

# ***YEARBOOK 2021***



**KODIAK**

**TBM**



# ***A BRIGHT OUTLOOK FOR THE DAHER AVIATOR COMMUNITY***

## ***2021 WAS A YEAR TO REMEMBER!***

Who could have foreseen the turnaround as we all began to recover from the COVID-19 pandemic's effects? The sharp upturn in Daher aviators' flying, and an ever-widening recognition of the advantages that come with traveling by general aviation/business aviation, brought a sharp increase in the use of our TBM and Kodiak aircraft worldwide, even when compared to 2019.

This also was shown by the boost in aircraft sales activity, as underscored by customer inquiries and new orders – surpassing levels of two years ago.

Our 2021 edition of the Daher Aviators' Yearbook reflects the optimism that has returned. The publication provides a compilation of news and feature articles focused on TBM/Kodiak owners, operators, pilots and partners. Its stories are derived from the digital newsletters we regularly send to customers and operators, as well as to Daher's sales and service Network, with some additional content added to the pages.

Since their launch during the COVID-19 confinement, these Daher newsletters have been praised by our readers and by the industry, creating an important link between us and the aviator community to provide informative updates, operational advice, and helpful tips. They have clearly served their purpose, helping to keep a positive attitude as we all looked for the light at the end of the pandemic tunnel.

This edition of the Daher Aviators' Yearbook also reflects the second anniversary of Kodiak joining the Daher aircraft family. Its successful integration in the product line was demonstrated by our launch of the Kodiak 100 Series III as the first Kodiak version in the Daher-era, as well as our consolidation of the Network that provides top-level support for both Kodiak and TBM aircraft.

The TBM continues to surf on the wave of its exceptional success, and the HomeSafe® emergency autoland's introduction on the TBM 940 further validates Daher's commitment to continual improvement across its aircraft families.

Evolving and expanding the support provided by our dedicated Kodiak Care & TBM Care teams remains a top priority for us, which was recognized by Daher's first-place ranking with the TBM in the turboprop category of Professional Pilot magazine's annual product support survey.

Our retrospective of the past year would not be complete without a focus on the people who make the Daher aviator community so unique, with customers and operators such as Chris Brand in South Africa (flying his "safari" TBM 700); Massimo Cassini, operating a TBM 940 from Dubai; and Kelly Burris, a U.S. patent attorney and the first woman to own a TBM 940.

We also spotlighted professional operators who use their Daher-built aircraft to bring health care and vital relief in urban settings and to some of the world's most remote regions, from Arkansas Air Ambulance and Mercy Air with Kodiak 100s to the University of North Carolina's UNC Air Operations (the flight department for UNC Hospital).

I want to personally thank those in the Daher aviator community who agreed to have their stories included in our Newsletters, and further commemorated by their inclusion in this annual Yearbook. We look forward to sharing more of your stories in our upcoming Newsletters during 2022.

On behalf of everyone at Daher, I wish you a happy New Year, safe flights with good tailwinds under blue skies.

Nicolas Chabbert  
Senior Vice President  
Daher Aircraft Division





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# TBM PILOT PROFILE

## CHRIS BRAND

**TBM 700C2 S/N 285**

Pretoria-based, South African businessman Chris Brand purchased a TBM 700C2 in 2016 to carry tourists to game farms, as well as flying for hunting, fishing and family holidays. It certainly is the only TBM flying into the South African bush that also has bike racks!

*“Before buying the TBM, I looked at other single-engine turboprops,” he explained. “One was just too big for what I wanted; the other could not carry the weight and have the fuel capacity with six passengers to reach Cape Town at 730 nautical miles.” Chris Brand*

Brand purchased his TBM 700C2 in the U.S. in February 2016 and hired noted ferry pilot Margrit Waltz to bring it back to South Africa: A 10-day trip from New York area, via Newfoundland, Greenland, Iceland, Europe and Africa...which also marked Margrit's 800th ferry flight.

The best memory of the trip for Brand? “The sun setting over the ice below us while en-route to Keflavik, and then performing the ILS at midnight in sleet, snow and ice...finally breaking out of the clouds at 200 feet!”

In his operations from Kitty Hawk Aerodrome near Pretoria, Brand is enthusiastic about the TBM's advantages in South Africa. “It can travel fast above the weather with enough payload and go into any type of strips...700 meters (2,300-ft.) grass or dirt. I have it configured with four seats and two bike racks to carry my mountain bikes.”

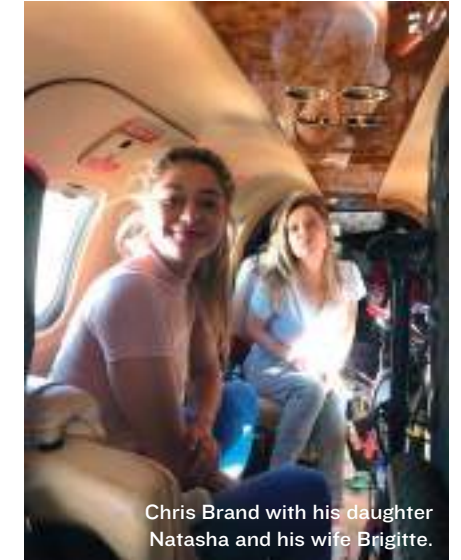
Another of his memories with the TBM 700 is flying the dog-leg approach into Malelane Airport, located in the eastern part of the country, just south of the famous Kruger National Park. “I go to the bush there,” Brand explained. “My first time with the TBM, I broke out of the clouds to see a mountain ahead. With the autopilot on and making a GNSS approach, the aircraft turned through 70 degrees to the right...lining up on the final fix and runway.”

Brand flies his TBM 700 to safari/bush strips quite often, and also travels via Cape Town to Stellenbosch. This historical city in the Western Cape Province is known for its vineyards, and also brings Brand to the region for rides on mountain bike trails.

“My overall experience with the TBM is the best interaction I've had in 35 years of flying,” he concluded.



Chris Brand's son Mike, working on his computer in the TBM 700's cabin.



Chris Brand with his daughter Natasha and his wife Brigitte.



Giraffes passing behind Chris Brand's TBM at Zwingli Airfield, in the western part of the Madikwe Game Reserve... not an unusual sight in the South African bush!



## DAHER STRENGTHENS ITS FLIGHT TRAINING COMPONENT FOR KODIAK AND TBM AIRCRAFT

With its appointment of Wayman Luy as the Director of Training and Standards, Daher's Aircraft Division has marked an important step in enhancing the flight training element for its Kodiak and TBM airplanes.

In this newly-created position, Luy's priorities include developing a standardized training program for both pilots and instructors – applying such tools as on-line learning, e-learning and computer learning, while leveraging computer simulation.

He also will oversee the factory-approved flight training organizations: U.S.-based Parkwater Aviation with Kodiak training courses and the world's only full-motion simulator for this aircraft type; SimCom Aviation Training, with its TBM courses and simulator centers in Scottsdale, Arizona and Orlando, Florida; as well as France's Sim-Aero, which conducts EASA-certified TBM training.

*“With nearly 1,400 Kodiaks and TBMs now flying worldwide, we are more focused than ever on providing owners and operators with the knowledge and skills to operate their aircraft at the maximum level of safety.”*

*Nicolas Chabbert, Senior Vice President of Daher's Aircraft Division*

Luy's training expertise 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 three years ago. Adding to this are 6,000 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 during the past 16 years.

“To be fully effective across our Kodiak and TBM user base, our training for customers must be offered in a standardized manner, and there is no one better suited to the task than Wayman Luy,” concluded Nicolas Chabbert, the Senior Vice President of Daher's Aircraft Division.



## DAHER SELECTED MECANAIR AS TBM AND KODIAK SERVICE CENTER

DAHER announced the appointment of MekanAir SA based in Switzerland, as an authorized service center for TBM and Kodiak aircraft.

MekanAir SA is an EASA and FAA part 145-certified maintenance and repair station. The company is specialized in general and business aviation, single and twin piston/turbine engines, as well as the overhaul of piston engines and accessories. They have maintenance workshops at the Ecuwillens (LSGE), Grenchen (LSZG) and Yverdon (LSGY) airports.

Under this agreement MekanAir, which was already a Kodiak 100 Service Center, provides support on both TBM and Kodiak series aircraft, scheduled and non-scheduled maintenance, and offer Continuous Airworthiness Monitoring (CAMO).

Dave Schuck, Kodiak Aircraft's director of customer care tell us:

In 1976, Michel Devaud began MekanAir as a maintenance facility to take care of the booming Swiss aviation industry. MekanAir's maintenance activities started to prosper thanks to their excellent service and support. MekanAir has a very good working relationship with Pratt & Whitney Canada and has maintained multiple types of turbo prop aircraft over the years. At their Grenchen facility they also have a Garmin approved Avionics Service Center. With 45 years of quality, experience and attentive activity, MekanAir is oriented towards the future.

*“MekanAir has been a key member of the Kodiak Aircraft service family for 10 years and have distinguished themselves as an extremely capable and caring service provider for our customers. We have been very pleased with MekanAir's responsiveness and abilities at their home airport and in the field responding to off-site maintenance emergencies. We are pleased to welcome the entire MekanAir team in supporting our fleet of TBM very fast turboprops.”*







## TRAINING FOR THE COMPANIONS OF TBM PILOTS: ENHANCING SAFETY WITH ADDITIONAL “EYES AND EARS”

A popular session at this year’s TBMOPA Convention was the ground school class for TBM pilot companions, which provided perspectives to become part of the safety culture in operating the aircraft.

The two days of classes covered topics from advance preparations at home through pre-flight checkout and tasks in the cockpit while airborne.

*“It gives companions the ability to be engaged, serving as a second ‘supercomputer’ to process all the information for a safe flight by serving as an error detection tool,”*

*William Goldberg,  
the CEO of Goldberg Aviation.*

“They can start helping at the kitchen table when using the iPad, assisting at the airport with preflight, and supporting in the cockpit with such tasks as running the avionics, loading the approach or changing the arrival procedure while ‘on the fly,’ and monitoring parameters for the stabilized approach,” he added. One of the ground course attendees was Sarah Hill, who accompanies her husband, David, in their TBM 850 – which they acquired five months ago after previously owning a TBM 700C2 for eight years.

“It helps me to become a second pair of eyes for Dave, including things such as assisting him with the checklist and knowing how to monitor altitude and speeds,” she said. “During the ground school, we covered what’s in the cockpit, learning such details as the elevator trim location, and becoming familiar with acronyms like Vref (reference speed). Also, I now have the understanding, for example, to know when it’s time to decide on making a missed approach.”

David added: “As a result of the course, she’s become much more interested in what’s happening up front... and will be able to help me more in the future.”



During the TBMOPA Annual Convention’s ground school course, William Goldberg, the CEO of Goldberg Aviation, explains how companions can enhance safety by assisting TBM pilots before and during flights.



Sarah Hill reviews notes from the TBMOPA Convention’s ground school with husband David Hill, who is a TBM 850 owner and pilot.



## WOMEN IN THE DAHER AVIATOR COMMUNITY

In observance of Women’s History Month, being held during March, two key members of Daher’s Aircraft Division spoke about their work – providing perspectives from the company’s operations on both sides of the Atlantic Ocean:

### MAKENA SCHEVENIUS

Technical Sales and Marketing Coordination, Kodiak Aircraft Company, Sandpoint, Idaho.



#### WHAT IS YOUR RELATIONSHIP WITH THE DAHER AVIATOR COMMUNITY?

I have been with Kodiak for four years. Previously, I was a flight instructor and air tour pilot in Alaska. I attended Utah State University where I earned my degree in Aviation Technology.

My official title is Technical Sales and Marketing Coordination for the Kodiak Aircraft Company. My role has four primary functions: support the creation of marketing material with technical aspects; assist with aircraft deliveries at the factory; coordinate Kodiak participation at air shows and trade shows with our team in France; and finally, to coordinate sales and marketing objectives with other departments such as production, engineering, and customer service.

#### WHAT DO YOU ENJOY ABOUT YOUR JOB?

I like meeting and working with people all around the world who are passionate about aviation.

#### WHAT IS YOUR BEST MEMORY WITH CUSTOMERS?

It always is exciting to present customers with their brand-new Kodiak for the first time. I also think it’s special when I watch a proud owner fly into an air show to share the joy of aviation with others.

### CHLOE CABANNE

Exhibits and Events Manager, Daher’s Aircraft Division, Tarbes, France



#### WHAT IS YOUR RELATIONSHIP WITH THE DAHER AVIATOR COMMUNITY?

I applied for an internship at Daher in 2016 – when the company was launching its G3000-equipped TBM 930. At the time, I did not have many clues about aircraft, except some tips from my grandfather who flies sport aircraft. My initial experience came from business and marketing studies: helping food companies that French people are proud of; as a marketing assistant in Ireland; as a public relations manager for a Mexican luxury hotel; and even working as an assistant manager in a local theater.

The TBM 930’s unveiling was a revelation for me, and one year later I had the opportunity to become the exhibition manager’s assistant, ultimately replacing her to handle Daher’s events – coordinating with the Kodiak team – and handling branded material.

