YEARBOOK 2022

TBM KODIAK

EDITORIAL

A year to remember!

This third edition of the Daher Aviators' Yearbook reviews the highlights of a year to be remembered, which included the introduction of two new aircraft to our product line of efficient turboprop aircraft.

We've spotlighted the 2022 activity with a selection of stories from Daher's Aircraft Division Newsletters that are published throughout the year. These Newsletter articles provide an overview of our news and developments, while placing a well-deserved focus on the owners, operators, pilots and partners who represent the Daher aviator community.

The 2022 milestones began in April at the Sun 'n Fun Aerospace Expo, when we unveiled the TBM 960 – the quintessential TBM, which adds the power of digital technology – and enables lower fuel consumption – to an exceptional airframe that has been constantly improved over the years. A perfect testimonial came from Bruce McCollum, a faithful customer who received the TBM 960 that marked the TBM family's 1,100th delivery.

In July at EAA AirVenture Oshkosh, it was the new Kodiak 900's announcement that made the headlines. This larger and faster version of the robust, rugged Kodiak 100 is in a category of its own: a highly versatile unpressurized utility airplane that can carry impressive payloads while cruising comfortably at 210 KTS in refined luxury. Its operating economics also have been improved, with a nine percent reduction in specific fuel consumption – which is in double digits when compared to competitors

The stories in our 2022 Newsletters included a focus on the owners and operators who fly our aircraft, including the Mission Aviation Fellowship – with a fleet of 12 Kodiak 100s that are flown in remote areas of the world, underscoring this airplane's origins to serve humanitarian organizations. On the governmental side, a story detailed the U.S. Fish and Wildlife Service's use of Kodiak 100s as "tundra-to-tropics workhorses" in support of nature conservation, demonstrating that aviation really matters in today's increasingly fragile environment.

This Yearbook's issue brings well-deserved attention to a lesser-known aspect of our aircraft industrial activities: Daher Engineering Services, which is instrumental in repairing, modifying and adapting the airplane types built by Daher and its predecessors, and sometimes those of other manufacturers. Also included in the Yearbook are some of the upgrades and retrofits offered to owners and operators, including the TBM buckle positioner for improved comfort and safety, along with the important Voice Alert Device upgrade for the early-production TBM 700s and TBM 850s.

We gave extensive coverage as well to the 2022 TBM Owners and Pilots Association convention, held in Nashville, Tennessee. The association is growing in importance, as it now welcomes Kodiak owners. This year's convention focus was on safety issues, extending to the highly appreciated educational sessions for TBM pilots' flying companions. An interview with Andrew Cragg, TBMOPA's incoming Chairman, marked his ambition to continue prioritizing flight safety as a common goal with Daher.

We thank all members of the Daher aviator community who accepted to be featured in the Newsletter stories that were assembled in this Yearbook: pilot owners, operators, partners, suppliers and members of the TBM Network from around the world. We look forward to continuing our coverage in the 2023 Newsletters.

On behalf of everyone at Daher's Aircraft Division, I wish you the best for 2023...with safe flights and good tailwinds under blue skies

Nicolas Chabbert
Senior Vice President
Daher's Aircraft Division

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Ricardo Beccari (p_6); Airborne Films (editorial, p_12, 22, 23, 27, 48); Allie Marsh (p_20, 21, 29, 34, 35, 60); Mark Brown (p_27, 52); Camille Espigat (p_38, 39); Maxime Fourcade (p_13, 38); The pictures p_55, 56, 57, 58, 59 were sent by the owners; Daher (cover, p_4, 5, 8, 9, 11, 36, 40, 45, 50, 53); Jeffrey Lenorovitz (p_14, 15, 17, 24, 25, 29, 31, 34, 35, 42, 43, 45)

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Daher's Engineering Services team meets the challenges of aircraft modifications and upgrades

Members of the Daher Engineering Services team perform a tailcone repair on a TBM 850 that was involved in a ground handling incident. The TBM's fuselage is installed on a jig adjusted to the same tolerances as on the TBM final assembly line, ensuring high accuracy for the repair work.

When in-service aircraft need "tender loving care" – from repairs after an incident/accident to airframe modifications and avionics upgrades – Daher's Engineering Services team is ready to respond.

With offices in the Tarbes, France headquarters of Daher's Aircraft Division – and a U.S. presence at its Pompano, Beach Florida facility – this team benefits from the company's full capabilities, including design bureau resources, manufacturing proficiency, competence in MRO (maintenance, repair and overhaul), as well as system integration and final assembly. All work is covered by Daher's airworthiness authority approvals.

The know-how is applied to the current TBM and Kodiak families, along with legacy TB and Rallye airplanes produced by Daher's predecessor companies.

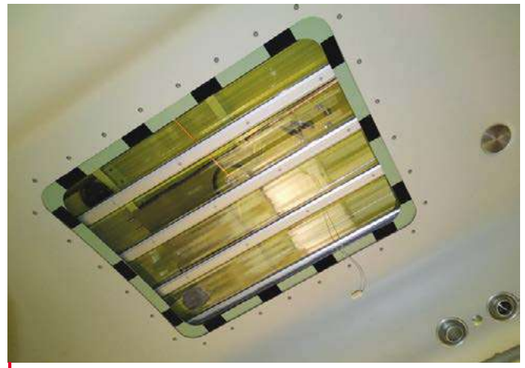
It also extends to fixed-wing aircraft and helicopters from other manufacturers, and used by both civil and military operators (such as de Havilland Canada DHC-6 Twin Otters flown in special missions, Embraer's Xingu transport aircraft utilized for liaison flights, and Airbus Ecureuil helicopters deployed in multi-mission duties).

The range of activities is comprehensive, covering repairs, avionics upgrades, modification solutions, system integration, retrofits for in-service fleets, replacements for part obsolescence, technical support, along with the development of engineering notes.

Benoit Lemaire, the Engineering Services' Senior Manager, said these jobs and others benefit from the team's competencies, with expert knowledge in avionics, systems, structural and specialized modification; structural design; manufacturing and parts specialization.

A recent visit to Daher's Aircraft Division in Tarbes underscored the typical scope of work performed by the Engineering Services team:

- In one hangar, a TBM 850 is undergoing a rebuild of its tailcone after a ground handling incident. The airframe is installed on a jig that is adjusted to the same exacting standards of jigs on the TBM final assembly line, ensuring high precision for the rebuild.
- Nearby is an Airbus Dauphin helicopter operated by France's DGA-EV government flight test organization. This helicopter is one of three to undergo a major avionics upgrade that replaces its mechanical instrumentation with a glass cockpit, along with qualifying a new video system.



These interior photos show Daher Engineering Services' modifications to a Kodiak 100. The new headliner access panel for the skydiver door closure mechanism is shown above, and the new aluminum side-fuselage skydiver door is highlighted at right.

- On the Tarbes flight ramp is a Kodiak 100 utilized by a French civilian operator for the deployment of skydivers. It was modified by Engineering Services to improve access to a cockpit-activated mechanism that manually closes the large side-fuselage door after all skydivers jump from the aircraft. The access area created in the Kodiak 100's headliner included a thin reinforced cover panel, matching the airplane's interior aesthetics in terms of upholstery color, texture and lights.
- Based at Tarbes is a TBM 700 utilized as a Daher in-house test and development aircraft, outfitted and qualified by the Engineering Services team with underwing hardpoints. The use of this TBM includes aerial cinematography flights, employing a high-speed Shotover F1 camera that is controlled by an operator inside the cabin.

The Engineering Services team operates from offices at the Tarbes, France headquarters of Daher's Aircraft Division.

CUSTOMER EXPERIENCE

Keeping it in the family at America do Sul, Daher's new Brazilian TBM Service Center

It takes a certain type of team to give aircraft owners the feeling of trust and satisfaction when they bring their beloved machine to be serviced. This exact sentiment is what Daher heard, time after time, about America do Sul Serviços Aeronáuticos during the search for an additional approved Daher Service Center in Brazil.

When Daher's customer support team made its initial visit to the company's facility, it was very apparent that America do Sul was a first-class customer-centric organization.

America do Sul's operation at Sorocaba Airport is strategically located for the TBM aircraft fleet in Brazil.

Conveniently located in one of the biggest aviation destination regions in Brazil, America do Sul is based at Sorocaba Airport (ICAO code: SDCO) in the state of São Paulo. As a big portion of the region's TBM fleet congregates around Brazil's most densely populated city of São Paulo, finding a service center near this area was crucial to the support of the Brazilian fleet – which is nearing 30 aircraft today. America do Sul's base at Sorocaba Airport places it within a 30 minute flight – and just over a one-hour drive – from the city of São Paulo.

TWO HANGARS… AND 23 YEARS OF BUSINESS OPERATIONS

Boasting two hangars at SDCO, America do Sul has been in business for 23 years. Their activity has focused on turboprop- and piston-powered aircraft, as well as light jets. Daher had been interested in bringing them into its network for several years, but the timing was not right. The company's decision to wait until becoming an approved service center was respected by Daher, as it was understood that America do Sul's philosophy is to undertake such an endeavor only when the circumstances were right for all parties involved.

Lucinda Oliveira, the company's CEO and President, made it clear that she did not want America do Sul to be yet another service center that takes on too much and – in the end – falls short in providing efficient, consistent, and safety-oriented services to its customers. The company's philosophy is, as the old saying goes: "It is about quality not quantity."

Daher's TBM Service Center certificate is presented to America do Sul by Paulo Castro, the Customer and Network Care Manager for TBM Care.

The time came when America do Sul was ready to take on the challenge, and the partnership with Daher began. America do Sul demonstrated why it has come to earn such an excellent reputation: its personnel left no stone unturned and performed very meticulous research about the required tooling and parts needed to become a relevant service provider alongside Daher's TBM Care team. In addition to in-classroom training, Daher also provided on-site training during the first C+ inspection in December 2021. This work culminated with the Brazilian regulating authority (ANAC) approving America do Sul to perform maintenance on Brazilian-registered TBMs.

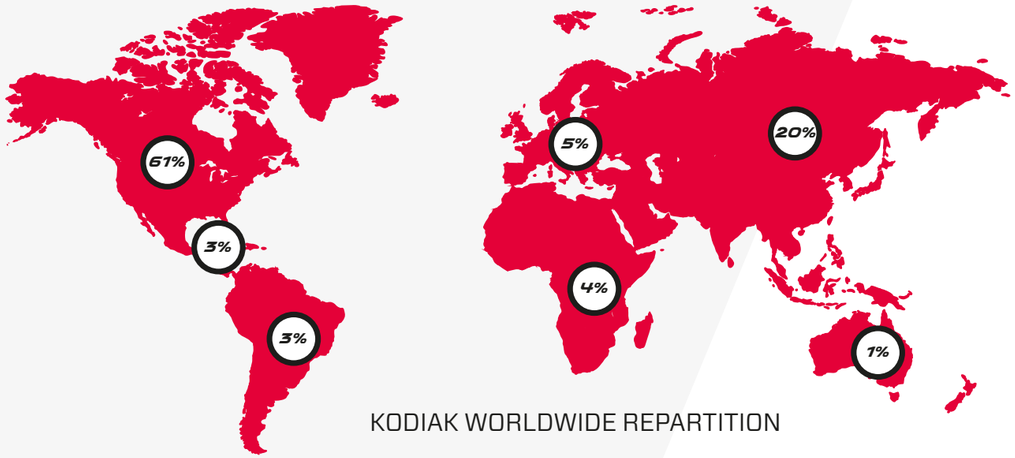
"INTEGRITY, TRANSPARENCY AND TRUST"

Paulo Castro, the Customer and Network Care Manager for Daher's TBM Care, was on-site to present America do Sul with the certificate as an approved service center facility. "The America do Sul team had a keen ability to make everyone who stepped into the facility feel like they were part of the family, with world famous Brazilian hospitality and a sincere desire to help," Castro explained. "This sense of belonging and family is very much in line with how Daher's own team has operated for many years, and is what we look for in all our approved service facilities. America do Sul sincerely cares for its customers and strives to build long term customers through integrity, transparency and trust."

