The spring was particularly busy for DAHER-SOCATA, which included our attendance at numerous events and air shows – making this 6th issue of the TBM Newsletter particularly rich in stories and updates.

So far this year, we have demonstrated our TBM 850 at many latitudes, and the DAHER-SOCATA team has been committed as always to extending our support operations for a still-growing fleet, with 559 TBM 700s and TBM 850s delivered as of July 15 – exceeding a combined total of 870,000 flight hours. The 600th unit in our product line of very fast turboprop aircraft already is on the assembly line in Tarbes, France.

The climax of our 2011 activities was reached on June 18 when DAHER-SOCATA gathered 3,500 people at the Tarbes factory to celebrate the 100th anniversary of our continuous aircraft manufacturing activity, which traces its roots to the company’s Aeroplanes Morane-Saulnier origins. Aviation officials, customers, distributors, DAHER-SOCATA workers and other invitees all came together as part of the global aviation community to mark this occasion – and to share their passion for the flying machine.

Some of the most memorable moments included the displays and fly-bys of vintage airplanes...witnesses to the dawn of aviation. Among them were a 1931 MS 315 parasol monoplane – recently restored with its original Salmson engine, the last of which were produced at Tarbes in 1945; and the family’s “warbird” – a 1941 MS 406, which remains in flying condition. Both aircraft were the first Morane-Saulnier types to land in Tarbes 70 years ago. Their presence allowed us to measure the progress accomplished during the past 100 years, during which the aviation sector progressed from the workshops of pioneers to a powerful industry today that is full of bright perspectives.

As Stéphane Mayer, our President and CEO, likes to say: “It’s nice to have a glorious past, but it’s better to have a future!” You can trust DAHER-SOCATA and its network of distributors and service centers to put their full efforts in making a bright future for you and the TBM.

Nicolas Chabbert
Senior Vice-President, Airplane Division
DAHER-SOCATA
100th Anniversary Celebration in Tarbes

Despite windy weather in Tarbes, DAHER-SOCATA celebrated the 100th anniversary of its continuous aircraft product with a day-long event spotlighting a legacy that began in 1911 with its predecessor company – Aeroplanes Morane-Saulnier.

Held at its Tarbes-Lourdes-Pyrenees Airport site on June 18, this milestone was attended by some 3,500 invitees, including DAHER-SOCATA personal, aviation officials and more than 300 owners and pilots – of which 55 came with their aircraft to Tarbes. A number of them benefitted from an outstanding trip package organized by Florida-based travel operator Air Journey, which put together an exciting way to cross the Atlantic.

The crowd was welcomed by Patrick Daher, Chairman and CEO of the DAHER Group, and Stéphane Mayer, President and CEO of DAHER-SOCATA, which oversees aerospace activities of the DAHER group.

Among the vintage aircraft appearing at this celebration were a flying replica of the 1913 Morane-Saulnier Type H aircraft with an authentic Le Rhône rotary engine; a recently-restored 1931 MS 315 trainer powered by its original Salmson radial; a Swiss licence-built MS 406 – which was the first modern French fighter aircraft; an MS 505 Criquet (ex-Storch); and the last MS 760 ParisJet flying in Europe.
Adding to the enjoyment was a flight presentation highlighted by the “Cartouche Doré” French air force aerobatic team, flying three Socata TB 30 Epsilon aircraft, along with demonstrations of the TB 9, TB 21 and TBM 700 aircraft, flown by DAHER-SOCATA company pilots who demonstrated their performance up to the flight envelope limits.

This was supplemented by such activities as an airship show on the ground, performances by musicians and dancers, along with the presence of actors who portrayed famous characters in the history of Morane-Saulnier.

A great day to remember...keeping the spirit alive for another 100 years.