#### WHAT DO YOU ENJOY ABOUT YOUR JOB?

I appreciate the versatility of my missions and responsibilities. No two days are alike...no time to get bored. I work passionately on every detail to create a unique experience for our customers. I frequently fly with the airlines in traveling to the event sites. “Having experienced the delays, missed connections and lost luggage, “I’m 100% convinced of the flexibility and comfort offered by our TBM.”

#### WHAT IS YOUR BEST MEMORY WITH CUSTOMERS?

My biggest reward is when I hear our customers say: “We feel at home with Daher.” My best memory is connected with the most recent EAA Air Venture Oshkosh (in 2019). At the Daher BBQ party, we broke attendance records. I just hope to have the opportunity to do it again next year!



## DAHER DELIVERS THE FIRST OF FOUR TBM 940 VERY FAST TURBOPROP AIRCRAFT FOR FRANCE'S NATIONAL FLIGHT TEST ORGANIZATION

The initial TBM 940 from an order of four for DGA-EV, France's government-run Flight Test organization was delivered by Daher I4 October, with these very fast turboprop aircraft modified for assignments in both testing and training.

This handover occurred at the TBM's final assembly line in Tarbes, France as Nicolas Chabbert, the Senior Vice President of Daher's Aircraft Division, provided the TBM 940's keys to General Arvind Badrinath, the Director of the Flight Test organization for the French Armed Forces Ministry's DGA (Direction générale de l'armement) procurement agency.

The four new-production TBM 940s will replace legacy TBM 700s operated since 1992 by the DGA-EV,

providing the latest versions of Daher's TBM aircraft family for its varied mission requirements. Included in the French government contract is five years of maintenance support by Daher to keep the TBM 940s in top operational condition.

*“These aircraft will modernize the DGA-EV's fleet as the Flight Test Organization contributes to France's development of future defense systems, and is the reference center for certification of military and civil aircraft in Europe” Chabbert said.*

“We've tailored the TBM 940s to optimize their use and versatility while serving the DGA in applications that include flight testing and safety support as chase airplanes, in liaison flights, and for operations away from the primary test center locations.”

All four of the DGA EV's TBM 940s will have a hardpoint incorporated in each wing, allowing the installation of various payloads up to 75 kg (165 lbs.) on each hardpoint. The cabin interiors can be rapidly changed from the baseline configuration for personnel transport to accommodate specific installations such as an operator's test console to manage test systems and equipment, as well as sensors, such as an anemometric pole.

The DGA Flight Test Organization operates two main test centers in France: Istres, in the southeast; and Cazaux in the southwest. The Organization's responsibilities include weapons systems qualification as well as the certification of military and civil aircraft. It also provides flight safety expertise for French and European aircraft manufacturers and government agencies.



## TARBES AND POMPANO BEACH ARE APPROVED AS KODIAK SERVICE CENTERS

*Daher's integration of the Kodiak into its product portfolio has taken another important step with the company's Tarbes, France and Pompano Beach, Florida operations now authorized as Kodiak Service Centers.*

At the Daher Aircraft Division's Tarbes headquarters, its team is capable of performing all maintenance inspections and repairs on Kodiak 100 series airplanes to both European EASA and U.S. FAA standards. Three of the mechanics at Tarbes were trained by an instructor from the Kodiak's home base at Sandpoint, Idaho.

The first annual inspection in Tarbes was performed this fall with Kodiak S/N197 for a French owner.

At Daher's Pompano Beach facility, its mechanics went to Sandpoint for on-site training, and are ready for Kodiak maintenance inspections and repairs to FAA standards.

The approvals of Pompano Beach and Tarbes as Kodiak Service Centers follows the previous designation of Kodiak's Sandpoint operation as the TBM Factory Service Center for the Western United States.



The first annual inspection for a Kodiak aircraft in Tarbes, France

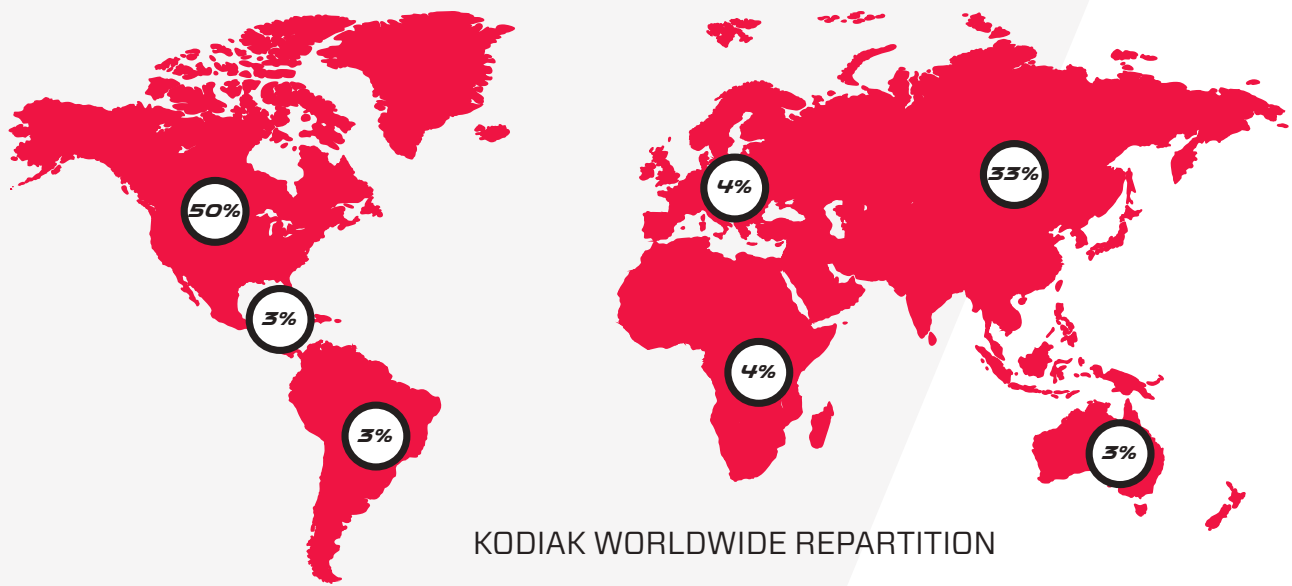


Kodiak maintenance at Pompano Beach, Florida



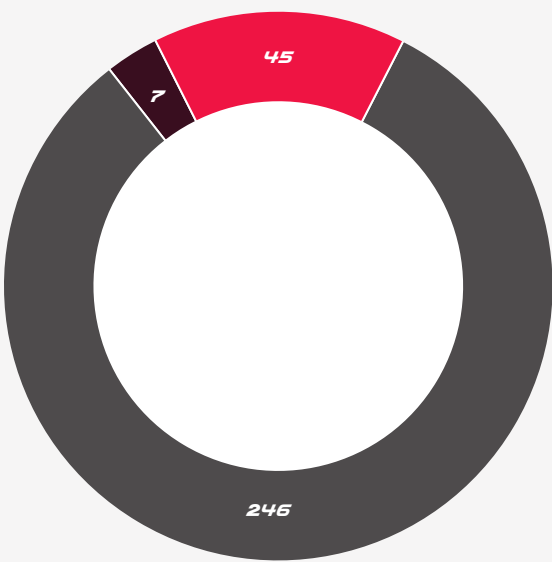
# KODIAK WORLDWIDE FLEET DISTRIBUTION

## DECEMBER 2022



KODIAK WORLDWIDE REPARTITION

KODIAK FLEET DELIVERIES



- Serie I
- Serie II
- Serie III

298 KODIAKs  
DELIVERED

287,626  
HOURS FLOWN

23  
SERVICE CENTERS

KODIAK FLEET FLIGHT HOURS





# COMFORT ENHANCED

## Cockpit Pilot Data Link Communication (for U.S. airspace operations only)



### CPDLC installation kit

The CPDLC's functionality consists of written messages related to flight operations clearances.

It reduces voice radio-frequency congestion and eliminates potential human error in the form of pilot or controller voice misreads.

This helps reduce pilot workload and improves flight safety.

A COM3 functionality is also coming with this upgrade.

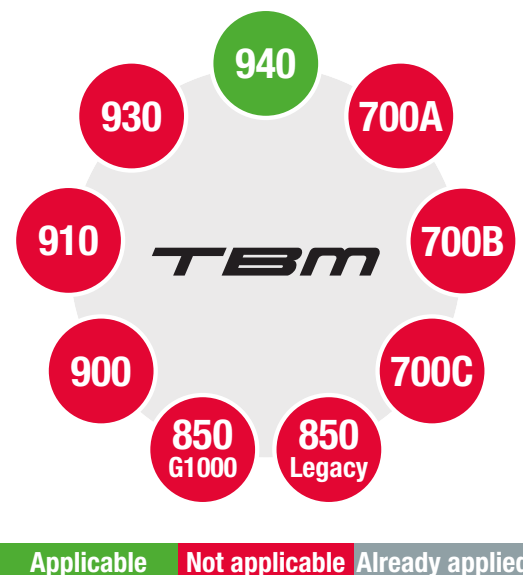
**NOTE:** This installation is for CPDLC communications only in U.S. airspace

#### Validity

TBM 940  
with S/N up to 1272

#### Reference

SB70-313-23  
SB70-314-34  
SB70-315-34



#### Order reference

See the SB

#### Labor hours estimated

42.25 labor hours

For more details, please contact your local representative  
[www.tbm.aero](http://www.tbm.aero)

## CUSTOMER EXPERIENCE

### PROFESSIONAL PILOT MAGAZINE'S SUPPORT SURVEY RANKS DAHER AND THE TBM AS #1 IN THE TURBOPROP CATEGORY

*Excellence in customer service is the key focus at Daher, providing value and bringing a top level of safety for the owners of its aircraft.*

This commitment – backed by the responses of TBM customers to the latest Professional Pilot magazine's annual product support survey – resulted in Daher's #1 ranking for turboprop-powered aircraft, moving into the leader's position after 12 years as #2 for this category.

"The survey's result reflects the input from TBM owners, who – as importantly – regularly provide feedback that enable our TBM Care teams to improve

the support we provide," stated Nicolas Chabbert, the Senior Vice President of Daher's Aircraft Division. "The #1 rating encourages us to continue our quest for the best, and I want to thank all TBM owners who responded to the 2021 poll."

Chabbert added that the Professional Pilot survey represents Daher's 12 years of continuous improvement to attain a high level of customer satisfaction. "Contributing to our success is the focus on standardizing the global network of approved Service Centers and dealers, along with the commitment of our dedicated TBM Care team members. The results also represent a true change in the services mindset at Daher that extends to a focus on design, quality in production and the sales experience, as well," he explained.

### DAHER AND THE TBM ARE TOP-RATED IN ALL SEVEN OF THE SURVEY'S CRITERIA

The survey's overall score of 9.05 placed Daher and the TBM first in all of the survey's seven criteria: responsiveness, spares availability, speed in AOG service, technical manuals, technical representatives, service satisfaction, and the cost of parts – a category that has been the most criticized in the past. The significant improvement in the cost of parts category (7.42, compared to 6.26 in 2020) reflects the constant efforts to better control part prices over the years, working with the supply chain and acting on the input from owners and operators.

Raphaël Maitre, the Daher Aircraft Division's Vice President of Customer Support, added: "Other elements that contributed to the survey's top rating in 2021 include our growing involvement in training for TBM pilots and their instructors, a further reinforcement of Daher's relationships with suppliers and partners, our excellent cooperation with the TBM Owners and Pilots Association (TBMOPA), as well as the personal involvement of many individual owners – who represent the passion and commitment of the TBM aviator community."

The 2021 Professional Pilot survey's excellent results also provide a return to the TBM community, as they positively affect aircraft values – thereby supporting owners' investments in their airplanes.





### **A WELL-EARNED RETIREMENT FOR COLUMBIA AIRCRAFT SALES' KEN DONO: AN AIRPLANE "SALES ARTIST"**

For those familiar with U.S. air shows, they most certainly noticed a distinguished-looking gentleman with a moustache sitting next to a TBM. Or they may have read his blog about EAA AirVenture Oshkosh or answered his "planetology" quiz on the website of the Columbia Aviation Companies.

Discreet and soft-speaking, Ken Dono achieved an impressive TBM sales record during his career, which was completed in June with his retirement from Columbia Aircraft Sales – the authorized Daher distributor in Groton, Connecticut.

"After joining us 20 years ago, he quickly proved himself to be a tenacious and successful sales professional... and a few short years later, he was helping Columbia Aircraft Sales build and expand our TBM business throughout the entire territory," explained Melissa Duzguner, Vice President of Administration at Columbia Aircraft Sales.

Distinguished as the Most Valuable Player of the TBM Network in 2007, Dono sold a total of more than 129 TBMs – with 110+ of them being new-production aircraft.

*"Ken credits his success with the great relationships he has built with our TBM owners over the years. The decision to retire was very bittersweet"*

*Melissa Duzguner,  
Vice President of Administration  
at Columbia Aircraft Sales.*

Duzguner said Dono worked diligently to prepare and mentor Chris Riley, as well as Clay Hammond, who now take up the mantle of TBM sales for Columbia Aircraft Sales.

Dono is looking forward to spending more time with his wife and daughters. After a long and successful career, he also will be pursuing his other passion: photography.



Ken Dono with Cookie and Dave Metzler upon the signature of the purchase contract for TBM 850 S/N 386 – the couples' first TBM – on the Daher's booth at EAA AirVenture Oshkosh in August 2009.