The employees at America do Sul are led by a very experienced and proven group of people who have decades of aviation experience, Castro added. As the CEO and President, Lucinda Oliveira is a well-respected figure in the Brazilian aviation sector and one of the pioneers in general aviation. Carolina Diaz is the CFO and Logistics Manager, with extensive experience in shipping parts in and out of Brazil, and also is an avid pilot. Paulo Weise is the lead engineer, with an amazing background in regulatory, engineering and maintenance fields. Leading the maintenance team is Emerson Alves de Souza, who is a maintenance guru with wide-ranging of training, and is well known in the aviation sector.

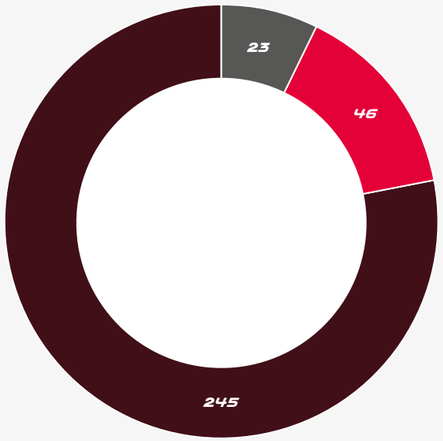
Kodiak 900's black leathear cabin

KODIAK WORLDWIDE FLEET DISTRIBUTION
DECEMBER 2022



KODIAK WORLDWIDE REPARTITION

KODIAK FLEET DELIVERIES



SERIES I
SERIES II
SERIES III

314 KODIAKs DELIVERED

331 125 HOURS FLOWN

27 SERVICE CENTERS

KODIAK FLEET FLIGHT HOURS

KODIAK CARE IN 2022

Benefitting from Daher's resources in strengthening the service and support Network

Daher's strategy to further harmonize the Kodiak Care and TBM Care networks was outlined during the 2022 Kodiak Care and TBM Care Network Meeting by Mike Stevens, the Kodiak Service Network Manager & Mobile Response Team Manager.

Kodiak support and services for Kodiak will continue to evolve this year, further benefitting from the aircraft product line's acquisition by Daher and its subsequent integration in the company's turboprop aircraft family along with the TBM.

This was one of the key messages from the 2022 Kodiak Care and TBM Care Network Meeting (KTNM) in Sandpoint, Idaho, during which attendees were updated on the current Kodiak fleet status and briefed on Daher's forward-looking support and services strategy.

As of December 2021, a total of 305 Kodiak aircraft were in operation, used worldwide by air taxi, recreational and leisure operators, along with businesses, pilot/owners and humanitarian organizations. With the Kodiak certified in 67 countries, the fleet has logged a combined total of more than 287,600 flight hours.

Mike Stevens, the Kodiak Service Network Manager & Mobile Response Team Manager, said one of the goals in 2022 is to strengthen the Kodiak Network in the Northeast sector of the United States, building on the already-robust representation of service centers in the Western and Central U.S. He noted that approximately 50 percent of the overall Kodiak fleet is concentrated in the U.S.

"The focus during 2022 also will be on network harmonization," Stevens explained. "As we develop the service center presence for Kodiak, we want to closely align it with the TBM service Network."

He pointed out that seven harmonized service centers are now approved for both the Kodiak and TBM maintenance. Of these, three are Daher operations: the Tarbes, France headquarters for Daher's Aircraft Division, co-located with the TBM assembly line; the sales, maintenance and support facility in Pompano Beach, Florida; and at Sandpoint, Idaho, home to the Kodiak production facility and the Kodiak Care team.

The other jointly-approved service centers are Aerovito Servicios de Excelencia in Mexico; Germany's Rheinland Air Service; in South Africa with 208 Aviation; and Muncie Aviation in the U.S.

ON-SITE EVALUATIONS OF KODIAK SERVICE CENTERS IN 2022

Stevens said another aspect of the 2022 harmonization strategy will be an increased standardization of the maintenance offer provided by Kodiak service centers. This will involve on-site evaluations with a matrix that tracks eight primary categories to define the Kodiak service centers: customer feedback; professionalism; facilities; personnel; capabilities; ease of doing business; training; and the quality system.

"Based on these evaluations, we will create customized development plans that show how Daher can work with the centers to improve their customer service," Stevens said.

In 2022, the Network members also will be encouraged to take advantage of the no-cost Kodiak maintenance training provided at Sandpoint. "Our goal is to increase the general knowledge of the Kodiak aircraft and its systems to fully support the product and its customers," Stevens concluded.

TBM PILOT PROFILE

Jacob B. Sørensen TBM 940 S/N 1404

What is the link between the manufacturing of irrigation systems and flying a TBM? For Jacob Sørensen, a new TBM 940 owner, it is the passion for efficiency and the appreciation of precision technology.

Sørensen is the President of Stål & Plast A/S, a company created by his father for irrigation systems utilized in greenhouse farming. With headquarters and production in Ringe, Denmark, and a U.S. production facility in Sycamore, Illinois, Stål & Plast applies highly precise design and manufacturing for the delivery of nutrient-enriched irrigation water.

A graduate in mechanical engineering, Sørensen developed a passion for aviation in his childhood. He began by building and flying radio-controlled models, then learned to fly real aircraft – ultimately obtaining his private pilot's license in 2008. Sørensen then owned several single-engine piston-powered airplanes, operated for his enjoyment. After qualifying for an instrument rating, Sørensen began flying to visit his customers, subsequently upgrading to his initial turboprop aircraft.

"Entering the turboprop world opens new opportunities with speed: in three hours, you're 700 miles away," he explained. "Suddenly, Europe became smaller… and you start thinking: 'Why not fly longer distances with less fuel stops?'"

"When I first saw a TBM, I was attracted by its high level of craftmanship. I could see the difference, and the TBM is right-sized for me."

Initially interested in a used TBM 910 or a TBM 930, Sørensen ultimately decided to purchase a new TBM 940 after learning about the benefits of Daher's TBM Total Care Program and the HomeSafe™ emergency autoland system.

He spent a week last December at Daher's production facility in Tarbes, France, where he saw the TBM production and final assembly process, and also received his EASA-approved TBM rating training course, provided by SIMAERO – the factory-approved training organization certified by the European airworthiness authority.

"I had a great experience at Tarbes: I was very impressed by the professionalism of the Daher teams – their passion and pride for the TBM aircraft are evident."

Sørensen also gave high points to the training itself, including SIMAERO flight instructor Jean Pechabadens. "Jean was my best instructor ever, and I appreciated how he helped me step up to fly this high-performance airplane and to master its systems," Sørensen added. "He accompanied me throughout the training process, during which I experienced conditions of icing, fog, strong winds and turbulence."

For the use of his new TBM 940, Sørensen said it will be primarily for business travel needs within Europe. Once he logs more time, his goal is to cross the Atlantic to visit Stål & Plast's U.S. manufacturing site near Chicago.

Coming from a region of the world that launched the "flygskam" anti-flying social movement, Sørensen praised the efficiency of turboprop-powered aircraft. "I'm the type of guy who thinks that for every problem, there always is a solution – such as sustainable fuels for aviation."

His ultimate goal as a pilot is to fly around the world. The TBM definitely gives wings to such travel ambitions!

The Kodiak 100 goes from land to water with Aerocet's composite floats

Jamie Dockins is Aerocet's Chief Pilot.

This Kodiak 100, which was exhibited most recently at Sun 'n Fun Aerospace Expo in Florida, is equipped with the Aerocet 6650 Series amphibious floats.

The Kodiak 100's legendary ruggedness from unprepared and backcountry strips is extended to operations on rivers and lakes when the aircraft is equipped with Aerocet floats – which are produced using composite materials with safety in mind through their strength, durability and impermeability.

Recognized as the most technically advanced floats for aviation, they have been proven in a full range of conditions on water, while their lighter weight and clean shape enable the Kodiak 100 to retain its speed, handling and payload-carrying capabilities.

"The composite construction makes our Kodiak 100 floats incredibly safe and strong," explained Jamie Dockins, Aerocet's Chief Pilot. "Additionally, there's no corrosion or rivet leaks that can be experienced with aluminum-based floats."

Aerocet produces two float versions for the Kodiak 100: the amphibious 6650 Series, equipped with a retractable two-wheel main gear and single-wheel nose gear for the aircraft's use on both water and land; and the "straight" 6750 Series for water operations.

When equipped with Aerocet floats, the Kodiak 100's takeoff and landing distances on water are unrivaled – almost one-third less than the comparable competitor aircraft, Dockins said. This opens the capability to operate from backcountry locales and hard-to-reach areas, as well as on smaller lakes and in more confined areas.

She also noted that the Kodiak 100 and Aerocet floats share a common heritage: Tom Hamilton. This noted aircraft designer was a driving force in the Kodiak's conception during the 1990s, and he also is the owner of Aerocet. Therefore, it's no surprise that the Kodiak was designed from the start for operations on water, with no structural upgrades or aerodynamic adjustments necessary when equipping the aircraft with Aerocet floats.

This "family" heritage also played a role in Dockins' own career path, becoming a pilot and working with Aerocet. "I was friends with Tom's daughters while in elementary school, and I remember him showing us sketches of the Kodiak on notepaper," she explained. "Tom took us flying, and this motivated me to become a pilot…leading me to where I am today."

Features of Aerocet's Kodiak 100 floats include a double-fluted design that provides superior strength-to-weight ratings, as well as sharp edges for reduced drag and increased hydrodynamics.

PILOT TRAINING

The Society of Aviation and Flight Educators (SAFE) welcomes Wayman Luy to its 2022 board

Wayman Luy formally joined the SAFE board during EAA AirVenture.

Wayman Luy – the Director of Training and Standards at Daher's Aircraft Division – is committed to the continual enhancement of flight safety, and he will bring his expertise to the Society of Aviation and Flight Educators (SAFE) as a newly-elected board member for this aviation organization.

Luy formally joined the 2022 board for a three-year term during EAA AirVenture, where SAFE held its annual meeting.

WORKING WITH INDUSTRY PARTNERS AND THE FAA

SAFE is focused on fostering professionalism and excellence in aviation through continuing education, professional standards and accreditation.

The activities of SAFE include helping flight instructors as well as educators in high schools and other aviation-related programs. It also supports the FAA in writing airmen certification standards and other materials, and provides assistance to the FAA's Advisory and Rulemaking Committees (ARCs).

A FOCUS ON TRAINING FOR PILOTS TRANSITIONING TO TURBINE-POWERED AIRCRAFT

"Flight instructors are the future of the aviation industry, and I look forward to further supporting SAFE as an organization – which I have been a member of since 2008," Luy said. "Bringing my perspective from Daher, I will contribute to the development of training programs for pilots who are transitioning from smaller piston engine aircraft into turbine-powered airplanes, helping define syllabuses and best practices."

Luy's flight instructor training background includes 20-plus years of working with students and logging thousands of flight hours at the Wayman Aviation Academy in Florida – set up by his father in 1987, and sold by the family several years ago. Building on this are his 6,000-plus hours in the TBM as a mentor pilot and factory demo pilot since 2004 – working closely with Daher's Aircraft Division and the Daher aviator community.