Throughout the day, DAHER-SOCATA provided the opportunity to visit its factory facilities, with company officials meeting many SOCATA and Morane-Saulnier enthusiasts to commemorate 100 years of aviation.
**HIGHLIGHTS OF THE 2011 PARIS AIR SHOW**

Just after the 100th anniversary event in Tarbes, another aviation gathering took place as the Paris Air Show opened its doors at Le Bourget Airport, and DAHER-SOCATA guests were welcome on the terrace of the Musée de l’Air – the world’s oldest aviation museum – to watch flight presentations of the largest and most prestigious air show on Earth, and to see the Morane-Saulnier MS 317 in the museum’s collection.

The same day, French President Nicolas Sarkozy inaugurated the Paris Air Show and made a stopover at DAHER-SOCATA’s static display to view the Model Year 2011 TBM 850, where he was welcomed by Patrick Daher and Stéphane Mayer. The company’s exhibit also included the multi-mission TBM in its Intelligence Surveillance Reconnaissance version.

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*President Nicolas Sarkozy was welcomed on the static display by Stéphane Mayer, left, and Patrick Daher (at right) (photo: R. Lemon)*

*TBM owners enjoy the Paris Air Show flight display from the Aéro-Club de France terrace, which also welcomed DAHER-SOCATA guests at Le Bourget (photo: DAHER-SOCATA)*

*The TBM-MMA demonstrator aircraft in its ISR version (photo: DAHER-SOCATA)*
STÉPHANE MAYER, PRESIDENT AND CEO OF DAHER-SOCATA

Stéphane Mayer was appointed President and CEO of DAHER-SOCATA on June 1, with responsibility for overseeing the DAHER Group’s aerospace activities.

He succeeded François Lépinoy, who is now President of the Executive Board for the Air Caraïbes airline group.

In preparation for this move, Mayer joined the DAHER Group in September 2010 as the CEO of DAHER-SOCATA. Working with Lépinoy, he contributed to the management and development of DAHER-SOCATA, which is an aircraft manufacturer and Tier-1 producer of aerostructures and integrated equipment, as well as a services supplier for the aerospace industry. With his new functions, Mayer will retain the existing CEO duties, while also assuming additional responsibilities as president of DAHER-SOCATA.

Mayer graduated from France’s Ecole Polytechnique engineering school in 1984, and has additional qualifications from ENSAE (Ecole Nationale de la Statistique et de l’Administration Economique) and the Institut d’Etudes Politiques de Paris. He began his career in external auditing.

In 1992, Mayer joined Lagardère Group, where he subsequently was named the Senior Vice President of Spare Parts and CFO at Matra Automobile, later becoming a member of its executive board. Mayer served as the CEO of EADS SOCATA from 2003 to 2007, followed by his role as CEO of ATR – the European manufacturer of regional turboprop airliners – from 2007 to 2010. Mayer has been an active private pilot for 20 years, and is rated on DAHER-SOCATA’s TBM 850 very fast turboprop aircraft.

[photo: DAHER-SOCATA]
DAHER-SOCATA has been selected by ENAC - France’s National Aviation School - for the avionics modernization of 37 DAHER-SOCATA TB 20 Trinidad light aircraft in its fleet.

This upgrade contract, signed at the 2011 Paris Air Show, includes the installation of a Garmin G500 integrated avionics suite, two GNS 430W combined communication-navigation systems 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 and the Jeppesen Chartview option.

Founded in 1949, the ENAC (Ecole Nationale de l’Aviation Civile) 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 operates a fleet of 135 aircraft.

“With this modernization contact, we are pleased to renew our long-time partnership with DAHER-SOCATA – which is an historical partner of our school – to modernize an important element of our aircraft fleet,” stated ENAC Director Marc Houalla. “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.”
In June, DAHER-SOCATA delivered a TBM-MMA – the multi-mission version of its TBM 850 very fast turboprop aircraft – to the Policía de Seguridad Aeroportuaria (PSA), Argentina’s law enforcement agency created to protect and guard national public airports.