On his website, Dono explains this hobby as follows: "From the beauty of the world all around us to objects made by humankind, there is, I hope, in one of the galleries an image that will cause you to pause and share with me the moment it was captured."

- See Ken Dono's photography on his website: [www.kendono.com](http://www.kendono.com)

DAHER

## Redefining Flight Safety and Performance

The Daher TBM 940 sets the standard for performance, while also taking safety to new levels. After incorporating envelope protection and autothrottle to make loss of control virtually impossible, we have now introduced **HomeSafe™**, the emergency autoland system that automatically returns the plane to a runway if the pilot becomes incapacitated. Not to mention the most reliable turboprop in its class, built-in engine safeguards and automatic transmission of critical engine data back to the manufacturer after each flight. Daher, where safety comes first.

Speak to a Daher expert: TBM (Americas) (954) 993-8477 (International) +33 5 62 41 77 88

[www.tbm.aero](http://www.tbm.aero)

**TBM**  
940

**HOME**SAFE®



Photo : Chris Rose







# TBM PILOT PROFILE

## KELLY K. BURRIS

**TBM 940 S/N 1384**

Kelly Burris, an attorney specialized in intellectual property, combines the passion for flying with her business needs – providing the optimum way to meet her clients, who include inventors, engineers, and executives. The recent delivery of a brand-new TBM 940 marked a special achievement for this hardworking and dynamic aviator.

### HOW DID YOU BECOME INVOLVED IN AVIATION?

I always wanted to fly. My dad was in the U.S. Navy during his youth as an air traffic controller on an aircraft carrier. He and my mother probably were responsible for my love of aviation, bringing the family to air shows and building model airplanes. I learned to fly while at Western Michigan University. In 1990, I even wanted to join the U.S. Navy as a fighter pilot, but it wasn't a good time for a woman to be a pilot in the Navy. Finally, I realized it wasn't really what I wanted to do, so I pursued my career as an engineer for McDonnell Douglas, which became a part of Boeing when the two companies merged.

I worked mostly in the fighter aircraft division on projects such as the F/A-18 Hornet, the AV-8B Harrier, the A-12 (nicknamed "the flying Dorito" until it was cancelled), then the Advanced Tactical Fighter program – which was won by Lockheed's F-22. Those were tough times.

My career was heading into the management of teams rather than engineering. I was an inventor involved in new technologies, working early in the morning and late in the evening. Executives also came in early, and one of them asked if I wanted to be a patent attorney. I answered: "Sorry, but I'm an engineer not a lawyer," to which she replied: "No, the patent attorney is an engineer with a different role. You protect the company's inventions. You have to describe the technology, etc." Then she added: "...and you make a lot more money."

I was surprised when I found out just how much that really was! It's similar to an hourly job: the more you work, the more you make...which could help me buy my own airplane. So, I went to a law school as a backup and left Boeing to be a patent attorney in 2000. I bought a Debonair in 2004 but wanted something with deicing capabilities.

*"After owning a Debonair, I was looking to take a step up in terms of my aircraft's capabilities."*

Eventually, after working for a couple of large law firms, I created my own law firm in 2016 and now I have this TBM 940.

### WHAT ATTRACTED YOU TO THE TBM?

I love speed. As time is money, I wanted an airplane that flies fast and is all-weather-capable. I was looking at jets and other turboprops, with my investigations taking into account the factors of cost, performance and practical use. The airport that serves as my base – Ann Arbor, Michigan – has a 3,500-ft.-long runway... not very suitable for a jet. This would have meant an additional drive by car if I had to use another airport.

During my search, I met Kris Layson from Muncie Aviation [which is a member of the Daher Network], and he introduced me to the TBM at EAA AirVenture Oshkosh. I discovered the airplane was really nice: it is fast and can be operated from short runways. I started running the numbers, and after flying several times with Kris, confirmed the numbers were correct.

*"In doing my research, one of my flight instructors who flew another manufacturer's single-engine turboprop said: No question...you need to pick the TBM."*

Although I initially had to delay the investment in buying the TBM, I'm glad to have waited because the technology has progressed so much – especially with HomeSafe™, which is the ultimate system to convince my passengers about flight safety.

Since I'm flying my attorneys for business, people kept asking such questions as: "My husband wants to know how long you've been flying... My wife is worried when I'm flying aboard this plane." They were concerned that I may not be a good pilot. I responded by explaining that

my TBM 940 has the HomeSafe™ emergency autoland system, and I showed them the video. Now they say: "OK, we can go." I may never use HomeSafe™, but it helps to remove the pressure.

### WHAT IS YOUR UTILIZATION OF THE TBM 940?

I fly mostly for business. While the TBM 940 represents an important acquisition, it makes a lot of business sense for my firm. We benefit from the bonus depreciation that considerably reduces the cost of ownership for the company, although it limits the airplane's private use.

We have a total of 26 employees, including 13 attorneys. We have had a nice steady growth, and visiting our clients is very important to continue developing our business. We have many clients in Saint Louis, Missouri. Normally with the Debonair, the trip from Detroit, Michigan would take at least 2.5 hours. With the TBM 940, it is now 1.5 hours. Therefore, I'm now able to do quick trips to Missouri, Wisconsin, Virginia or Chicago in the timeframe of one day. Some of my attorneys are young with children. With the TBM, they don't have to stay overnight at a hotel. They can be at home for dinner and put the kids to bed. Everyone in the firm was very excited about this.

### SO THE TBM IS A USEFUL BUSINESS TOOL?

Definitely. As an example, we just hired a new attorney who was having a hard time deciding if he would leave his job to come

with us. He's very good, but I told him I couldn't pay extras. In the conversation, he mentioned he had a two-year-old daughter in Chicago, and he was driving once a month to see her. While I could not offer him more money – as this would be unfair to our other attorneys – I proposed to fly him to Chicago twice a month. He accepted the position! The TBM 940 is my secret business weapon.

### AS YOU HAVE MADE SEVERAL VISITS TO THE TBM FINAL ASSEMBLY LINE AT TARDES, FRANCE, WHAT ARE YOUR THOUGHTS, ESPECIALLY CONSIDERING YOUR AEROSPACE INDUSTRY BACKGROUND?

I was very impressed. The factory environment looked very familiar to me, but I discovered interesting features such as the vertical jigs for the rear fuselage assembly that are very cool, and the company's work with composite materials. I love the integration by Daher of the Garmin G3000 flight deck – which is great equipment, very intuitive.

### ARE YOU SATISFIED WITH THE PATH TAKEN IN YOUR CAREER?

I found a way to combine my business and my love for aviation. When I'm flying, I can see my face in the mirror and it's clear that I am happy. With the TBM 940, it takes things a step further.



For Kelly Burris, the TBM 940 is her "secret business weapon," bringing speed and range together with its ability to operate from shorter runways that would not accommodate jet-powered aircraft.

Kelly Burris is shown with her new TBM 940 at the Tarbes, France industrial site and headquarters for Daher's Aircraft Division.



# SAFETY ENHANCED

## Strobe and navigation light updates

Benefit from the latest enhancement for your TBM



### LED upgrade kit

The new strobes and navigation lights for TBM 700s and TBM 850s offer a longer life, higher efficiency, limited wear-and-tear, enhanced resistance and higher white color temperature.

Daher brings the latest available LED technology in an all-inclusive package.

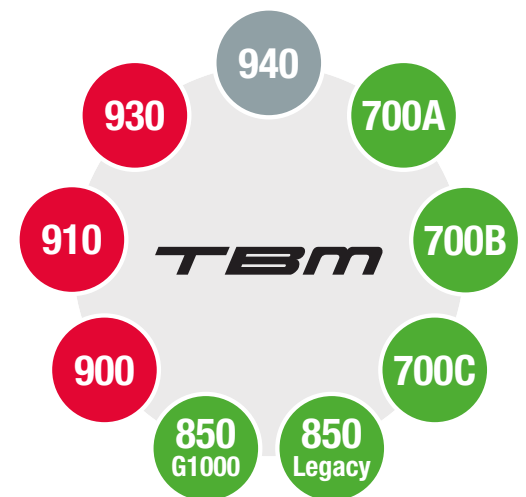


### Validity

From S/N 1 to 684

### Reference

SB70-296-33



### Order reference

T700A018404500100 (Red)  
T700A018404500200 (Green)

### Labor hours estimated

6 hours during an inspection;  
7 hours when separate from  
an inspection

For more details, please contact your local representative  
[www.tbm.aero](http://www.tbm.aero)



## ON THE SPOT: A FRIENDLY LANDING CHALLENGE FOR TBM AVIATORS

The TBM aviator community came together for a spot landing competition that challenged pilots' flying skills and provided an excellent opportunity to socialize during a balmy Florida winter evening.

Organized at Florida's Naples Airport (KAPF) by two very active TBM owners – Dirk Reuter and Phill Bozek – this challenge focused on the performance of approaches using the stabilized approach criteria of Daher Flight Information Letter FIL.2015-TI. Scoring was done by volunteers positioned alongside the runway in the touchdown zone, with POV (point of view) cameras and the tbmreport application used in determining landing accuracy.

A total of 17 TBMs participated: many were Florida-based aircraft; with one owner making a cross-country flight from Truckee, California to attend the event.

Participants and companions gathered at The Craig Hangers Condominium, which served as the operations base for those involved – including the flight analysis team. Among those involved in the reporting was AOPA's Tom Haines.

On hand to help contestants were instructors Jerry Chipman, Gage Crockett, William Goldberg (of Goldberg Aviation), Bill Paranello and Lisa Richardson from SIMCOM Aviation Training.

*“There were two great things about this spot landing contest: the enthusiasm that was evident among the participating pilots; and the fact that this challenge helped improve their skills and knowledge of stabilized approaches in our beloved TBMs.”*

observed Wayman Luy, the Director of Training and Standards at Daher's Aircraft Division. “With many pilots flying less than normal during the COVID-19 pandemic, it's important to keep our skills and proficiency sharp. This type of event motivates us to keep flying and practicing with our favorite TBM instructors.”

The City of Naples Airport Authority was very accommodating, helping to welcome the participating aircraft and ensuring the judges were safe when stationed along the runway. On the Friday evening prior to the challenge, participants enjoyed a sunset sail on the Gulf of Mexico. The Saturday night award ceremony was held on the lawn of a nearby golf club, under a beautifully appointed tent by the greens.

In conclusion, Luy said the pilots' high level of proficiency was demonstrated by their scores in the landing challenge– which were very close together.

“As with any other endeavor, practice...and having a good coach/pro/mentor...drives us to achieve and exceed our potential,” he added. “Therefore, the message to my fellow TBM pilots is clear: keep practicing and work with your TBM instructor to improve your game.”

• Consult Daher's Flight Information Letter FIL.2015-TI (stabilized approach criteria).





## THE VERSATILITY OF DAHER'S KODIAK 100 AIRCRAFT OPENS ENHANCED AIRLIFT CAPABILITIES IN THE AIR AMBULANCE ROLE WITH AIRBORNE FLYING SERVICE

Daher's Kodiak 100 improved and expanded fixed-wing emergency medical services through their use in the U.S. as air ambulances by Airborne Flying Service, Inc., beginning with two aircraft leased from the non-profit American Heritage organization for operations in the South Central U.S. region.

For 25 years, Airborne Flying Service has operated as an air charter company based in Hot Springs, Arkansas with an air medical operations location in Little Rock, Arkansas since 2016.

The first of these Kodiak 100s is supporting the ground and airborne network of LifeNet Emergency Medical Services, with Airborne Flying Service taking advantage of the airplane's STOL (short take-off and landing) characteristics in extending operations to more airports near rural communities.

JB Kirk, Airborne Flying Service's president, said the benefits of the Kodiak 100 in an air ambulance role include the aircraft's operational cost effectiveness, its large loading door, an airframe that is lower to the ground, and the state-of-the art cockpit with integrated flight deck.

"The Kodiak 100 was a very deliberate choice after considering a full range of options, having made detailed analyses on capabilities and costs for new and used aircraft in single- and twin-engine versions," Kirk explained. "Safety is the most important element of every flight we perform, and the Kodiak 100 fully meets our needs – especially at night and in bad weather – because it is simple and easy to use. Additionally, the PT6A-34 engine is a 'bulletproof' powerplant based on its proven reliability."

In launching operations with the Kodiak 100, Airborne Flying Service is making the aircraft interoperable with ground ambulances through its development of a roll-on/roll-off capability. This avoids the necessity of moving a patient on/off a stretcher during transfers, while reducing the time a patient is exposed during loading/unloading between the ambulance and aircraft. It also facilitates the handling of heavier-weight patients. Transporting bariatric patients in the past has been challenging for the air medical transport industry because of smaller doors and less capable equipment.

"While its cross-section and payload are very similar to our twin-engine aircraft, the Kodiak 100's acquisition and operating costs are much more attractive than a twin, and its lower landing speed opens many more runways for our services."

*"the Kodiak 100 is perfectly suited for emergency medical airlift to underserved markets, enabling flights directly to local airports."*

*Nicolas Chabbert,  
the Senior Vice President of Daher's Aircraft  
Division and CEO of Kodiak Aircraft*

"The company's experience working with multiple ambulance services and building transport networks in underserved areas makes this a great opportunity. We are fully ready to support its development of such operations and to seek future evolution for the aircraft in other markets."