Wayman Luy (at right, wearing his emblematic aviator goggles) was joined by Joaquin Leon Del Fierro for the ferry fight of TBM 930 SN/1259. They are at Belfast International Airport, wearing survival suits for the Atlantic Ocean crossing

WORLDWIDE

SERVICE CENTERS

UNITED STATES

45 NORTH AVIATION	Traverse City - MICHIGAN
AERO CHARTER, INC.	Chesterfield - MISSOURI
ATLANTA TURBINE MANAGEMENT	Lawrence - GEORGIA
AVEX AVIATION LCC	Broomfield - COLORADO
AVEX AVIATION LCC	Camarillo - CALIFORNIA
COLUMBIA AIRCRAFT	Groton - CONNECTICUT
CUTTER AVIATION	Addison - TEXAS
CUTTER AVIATION	San Antonio - TEXAS
DAHER AIRCRAFT	Pompano Beach - FLORIDA
ELIOTT AVIATION	Eden Prairie - MINESOTA
ELIOTT AVIATION	Des Moines - IOWA
EXEC AERO	Orlando - FLORIDA
FTAIR	Memphis - TENNESSEE
JAMES AERONAUTICS, LLC	Louisburg - NORTH CAROLINA
KODIAK AIRCRAFT	Sandpoint - IDAHO
LOGAN	County Springfield - ILLINOIS
MUNCIE AVIATION	Muncie - INDIANA
RICE LAKE AIR CENTER	Cameron - WISCONSIN
SIGNATURE TECHNICAIR	Greensboro - NORTH CAROLINA

CANADA

AVWORKS AEROSPACE	Springbank - ALBERTA
CORPORATE AIRCRAFT RESTORATIONS	Oshawa - ONTARIO

MEXICO

AEROVITRO	Monterrey, Nuevo Leon

SOUTH AMERICA

AEROSERVICIO S.A.	Santiago - CHILE
AMERICA DO SUL	Sorocaba - BRAZIL
EAGLE COPTERS SOUTH AMERICA S.A.	Santiago - CHILE
VOAR	Uberlandia - BRAZIL

TBM

AUTHORIZED DISTRIBUTOR

AUTHORIZED DISTRIBUTORS

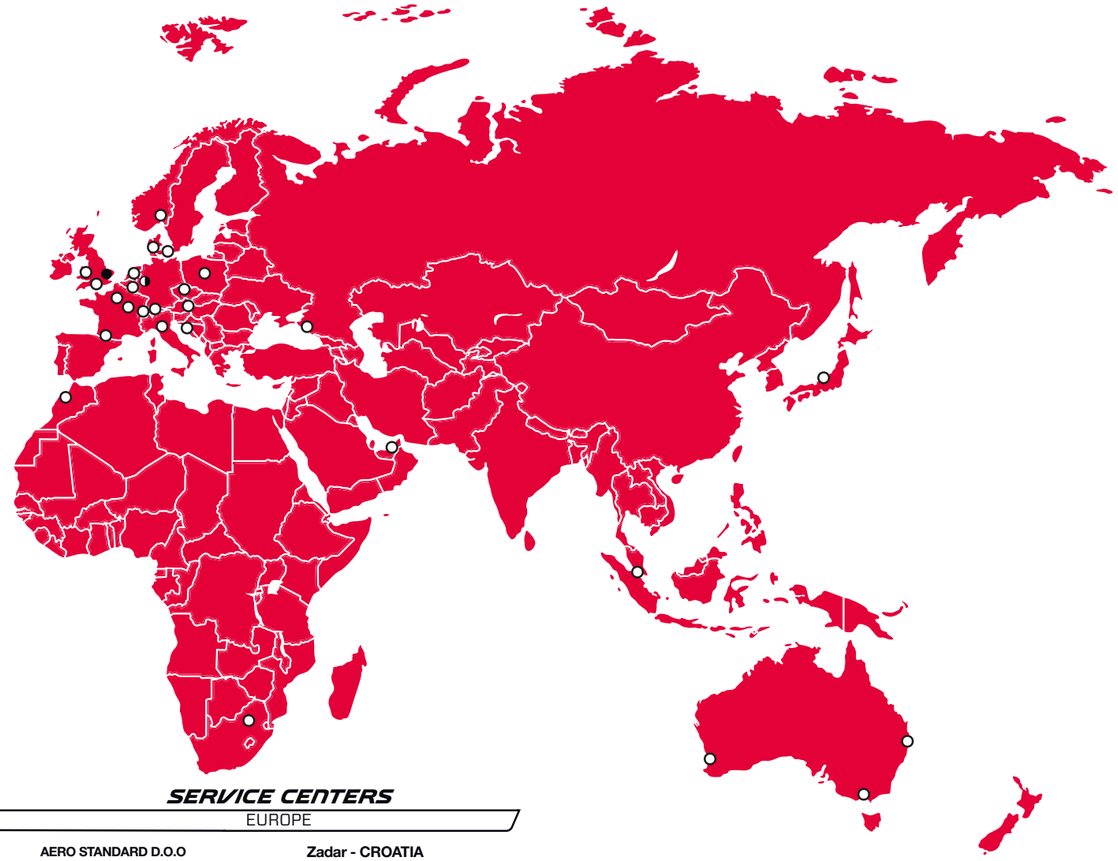
UNITED STATES

AVEX AVIATION LCC	Camarillo - CALIFORNIA
AVEX AVIATION LCC	Broomfiel - COLORADO
COLUMBIA AIRCRAFT	Groton - CONNECTICUT
CUTTER AVIATION	San Antonio - TEXAS
DAHER AIRCRAFT INC.	Pompano Beach - FLORIDA
ELLIOTT AVIATION	Eden Prairie - MINNESOTA
MUNCIE AVIATION	Muncie - INDIANA

MEXICO

AEROELICA SA DE CV	Toluca, EDO. DE MEXICO

TBM NETWORK



SERVICE CENTERS

EUROPE

AERO STANDARD D.O.O	Zadar - CROATIA
AAL	Altenrhein - SWITZERLAND
AIR SERVICE VAMDRUMP APS	Vamdrump - DENMARK
BARTOLINI AIR MAINTENANCE	Lodz - POLAND
COMPAGNIA AERONAUTICA EMILIANA	Parma - ITALY
DAHER AIRCRAFT	Tarbes - FRANCE
DAHER AIRCRAFT	Toussus le Noble - FRANCE
HRADECKA LETECKA SERVISNI SRO	Hradec Kralove, CZECH REPUBLIC
KEMPEN AIRCRAFT MAINTENANCE BV	Px Budel - NETHERLANDS
MCA AVIATION LTD	Bournemouth - ENGLAND, UK
MECANAIR SA	Ecuvillens - SWITZERLAND
RGV AVIATION LIMITED	Gloucestershire - ENGLAND, UK
RHEINLAND AIR SERVICE	Moechengladbach - GERMANY
SMETS AVIATION SERVICE NV	Genk - BELGIUM
TROYES AVIATION	La Chapelle St Luc - FRANCE
UNI-FLY	Odense - DENMARK
URBE AERO GMBH	Wiener Neustadt - AUSTRIA

MIDDLE EAST

GAMA AVIATION	Sharjah - UNITED ARAB EMIRATES

AUSTRALIA

AIR GOLD COAST PTY LTD	Coolangatta - QUEENLAND
PREMIAIR AVIATION MAINTENANCE PTY LTD	Essendon - VICTORIA
PREMIAIR AVIATION MAINTENANCE PTY LTD	Jandakot - WESTERN AUSTRALIA

AFRICA

MDS AVIATION	Aïn Harrouda - MOROCCO
208 AVIATION CC	Pretoria - REPUBLIC OF SOUTH AFRICA

ASIA

JET AVIATION	Singapore - SINGAPORE
OKAYAMA AIR SERVICE CO. LTD	Okayama - JAPAN

AUTHORIZED DISTRIBUTORS

EUROPE

FLYING SMART LTD	London - ENGLAND, UK
RHEINLAND AIR SERVICE	Moechengladbach - GERMANY

TBM

SERVICE CENTER

SUN ’N FUN 2022

At Sun ’n Fun, Daher unveils the TBM 960 as its newest star in the TBM family

The first TBM 960 was the center of attention after its unveiling on Daher’s exhibit stand at Sun ’n Fun.

The TBM 960 made its world debut at the Sun ’n Fun Aerospace Expo, becoming the latest member of Daher’s very fast turboprop aircraft family and marking another important step in Daher’s strategy of continuous improvement for its airplane product line.

It incorporates Pratt & Whitney Canada’s advanced PT6E-66XT engine and a fully digital e-throttle, along with a digitally-controlled cabin with an all-new environmental control system, LED ambience lighting and electrically-dimmable windows.

A key feature of the TBM 960 is the dual-channel Engine and Propeller Electronic Control System (EPECS), which introduces the benefits of a FADEC. Start-up of the PT6E-66XT is fully automated, with single-switch activation. Throughout the flight envelope, the TBM 960’s e-throttle is set in a single forward position – with the EPECS sequencing optimized power settings and performing automated monitoring of turbine temperature limits. As a result, pilot workload is reduced, and the engine’s operational lifetime is protected – backed by the analysis of engine parameters driven by 100-plus smart data inputs.

The Raptor™ propeller and hub from Hartzell Propeller are specifically designed to improve the TBM 960’s takeoff distance, climb and cruise speed, in addition to reducing overall weight. Turning at 1,925 rpm during maximum power output, the five-blade propeller contributes to limiting noise and vibration: its sound level during takeoff is just 76.4 decibels, meeting the most stringent international noise standards.

THE FIFTH TBM 900-SERIES VERSION FROM DAHER

Speaking to aviation reporters during Sun ’n Fun, Nicolas Chabbert, the Senior Vice President of Daher’s Aircraft Division, noted that the TBM 960 is the fifth TBM 900-series airplane introduced by Daher since 2014. It succeeds the TBM 940 as the high-end TBM version, and is being produced along with continued availability of the TBM 910.

“In listening to the TBM aviator community, and taking into account the increasing importance of sustainability for aviation, we’re benefitting from ‘the progress of digital power’ to meet the challenges of today and tomorrow – including rising fuel costs, the drive to reduce air transportation’s environmental impact, and further simplification of the human-machine interface,” he explained.

The TBM 960 retains the rapid speed of Daher’s TBM family while enabling lower fuel consumption. At Daher’s recommended cruise setting of 308 kts., its fuel consumption is only 57 U.S. gallons per hour, which is a 10% fuel economy compared to the maximum cruise setting for more sustainability.

Nicolas Chabbert, the Senior Vice President of Daher’s Aircraft Division, answers a question during the TBM 960’s unveiling press conference at Sun ’n Fun.

The progress of digital power also ensures detailed monitoring of the PT6E-66XT throughout its operating lifetime. This enables the annual inspection schedule to be extended from 200 hours to a longer interval of 300 hours, while the TBO (time between overhaul) is pushed from 3,500 hours to an impressive 5,000 flight hours. Hot section inspections can be scheduled between 2,000 and 3,000 hours, depending on the engine condition.

Digital enhancements in the TBM 960 extend to Garmin’s G3000® integrated flight deck, with even more precise indications on its glass cockpit displays, as well as new synoptics – including maintenance tracking. Information about storms and turbulence is simplified with the latest Garmin GWX-8000™ StormOptix Doppler-enabled weather radar, featuring automatic scanning adjustments along with hail and lightning prediction. As importantly, all the advances in situational awareness introduced by Daher with the TBM 900-series e-copilot® functionality is retained, including the HomeSafe™ emergency autoland system.

Another important focus in developing the TBM 960 was enhanced passenger comfort. An all-new environmental control system from Enviro Systems is regulated by the Prestige cabin’s interactive Passenger Comfort Display (PCD) – which also manages LED ambience lighting that is integrated into the overhead ceiling panel. Electronically dimmable windows are another feature in the Prestige cabin; they can be controlled individually by passengers, or altogether.