The PSA’s TBM-MMA will support these missions, and includes a medical evacuation capability with a quick-change installation for a stretcher.

“We are continuing our links that date back 53 years, when DAHER-SOCATA’s predecessor company, Morane-Saulnier, provided the MS 760 ParisJet as the Argentina Air Force’s first turbine-powered liaison and training aircraft – some of which were operational until recently,” explained a PSA official. “Today, DAHER-SOCATA has made an on-time delivery of our new TBM-MMA, whose performance, reliability and cost-effectiveness will be critical for the accomplishment of our national security missions.”
While in Tarbes for DAHER-SOCATA’s 100th anniversary celebration, Jonathan Schmelz had the honor of being called to the podium, where he received the key to his brand new TBM 850 from Patrick Daher, Chairman and CEO of the DAHER Group.

Previously the owner of a Meridian, Schmelz is a Saab and Volkswagen dealer in the U.S. state of Minnesota. Passionate about aviation, he graduated as an aeronautics engineer. However upon receiving his diploma, jobs were hard to come by in the aerospace industry, so he worked instead in developing the family business – a car dealership. Not a bad move in retrospect, as Schmelz Countryside in the Minnesota city of St. Paul has become the no. 1 certified dealership for Volkswagen and Saab in the U.S. Midwest.

He now represents the third generation of the Schmelz family involved in car sales since the business opened its doors in 1966. This activity gives him the opportunity to fly for business, as well as enough free time for some flying vacations.
The growing family of TBM operators this year welcomed John Giddens – a dedicated and enthusiastic aviator, who will fly the TBM 850 very fast turboprop aircraft throughout Southeast Asia.

“We especially appreciate his offer to introduce the TBM 850 at a Wings Over Asia event with Ng Yeow Meng, whose commitment to developing general aviation in Asia is highly inspiring,” said Nicolas Chabbert, Senior Vice President of the DAHER-SOCATA Airplane Division.

Giddens founded Hallin Marine, a Singapore-based world-class marine and undersea installation contractor, in 1998. The company works mainly for the offshore oil, gas, and renewable energy sectors. Since its creation, the company expanded internationally, was listed on the London Stock Exchange in 2005, and then was acquired by Superior Energy of the U.S. in early 2010. Giddens continues as chief executive of the expanding Hallin group.

“The TBM 850’s speed and endurance enabled us to get so much out of the delivery trip from Europe to Singapore, and to enjoy more time in the places we visited along the way,” Giddens explained. “It performed superbly throughout, and we had absolutely no maintenance problems in more than 100 hours of flight since taking delivery in Tarbes. I am really looking forward to flying the TBM 850 in Southeast Asia: it will greatly extend my range and the opportunities for business and pleasure flying from Singapore. Operating on JetA1 fuel and providing good reliability, the TBM 850 does so at a reasonable operating cost.”
CUTTER AVIATION BEGINS ITS 10TH YEAR AS A TBM DISTRIBUTOR

Entering its first decade as a TBM distributor, Cutter Aviation marks a continuation of exceptional sales and service with the TBM product line, and looks forward to one of the best years so far in the company’s history.

“We feel our success is due largely to the high quality and phenomenal performance of the TBM, the close relationships we develop with our customers, and the care we provide to them as owners,” stated company President Will Cutter, who is a third-generation leader of this family-owned and operated company, which is celebrating its 83rd year of continual operation.

Regional Sales Manager David Crockett represents a six-state territory covering Texas, Oklahoma, Louisiana, Arkansas, Missouri and Kansas, and has been in this role since the beginning of the TBM program at Cutter Aviation.

“I find it interesting that I started in aviation sales in 1997 at Mooney Aircraft, which also is where the TBM has its roots,” Crockett said. “It is a great privilege to represent the TBM and support the wonderful owners that make the plane such a success. Not a flight goes by in the TBM that I don’t end up with a huge smile on my face; I’m always impressed by the performance and capability of the aircraft.”

