plenty of runway to spare.

Most of the TBMs that come to North America clear customs in Bangor. This explains their efficiency in processing the customs documentation upon our arrival. When the customs officer met us at the aircraft, his first comment was, "...this is a beautiful aircraft." It took us longer to get the use of a computer at the FBO than it did to clear customs.

BANGOR TO GROTON, CONNECTICUT -- 250 NM

Airborne from Bangor to Groton we experienced the strongest head winds of the trip. The winds were never less than 70 knots on the nose. Our clearance from Bangor took us east of Boston out over the Atlantic to Marconi, which is at the tip of Cape Cod. From Marconi it was west to Providence and on to Groton. Because Gilles had a flight to meet we were looking for shortcuts along the route. Boston Center would not accommodate us so we opted to cancel IFR and fly direct to Groton VFR as soon as the cloud cover permitted. The ride at 17,500 feet was much rougher than above but we did manage to shorten the leg. This gave Gilles more time to make his flight from Boston.

The aircraft arrived basically problem free after a total of 18.1 hours of flight time from Tarbes, France to Groton, Connecticut. There was no time during the flight that I was not in learning mode. In retrospect, this was certainly one of the most, if not the most, exciting flights I've made as a pilot. To understand first hand the planning, the knowledge required and the risks involved gave me a healthy respect for the men and women who do this for a living.

Would I do it again? My suitcase is packed.

QUIT
BACK TO THE TABLE OF CONTENTS
TBM Fleet Status Report

Data as of May 17th, 2010

TBM700	
Total delivered aircraft: 324	
Fleet total time: 693,544 hrs	
Average total time per aircraft: 2,161 hrs.	
Average usage: 210 hrs./year	
Average flight duration: 1.36 hrs./cycle	

TBM850	
Total aircraft delivered: 193	
Fleet total time: 77,851 hrs.	
Average total time per aircraft: 478 hrs.	
Average usage: 188 hrs./year	
Average flight duration: 2.12 hrs./cycle	

Total fleet time: 771,395 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