Teams from Daher’s Aircraft Division and Pratt & Whitney Canada came together at Sun ’n Fun to mark the new PT6E-66XT turboprop engine’s use in the TBM 960. In this photo, Nicholas Kanellias, the Vice President of Marketing for General Aviation Programs at Pratt & Whitney Canada, presents a congratulatory plaque to Nicolas Chabbert, the Senior Vice President of Daher’s Aircraft Division.

TBM 960's Prestige cabin

Mission Aviation Fellowship

The Kodiak 100 utilized for training by the Mission Aviation Fellowship was displayed at the Sun 'n Fun Aerospace Expo, where MAF was joined by two others humanitarian organizations that also utilize Kodiaks.

The Kodiak was designed from the start with humanitarian organizations in mind, which was underscored at this month's Sun 'n Fun Aerospace Expo with the presence of three utilizers that deploy a combined total of 20-plus Kodiaks.

Grouped together in a tent exhibit were the Missionary Aviation Fellowship (MAF), Ethnos360 Aviation and JAARS, with one of the MAF aircraft on display.

FOCUS ON THE MISSIONARY AVIATION FELLOWSHIP

Chad Irwin, the Flight Training Department Manager for MAF, said this humanitarian organization deploys 12 Kodiaks to meet physical, medical needs at very isolated locations around the world. Flights can be multi-purpose, varying from duties for a ministry of health to helping in community development and medical evacuation. "For pilots who are looking for variety, every day can be a new adventure," he added.

Irwin and his wife joined MAF in 1999, beginning in Ecuador where he spent 15 years as a pilot/mechanic, subsequently serving as the chief of operations and in a training capacity. After flying Cessna 206s, he oversaw the transition to Kodiak for the Ecuadorian operations.

MAF utilizes Kodiaks around the world, predominately in Indonesia, with other operating regions including central Asia. One Kodiak, S/N 100-0120, is dedicated to training with MAF's Flight Training Department at the organization's headquarters in Nampa, Idaho.

Most of the Kodiak's flying in countries of deployment is on short range segments, with some medium-range trips. This typically involves outbound flights of one to two hours, often with multiple landings at small villages and very remote places, followed by the return to base – as refueling is not an option at these destinations.

"Our pilots use the aircraft as the 'arms and feet' for a wide range of airlift duties, such as serving government and missionary hospitals, and supporting clean water projects"

Chad Irwin, MAF's Flight Training Department Manager

Chad Irwin, the Mission Aviation Fellowship's Flight Training Department Manager, has been with the organization since 1999 and oversaw the transition from Cessna 206s to the Kodiak in Ecuador.

"The Kodiak is perfectly suited for this because of its endurance plus the payload lift capability," Irwin said. "One example is having a Kodiak enter the jungle carrying building supplies, with the cabin accommodating such loads as roofing material – while the cargo pod is loaded with cement bags. Once we're at the village and the aircraft is unloaded, we put the seats back in the cabin and bring people out of that village or from a neighboring community."

MAF uses the factory-approved training for Kodiak provided by Parkwater Aviation, including the full-motion flight simulator in Spokane, Washington. All pilots undergo a week-long initial training, covering both an aircraft-level introduction and the Garmin G1000 avionics suite.

QUALIFYING PILOTS FOR EXTREME OPERATING ENVIRONMENTS

Pilots then undergo an initial airplane checkout/transition at MAF's Nampa, Idaho location, using the organization's Kodiak training aircraft for 10-15 hours of flight time.

This is followed by the pilots' assignment to their overseas locations, where they continue with field orientation – flying with an instructor pilot for a considerable amount of time.

"It's more than just qualifying on the Kodiak: they will be operating in very extreme environments, in another culture and often with multiple languages," Irwin stated. "There's a lot to understand beyond just the 'stick and rudder skills. Thankfully, the Kodiak is a very stable platform, and our pilots are well prepared to fly the airplane."

At their assigned in-country locations, pilots can typically log 30-50 hours per month during trips that also involve such demanding physical efforts as loading and unloading 1,500-1,700 lbs. of cargo.

Irwin noted that MAF's transition to the Kodiak followed the organization's consideration of price differences in operating a turboprop-equipped airplane when compared to piston-powered aircraft – while also taking into account the scarcity of aviation fuel for piston engines.

"As we rely on fundraising, there initially was the fear that we can't afford to operate turbine aircraft," he said. "We subsequently realized that we couldn't afford not to make this transition. Then, we realized all of the Kodiak's advantages as an airplane truly designed for our type of work. The Kodiak really energized the humanitarian sector worldwide."

The Kodiak product line's acquisition by Daher in 2019 has been welcomed by MAF, bringing the scope of a worldwide network with increased opportunities to deal with its service centers and regional dealers, Irwin stated.

The Mission Aviation Fellowship's Kodiak 100 exhibited at Sun 'n Fun was configured with a stretcher installation in its cabin.

"Even with MAF's own excellent in-house understanding of the Kodiak and our experience operating the aircraft, we appreciate the support provided by the Kodiak team over the years – including Mike Stevens [the Kodiak Care Service Network & Mobile Response Team Manager]," he concluded. "And from my interaction with Daher, I see good people in its organization, which keeps us excited about the future."

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Buckle positioner kit

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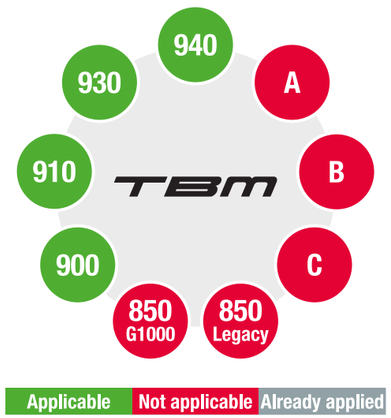

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TBM PILOT PROFILE

Bruce McCollum – TBM 960 S/N 1439

During Sun 'n Fun in Lakeland, Florida, Bruce McCollum had the opportunity to see the no. 1 TBM 960 on display at Daher's air show exhibit.

Daher's official unveiling of the TBM 960 at this month's Sun 'n Fun Aerospace Expo enabled several customers for the new high-end TBM 900-series version to see it up close.

One of them was Bruce McCollum – a current TBM 900 owner who previously flew a TBM 850 and is scheduled to take delivery of his TBM 960 in the summer.

McCollum said key attributes of the TBM 960 include the aircraft's e-throttle and FADEC-type functionality, using the digital EPECS (Engine and Propeller Electronic Control System) that is linked to the Pratt & Whitney Canada PT6E-66XT powerplant and Hartzell Propeller's five-blade Raptor™ composite propeller and hub.

"The TBM is an easy airplane to fly. Digital features on the TBM 960 will make it even better for the ease of flight, for safety and enhanced protection for the engine."

Another valuable feature for McCollum is the TBM 960's GWX™ 8000 StormOptix doppler weather radar. "Just as the EPECS reduces pilot workload by providing digital engine and propeller control, the GWX 8000 also will contribute to workload reduction on the TBM 960 – while enhancing the safety of flight – by generating a better picture of the weather."

Having stepped up from a Jetprop-converted Piper Mirage, McCollum said the TBM is notable for the attention to design and quality.

"I appreciate the TBM's build, the strength of its airframe, the speed, along with the aircraft's flight envelope and the attention that Daher continuously places on safety," he explained. "After joining the TBM pilot community, I haven't looked back."

Another important TBM 960 element for McCollum is the HomeSafe™ emergency autoland system, which initially was introduced by Daher on the TBM 940: "It's an incredible benefit that brings peace of mind for myself and my wife."

McCollum primarily uses his TBM 900 for pleasure today, providing seasonal mobility for he and his wife between U.S. East Coast locations in Maine, New Jersey and Florida, as well as for some longer trips out to the Western U.S. The aircraft is based at Punta Gorda Airport (KPGD).

Of his approximately 5,000 total flight hours, McCollum has logged some 1,000 hours while owning the TBM 850 and TBM 900.

After selling his business – the Tingley Rubber Corp. which was owned by his family for 125 years, McCollum currently serves on a consulting basis. The company manufactures and distributes a full line of protective, liquid-proof footwear and clothing.

At Sun 'n Fun, Bruce McCollum checks out the TBM 960's Pratt & Whitney Canada PT6E-66XT powerplant

Flying "low and slow," the Kodiak 100 contributes to the sustainability of wildlife in North America

"As a pilot, the Kodiak is a joy to fly, I love it!"

Garrett Wilkerson, wildlife biologist/pilot U.S. Fish and Wildlife Service

Kodiak 100s operated by the U.S. Fish and Wildlife Service have a key role in the management and conservation of migratory birds in North America, performing observation flights from the southern U.S. prairies to the Arctic Ocean.

One of these aircraft, S/N 100-0007, was displayed at EAA AirVenture, with Garrett Wilkerson – a wildlife biologist/pilot – on hand to explain the Kodiak 100's role in conducting some of the largest and most reliable wildlife surveys in the world.

The best-known survey is the springtime waterfowl population and habitat survey, performed annually by the U.S. Fish and Wildlife Service in conjunction with the Canadian Wildlife Service.

Since the 1950s, such surveys have been an important part of the science-based efforts to determine the status of North America's waterfowl populations. For these missions, the U.S. Fish and Wildlife Service refers to the Kodiak 100 as a "tundra-to-tropics workhorse" based on its reliability, the STOL (short takeoff and landing) characteristics, and its ability to be equipped with Aerocet amphibious floats for both water and land operations.

WILDLIFE BIOLOGIST/PILOTS: "UNIQUE STEWARDS OF NORTH AMERICAN WILDLIFE"

The U.S. Fish and Wildlife Service calls its dual-function wildlife biologist/pilots "some of the most unique stewards of North American wildlife," with their contributions extending beyond the surveys to include such other valuable public services as natural disaster assessment and disaster relief.

"As a pilot, the Kodiak is a joy to fly, I love it!" Wilkerson commented, based on his 500-plus hours operating the aircraft.

"With our mission set, we fly slow in order to maximize our time observing the waterfowl. The Kodiak does great: 150 agl. at 85-90 kts. with 20 degrees of flaps, it's a stable and consistent flying experience – all day long."

To improve the safety, accuracy and cost-efficiency of migratory bird monitoring, the U.S. Fish and Wildlife Service is integrating remote sensing technologies. The Kodiak 100 has been modified to carry three types of systems that can be mounted in a payload bay created in the aft cabin floor and extending to the underfuselage. To control the sensors, an operator's station is installed in the cabin, and the pilot also has a monitor.

Garrett Wilkerson – a wildlife biologist/pilot with the U.S. Fish and Wildlife Service, has logged more than 500 flight hours in the Kodiak 100.

THREE SENSOR PAYLOADS FOR THE KODIAK'S VARIOUS MISSIONS

One of these is a seven-camera array that provides 200 meters coverage out of each side of the aircraft when flying at an altitude of 1,000 ft., with visibility that is very similar to what is seen with the human eye. "This gives us 1-cm. resolution imagery, enabling us to detect the type of bird and classify it," Wilkerson explained. "Eventually, it may replace the human eye on such surveys."

The second sensor payload is a dual-band thermal imaging system, which most recently was used in surveying sandhill cranes. "It allows us to fly at night when the sandhill cranes come to roost on the Platte River in Nebraska," he said. "It enables us to obtain what is close to a real census of the birds as they roost on the river. We're going to expand the thermal imaging system this winter for large mammal surveys, using whitetail deer as our experiment."

The third sensor is a four-band 100-megapixel camera system, with its imagery processed into a mosaic. "This is extremely useful for habitat assessments, such as determining the plant and wetland health of wildlife refuges," Wilkerson said. "For example, researchers use the information to monitor algal growth on the Buffalo River in northern Arkansas, which has increased due to the persistence of hot and dry conditions."