The two Kodiak 100s acquired by the American Heritage organization and leased to Airborne Flying Service were sold by American Kodiak, the authorized Kodiak 100 dealership that covers the seven U.S. central states from Texas, Louisiana and Arkansas to Nebraska and Missouri.



Kodiak 100s operated by Airborne Flying Service are interoperable with ground-based ambulances, enabling the roll-on/roll-off handling of patients on stretchers.





# TBM PILOT PROFILE

## MASSIMO CASINI

### FLYING OVER THE LANDS OF THE “THOUSAND AND ONE NIGHTS”

Massimo Casini is a newcomer to the Daher aviator community, having received a new TBM 940 (N940XX) last year. Since then, he's gained significant attention within the ranks of TBM pilots for being based in the United Arab Emirates – a region not known for being general aviation-friendly. In reality, the situation is more nuanced.

After taking delivery of the TBM 940 at Daher's headquarters in Tarbes, France, Casini immediately began an intensive training program that included numerous cross-country flights during two weeks for trips combining business and pleasure to build up his experience in the aircraft.

*“My TBM flight instructor, Jean Pechabadens, was particularly good in transitioning me from being a pilot with very limited experience on turboprop aircraft, and ‘rusty’ by years of inactivity – as well as having zero experience using Garmin’s integrated avionics system – to competently flying the fantastic TBM 940,” the new owner commented.*

Having logged many hours on the TBM 940, he felt confident enough to head from Lugano, Switzerland to his home base at Sharjah Airport in the UAE. Other than some bad weather over southern Italy and Greece, he described the trip's first phase as uneventful.

The next stopover was Cairo International Airport, the second busiest airport in Africa. At this giant airport, general aviation traffic is welcomed, with the very professional and friendly air traffic controllers receiving Casini's praise. Customs also was very efficient – clearing Casini through the local FBO in 10 minutes, allowing he and his wife, Sylvia, to enjoy a night in Cairo with a memorable dinner overseeing the pyramids.

The following day – after an easy vectoring by Cairo Control (the international airport does not have SIDs - Standard Instrument Departure routes) – the Casinis were on their way to Sharjah. This 1,313-nautical mile trip took four hours, overflying a portion of the Red Sea, as well as Jordan, the Al Khunfah wildlife sanctuary, and Persian Gulf deserts across Saudi Arabia and Bahrain.

It was an easy trip with an 85-knot tailwind, facilitated by the cooperative Saudi air traffic control, which approved his route at FL310. To Casini's surprise, ATC permitted the routing without checking if he had an RVSM (Reduced Vertical Separation Minimum) Letter of Authorization from

the FAA. “The fact that my aircraft was able to fly in RVSM airspace, and that I had received proper training, was enough for Saudi ATC,” Casini stated.

Dubai control then vectored him to an RNP (Required Navigation Performance) approach at Sharjah, where he landed at night with a beautiful view of Dubai in the distance. “N940XX was loaded with more than 12 pieces of luggage, and I was expecting some delays. In fact, by the time I had moved the aircraft into the hangar of GAMA Aviation, customs had cleared us. We were just a short drive away from our new home in Dubai,” he recalled.

### CRISS-CROSSING THE PERSIAN GULF

After this first experience, the increasingly-proficient pilot flew to such local destinations as the emirate of Ras Al Khaimah, and Muscat in Oman – respectively 38 and 176 nautical miles from Dubai...which were short hops compared to his previous travels.

Ras Al Khaimah – with Jebal Jais (the United Arab Emirates' highest peak: altitude 1,934 meters 6,345ft above sea level, and home to the world's longest zipline) – is worth visiting, especially for the region's historical landmarks.



Massimo and Sylvia Casini, near the famous Great Sphinx of Giza.



TBM 940 S/N I337



“TBM N940XX... you are cleared to FL310 over Saudi Arabia”



Massimo Casini's approach to Muscat, the capital of Oman.



The approach to Sharjah International Airport, with Dubai on the horizon.

But for Casini, it also is a good location to further enhance his skills with some training flights. As this is not a common occurrence in the area, he called the local airport manager for some suggestions. “The manager was very nice, but because I'm not a flight school but a simple private pilot, I paid a deposit of AED 500 (about \$135) to be registered as an ‘entity approved to perform training’ on the airport,” he explained.

The missed approach procedure to Ras Al Khaimah International Airport is a good exercise in skills because the holding procedure is not far from Iranian airspace. Due to the sometimes-tense relationships between the two countries, keeping close tabs on the aircraft's position is a must – as not to create a diplomatic incident...or worse.

“The flight to Muscat's capital, Oman, was simpler – except that when I landed wearing jeans and a T-shirt, customs initially refused to recognize me as a ‘pilot’ because I didn't wear a uniform,” Casini recalled.

The local FBO, Jetex, took care of this delicate situation, and he was able to depart the beautiful airport of Muscat with the status as a passenger...aboard an aircraft that officially was without a pilot!

On the same-day return flight, which was conducted during the nighttime hours, he officially was upgraded to the rank of “pilot,” as customs finally understood his status. “They told me they never before encountered a pilot flying his own jet or turboprop-powered aircraft, alone,” added Casini.

Apart from these instances, Casini considers Middle East flying to be relatively easy, based on his experience to date

– and in some cases, even more straightforward than in Europe. His observations include:

- ATC is very professional and friendly – the controllers' English communications are easy to understand;
- Reporting points are clearly identified, and
- The arrival and approach procedures are communicated well in advance.

His only negative comments are about flight plans, which require preparations a few days in advance to avoid any surprises; and for taxiway clearances from ground control, which he judges as quite complicated at large airports. Nevertheless, Casini has found a method to overcome the taxiway issue: “If you tell ground control that you are new to the airport, they always have a follow-me car available.”

The use of routing organizations to prepare flights is no longer needed, however. “I use ForeFlight to prepare all my trips and to file the flight plans, but I always ask the local support of an FBO for overflight or landing permits.”

Overall, flying in the Middle East is quite rewarding, especially with the view from the cockpit, Casini continued. “There is much less bureaucracy than in Europe, especially in these challenging times during the COVID-19 pandemic. While the handling fees are usually expensive – \$400-\$500 on average – jet fuel is not costly, priced at \$1.50 per gallon.”

In conclusion, Casini noted that members of the TBM and Kodiak flying communities are most welcome for a stopover in the Dubai area.



WORLDWIDE TBM

SUPPORT NETWORK



SERVICE CENTERS

UNITED STATES

DAHER AIRCRAFT	Pompano Beach - FLORIDA
SIGNATURE TECHNICAir	Greensboro - NORTH CAROLINA
JAMES AERONAUTICS, LLC	Louisburg - NORTH CAROLINA
CUTTER AVIATION DALLAS, INC	Addison - TEXAS
IMAGE AIR	Bloomington - ILLINOIS
RICE LAKE AIR CENTER	Cameron - WISCONSIN
AERO CHARTER, INC.	Chesterfield - MISSOURI
TOTAL AIR GROUP	Memphis - TENNESSEE
ELLIOTT AVIATION OF DES MOINES	Des Moines - IOWA
ATLANTA TURBINE MANAGEMENT	Lawrence - GEORGIA
EXEC AERO	Orlando - FLORIDA
KODIAK AIRCRAFT	Sandpoint - IDAHO
AVEX	Broomfield - COLORADO

CANADA

CORPORATE AIRCRAFT RESTORATIONS	Oshawa - ONTARIO
AVWORKS AEROSPACE	Springbank - ALBERTA

MEXICO

AEROVITRO	Monterrey, Nuevo Leon
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SOUTH AMERICA

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

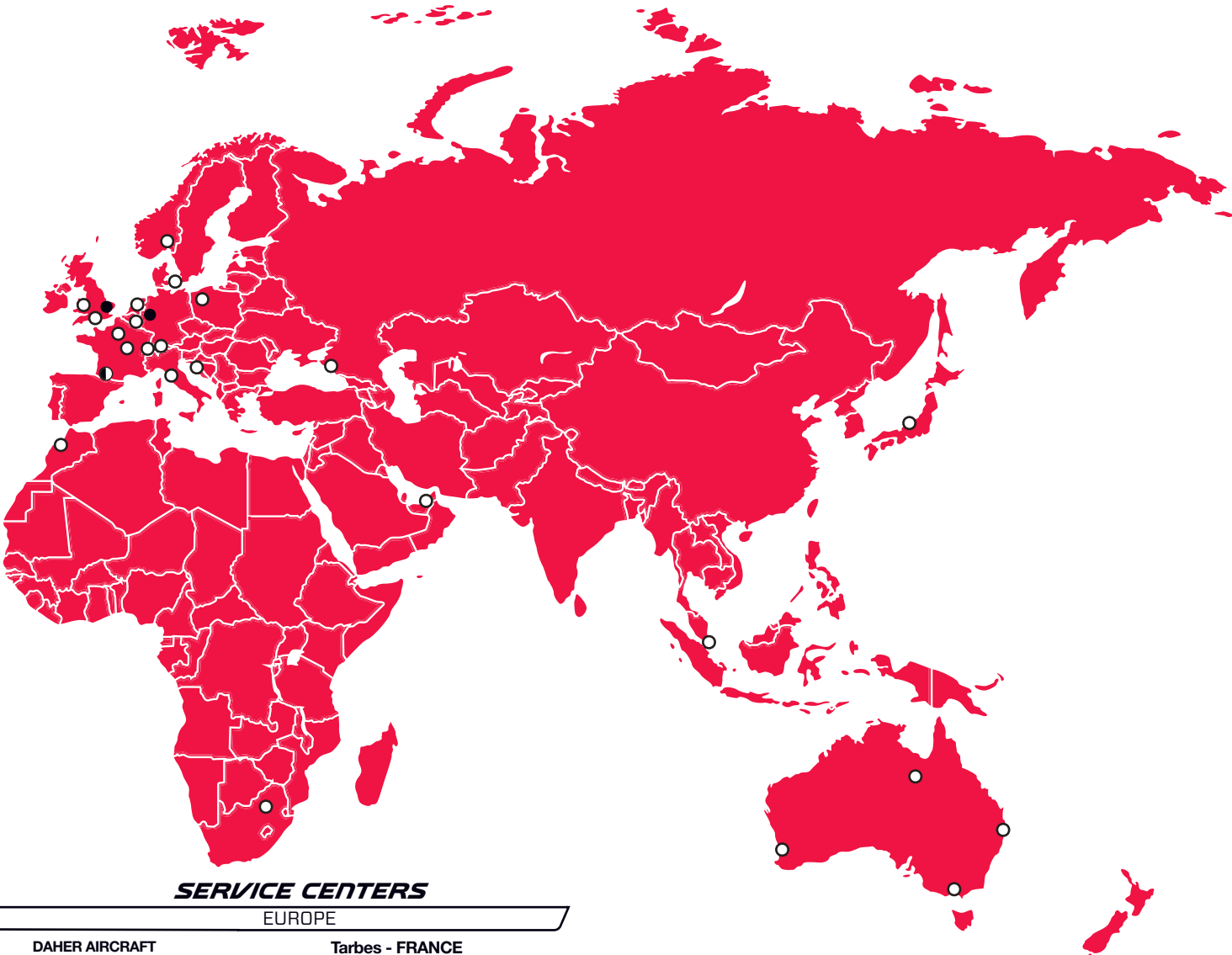
AUTHORIZED DISTRIBUTORS

UNITED STATES

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

MEXICO

AEROELICA SA DE CV	Toluca, Nuevo Leon
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SERVICE CENTERS

EUROPE

DAHER AIRCRAFT	Tarbes - FRANCE
DAHER AIRCRAFT	Toussus le Noble - FRANCE
TROYES AVIATION	La Chapelle St Luc - FRANCE
MCA AVIATION LTD	Bournemouth - ENGLAND, UK
RGV AVIATION LIMITED	Gloucestershire - ENGLAND, UK
COMPAGNIA AERONAUTICA EMILIANA	Parma - ITALY
KEMPEN AIRCRAFT MAINTENANCE BV	Px Budel - NETHERLANDS
SMETS AVIATION SERVICE NV	Genk - BELGIUM
ALTENRHEIN AVIATION LTD	Altenrhein - SWITZERLAND
AERO GROUP S.A.	La Chaux-de-Fonds - SWITZERLAND
URBE AERO GMBH	Wiener Neustadt - AUSTRIA
BARTOLINI AIR MAINTENANCE	Lodz - POLAND
UNI-FLY	Odense - DENMARK
AIR SERVICE EGGEMOEN	Honefoss - NORWAY
AERO STANDARD D.O.O	Zadar - CROATIA
SIMAVIA	Krasnodar - RUSSIA

MIDDLE EAST

ABU DHABI AVIATION	Abu Dhabi - UNITED ARAB EMIRATES
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AUSTRALIA

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

AFRICA

MDS AVIATION	Ain 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

DAHER AIRCRAFT	Tarbes - FRANCE
RHEINLAND AIR SERVICE	Moechegladbach - GERMANY
FLYING SMART LTD	London - ENGLAND, UK



## DELIVERIES BEGIN WITH THE ENHANCED KODIAK 100 SERIES III VERSION

The latest step in Daher's continual improvement for its aircraft product line is the Kodiak 100 Series III, which incorporates features for improved flight safety, greater cabin comfort, augmented operational capabilities from both unimproved strips and on water with floats, as well as upgraded quality and more comprehensive maintenance coverage.