A recent aircraft buyer underscored the satisfaction provided by Cutter Aviation’s Regional Sales Manager: “After struggling for what seems like forever with the Mustang/TBM scenario, I decided to purchase a new TBM from David Crockett and Cutter Aviation. David’s demonstrated knowledge and professionalism exceeded my expectations. DAHER-SOCATA should be very appreciative to possess such an exceptionally talented and effective sales force.”

David Cutter with the recently-delivered TBM 850 SN 582
The Cutter Aviation TBM program is supported on the service side by Cutter Aviation Aircraft Technical Service locations in San Antonio and McKinney, Texas (serving the Dallas area). Service Managers Dan O’Banion in San Antonio and Martin Sisk in McKinney lead a team of highly-experienced aircraft technicians who ensure TBM owners’ aircraft are kept in top-notch condition.

Founded in 1928 by William P. Cutter, Cutter Aviation is a full-service aviation company that offers aircraft fuel/line services, maintenance and avionics solutions, aircraft charter and aircraft sales and management. Cutter Aviation operates from eight major airports in five states within the Southwestern United States including: Arizona (Phoenix-Deer Valley and Phoenix-Sky Harbor), New Mexico (Albuquerque), Colorado (Colorado Springs), California (Carlsbad) and Texas (Dallas-McKinney, El Paso and San Antonio).

Cutter Aviation is the oldest continuously family-owned and operated FBO (Fixed Base Operator) in the U.S., with over 83 years of serving the general and business aviation sectors.

For more information, visit: www.cutteraviation.com
Aviastec is DAHER-SOCATA’s new TBM aircraft sales representative and service center for Spain and Portugal.

It is headquartered at Oviedo in the Spanish principality of Asturias, with the main maintenance base at Madrid’s Cuatro Vientos Airport – providing a fully-authorized Part 145 and CAMO PLUS service center.

Aviastec has a workforce of 35 aviation professionals, including 20 EASA technicians, engineers, pilots and sales representatives. The company’s own demonstration pilot has recently been trained on the TBM 850, and demonstration tours will soon begin in Spain and Portugal.

“There is significant interest in the TBM 850, and we already have received numerous inquiries – as the current economic trend favors such a cost-effective aircraft,” said Santiago Rodriguez Sanchez del Rio, Aviastec’s Chief Executive Officer.

Additional information about Aviastec is available at:

www.aviastec.com
THE FIRST G1000-UPGRADED TBM 700 IS DELIVERED TO THE FRENCH MINISTRY OF DEFENSE

DAHER-SOCATA has delivered the first modernized TBM 700 to the French Ministry of Defense, marking a new milestone in its contract with the country’s DGA procurement agency to upgrade 27 of these single-engine turboprop-powered aircraft in service with the French armed forces.

Main elements of the modernization include DAHER-SOCATA’s replacement of aging avionics with an all-glass integrated flight deck that incorporates the Garmin G1000 avionics suite with GFC 700 digital autopilot, along with civilian certification and related enhancements for a better integration of the aircraft within the international air traffic system.

Also included are a modern weather radar with the Stormscope weather avoidance system, an emergency locator transmitter (ELT), and the Apibox flight data recorder system.

As part of DAHER-SOCATA’s contract, the company is providing familiarization training on the TBM 700’s new systems for pilots and mechanics, along with maintenance and operating documentation and equipment spares support.

Michel Berger, head of Governmental Affairs of DAHER-SOCATA Airplane Division (who is a former French Navy Commodore), shake hands with Lieutenant-Colonel Daligaud from the French Military Flight Test Center.
This upgrade activity is to continue through the end of 2014, involving 15 French Air Force TBM 700As, five TBM 700As and three TBM 700Bs for the French Army Aviation, along with four TBM 700As of the country’s CEV military flight test center.