When flying with the sensors, pilots are is able to observe the data collection process with the cockpit monitor, while the mission's waypoints can be programmed into the Garmin 1000 avionics suite – with its autopilot able to fly the waypoints while the pilot is ensuring situational awareness by looking outside.

"A TRULY GREAT PLATFORM FOR REMOTE SENSING"

"With the Kodiak's excellent handling – particularly at low speeds – and its payload-carrying capabilities, this aircraft is a truly great platform for remote sensing," he stated.

Wilkerson concluded by noting the coordination that occurs across the scope of governmental operators utilizing Kodiaks. The U.S. Fish and Wildlife Service is part of the Department of the Interior, which also flies Kodiaks with its National Park Service and Bureau of Land Management operations. Another user is the United States Forest Service, which is an agency of the U.S. Department of Agriculture.

The Kodiak 100's underfuselage fairing protects the sensors that can be installed in the aircraft for its survey missions. Also visible in this photo is one of the Aerocet 6650 amphibious floats with its landing gear extended

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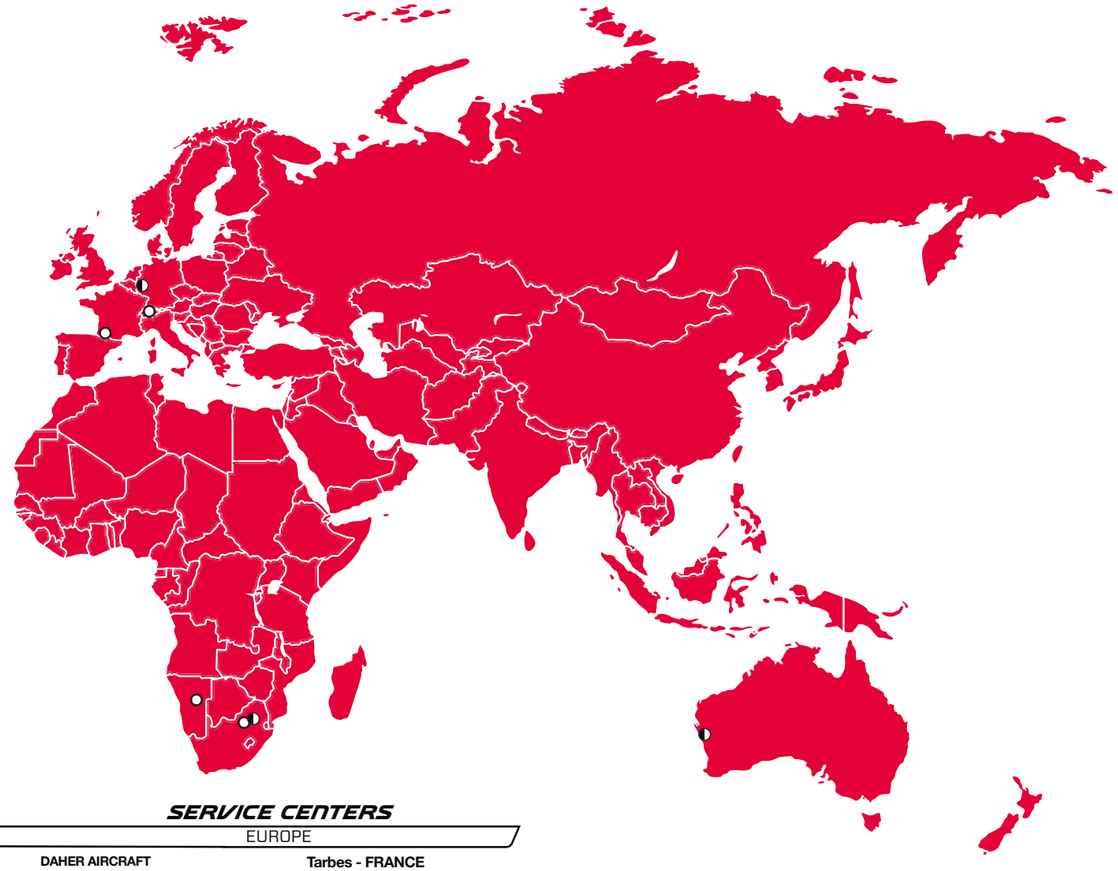

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EAA AIRVENTURE OSHKOSH

Pilots and operators are spotlighted for their excellence in flying TBMs and Kodiaks

The busy week at AirVenture Oshkosh included an opportunity to recognize certain members of the Daher aviator community in attendance at the event for their excellence in operating both Kodiak and TBM aircraft. Daher CEO Didier Kayat was the host, and the awards were presented by Nicolas Chabbert, Senior Vice President of Daher's Aircraft Division.

We thank our "Top Aviator" awards partners: BOSE GARMIN

Andre Castellini (at left, with his wife Andrea) received ***the award for the overall longest distance flown to EAA AirVenture***, once again traveling to Oshkosh from Brazil in his TBM 900.

Another ***award for distance flown*** was presented **Dr. Thorsten Wewers**, for bringing his TBM 910 to Oshkosh from Germany.

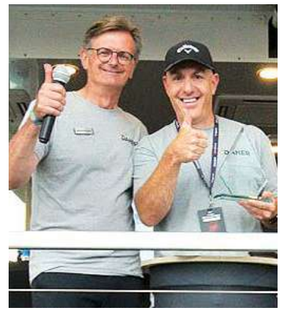
Dr. Ian Fries was recognized for ***his continuing contributions to aviation safety at large, and for the Daher aviator community in particular***. Dr. Fries is long-time TBM customer, currently flying a TBM 940 after previously owning a TBM 700, TBM 850, and TBM 910.

Tom McGrath received a Daher award for ***his training courses in the effective use of radar***, presented at TBM Owners and Pilots Association (TBMOPA) meetings, which benefit from his 20-plus years of applying radar principles throughout his career as a missile defense expert.

Three Kodiak operators received ***Daher awards in acknowledgement of their operational experience with the multi-role aircraft.***

Mission Aviation Fellowship (MAF) was recognized ***for deploying one of the largest Kodiak fleets, utilizing 12 aircraft in diverse missions around the world.*** MAF's Fleet Manager, **Dave Rask** accepted the award.

Another humanitarian organization, **Ethnos360**, received a Daher award for ***its focus on operational safety with a fleet of four Kodiaks***. It was accepted by **Jeff Werley**, Mission Representative and pilot **Ryan Farran** – a well-known YouTuber (Missionary Bush Pilot).



Gavin Sargeant was recognized as ***the longest-time Kodiak owner in attendance at Oshkosh.*** Sargeant owns aircraft S/N 100-0087, which he operates from a grass strip in eastern Canada.

The U.S. Department of Interior was awarded for ***its operation of seven Kodiaks as a special missions fleet – including S/N 100-0007, which was displayed at EAA AirVenture.***

The Daher award was received by **Anthony Lascano**, the National Aviation Manager for the U.S. Fish and Wildlife Service, which is part of the Department of the Interior.

Among the TBM pilots at EAA AirVenture, three were identified as ***high scorers in using Daher's Me & My TBM application.***

Receiving their Bose A20 ANR aviation headsets for this "Top Aviator" achievement were **Howard Janzen**, a TBM 900 owner and former TBMOPA president, and **Don Carruth**, a TBM 910 pilot who is known as being an accomplished engineer – which contributes to his precise flying.

The third Top Aviator Award was a Garmin D2 Aviator smartwatch presented to **Hannu Halminen**, who flies a TBM 910. Hannu is a well-known cyclist on the amateur circuit and brings his sense of timing and direction into the cockpit.

KODIAK 900

POWERPLANT

Type: P&W Canada PT6A-140A turboprop

Nominal power:	900 shp	
Usable fuel capacity:	322 US gal	1,219 liters

INTERNAL DIMENSIONS

Maximum cabin width	4 ft 6 in	1.37 m
Maximum cabin length	15ft10 in	4.83 m
Maximum cabin height	4 ft 9 in	1.45 m
Maximum volume in cabin	309 cu ft	8.75 cu m

EXTERNAL DIMENSIONS

Length	37.7 ft	11.4 m
Wingspan	45 ft	13.70 m
Height	16 ft 1in	4.9 m
Wing area	240 ft^2	22.3 m^2

LOADING

Base Aircraft Empty Weight	4,470 lb	2,027 kg
Base Aircraft Useful Load	3,630 lb	1,647 kg
Maximum ramp weight (MRW)	8,100 lb	3,674 kg
Maximum takeoff weight	8,000 lb	3,629 kg

PERFORMANCE (ISA CONDITIONS, MTOW, NO WIND)

Maximum cruise speed at 12,000 ft.	210 KTAS	389 km/h
Rate of climb	1,724 ft/min	8.7 m/s
Rate of climb at 10,000 ft.	1,273 ft/min	6.4 m/s
Certified ceiling	25,000 ft	7,620 m

RUNWAY DISTANCES

(ISA conditions, MTOW, no wind, 50 ft. obstacle clearance)

Takeoff	1,015 ft	309 m
Landing	1,460 ft	445 m

MAXIMUM RANGE

(Max. fuel, ISA, MTOW, no wind, one pilot, 45 min fuel reserve)

@ 12,000 ft		
210 KTAS cruise speed	969 NM	1,794 km
Endurance @ 210 KTAS, 12,000 ft (3,658 m.)		4.3 hours

TBM PILOT PROFILE

Johnie Weems (aka: "Thor") TBM 960 S/N 1430

In the make-believe world of superhero comics, Thor is a character based on the Norse mythological god of the same name. Thor is the Asgardian god of thunder, whose enchanted hammer, Mjolnir, enables him to fly and manipulate weather, among other superhuman attributes.

In real life, Thor is the alter ego of Johnie Weems, President and CEO of Delta Packaging & Supply in the U.S., who recently received TBM 960 S/N 1430 as his fourth-owned TBM family aircraft.

True to the character of Thor, Weems' new TBM 960 gives him the capability to attain new horizons while flying. And, while the TBM 960 may not be able to change the weather, Weems cites the aircraft's Garmin GWX 8000 StormOptix™ radar as a valuable "plus" for pilots: reducing workload and enhancing awareness in busy and challenging flight conditions.

He took delivery of his TBM 960 at the Tarbes, France headquarters of Daher's Aircraft Division, and performed the transatlantic flight to his home base airport at South Florida's Pompano Beach Airpark with legendary ferry pilot, Margrit Waltz.

"For me, Tarbes was truly an eye-opener to what goes into the production of these extremely capable, very fast aircraft"

"Every piece of the TBM is meticulously handcrafted to perfection and built to withstand extreme conditions. Seeing this process definitely makes one feel good about owning and flying the TBM!"

The TBM 960 S/N 1430 follows Weems previous ownership of multiple aircraft: a TBM 850, TBM 930 and TBM 940; which followed a Cirrus SR22T-G5, Cirrus SR22-GE Turbo and a Beechcraft Bonanza A36.

For the TBM 960's ferry flight from Europe to the U.S., the departure was on a Saturday morning at 9:45 a.m. With three fuel stops along the way, the TBM 960 landed in Bangor, Maine at 7:15 pm the same evening. Weems said he truly gained a new appreciation of the TBM's capabilities during the trip, and was impressed how simple the aircraft made the oceanic crossing.

"It was still daylight in Maine when we arrived!" he exclaimed. "Of course, we gained six hours with the time change going from east to west… but what other single engine turboprop can do this with ease, all in one day?"

Weems added that he has a new respect of the TBM 960's capability after the ferry flight experience, adding that its advanced technology is directed toward reducing the single pilot's workload: "In busy airspace and weather, this technology should make our flights much safer."