The Series III version includes the first integration of Garmin's GWX™ 75 color weather radar on a Kodiak.

*Among the Kodiak 100 Series III's upgrades for improved flight safety and enhanced situational awareness is the first integration of Garmin's GWX™ 75 Doppler-capable, fully stabilized color weather radar on a Kodiak. This radar's high-definition color palette enables more detailed contouring of storm cells, which is combined with its exceptional range and adjustable scanning profiles.*

Also contributing to the Kodiak 100 Series III's augmented flight safety is standard equipment that includes Garmin's G1000 NXi fully integrated flight deck, the GFC700 autopilot with full envelope protection and level mode, an angle of attack (AOA) indicator, SurfaceWatch runway monitoring technology, ChartView-enabled card, and the Synthetic Vision Technology for virtual flight reference.

### FURTHERING KODIAK'S VERSATILITY

The Kodiak's already-excellent versatility is further improved with incorporation of the largest tire size available for this aircraft (29 inches), a higher landing weight of 7,255 lb., and a lower zero-fuel weight that allows more payload – especially on shorter missions.

All Kodiak 100 Series III aircraft are float-ready for seaplane operations, and the standard pitch latch propeller allows for easy maneuvering at the dock by enabling the propeller to stay in a fine pitch during engine shutdown – giving greater control and safety on the water. Additionally, skin gap fillet sealant is the fifth step in an industry-leading anti-corrosion process, providing protection especially in high salinity environments. Completing the standard package is the best-in-class, all-inclusive four-year Kodiak Care maintenance program, which covers scheduled maintenance up to the fourth annual inspection or a total flight time of 1,000 hours – whichever comes first. Included as well is Pratt & Whitney Canada's Gold-level ESP™ Maintenance Program for the PT6A-34 turboprop engine, along with one year of CAMP Systems maintenance tracking and a year's subscription for Garmin's NavData electronic database.

The purchase of this latest Kodiak version comes with a reservation for Kodiak Aircraft's factory-taught maintenance training course, with the possibility of a designated mechanic completing the course to become a factory-authorized technician.



For seaplane operations, the Kodiak 100 Series III's standard pitch latch propeller allows for easy maneuvering at the dock.



Rick Ross (at right) receives the key to Daher's first Kodiak 100 Series III aircraft from Chief Demo Pilot Mark Brown.

Offered on Series III aircraft is the eight-seat Executive Edition cabin with club-type seating for passengers, air conditioning with controls for both the cockpit and cabin zones, as well as an increased oxygen capacity. Enhanced quality exterior paint is an option, provided with an extended three-year warranty.

Nicolas Chabbert, the Senior Vice President of Daher's Aircraft Division and CEO of Kodiak Aircraft, said this latest Kodiak version is another step in aligning the Kodiak's attributes with those of the company's TBM very fast turboprop aircraft.

### DAHER'S MILESTONE INITIAL DELIVERY TO AN OWNER/OPERATOR

The first Kodiak 100 Series III aircraft was delivered on March 29 from Kodiak's final assembly line in Sandpoint, Idaho to Rick Ross, who is using the Kodiak for both business and personal/family travel.

Running a business with industrial facilities at multiple locations, Ross' Kodiak provides access to these locations and to see customers – without the added complication of using airlines, especially in today's complicated commercial air travel market.

Ross and his family are avid outdoors people, so the Kodiak opens the opportunity for trips that can be made to the back country, especially with this customer's choice of Kodiak's eight-seat Executive Edition cabin.





## FLY SAFE

### FOR RECURRENT TRAINING, “SIMULATION = STIMULATION”

This is the latest installment in a series of articles focused on flight safety from the viewpoint of Kodiak and TBM pilots at Daher's Aircraft Division. The goal is to provide their perspectives – from common sense tips and observations to lessons learned through their operational experience.

Fresh off a TBM simulator training session, Wayman Luy – the Director of Training and Standards for Daher's Aircraft Division – underlines the value of performing realistic recurrent training in high-fidelity systems, such as flight simulators and cockpit trainers.

*“Recurrent training is important for any aviator to stay at top form, and sessions in simulators or training devices are a great way to make recurrent training as realistic as possible without the risk of “pranging” an airplane...or putting anyone at risk..”*

*Wayman Luy,  
director of training and standards  
Daher's Aircraft Division*

They allow a pilot to practice emergency procedures, review and refresh the knowledge of systems operations, as well as replicate specific scenarios that may have been encountered during previous flights. Additionally, incidents and situations encountered by other aviators – and reported to airworthiness authorities – can be re-created and reviewed.

#### **PARING MY SIMULATOR RIDE WITH DAHER'S PAUL “FUZZY” CARELLI**

I recently spent time in the TBM simulator at SIMCOM Aviation Training's Scottsdale, Arizona facility, where I was joined by Paul “Fuzzy” Carelli – Daher's Director of Kodiak Flight Operations and Chief Pilot at Sandpoint,



Paul “Fuzzy” Carelli (at right) is ready for the TBM simulator session at SIMCOM's Scottsdale, Arizona. Joining him is TBM instructor Chet Fuller.

Idaho. SIMCOM is one of Daher's approved training partners, offering courses that provide the opportunity to practice normal and emergency procedures with realistic scenario-based training.

Teaming up as I did with Paul is a great way to maximize the time spent in a simulator or other training system. Being in the left seat provides the full pilot-in-command experience, while the right seat pilot can follow the procedures and benefit from lessons learned. The experience is furthered when switching seats for the subsequent session, enabling scenarios to be repeated.

#### **PREPARE AHEAD FOR THE MAXIMUM TRAINING BENEFIT**

As with any training, it is best to prepare ahead of time. Most training facilities send study material in advance, including system reviews, limitations and maneuvers. I recommend reviewing these materials, and (safely) practicing some of the basics during actual flights before the training.



SIMCOM instructor Chet Fuller reviews TBM procedures and practices in a classroom setting prior to the simulator session with Wayman Luy and Paul Carelli.

Write down a list of questions prior to arriving for the training, and discuss them with the instructor. Review abnormal and normal procedures beforehand; create and utilize flash cards to “tune yourself up” on aircraft limitations and memory items.

Once in the simulator/training device, it's best to follow the well-known military saying: “Train the way you fly...and fly the way you train.” Practice precision and non-precision approaches, missed approaches, as well as holding patterns in the following configurations at airports that are not your home location: raw-data approaches (going back-to-basics by using the heading and attitude indicators); fully coupled approaches with autopilot; and approaches with the flight director but not using the autopilot.

Here are the Daher-recommended training partners with simulators and training devices:

- SIMCOM Aviation Training, Orlando, Florida; Scottsdale, Arizona (TBM simulator/training device): [www.simulator.com](http://www.simulator.com)
- Parkwater Aviation, Spokane Washington (Kodiak full-motion simulator): [www.parkwateraviation.com](http://www.parkwateraviation.com)
- SIMAERO, Tarbes, France (TBM cockpit trainer): [www.sim.aero](http://www.sim.aero)



TBM 700 - S/N I07 William Dugan



HELPING SHAPE AVIATION’S FUTURE  
BY TEACHING ASPIRING STUDENTS  
IS THE GOAL OF DANIELLE BOOTH,  
DIRECTOR OF SALES AT AVEX

One of the “star” salespersons in Daher’s global TBM Network has been sharing her knowledge with the next generation of aspiring aviators and industry managers by teaching an aircraft sales course at California State University, Los Angeles (CSULA).

Danielle Booth’s goal is to provide real-life scenarios and projects based on the marketing and sales principals that would be useful for any role the university’s students might pursue for their aviation careers – using her own experiences as the Director of Sales for AVEX, based in Camarillo, California.

“Recognizing that the COVID-19 pandemic may restrict job opportunities for some students – especially those envisioning a career in administration – I felt it was timely to offer a class showcasing a part of general aviation that is thriving,” she explained.

Booth brought her class to the AVEX facility in Camarillo, with the visit’s highlights including a full walk-around to showcase features of the TBM and its systems. (AVEX is focused exclusively on TBM sales and service).



Danielle Booth (at center, facing the camera) provides details on the TBM’s main landing gear for students from the aircraft sales course she teaches at California State University, Los Angeles.

An orientation on the TBM’s PT6 engine also was provided for the students, along with a first-hand look at a major avionics install process with Erik Miller, the Avionics Lead at AVEX. A tour of the Landing Gear Actuator Overhaul facility was hosted by Brandon, an AVEX technician. During lunch, members of the AVEX sales team shared highlights of their aviation career paths, including: Dean Godin, the Marketing Manager; David McKoy, Market Analyst; and Sales Assistant Ashley Trala.

“My CSULA class is having a positive impact on the younger generation of future aviators, which is very satisfying.”

Danielle Booth,  
Director of Sales at AVEX

“The students are remarkable, and they present a great image for the future of our industry,” Booth explained.

One example is Benn, a Certified Flight Instructor who also goes to school full time and is a father to twin year-old children. For the AVEX tour, he flew to Camarillo in the Cessna 172 that he uses for instruction.

“Benn’s work ethic is common for students in the program; they have an enthusiasm for aviation, and are eager to learn,” Booth added. “A few of them have set the goal of becoming air traffic controllers, while some others have an interest in urban air mobility.”

The students enjoyed seeing the TBMs at AVEX, she concluded. They were impressed with the build of the aircraft and the high quality of the fit and finish. “It was fun to see them becoming excited and taking selfies sitting up front.”



Students from the aircraft sales course at California State University, Los Angeles join Danielle Booth for a “family photo” at the conclusion of their visit to AVEX in Camarillo, California.





## TEAMWORK WAS KEY TO DAHER'S INTEGRATION OF THE HOMESAFE EMERGENCY AUTOLAND SYSTEM ON THE TBM 940

True innovation begins with a great team, which was underscored once again by Daher's game-changing introduction of the HomeSafe™ emergency autoland system on the TBM 940 very fast turboprop aircraft.

When activated, HomeSafe™ automatically brings the airplane to a runway touchdown if the pilot becomes incapacitated. In addition to the many technical and operational aspects involved in its integration on the TBM 940, the interaction of passengers with this safety-related system was a major element of the process.

"For the first time, a major systems-related innovation is passenger-focused, so we brought in a wide range of competencies from across the company," explained Nicolas Trézéguet, the Head of e-copilot®, Automation and Electrical Systems at Daher's Aircraft Division.

### DEFINING THE PASSENGER INTERACTION WITH HOMESAFE™

In addition to the participation of teams that typically are involved in a new system's integration – including the design office, engineering, flight test, production, technical publications and procurement – the communications and marketing activity at Daher's Aircraft Division had an important role. This included determining the size, shape, color and placement of the button that passengers use to trigger the system, as well as creating the video briefing that appears on the cockpit's multifunction display when HomeSafe™ is activated.

An easily-recognizable orange button atop the cockpit instrument panel was chosen as the interface for the system's manual activation. Once engaged, the HomeSafe™ software takes multiple factors into account in selecting an airport for the emergency landing, including the aircraft's altitude and amount of fuel on-board, along with weather conditions and runway length at the selected destination.

A determining factor in finalizing the activation button's location was its visibility for everyone aboard the aircraft – ensuring all can see it during the pilot's pre-flight briefing and facilitating the passengers' access if the need arises to engage the system, Trézéguet said. The HomeSafe™ system's functionality – which was defined during the Daher's Aircraft Division pioneering three-year development – involved key technical choices requiring significant research and analyses. An example cited by Trézéguet was the braking forces applied during the landing rollout to stop the aircraft.



Nicolas Trézéguet had a key involvement in Daher's integration of HomeSafe™ on the TBM 940.

*"Taking the passengers' reaction to the activation and operation of HomeSafe™ in an emergency situation was an extremely important consideration."*



The video briefing that appears on the TBM 940 cockpit's multifunction display informs – and reassures – passengers after the HomeSafe™ emergency autoland system is engaged.

"We made extensive evaluations on how strongly the brakes should be applied once the aircraft has touched down, particularly to determine what runway length would be required – which has a direct relationship on how an airport is selected by HomeSafe™ after its activation," he said.

According to Trézéguet, the "big data" expertise of the Daher parent company was a highly valuable enabler in many aspects of the HomeSafe™ autoland system's integration, including analyses of braking forces during the landing.

### HOMESAFE™ GUIDES THE AIRCRAFT FROM ACTIVATION TO LANDING

When in operation, HomeSafe™ advises air traffic controllers of the situation by an automated message, and the aircraft's transponder is automatically set to the emergency squawk code. The system then provides inputs to the flight controls and adjusts engine power settings through the touchdown phase. It activates the brakes and also commands an engine shutdown by cutting off the fuel supply.

In addition to integrating HomeSafe™ in the TBM 940's existing Garmin G3000 integrated flight deck, additional equipment incorporated for the autoland systems' functionality includes electrical relays to enable automatic activation of the flaps, landing gear and landing lights. The emergency automatic braking system – activated by a servo control – complements the standard braking system, with an enlarged hydraulic fluid tank.