“We are extremely proud of the French military’s acceptance of our first modernized TBM 700,” stated Nicolas Chabbert, Senior Vice President of the DAHER-SOCATA Airplane Division. “This recognizes the high-quality work of our teams, who are implementing a phased modernization of the French armed forces’ TBM 700 fleet without restricting the operational activity of the units that fly them.”
For many years, disconnecting the TBM to avoid discharge was a nightmare; the original wiring installation prevented easy access to the connectors. One DAHER-SOCATA technician from the final assembly line, Pierre Daessy, came up with an idea: designing a different path for the wires through the battery air inlet, enabling the battery to be easily switched off. He worked on a mockup that was presented to his team leader, and subsequently was given the go-ahead to create a prototype that ultimately was approved by the design office. Daessy has worked at DAHER-SOCATA since 1988, and has the double skill of adjustor and wiring specialist.
Represented at the meeting were the following distributors: SOCATA North America, Muncie, Cutter (at San Antonio), Columbia, Northwest, New Avex, Elliott (at Eden Prairie) and Service Centers (Rice Lake, Image Air, Wisconsin, Total Air Group, Atlantic Turbine, Elliott Omaha, Atlantic Aero, New England Aviation, Cutter Dallas) (photo: DAHER-SOCATA)

In March, DAHER-SOCATA hosted a Customer Support Network Meeting for its Americas Maintenance Network of Distributors and Service Centers. Attendees discussed many subjects on how to further enhance the maintenance of TBMs and to provide improved customer service. Twenty-eight network members attended this DAHER-SOCATA event in the U.S. city of Fort Lauderdale, Florida.
NEW PARKING PROTECTION KIT FOR THE TBM 850

Constantly committed to offer high quality products for the TBM, DAHER-SOCATA has replaced the parking protection kit (consisting of covers for the air intake, exhaust stacks, pitot and static pressure port) by a new kit with compact, sturdy and attractive-looking covers to provide the TBM 850 with styled protection. As the new covers also are more compact, they enable DAHER-SOCATA to offer more room in the forward luggage compartment.

In a separate improvement for Model Year 2011 TBM 850s, the top of the wing flaps are treated with a Teflon coating, providing protection when the flaps are retracted.
History in review:

Morane-Saulnier’s wartime move to Tarbes-Ossun

As a result, the French aircraft industry in the northern zone was under German authority and was soon “invited to cooperate” with the invaders at the end of 1940. Raymond Saulnier, newly-elected as president of the French Aircraft Industry Union, had the difficult task of keeping the industry alive without helping the enemy too much.

With the help of French authorities, he was authorized to transfer his fighter aircraft development team and design office to a new aircraft assembly plant in Ossun near Tarbes, where weapons preparations could be made to turn the tide of war.

Georges Caillette, head of production and an active resistant, organized the night transfer of design office plans and some production material – hidden as agricultural material or pharmaceutical products – to Tarbes and the Lourdes area of France, along with skilled personnel from the design office. Approximately 100 Morane-Saulnier staff therefore were clandestinely transferred to Tarbes. Caillette then completed the staff by creating Morane-Saulnier’s own apprentice school to train workers.

Following France’s military defeat by Nazi Germany in June 1940 during World War II, northern France and its coastlines were occupied by the German Wehrmacht, while the south remained the unoccupied “free zone.”

Tarbes-Ossun industrial site in 1941

The first Morane-Saulnier team with Georges Caillette after their arrival in Ossun
When the German-run Armistice commission visited in April 1941, they found a company working on a “perfectly civilian” Transatlantic tri-motor aircraft. In reality, several fighter aircraft projects were in the works – one being known as MS 460 with a 1,200-hp V12 Hispano-Suiza engine. The team also provided support to the Swiss FFA factory for further development of the Morane-Saulnier 406 airframe that it was building the under license.