Margritt Waltz, famous ferry pilot, with Johnie Weems, ready for departure.

He cited the dual-channel digital Engine and Propeller Electronic Control System (EPECS) as a key innovation on the TBM 960. "This system has a full digital envelope protection that enables the pilot to 'fly the airplane' and not worry about operating the engine outside of the manufacturer's parameters," Weems explained. "It helps reduce the pilot workload… and coupled with the HomeSafe™ emergency autoland, makes the TBM 960 a game-changer."

Another significant improvement for Weems on the TBM 960 is Garmin's GWX 8000 advanced Doppler radar. "With this new radar, you simply hit 'auto' and Garmin does the work for you. Simply amazing!"

"I thank the Daher team for having an innovative mindset and pursuing the quest to make an already very capable aircraft even better"

While progressively owning his four TBM family aircraft since 2018, Weems has enjoyed flying throughout the U.S., to the Bahamas, as well as such hard-to-reach destinations as St. Barth's in the Caribbean.

"I look forward to many more journeys to exciting destinations all over the world in my TBM 960," he concluded.

Johnie Weems and wife, Dawn, appreciate the TBM 960's cabin comfort when visiting Daher's demonstrator aircraft at Pompano Beach, Florida.

THE DAHER AVIATOR COMMUNITY

TBMOPA's new Chairman: "Flight safety is a common goal that we share with Daher"

TBMOPA Chairman Andrew Cragg is shown with his TBM700A, S/N 72.

Andrew Cragg is the new Chairman of the TBM Owners and Pilots Association (TBMOPA), bringing an even stronger focus on flight safety to this growing organization.

Cragg has been an active TBMOPA member, serving on its Safety Committee and providing the annual "deep dive" review of accidents/incidents that is presented at the association's annual convention.

Having officially begun his role as Chairman at the 2022 TBMOPA Convention in September, Cragg looks forward to continuing key initiatives that already are underway, and expanding the scope – working closely with Daher.

"A MEETING OF THE MINDS" WITH DAHER

"There is a 'meeting of the minds' with TBMOPA and Daher, which was clear when I met Nicolas Chabbert of Daher's Aircraft Division at the 2022 Convention," Cragg explained. "On the technology side, Daher is continuingly working on aircraft and system advances that make the TBM safer and safer, while TBMOPA is concentrated on the human aspects with the outreach to – and input from – our members."

One of Cragg's goals in 2023 is to complete the first draft of TBMOPA's Flight Operations Manual, which he described as a "compendium of knowledge" on how to best manage and fly the TBM. He stressed that the Flight Operations Manual was conceived to be complementary to the TBM Pilot's Operating Handbook, as well as for documentation already published by instructors and training service providers.

"We saw a need for more formal – and vetted answers – to the questions posted on our on-line members' forum, which sometime generate spirited debate and reactions," he explained. "With the Flight Operations Manual, we'll go to the experts for the aircraft and airframe, as well as those with TBM expertise as pilots, maintainers, avionics specialists and others."

Cragg added that the Flight Operations Manual could be provided in a modifiable form, able to evolve as pilots add their own knowledge and expertise. The initial draft is targeted to be available in the first half of 2023.

The Flight Operations Manual is included in the TBMOPA's drive to modernize its informational infrastructure, which includes the development of a new website as the modern hub for its content. "The digital proffer of information is a real challenge when the goal is to do it right," Cragg stated.

ADDITIONAL SAFETY VIDEOS TO BE CREATED

Other priorities in 2023 for the new TBMOPA Chairman include the development of additional safety videos, building on the association's initial offerings on two critical flight phases: stabilized approaches and missed approaches.

Cragg also looks forward to maintaining the Daher relationship through a continuation of meetings with its U.S. North American TBM headquarters in Pompano Beach, Florida. These meetings have focused on such common interest agenda items as technical and maintenance issues, along with how the aircraft can evolve for its owners/operators.

Looking ahead, he is pleased with the fact that the association's growing membership increasingly includes new TBM owners – who are in addition to longtime owners/repeat aircraft buyers. "We want to be a hub for both information and training related to safe flight…so that every TBM pilot should be a member."

TBMOPA OPENS MEMBERSHIP TO KODIAK OWNERS

Another aspect for TBMOPA's future is the association's opening to owners and operators of the Kodiak, which is now part of Daher's turboprop-powered aircraft family.

"There certainly is synergy between TBM and Kodiak pilots – with some owning both airplane types," Cragg concluded. "While having different missions, the Kodiak and TBM are truly complementary. Additionally, Kodiak pilots are just as passionate about their aircraft as TBM aviators, and our goal is to see how we can best integrate them into the association."

TBMOPA's safety video on missed approaches provides a step-by-step explanation of how to conduct go-arounds, baulked landings and any other discontinued approach with the TBM.

TBM OWNERS AND PILOTS ASSOCIATION'S 2022 CONVENTION

Daher recognizes the TBMOPA for its involvement in promoting TBM aircraft safety and flight efficiency

Daher's busy exhibit booth at the TBMOPA Convention provided the opportunity for a constant dialog with aircraft owners and operators on subjects that included the Me & My TBM app, as well as direct contacts with TBM Care team members.

The TBM Owners and Pilots Association's 2022 Convention was a highly successful event, with a large audience bringing together operators of the TBM and the supplier community for four days of informative sessions, safety-related briefings and networking.

More than 320 attendees were present in downtown Nashville, Tennessee for the September 22-24 gathering – with many of the TBM owners arriving aboard 85 TBMs at Smyrna/Rutherford Airport.

All TBM versions were present, from earlier-production TBM 700s and TBM 850s to the TBM 900, TBM 910, TBM 930, TBM 940 and the newest TBM 960 version.

Daher was the TBM Convention's co-sponsor, providing briefings and updates on the TBM aircraft family, as well as exhibiting at its "Digital Corner" and information desk with the participation of members from its TBM Care team.

Nicolas Chabbert, the Senior Vice President of Daher's Aircraft Division, said the 2022 event further reinforced the TBMOPA's position as one of the most active aircraft owner/operator organizations.

"This year's Convention underscored the continuing commitment of TBMOPA and its members in supporting flight safety across the TBM fleet, bringing the pilot community together at one of the largest meetings for a turbine-powered general aviation aircraft type," he stated.

Raphael Maitre, the Vice President of Customer Support at Daher's Aircraft Division, confirmed the company's ongoing support for the TBMOPA's activities, especially in the association's key role in maintaining and enhancing TBM pilots' proficiency and operational safety.

During three days of dynamic sessions customized for TBM owners and operators, a range of presentations from system vendors were complemented by such informative briefings as the implementation of performance-based navigation (PBN), outlined by Hughes Aerospace Corporation's Chris Baur; interpreting the weather, detailed by Dr. Scott Dennstaedt, a FAA-certificated flight instructor and former meteorologist; and maintenance tips, explained by TBM owner and former astronaut John Grunsfeld.

Paulo Castro, the Customer and Network Care Director for TBM Care, highlighted Daher's commitment to continual improvement in support and services for TBM owners and operators.

Activities for spouses and companions of TBM pilots/owners were given a new dimension at this year's convention with an updated interactive ground school program organized by Jim Tuley, an airline pilot and TBMOPA's Safety Consultant.

TBMOPA Chairman Brian Dunsirn thanked Daher for its continued co-sponsorship of the annual convention, and recognized the company for its close working relationship with the association.

"This relationship is truly unique within the general aviation sector, and it has never been stronger," Dunsirn commented. "Together, Daher and TBMOPA have marked many achievements – with the emphasis on flight safety and the goal of further improving the TBM ownership experience."

Presentations at the TBMOPA Convention included an overview on the TBM aircraft family by Nicolas Chabbert, the Senior Vice President of Daher's Aircraft Division (in the foreground) and updates on the TBM Care service offer by Raphael Maitre, the Vice President of Customer Support (at left).

With Daher's integration of the Kodiak aircraft into the company's airplane family, TBMOPA is now opening the association's membership to Kodiak owners/operators. TBMOPA has proposed an initial six-month complementary membership, and 15 Kodiak owners/operators have accepted this offer to date.

During the 2022 TBMOPA Convention's live auction, a total of $120,000 was raised for the TBMOPA Foundation – a 501(c)(3) charity that contributes to the future of aviation through selected scholarships for aspiring pilots – including disabled individuals and veterans – as well as providing support for organizations that donate airlift services to help those in need.

The Foundation also runs the TBM Safety Seminar program, and it developed the TIPS advanced training program for TBM pilots' recurrent training.

TBMOPA continued its tradition of recognizing Daher's support for the association by inviting the company's attendees on stage at the Convention's Friday wrap-up dinner event and presenting them with themed hats that are symbolic of the Convention's venue. For the 2022 event at Nashville, the hats were "cool pilot" visors with sunglasses.

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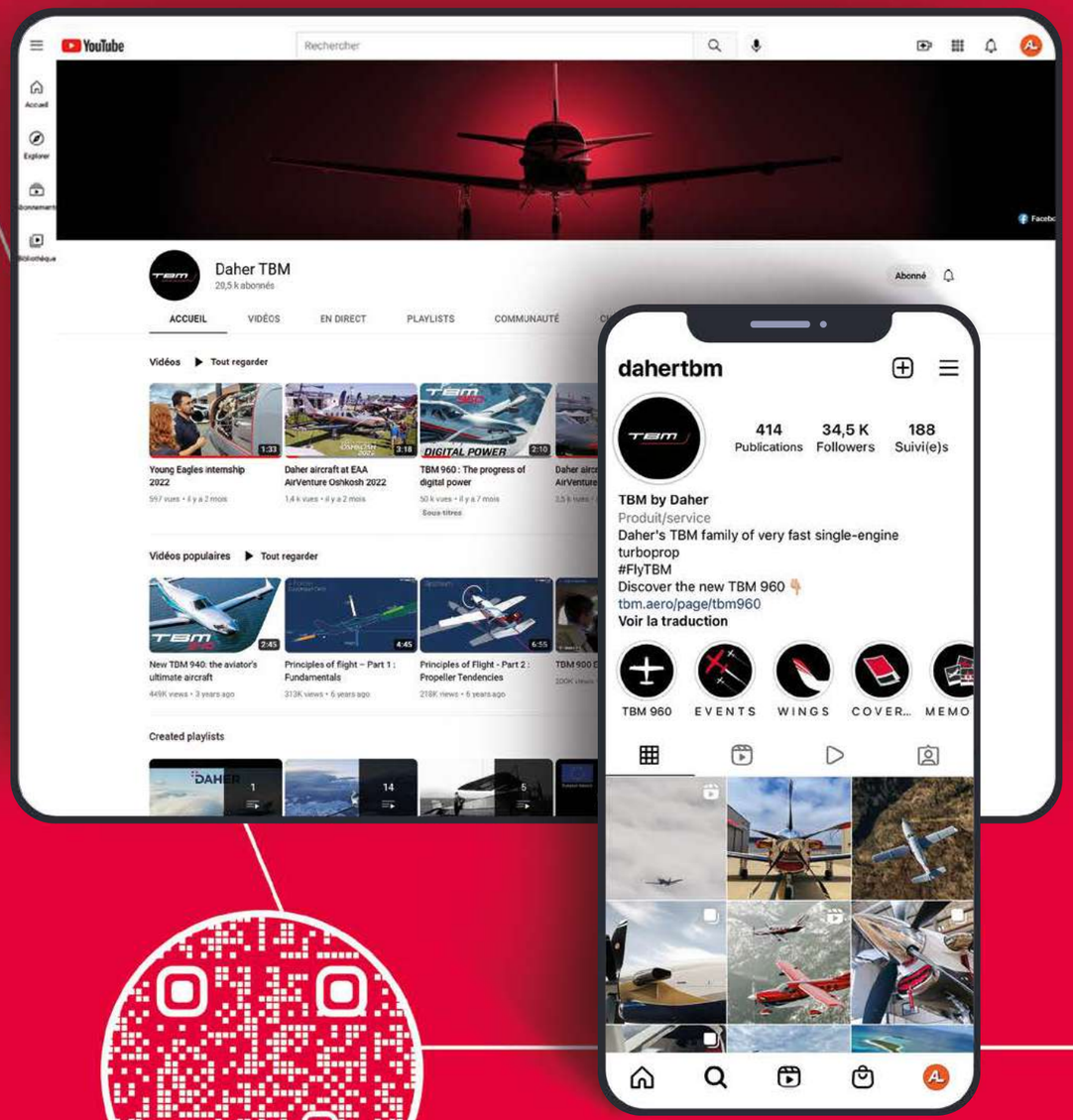


TBMOPA CONVENTION 2022

TBMOPA adopts a new strategy for training sessions with spouses/companions at the 2022 Convention

Educational sessions for spouses/companions of TBM owners are a highlight of every TBMOPA Convention, and this year's event involved a new approach in preparing them for potential in-flight emergency situations if the pilot is incapacitated.