HomeSafe™ is based on Garmin's Emergency Autoland system, which received the 2020 Robert J. Collier Trophy – a benchmark recognition for aerospace achievement that is awarded annually by the National Aeronautic Association.

The video briefing that appears on the TBM 940 cockpit's multifunction display informs – and reassures – passengers after the HomeSafe™ emergency autoland system is engaged.



WORLDWIDE KODIAK

SUPPORT NETWORK



SERVICE CENTERS

UNITED STATES

DAHER AIRCRAFT	Pompano - FLORIDA
AERO TWIN, INC.	Anchorage - ALASKA
MODERN AVIATION	Seattle - WASHINGTON
KODIAK AIRCRAFT	Sandpoint - IDAHO
METAL INNOVATIONS	Aurora - OREGON
MATHER AVIATION	Mather - CALIFORNIA
MATHER AVIATION	Van Nuys - CALIFORNIA
CUTTER AVIATION	Phoenix - ARIZONA
FLIGHTLINE GROUPE INC.	Tallahassee - FLORIDA
BROADIE'S AIRCRAFT	Fort Worth - TEXAS
COVINGTON AIRCRAFT	Okmulgee - OKLAHOMA
MID-CONTINENT AVIATION SERVICES	Wichita - KANSAS
LEGACY AIR INC.	Broomfield - COLORADO
KEYSTONE AVIATION	Salt Lake City - UTAH
FARGO JET CENTER	Fargo - NORTH DAKOTA
PREMIER JET CENTER	Eden Prairie - MINESOTA
MUNCIE AVIATION	Muncie - INDIANA
CLAY LACY AVIATION, INC.	Oxford - CONNECTICUT
MAINE AVIATION	Portland - MAINE

CANADA

SEALAND AVIATION LTD.	BRITISH COLUMBIA
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MEXICO

AEROVITRO	Monterrey, Nuevo Leon
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SOUTH AMERICA

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

AUTHORIZED DISTRIBUTORS

UNITED STATES

KODIAK AIRCRAFT	Sandpoint - IDAHO
DAHER AIRCRAFT	Pompano - FLORIDA
MODERN AVIATION	Seattle - WASHINGTON
EXCLUSIVE AIRCRAFT SALES	Eden Prairie - MINNESOTA
MUNCIE AVIATION	Muncie - INDIANA
AMERICAN KODIAK	Denton - TEXAS
FLIGHTLINE GROUP	Tallahassee - FLORIDA

CANADA

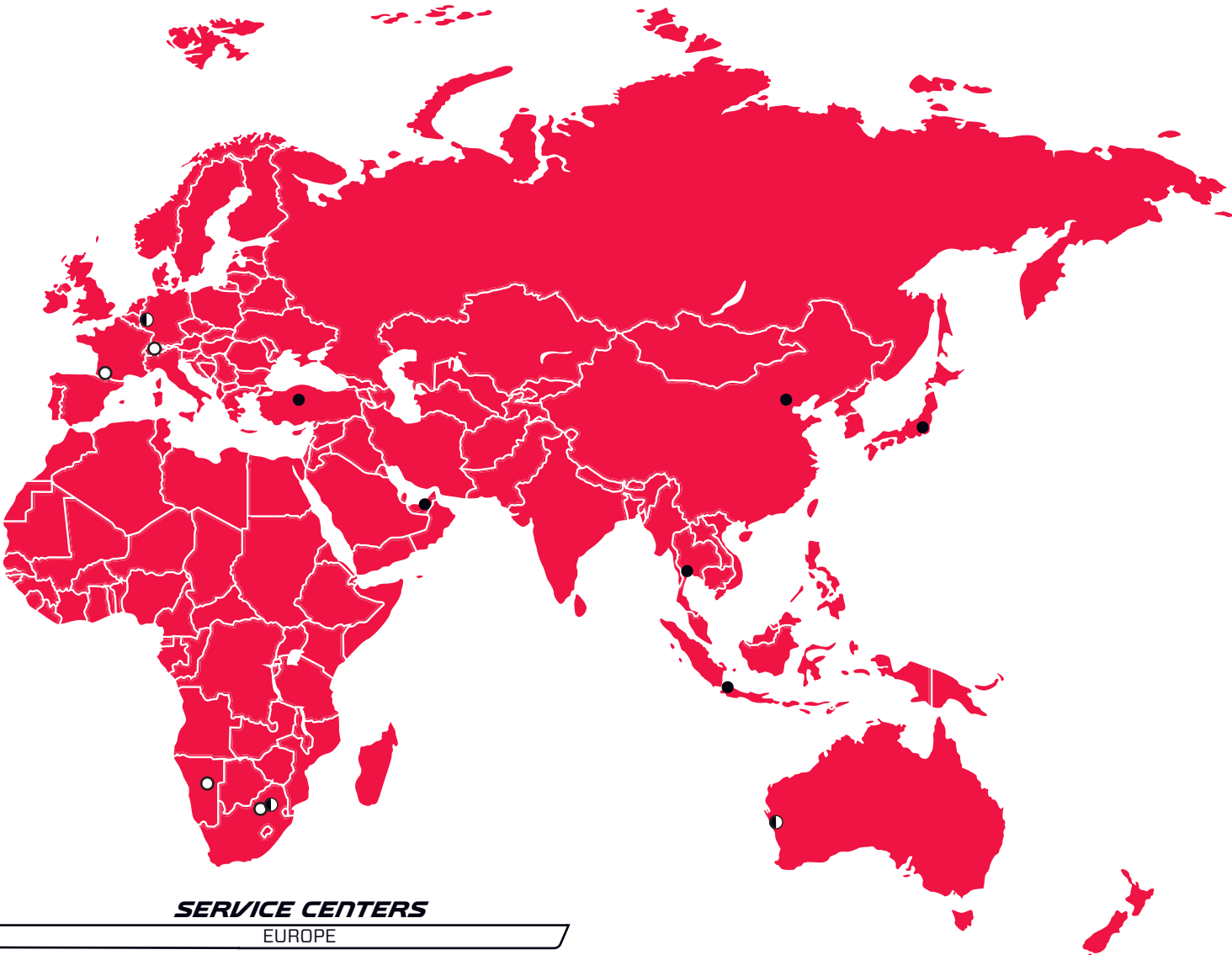
AVIATION UNLIMITED	Oshawa - ONTARIO
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MEXICO

AVEMEX S.A	Toluca, Nuevo Leon
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SOUTH AMERICA

KODIAK AIRCRAFT CENT. AMERICA	PANAMA
KODIAK DO BRASIL	Gojas - BRASIL
AEROSERVICIO S.A	Santiago - CHILE
HANGAR UNO	Buenos Aires - ARGENTINA



SERVICE CENTERS

EUROPE

DAHER AIRCRAFT	Tarbes - FRANCE
RHEINLAND AIR SERVICE	Mönchengladbach - GERMANY
MECANAIR SA	Ecuvillens - SWITZERLAND

AUSTRALIA

AIRFLITE PTY LTD	Perth - WESTERN AUSTRALIA
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AFRICA

AVIATION CENTRE LTD	Windhoek - NAMIBIA
208 AVIATION CC	Pretoria - REPUBLIC OF SOUTH AFRICA
NATIONAL AIRWAYS CORPORATION	Lanseria - REPUBLIC OF SOUTH AFRICA

AUTHORIZED DISTRIBUTORS

EUROPE

RHEINLAND AIR SERVICE	Moechehladbach - GERMANY
DAHER AIRCRAFT	Tarbes - FRANCE

EASTERN EUROPE

ALTAIR BUSINESS AVIATION	Ankara - TURKEY
JET HO DMC	Dubai - UNITED ARAB EMIRATES

AFRICA

NATIONAL AIRWAYS CORPORATION	Lanseria - REPUBLIC OF SOUTH AFRICA
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ASIA

SKYVIEW AIRCRAFT INDUSTRY	Beijing - CHINA
AERO FACILITY	Tokyo - JAPAN
FORTH CORPORATION	Bangkok - THAILAND
PT AUVIA GAYA	Jakarta - INDONESIA

AFRICA

AIRFLITE PTY LTD	Perth - WESTERN AUSTRALIA
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THE TBMOPA ANNUAL CONFERENCE  
IS BACK AND BETTER THAN EVER!

With more than 280 persons attending the TBMOPA (TBM Owners and Pilots Association) Annual Convention – and 101 TBMs flown in – this gathering once again demonstrated its importance as one of the largest such meetings for turbine-powered general aviation aircraft.

The Convention was held September 22-25 at a West Virginia hotel landmark – The Greenbrier – while the nearby Greenbrier Valley Airport’s apron was filled with all versions of the TBM aircraft family, from legacy TBM 700s and TBM 850s to the TBM 900-series.

This event brought TBM owners and operators together with managers from Daher and representatives of the company’s TBM Care team, as well as the supplier community, industry experts and others for four days of informative sessions, safety-related briefings and networking.



A roundtable discussion provided an update on the aviation insurance market – generating an animated exchange between TBMOPA members and the insurance sector representatives. Other activities included a ground school program by Goldberg Aviation for companions of TBM owners and operators, providing insights on how they can contribute to safe flight operations by serving as an informed set of “eyes and ears” for the pilot.

“A HIGHLY EFFECTIVE  
RETURN FOR TBMOPA’S  
ANNUAL CONVENTION”

“TBM aviators came out in full force for this year’s Convention, once again underscoring their enthusiasm for aviation and their commitment to safe flying,” stated Nicolas Chabbert, the Senior Vice President

of Daher’s Aircraft Division. He added that the 2021 event also reinforced TBMOPA’s position among the most active aircraft owner/operator organizations, and acknowledged the gathering’s highly effective return after going to a virtual format during 2020 due to the COVID-19 pandemic.