During the same timeframe, the design office lead by René Gauthier – engineer “father” of the MS 406, and future designer of the ParisJet – concentrated on the MS 470, an advanced fighter trainer, anticipating future need to re-train pilots. A large-scale non-motorized wind tunnel was built and tested in December 1941 in the Toulouse Banlève test center. Later, to keep the activity out of German surveillance teams’ sights, elements of the prototype were manufactured outside the plant, and hidden – particularly in hotels and an emporium in Lourdes.

After Allied troops landed in North Africa, the “free zone” was crossed by German forces in November 1942, and the Ossun airfield was occupied by the Luftwaffe. This was followed by a project to use the factory for refurbishment of Focke-Wulf FW 190 fighters. A bombing run by Royal Air Force Lancasters in March 1944 did not diminish the French team members’ determination. Working in makeshift installations, they succeeded in getting the first French aircraft off the ground after the liberation. The MS 470 prototype was approved by the new French government, rolling out of the factory in December 1944 and performing its maiden flight on February 6, 1945, piloted by Jean Cliquet.

This two-seater military training aircraft, soon christened the “Lapwing” and originally designed with the 690 hp Hispano-Suiza 12X engine, had a full metal stressed skin and was equipped with the most advanced technologies of the period – including the sliding, releasable canopy patented by Raymond Saulnier before the war.

It also was fitted with landing gear incorporating specific retraction/extension kinematics, covered as well by a Morane-Saulnier patent. In fact, the retraction movement was accomplished in two rotations, bringing the two wheels into a central position underneath the aircraft, perpendicular to the runway. Once stowed, the tires protruded slightly from the fuselage, assuring an undeniable advantage for pilot safety and limiting damage to the aircraft in the event of a belly landing.
THE 'VANNEAU' IN PRODUCTION

As the war ended, an initial order for 1,000 Vanneau two-seat basic trainers was cancelled, then reset at 500 in order to support the resumption of aircraft production in France. In a large-scale industrial scheme, production of the airframe components were split between several factories, with the final assembly performed at the Ossun facility, which benefitted from direct railway access.

Because of the difficulties in obtaining post-war supplies, the Vanneau’s production version was fitted with a radial Gnome-Rhône 14 M engine, as large numbers – originally destined for Luftwaffe aircraft – were available from Czechoslovakia.

Renamed the MS 472 “Vanneau II,” the new prototype flew on December 12, 1945 and was followed by series production of 230 Vanneau IIs. An aircraft carrier version, the MS 474 was fitted with an arresting hook and the French Navy ordered 75 of them.

As the French Air Force required a faster aircraft for fighter training, the design office developed the MS 475 “Vanneau V” powered by the V12 Hispano-Suiza 12 Y 45 engine, developing 860 hp. The MS 475 took off for the first time on August 8, 1947 and was certainly the best of the “Vanneau” series – with 200 aircraft in this version being manufactured.

The wartime-produced engines, however, were unreliable in service by the early 1950s. There were attempts to find a more suitable powerplant/airframe combination, such as the MS 477 with a 575-hp. SNECMA 12 S inverted-V engine; the MS 479-01, powered by a double radial 820-hp SNECMA14 X Super Mars engine; or the MS 478, equipped with an Italian Isotta-Fraschini Delta engine. None of them were really satisfactory, and development was later stopped. Although some Vanneau aircraft remained in service with the French Air Force and Navy into the 1960s, the jet age was coming. But this is another story...
As of July 15, 2011

**TBM700**
- Total delivered aircraft: 324
- Fleet total time: 750,291 hrs.
- Average total time per aircraft: 2,330 hrs.
- Average usage: 206 hrs./year
- Average flight duration: 1.34 hrs./cycle

**TBM850**
- Total aircraft delivered: 235
- Fleet total time: 118,156 hrs.
- Average total time per aircraft: 591 hrs.
- Average usage: 182 hrs./year
- Average flight duration: 2.31 hrs./cycle

**Total TBM Fleet**: 559

Total fleet time: 868,447 hrs.

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