Led by Jim Tuley, an airline pilot who serves as the TBMOPA's Safety Advisor, the 2022 course began with a group presentation on the basic steps to follow if such an emergency arises. It included tips on keeping calm and focused, with steps to take in assessing the situation, and then preparing the aircraft for landing.

Jim Tuley, the TBMOPA Safety Advisor, briefs spouses/companions during the group session at the TBMOPA Convention.

This was followed by individual training on such details as how to configure the avionics and communicate with air traffic control. Realism was provided by the use of functional desktop flight decks that were configured for the avionics systems on the owners' TBM specific aircraft types.

"The 2022 TBMOPA Convention's sessions were the result of a year-long process, with the goal of providing information in a digestible way – rather than reaching a saturation point," Tuley explained. "By doing it in manageable 'chunks,' I wanted to establish a core set of actions or procedures that will be easier to recall once they are in the aircraft."

A key element was the tactile experience – with familiarization on the same avionics systems that equip their aircraft. For this, he acknowledged the excellent support provided by Garmin, which provided two desktop flight deck units for its G600 avionics (utilized on TBM 700A and TBM 850 legacy aircraft, the G1000 avionics (for TBM 850s and TBM 900s), and the G3000 desktop device (for the TBM 940 and TBM 960). Tuley noted that Garmin built the G3000 unit specifically for use at the TBMOPA Convention.

Simcom instructors helped the spouses/companions in understanding how to operate the TBM avionics systems in an emergency.

"By actually working with these functional desktop units, we focused on what I call the 'buttonology' of how to interact with the avionics with getting the airplane back on the ground," he added.

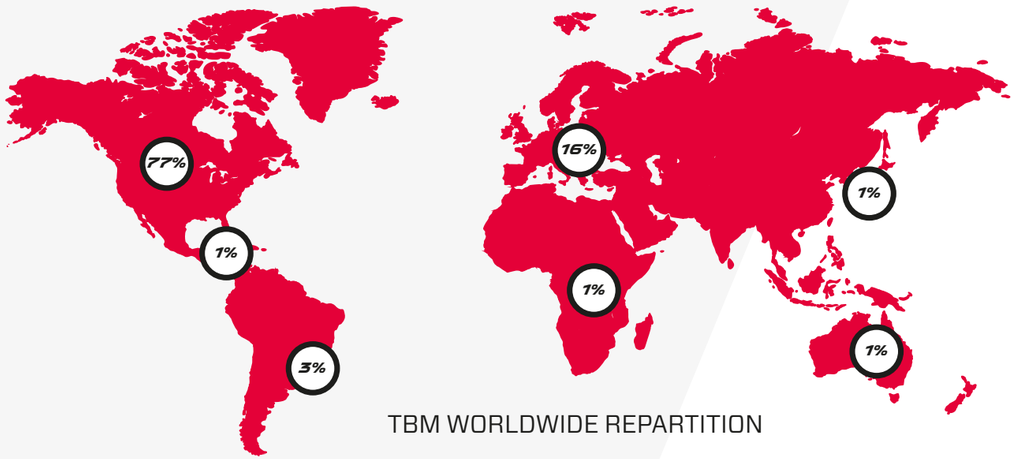
For the sessions with the desktop units, Tuley was assisted by instructors provided by Simcom, which is Daher's U.S. training partner.

Tuley will follow up with the spouses/companions by e-mail after the TBMOPA Convention, providing a step-by-step method on how to work through an airborne emergency, including the importance of those who are available to assist them – including air traffic control. "It's important to understand what resources can be available, and to underscore they're not alone in such a situation."

"It's important to understand what resources can be available, and to underscore they're not alone in such a situation."

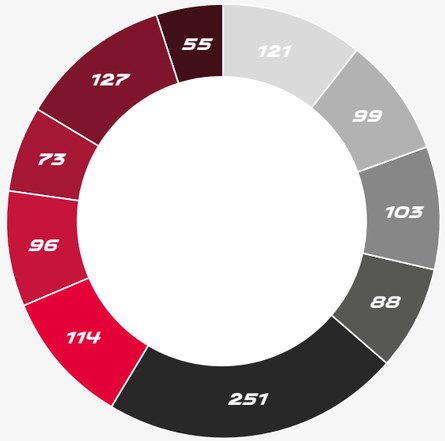
TBM WORLDWIDE FLEET DISTRIBUTION

DECEMBER 2022



TBM WORLDWIDE REPARTITION

TBM FLEET DELIVERIES



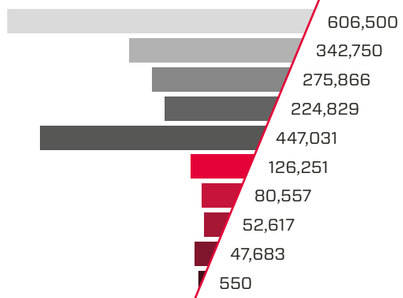
- TBM 700 A
- TBM 700 B
- TBM 700 C
- TBM 850
- TBM 850 (G1000)
- TBM 900
- TBM 930
- TBM 910
- TBM 940
- TBM 960

1,125 TBMs DELIVERED

2.20 MILLION HOURS FLOWN

51 SERVICE CENTERS

TBM FLEET FLIGHT HOURS



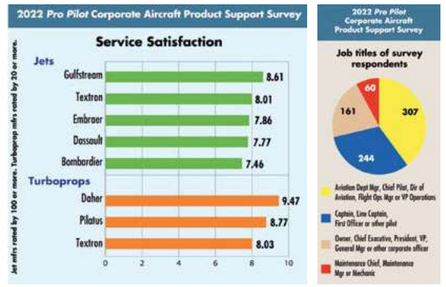
CUSTOMER EXPERIENCE

Daher attains the highest score in Pro Pilot magazine's annual product support survey

Daher's dedication to maintaining the highest levels of customer satisfaction was recognized by its no. 1 ranking with the TBM for the second consecutive year by Professional Pilot (Pro Pilot) magazine's annual product support survey.

Its 9.04 overall score was the highest for any of the manufacturers – for both turboprop- and jet-powered corporate aircraft – covered by this magazine's latest annual analysis.

Conducted for the past 30-plus years, the Pro Pilot survey assesses the responses of owners and operators in seven categories: spares availability, company response time, the cost of parts, service speed in AOG (aircraft on ground) situations, technical manuals, technical representatives and service satisfaction.



According to Raphael Maitre, the Daher Aircraft Division's Vice President of Customer Support, Pro Pilot's 2022 survey reflects the company's comprehensive support strategy that covers an increasingly wide spectrum – from responsive aircraft updates, quality management, sales and the training experience to a major emphasis on digital initiatives and an unabated focus on controlling the costs of spares.

Paulo Castro, the Director of Customer Support for Daher's Aircraft Division, thanked the TBM owners and operators who provided their input for the 2022 Pro Pilot survey, and also acknowledged the dedication of the company's TBM Care team and authorized Service Centers – which are key elements of Daher's product support Network.

SURVEY FEEDBACK FROM OWNERS AND OPERATORS

Among the TBM owner/operator responses cited in the 2022 Pro Pilot survey were the following:

Lee Pillsbury, Managing Director of Business Management Services: "We've put 640 hours on our latest TBM 940 in 14 months, with nothing more than a couple of minor cosmetic items, with which Daher dealt immediately. Routine service and maintenance exceed our expectations consistently. We love our TBM 940, and we love the Daher people and culture even more. They have a true 'spirit to serve.' "

John Grunsfeld, Aircraft Director & Chief Pilot, Endless Frontier Associates: "The Daher service team is one of the most responsive and technically capable teams in aviation. Their dedication to customer service is truly remarkable."

Andrew Cragg, CEO of Eden Partners: "Daher TBM Care and the TBM dealer Network are very responsive to customer and pilot issues. We're very satisfied with their product support service."

STAYING NO. 1 FOR PRO PILOT, AND BEING RANKED BY AIN

Daher's Paulo Castro said the company is committed to retaining its top rating in future Pro Pilot surveys, while adding the focus also is on obtaining sufficient responses from TBM owners/operators to include Daher in the similar evaluation performed by Aviation International News (AIN).

The AIN poll requires that 20 responses for an aircraft manufacturer be received from those surveyed to qualify – which has not been reached to date for Daher. Castro explained that while Professional Pilot magazine traditionally has been the benchmark for product support surveys, Aviation International News is playing an increasingly important role as an information source in the aviation industry.

"Such surveys can influence the value of TBMs – both new and pre-owned. Therefore, input from TBM owners and operators for the Professional Pilot magazine and AIN surveys is needed for them to be a true reflection of the support that Daher provides," he added.

TBM 960

POWERPLANT

Type: P&W Canada PT6E-66XT turboprop		
Thermodynamic power:	1844 hp	
Nominal power:	850 shp	
Usable fuel capacity:	292 US gal	1,106 liters

INTERNAL DIMENSIONS

Maximum cabin width	3 ft. 11.64 in	1.21 m
Maximum cabin length	13 ft. 3.45 in	4.05 m
Maximum cabin height	4 ft	1.22 m
Maximum volume in cabin	123 cu. ft	3.5 cu.m

LOADING

Basic empty weight	4,806 lb	2,180 kg
Maximum ramp weight (MRW)	7,650 lb	3,470 kg
Maximum takeoff weight	7,615 lb	3,454 kg
Maximum zero fuel weight	6,252 lb	2,836 kg
Maximum payload	1,446 lb	656 kg
Maximum payload with full fuel	888 lb	403 kg
Maximum luggage in storage areas (4 seats)	507 lb	230 kg
Maximum luggage in storage areas (6 seats)	330 lb	150 kg
Maximum luggage volume (large net)	30 ¼ cu.ft	0.989 cu.m

PERFORMANCE (ISA CONDITIONS, MTOW, NO WIND)

Maximum cruise speed at long-range settings	252 KTAS	467 km/h
Maximum cruise speed at 28,000 ft.	330 KTAS	611 km/h
Time to climb to 31,000 ft.		18 min 45 sec
Certified ceiling	31,000 ft	9,449 m

RUNWAY DISTANCES

(ISA conditions, MTOW, no wind, 50 ft. obstacle clearance)

Takeoff	2,535 ft	773 m
Landing	2,430 ft	741 m

MAXIMUM RANGE WITH MAXIMUM FUEL

(ISA conditions, MTOW, no wind, one pilot, 45 min fuel reserve)

@ 31,000 ft

252 KTAS cruise speed	1,730 nm	3,204 km
290 KTAS cruise speed	1,585 nm	2,935 km
326 KTAS cruise speed	1,440 nm	2,666 km

TOP VIDEOS OF THE YEAR

Taking the maximum advantage that comes with the progress of digital power, Daher has introduced the TBM 960 as the latest high-end member of its very fast turboprop aircraft family

Daher's new Kodiak 900 retains the Kodiak 100's qualities as a backcountry STOL while marking a step forward with a 3.9-ft. fuselage length extension and cruise speed increase to 210 KTAS.