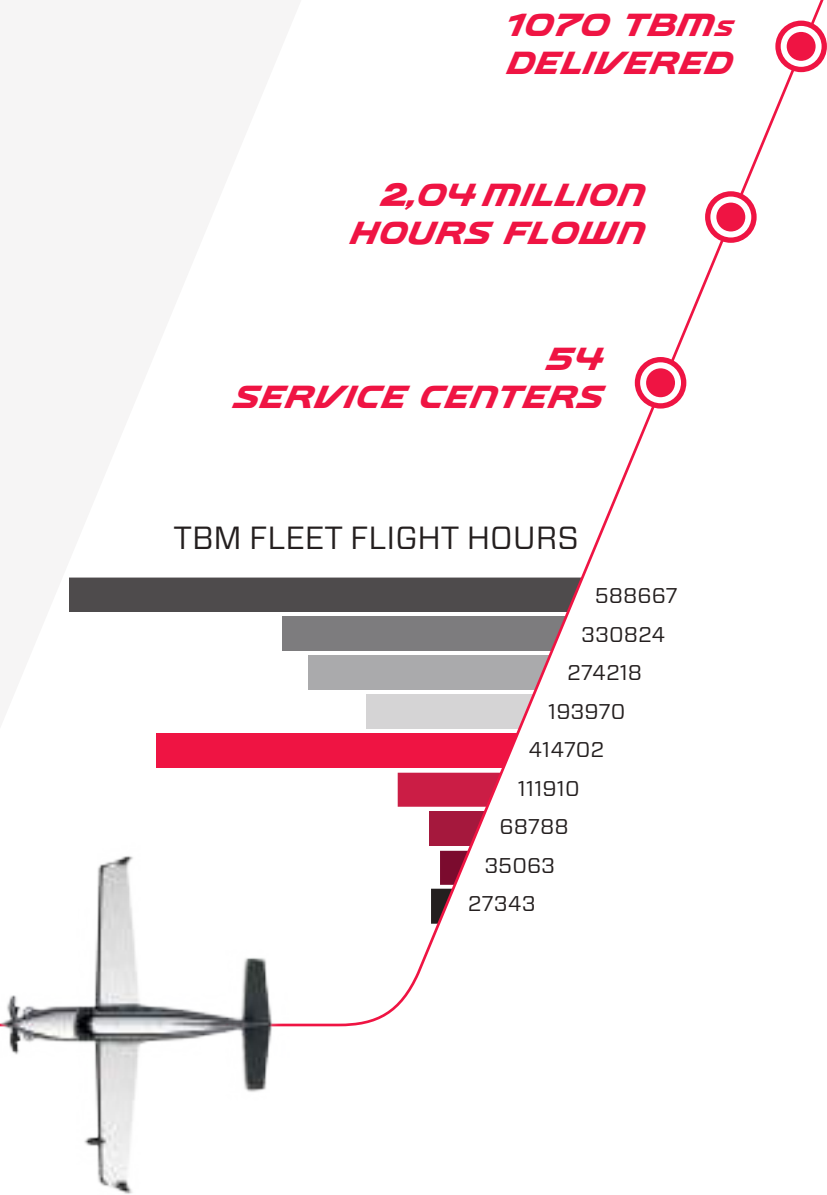
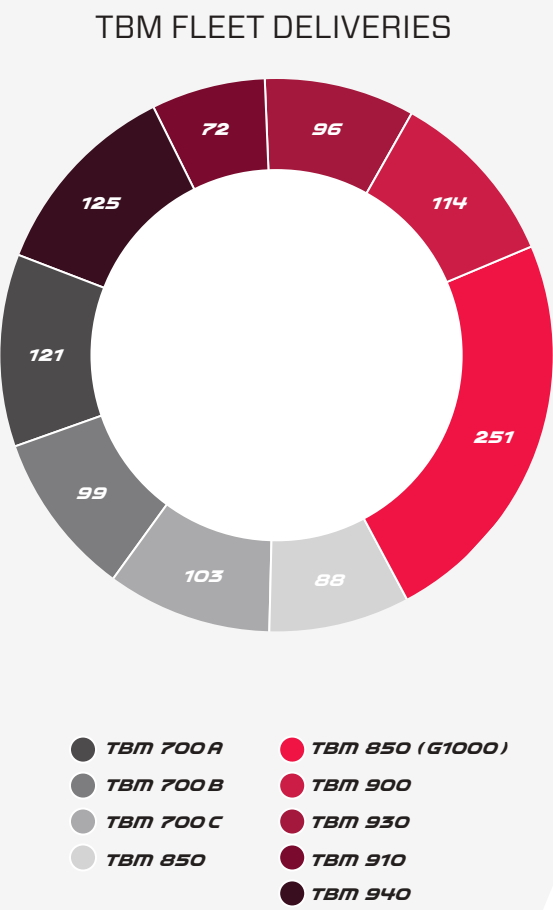
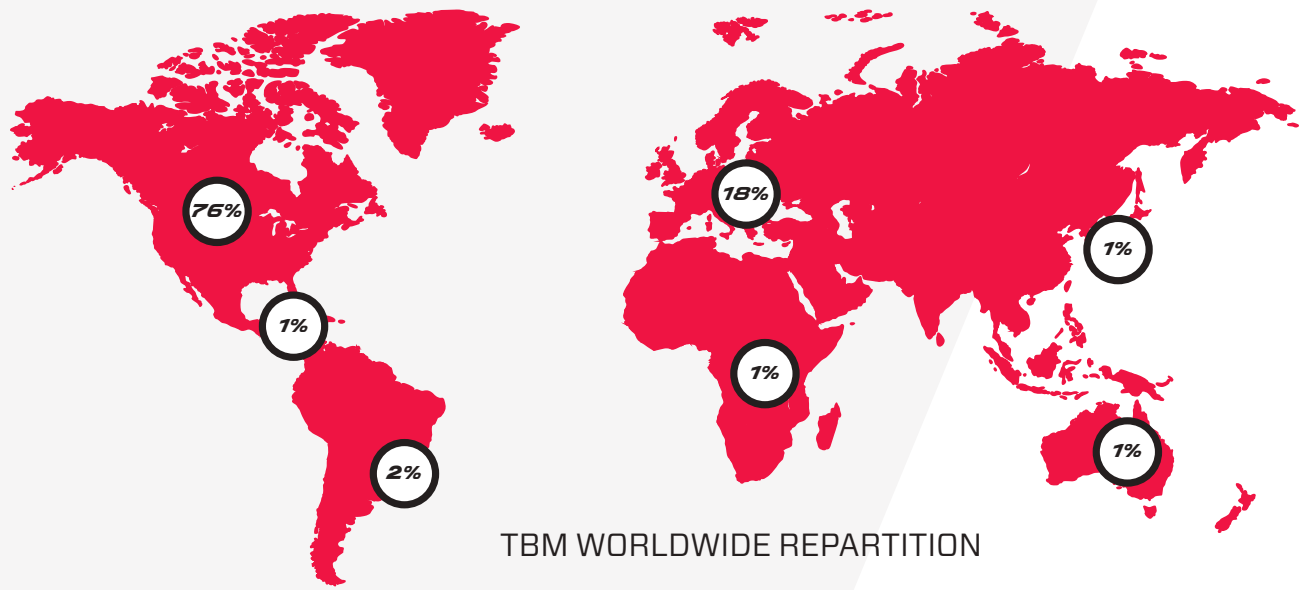
Suppliers and vendors joined Daher in exhibiting their products and services, with briefings during the Convention’s formal sessions that included presentations by Garmin (avionics), Pratt & Whitney Canada (producer of the TBM’s PT6 turboprop engine), and ForeFlight (the developer of flight planning software).

“This year’s TBMOPA convention marked another step in meeting our association’s goal of promoting safety and providing opportunities to maximize both the pleasure and utility of the TBM ownership experience,” TBMOPA Chairman David Scobey explained. “We very much appreciate Daher’s efforts in supporting safety-based enhancements for TBMs currently in service, as well as for the company’s development of new-production aircraft. This is a sign of the TBM manufacturer’s long-term commitment to its product line.”

“TBM aviators came out in full force for this year’s Convention, once again underscoring their enthusiasm for aviation and their commitment to safe flying.”



TBM WORLDWIDE FLEET DISTRIBUTION  
DECEMBER 2021









# KODIAK PILOT PROFILE

## MERCY AIR'S PAUL MIDDLETON KODIAK 100, S/N 005

Mercy Air has earned its name...with this operator's use of the Kodiak 100 underscoring the Daher aircraft's capabilities in highly challenging conditions and remote locations while performing humanitarian flights.

Based in northeastern South Africa at Mbombela, Mercy Air provides air transport and support to church mission partners, along with the development/aid community in the southern African region – particularly Mozambique.

The Kodiak 100's utility was illustrated by a week-long series of refugee evacuations and supply deliveries that involved 37 flight hours, covering 4,700 nautical miles (8,700 km) – the equivalent distance between London and Los Angeles.

These deployments were flown by Paul Middleton – Mercy Air's pilot, head of flight operations and safety officer – and benefitted from the Kodiak 100's designed-in features, including its useful load, flexibility in cabin layouts, cargo pod, large cargo door, and high-set wing for facilitated loading/unloading.



*“These Mercy Air flights began by taking an education team up Mozambique’s Zambezi Delta to train teachers, then continuing to Palma near the border with Tanzania where the Kodiak 100 brought in food and carried out refugees following deadly fighting between government forces and insurgents linked with ISIL (ISIS).”*



During one of the supply delivery flights, Paul Middleton (seated at right) is accompanied by his Mozambican assistant, Manny. Sitting behind them is an official who ensured that medication delivered by Mercy Air went to the desired recipients in the Palma conflict zone. The map at right shows the distance covered by Mercy Air's Kodiak 100 from its Mbombela home base to the port city of Pemba, and further north to Palma.



A patient is unloaded through the large cargo door of Mercy Air's Kodiak 100 during a stopover at Pemba in Mozambique, where ambulances were on hand to meet the aircraft.

For operations into Palma, Mercy Air worked with the Mozambican military and the VAMAZ (Volunteers Anonymous Mozambique) humanitarian organization, which prioritized people for evacuation. Middleton said assistance from a young Mozambican named Manny was important – liaising with government administrators, the military top brass, high-ranking police officials and the fueling supplier. This helped keep ground stopovers to a minimum, which is a vital safety measure in face of continued attacks in the region from ISIL.

“Initially there were often more people arriving at the plane than we could fit on,” Middleton explained in describing the distressed humanitarian situation

at Palma. “As Manny was explaining who could and couldn't get on, I saw the lady on the left push her child into the group of people who had been told they could go. That showed the desperation that even if she couldn't get out, her child might have a chance, and hopefully they might be reconnected in a few days – or weeks' time.”

Mercy Air's delivery missions were flown from the port city of Pemba to Palma, then returned as airlift missions to Palma, covering a distance of approximately 132 nautical miles (245 kilometers) in each direction.



These were among the refugees flown out of the conflict zone aboard Mercy Air's Kodiak 100 on flights from Palma in Mozambique to Pemba.



**FOLLOW US ON SOCIAL MEDIA**



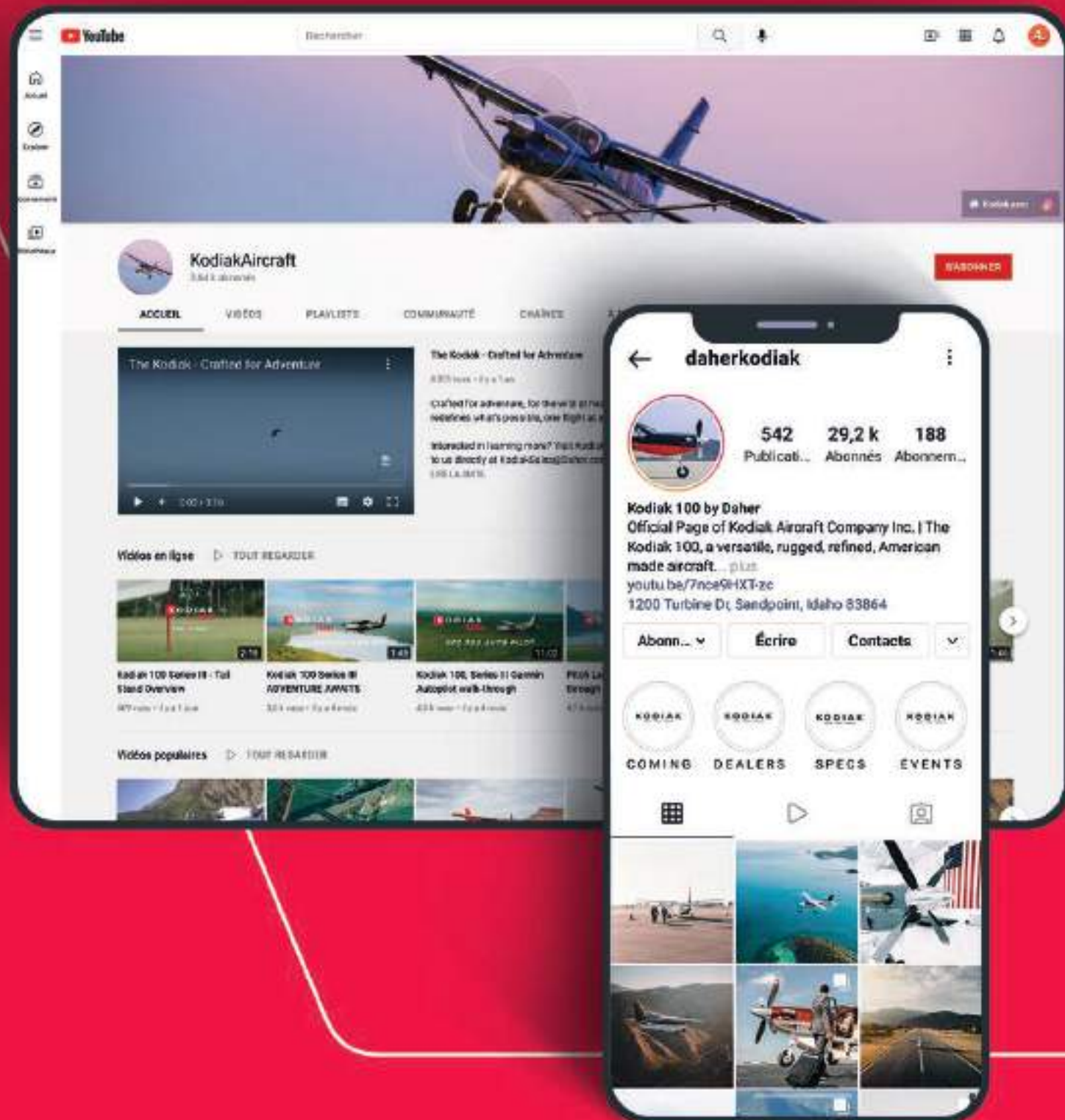
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**INNOVATION**

## **TAKING KODIAK TO THE NEXT LEVEL WITH AEROCET'S 6650 AMPHIBIOUS FLOATS**

Kodiak aircraft are made for adventure, and the very essence of adventure is flying a seaplane.

Adding Aerocet 6650 amphibious floats to the Kodiak is one of the ultimate upgrades to this already extreme flying machine, providing the ability to operate from both land and water. With the 6650's state-of-the-art design and user-friendly features, these lightweight carbon-composite amphibious floats enable the Kodiak to truly go where other airplanes simply cannot.



In the performance category, the Aerocet floats offer a super large "sweet spot" during the transition from plow taxi to liftoff, thereby lowering the steep pitch attitude often associated with seaplanes during takeoff. With their low drag in the water, these "slippery" floats also contribute to a much faster buildup of speed, while a minimal sensation of acceleration is felt after leaving the water. Additionally, getting "on the step" (when the aircraft's weight is supported by hydrodynamic and aerodynamic lift for the least amount of water drag) occurs very quickly, taking the Kodiak rapidly into the air.

*All these factors come together for an optimum ease of use, providing the most forgiving floats for seaplane novices and pros alike.*

From the standpoint of hull design, the 6650 floats are optimized for performance in both rough and smooth water conditions. They have a large flat deck with molded-in antiskid, and also feature boarding steps that are molded into the structure. Their double-fluted configuration delivers superior strength-to-weight ratings, while the sharp edges reduce drag and increase hydrodynamics.

In building the floats, Aerocet combines aerospace carbon fiber with simple and easy-to-use vinyl ester resin for a no-corrosion construction. The high impact sandwich core utilized on their top and sides adds durability and strength-protection against "dock rash" as well as impact damage, while the elimination of rivets means no rivet leaks. Non-sandwich bottom skin makes any field repair an easy process.



Speaking from his experience with the Aerocet floats on Kodiak 100 S/N 246 (N109WT), Minnesota-based Bob Shaddock stated: "After 49 years of flying, I now have the perfect floatplane!"