YouTuber Gabriel T. Ruz, Jr makes a scenic winter flight on a TBM 910 trip over the Rocky Mountains from Spanish Fork, Utah (KSPK) to Las Vegas, Nevada (KVGT).

After its unveiling at the Sun 'n Fun Aerospace Expo – Julie Boatman (Flying Magazine's Editor-in-Chief) flew the TBM 960, this latest member of the very fast turboprop aircraft family

With its base of operations in Rangeley, Maine, Acadian Seaplanes benefits from the Kodiak 100's performance, handling characteristics and ease of maintenance

TECHTALKS PLAYLIST

TBM & KODIAK CARE TEAMS SHARE THEIR TIPS

CUSTOMER EXPERIENCE

Kodiak Care enhances the focus for service-related contacts via e-mail and telephone

Daher understands that time is a precious commodity.

To provide better support for Kodiak aircraft, Daher has facilitated the way to reach Kodiak Care directly through the users' channel(s) of choice.

This provides an enhanced focus for Kodiak owners, operators, service providers, distributors, suppliers, partners, government entities… and more.

E-MAIL ADDRESSES:

- For technical support: **kodiakcare@daher.com**
- For all part-related matters: **kodiakparts@daher.com**
- For warranty inquiries: **https://kodiak.aero/warranty-inquiry/**
- For warranty invoice submissions and questions: **kodiakwarranty@daher.com**
- For scheduling at the Sandpoint, Idaho repair station: **kodiakcaremx@daher.com**

TELEPHONE MENU:

Menu options when calling the main telephone number at Kodiak Aircraft (**+1-208-263-1111**) are:

- Choose **#2** in the main menu for Kodiak Care's customer service menu, then select Technical Support, Parts, Warranty or the Factory Service Center, as appropriate.
- To contact individuals directly, dial their direct phone number or choose **#3** on the main menu for the Directory.

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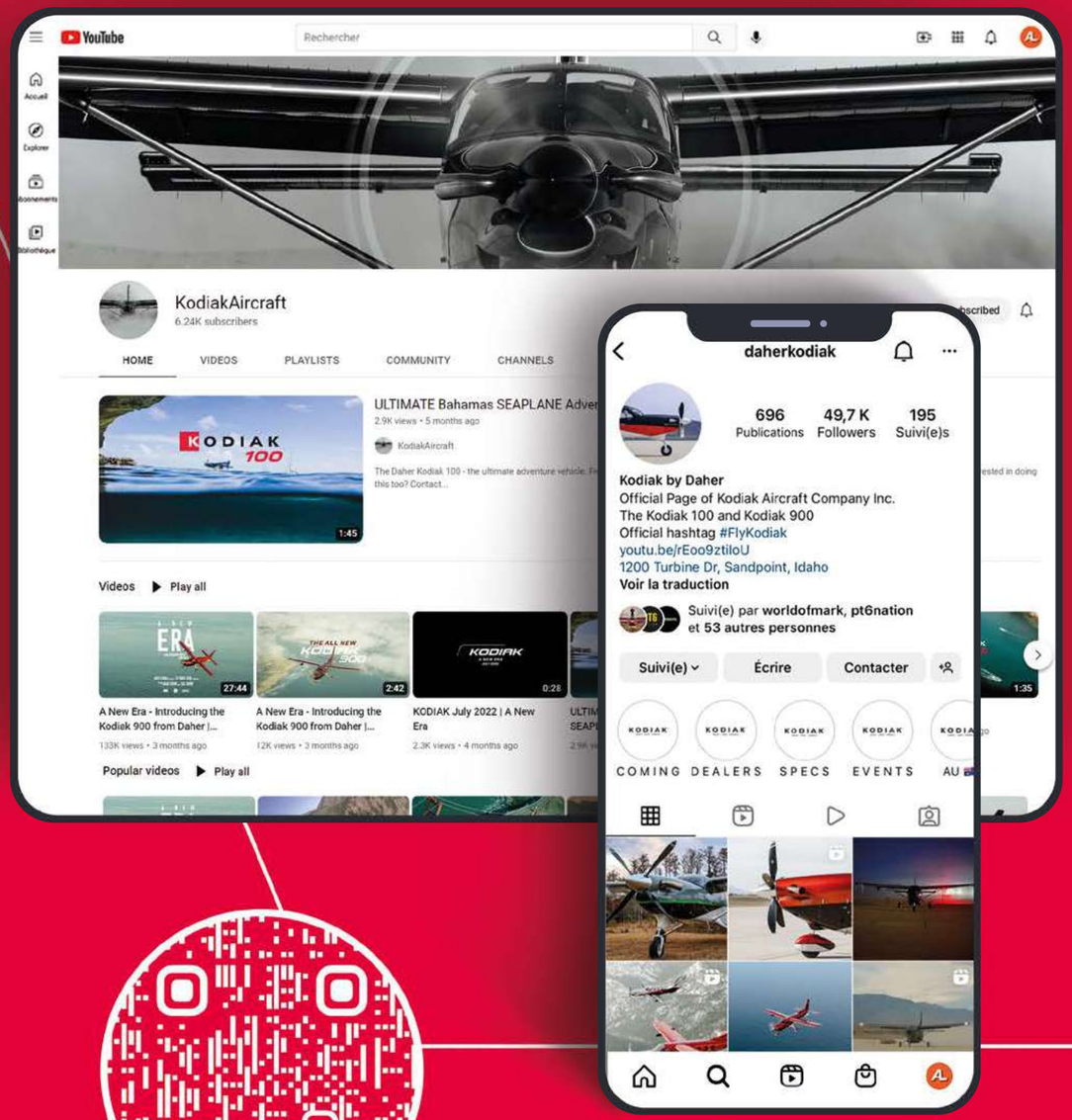


TBM & KODIAK LOVERS

1,400 TBMs & Kodiaks produced... and many more stories

The following pages contain selections of TBM and Kodiak photos, sorted by serial number, with details provided by their owners and operators. These images reflect the diversity of operations performed by the aircraft – business flights, mission services such as the Kodiak deploying skydivers, or purely for private purposes. Some owners fly alone, others with their family and pets…while business colleagues join on certain flights. The pictures are from around the world: North America, Europe and South America, with some from Asia and Australia.

Helping in this photo collection task was the TBM Owners and Pilots Association (TBMOPA) which will celebrate its 20th anniversary in 2023. The association gathers owners and operators of TBM aircraft in promoting safety, while also maximizing the pleasure and utility of their ownership experience. With Daher's integration of the Kodiak aircraft into the company's airplane family, TBMOPA is now opening the association's membership to Kodiak owners/operators.

The photos show an interesting cross-section of the Kodiak and TBM active fleets, highlighting customer loyalty through various aspects. Some are "repeat buyers" who have owned a progression of TBM aircraft as the product line has evolved…in certain cases owning their fifth or sixth TBM acquired over the years.

Pictures and feedback are always welcomed for future editions of the Daher Newsletters and for use in the annual Yearbook. Submit the photos to: d.bacou@daher.com, or share them on social media with the **#TBMlovers** or **#Kodiaklovers** hashtags.

TBM 940's co-pilot Lars Wildenschild is pictured at Bornholm Airport, which serves Bornholm Island in the Baltic Sea.

Brazil-based Andre Castellini, who is known within the TBM community for his long trips across North and South America, gives his TBM 900 a well-deserved hug ("abraco" in Portuguese).

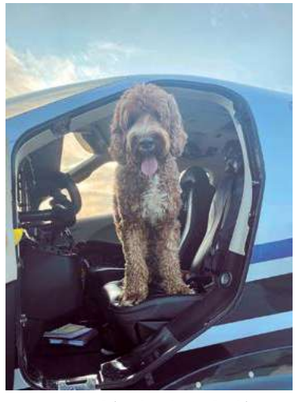
This Kodiak 100, S/N 100-0188 is based in Merimbula, New South Wales, Australia

James Thorpe has owned this beautiful 1957 Corvette for 40 years, along with TBMs that he has acquired over a span of two decades.

This future pilot logs his first right-seat experience in a TBM, as seen in the photo from Chelsie di Paolo, a talented influencer, mother, and vegan restaurant promoter.

Mehmood Khan's TBM 940 (S/N 1361) is highlighted in the sun at Al-Ula Airport near the city of Medina in the western Saudi Arabian desert.

Daniel Kaplan from Florida's Palm Beach Gardens poses with family at the door of his TBM 850 (S/N 508).



Elisabeth Saladino's TBM "copilot" is her Goldendoodle.

This photo gives a new meaning to formation flying! A Jetman Dubai aviator joins up with Jean-Luc Dartialh's TBM 700 (S/N 141) over Empuriabrava, Spain.

Charles Mosse provided this picture of his TBM 700 (S/N 226) framed against a remarkable sunset at Cowra in Australia's New South Wales.

Stylish nose art is featured on the Kodiak 100 (S/N 100-0274) operated by Dropzone Thailand in Rayong.

This Kodiak 100 (S/N 100-0247) is silhouetted against the sunset.

One of Dimor Aerospace's Kodiak 100s is prepared for a humanitarian aid flight in the aftermath of Hurricane Dorian.

Canada's Skydive Vancouver, one of the oldest skydiving centers in North America, operates a fleet of Kodiak 100s.

Todd Winter prepares to depart Seeley Lake Airport in Montana after a visit with his Kodiak 100.

Kodiaks are always at home on backcountry strips, as shown by Mark Urness with his Kodiak 100 at a friend's ranch in East-Central, Idaho.

This dried salt lake is the perfect landing zone for Kodiak 100 (S/N 100-0086), pictured in Utah.

The annual ICEPORT fly-in event is a gathering on the frozen Mille Lacs Lake, Minnesota. Among the participating aircraft was Kodiak 100 (S/N 100-0184).

2023 EVENTS

Join us in celebrating the passion of aviation

Meet us events around the globe to discover Daher's latest aircraft and innovation. The following is a partial list of upcoming events where we plan to present the TBM/Kodiak aircraft:

EUROPE

April 19 to 22
Aero Friedrichshafen – Friedrichshafen, Germany

May 19 to 20
The Elite London – Wycombe Air Park, Bucks, UK

May 23 to 25
EBACE – Geneva, Switzerland

June 1 to 3
France Air Expo – Lyon, France

June 19 to 25
Le Bourget – Paris, France

NORTH AMERICA

March 28 to April 2
Sun'N Fun – Lakeland, Florida, USA

July 24 to 30
EAA Air Venture – Oshkosh, Wisconsin, USA

September 6 to 10
TBMOPA convention – Colorado, USA

October 17 to 19
NBAA – Las Vegas, Nevada, USA

DAHER

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KODIAK AIRCRAFT COMPANY INC.
1200 Turbine drive Sandpoint,
Idaho 83864 - USA
Tel: +1 (208) 263 1111

DAHER AIRCRAFT INC.
601 NE 10th St Pompano Beach
Floride 33060 - USA
Tel:+1 (954) 993 8477

DAHER AIRCRAFT DIVISION
Aéroport de Tarbes-Lourdes Pyrénées,
65921 Tarbes Cedex 9 - FRANCE
Tél: +33 (0)6 07 38 05 07