Ready for a new ticket to adventure? Watch the video that shows the Kodiak 100 in action as a seaplane, then contact KodiakCare for pricing and installation of the Aerocet 6650 floats.



# AVIATOR COMMUNITY

## MARGRIT WALTZ

### DAHER CONGRATULATED MARGRIT WALTZ' AVIATION MILESTONE: HER 900TH FERRY FLIGHT, WHICH WAS PERFORMED IN A TBM 940 VERY FAST TURBOPROP AIRCRAFT

Daher recognized Margrit Waltz for her 900<sup>th</sup> ferry flight, which she achieved on a France-U.S. transatlantic trip with one of the company's TBM 940 very fast turboprop aircraft.



As one of the world's most experienced ferry pilots, Waltz departed Daher's Aircraft Division headquarters and TBM production site in Tarbes, France on May 11, arriving three days later at Delaware County Airport near Muncie, Indiana.

The milestone journey was completed in a flight time of 15 hours and 38 minutes, involving stopovers at Wick in the UK; Keflavik, Iceland; and Canada's Goose Bay; followed by initial U.S. landings at Bangor, Maine and Scranton in Pennsylvania.

Upon her arrival at Delaware County Airport to complete the trip, she was welcomed by personnel from Muncie Aviation – one of the oldest authorized TBM distributors, which serves the states of Illinois, Indiana, Kentucky, Michigan, Ohio and Wisconsin. Also on hand to mark Waltz' achievement were members of Daher team, several who flew in from the company's U.S. headquarters at Pompano Beach, Florida.

This 900<sup>th</sup> ferry flight marks 45 years of activity at the service of general aviation for the German-born ferry pilot, who lives in Pennsylvania's Lackawanna County.

In 1991, Waltz was one of the first pilots to ferry a TBM-family Aircraft across the Atlantic Ocean for Daher. Since then, she has delivered more than 200 TBMs to the North American continent, while also flying others to Africa, Asia and Australia.

"It's highly symbolic that Margrit flew her milestone trip with a TBM 940, as her ferry flight services on behalf of Daher during the past three decades have contributed to the TBM program's success," stated Nicolas Chabbert, the Senior Vice President of Daher's Aircraft Division. "Her career – which began before GPS was reliably available for aviation's use, and prior to many advances in avionics that we take for granted today – mirrors the values which have made our very fast turboprop aircraft a leader in its category: a focus on safety, supported by a team spirit; along with the passion for speed and performance."

In recalling her experience with the TBM, Waltz said:

*"It was love at first sight, as the TBM was a cut above the aircraft I was flying at the time. Today, it still is one of my favorites. I want to thank Daher for its confidence during the past 30 years, along with the incredible support from the factory in Tarbes, as well as from the community of TBM owners and operators."* Margrit Waltz



Margrit Waltz (standing next to the TBM 940, at left) celebrates the completion of her 900th ferry flight after arriving at Delaware County Airport near Muncie, Indiana. Celebrating the milestone with Waltz are personnel from Muncie Aviation and members



Margrit Waltz first TBM ferry flight with Christian Briand in 1991





## FOLLOW US ON SOCIAL MEDIA



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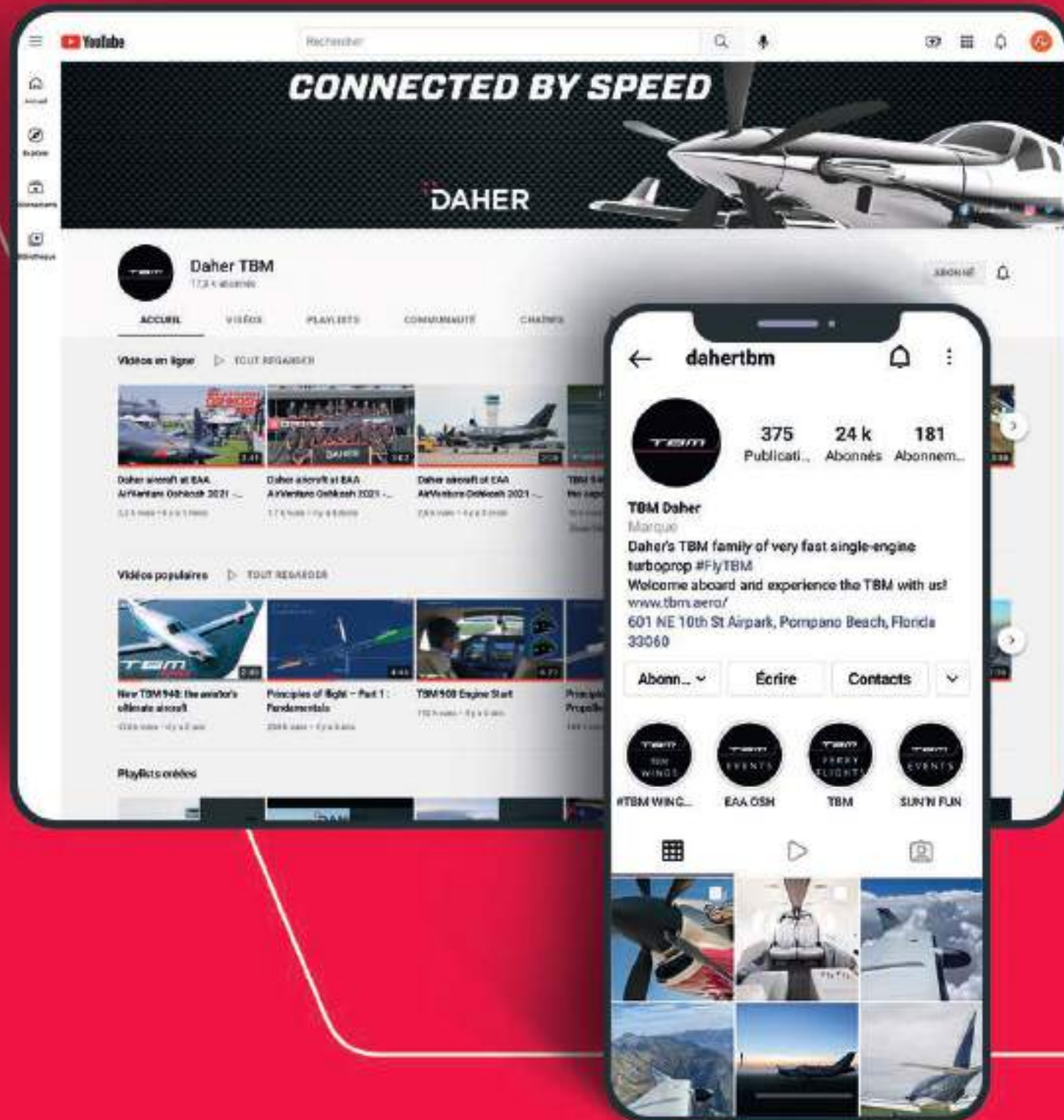
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## AVIATOR COMMUNITY

### TBM & KODIAK LOVERS

1,070 TBMs & 300 Kodiaks produced, more than 2 million flight hours, how many stories?

In the following pages, here's a selection of pictures sent by TBM and Kodiak customers or operators, sorted by serial number, with indications they provide. These pages reflect the large diversity of our aircraft' operators – flying for business or for more personal reasons. Some fly single, others with their family or their favorite pets. If most TBM are flying over the North American continent, we have collected contributions from Europe, South America and a few from Asia and Australia.

A common thread is their generosity. Many private operators contribute regularly to charitable activities such as Corporate Angel Network to fly cancer patients, the Veteran Airlift command to transport disabled veterans or participate to emergency rescue operations.

If the Kodiak 100 is still a young airplane, the TBM pilot population, more numerous, has an organization of its own. Created in 2003, the TBM Owners and Pilots Association (TBMOPA) gathers exists for owners and operators of Daher TBM aircraft to promote safety and provide an opportunity to maximize the pleasure and utility of the TBM ownership experience.

This portfolio shows an interesting sample of the active fleet, highlighting the customer fidelity through different aspects. If some are "repeat buyers" who are looking after the latest model, thus being the owner of their 5th, sometimes 6th TBM. The leading figure being Dr. John C. Taylor, OBE, a Cambridge professor and a prolific inventor, who bought his first TBM, in 1991 and actually flies a TBM 910.

Others stay faithful to their 'old Lady' like Scott Frantz, a former senator of Connecticut, has owned TBM700-S/N 26 since 1992. In his message with the picture he wrote:

"The picture shows my first TBM flight to the island of St. Barthelemy in the Caribbean in early 1992. It is one of the epic approaches in the world, and the TBM handles it magnificently to this day. The early days were a lot of fun – people would come running in awe out of FBO's all over North America. The Caribbean having never seen a TBM. In the air, if controllers didn't think it was a WWII TBM Avenger (torpedo aircraft), they thought I was Jimmy Buffet, (then owner of TBM700-S/N 6)."

Your feedback and pictures to welcome for the next editions of our Newsletters and Yearbook.







TBM 700C - S/N 246  
Paul Schubert, Raleigh, North Carolina, is flying actively for good causes in this picture family members helped to fly 15 puppies to a new safe home.



TBM 900 - S/N 1092  
Gary Gilmer and a special passenger of the Veterans Airlift Command. VAC provides free air transportation to post 9/11 combat wounded and their families for medical and other compassionate purposes through a national network of volunteer aircraft owners and pilots.



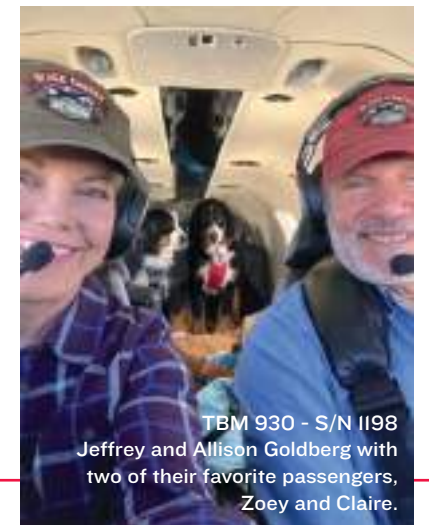
TBM 700C2 - S/N 322  
Scott Alperin with his family steamboat springs, Colorado



TBM 850 - S/N 508  
Daniel Kaplan initiates his grandson.



TBM 940 - S/N 1315  
A low instrument weather conditions into Telluride, Colorado, for Steven Birdwell and his family.



TBM 930 - S/N 1198  
Jeffrey and Allison Goldberg with two of their favorite passengers, Zoey and Claire.



TBM 930 - S/N 1166  
«N444CD has been our travel enabler since January and we just returned yesterday (Jul 3) to our residence in Chicago. As you can see Harley and Caroline are ready and eager to depart for the next adventure. On most of the recent trips the TBM carried our bikes to terrific places like, Naples, St Louis, Sedona, Durango, Park City, Lake Tahoe, Sandpoint, Glacier Park, Bend, Sunriver and McCall.»



Scott Frantz's TBM 700 - S/N 26  
landing on the island of St Barthelemy in the Caribbean.





Kodiak 100 - S/N 193



Kodiak 100 - S/N 027



Kodiak 100 - S/N 247



Zep Zep aboard Kodiak 100 - S/N 253



Kodiak 100 - S/N 45



Summertime is the right time to enjoy the Kodiak 100 on floats, opening opportunities for new adventures!



Kodiak 100 - S/N 235



Kodiak 100 at sunset in Australia



# 2022 EVENTS

## JOIN US TO CELEBRATE THE PASSION OF AVIATION

Meet us at our events on our booth and discover Daher latest aircraft. Here is the list of the upcoming events where we plan to present Kodiak and TBM.



### ***NORTH AMERICA***

April 5 to 10  
**Sun 'N Fun - Lakeland, Florida, USA**

July 25 to 31  
**EAA Air Venture - Oshkosh, Wisconsin, USA**

September 20 to 25  
**TBMOPA USA - Nashville, Tennessee, USA**

October 18 to 20  
**NBAA - Orlando, Florida, USA**

### ***AFRICA***

July 7 to 9  
**Aero South Africa - Pretoria, South Africa**

The agenda is regularly updated on [tbm.aero](http://tbm.aero) and [kodiak.aero](http://kodiak.aero) website.  
Contact your local sales representative for more information on Daher Aircraft participation to airshows and events.

### ***EUROPE***

April 27 to 30  
**Aero Friedrichshafen - Friedrichshafen, Germany**

May 13 to 14  
**Elite London - Wycombe Air Park, Bucks, UK**

May 23 to 25  
**EBACE - Geneva, Switzerland**

June 9 to 11  
**France Air expo - Lyon, France**

 **DAHER**



## ***A FAMILY OF AIRCRAFT CRAFTED FOR AVIATORS***

What does the world's fastest single engine turboprop and the most advanced 10-seat STOL have in common? The TBM sets the standard for cruise and range performance while the Kodiak 100 is best in class for STOL and off-airport operations. Both aircraft share a high-level of safety as they share the most reliable turboprop, the most advanced avionics systems, and the most robust airframe construction.

Daher, where safety comes first.

 **KODIAK**  
**TBM**

Speak to a Daher expert:  
TBM (Americas) (954) 993-8477  
TBM International +33 5 62 41 77 88  
Kodiak Worldwide (866) 230-7417





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