

# TBM850

by DAHER-SOCATA

eNEWSLETTER  
WINTER 2011



## THE STORY BEHIND AN HISTORIC ANNIVERSARY

In this issue of our newsletter, you will learn how DAHER-SOCATA will have celebrations this year marking the 100th anniversary of its continuous aircraft production, spotlighting a legacy that began in 1911 with its predecessor company – Aeroplanes Morane-Saulnier.

Now that 2010 has “folded its wings” after 12 months of tremendous activity – which saw the delivery of 38 TBM 850s – these upcoming celebrations will remind us where we came from, and provide some clues to the future path of success.

One of the lessons is that commercial success results from a product’s ability to meet the expectations of its customers. A high level of reliability, quality of construction, and a good ratio between performance and operating costs, are designed-in features of the TBM...and they match today’s requirements of operators worldwide. The loyalty of DAHER-SOCATA’s customers – some of them having purchased their fifth TBM in 2010 – confirms the lessons of history.

Establishing two-way communications based on confidence also is a part of our heritage. This confidence led us to welcome more corporate operators in 2010. The interest level in DAHER-SOCATA’s very fast turboprop aircraft is clearly on the rise among corporate owners, who find that a TBM 850 can be a good choice. This is illustrated by the example of one operator that replaced its costly bizjet with a pair of TBM 850s. Jim Berger, who manages this corporate flight department, details a good example of changing times in our Newsletter’s Customer Profile.

Looking forward to 2011, one of the DAHER-SOCATA Airplane Division’s contributions to this year’s celebration is the introduction of the TBM 850’s 100th Anniversary Special Edition, along with a new price list that will offer a host of benefits – including the Exclusive Maintenance Program for lower scheduled maintenance costs.

As the great American poet and philosopher Ralph Waldo Emerson said: “What lies behind us and what lies before us are tiny matters, compared to what lies within us.”

On behalf of the entire DAHER-SOCATA team, I wish you a happy New Year and safe flights in 2011!

**Nicolas Chabbert**

Senior Vice-President, Airplane Division  
DAHER-SOCATA





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## FOLLOW THE FLEET



During 2011, DAHER-SOCATA is celebrating its 100<sup>th</sup> anniversary with customers and partners. Listed below are the events scheduled on both sides of the Atlantic. As making plans to travel abroad can be complicated, the DAHER-SOCATA team is ready to provide assistance for registered guests.

Please note that Florida-based travel operator Air Journey has put together a fantastic package for an exciting way to cross the Atlantic. Please contact Thierry Pouille and the Air Journey staff at: 561-841-1551, or online at:

▶ [www.airjourney.com](http://www.airjourney.com)

**DAHER-SOCATA 100<sup>TH</sup> ANNIVERSARY CELEBRATION:  
SAVE THE DATES!**

**Location: France**

The celebration in France will consist of two events during a 48-hour period that will allow everyone to share the aviation spirit! Throughout the day on June 18, DAHER-SOCATA is providing the opportunity to visit its factories, meet TBM enthusiasts and commemorate 100 years of aviation through SOCATA's eyes.

On June 20, DAHER-SOCATA will organize a behind-the-scenes tour of the Paris Air Show, with a lunch at the Musee de l'Air – the world's oldest aviation museum, and a viewing of flight presentations during the aerospace industry's largest annual gathering.

JUNE 18, 2011  
Factory celebration  
DAHER-SOCATA industrial site  
Tarbes, France  
Celebration show from 10:00 a.m. to 5:00 p.m.

JUNE 20, 2011  
Paris Air Show VIP Event  
Le Bourget, France  
Special VIP tour of the Paris Air Show

**For information on the European events, contact:**  
Martine Jugé  
Tel: +33 5 62 41 74 85

▶ [m.juge@socata.daher.com](mailto:m.juge@socata.daher.com)

**Location: United States**

In July, the 100th anniversary celebration will kick off with a fly-in of Morane-Saulnier and SOCATA aircraft at the EAA AirVenture in Oshkosh, Wisconsin. All owners of Morane-Saulnier and SOCATA aircraft types are welcomed. The challenge is to gather at least 100 aircraft to celebrate 100 years of aviation in Oshkosh! The reward will be the Morane-Saulnier and Socata Aviator's Banquet with a special presentation. A special TBM 850 showcase is scheduled for the final week-end of AirVenture.

JULY 25-31, 2011  
EAA AirVenture Morane-Saulnier  
and SOCATA Fly-in

JULY 27, 2011  
Aviator's Banquet  
Oshkosh, Wisconsin

JULY 29-31, 2011  
TBM850 special anniversary showcase

**For information on the U.S. events, contact:**  
Misty Moore  
Tel: 404-993-5757

▶ [m.moore@socata.daher.com](mailto:m.moore@socata.daher.com)

Please note that all events are subject to change. For up-to-date details, visit:

▶ <http://www.tbm850.com/einvite/century.php>

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**2011 CALENDAR**

9-13 FEB	<b>Aero India</b>	Bangalore, India
10-15 MARCH	<b>Australian Int'l Airshow</b>	Avalon, Australia
29 MARCH- 3 APRIL	<b>Sun 'n Fun</b>	Lakeland, FL, USA
13-16 APRIL	<b>AERO</b>	Friedrichshafen, Germany
17-19 MAY	<b>EBACE</b>	Geneva, Switzerland
21-22-23 MAY	<b>Aero Expo - Mexico</b>	Mexico
28-30 MAY	<b>Aero-Expo</b>	Bitburg, Germany
9-10 JUNE	<b>Cannes AirShow</b>	Cannes, France
11-12 JUNE	<b>Parade of Planes</b>	Atlanta, GA, USA
18 JUNE	<b>Daher-Socata 100<sup>th</sup> Anniversary Official Celebration</b>	Tarbes, France
17-19 JUNE	<b>Aeroexpo</b>	Sywell, Airport, UK
20-26 JUNE	<b>Paris Air Show</b>	Le Bourget, France
14 JULY	<b>Durban Airshow</b>	Durban, RSA
JULY 25-AUG 1	<b>EAA AirVenture</b>	Oshkosh, WI, USA
12-14 AUGUST	<b>LABACE</b>	Sao Paulo, Brazil
31 AUG. - 2 SEPT.	<b>TBMOPA Convention</b>	Colorado Springs, CO
14-16 SEPT.	<b>JetExpo</b>	Moscow, Russia
22-24 SEPT.	<b>AOPA Aviation Summit</b>	Hartford, CT, USAUS
23-26 SEPTEMBER	<b>Monaco Yacht Show</b>	France
10-12 OCTOBER	<b>NBAA</b>	Las Vegas, NV



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TBMOPA European Convention in Bordeaux

# TBM850

by DAHER-SOCATA

## TBM850

by DAHER-SOCATA

S/N



SPECIAL EDITION  
100<sup>th</sup> ANNIVERSARY

Manufactured with care  
for Mr Smith

Tarbes, France - 2011



## THE TBM 850'S 100<sup>TH</sup> ANNIVERSARY PAINT SCHEME IS UNVEILED IN TARBES!

To celebrate the 100th anniversary of DAHER-SOCATA, created as Morane-Saulnier in 1911, the company has launched a special 100<sup>th</sup> Anniversary paint scheme, applicable to all Model Year 2011 aircraft. This livery was developed by the Happy Design Studio, an aircraft design company based in Strasburg, France. The inaugural TBM 850 will be officially presented on February 17.

Happy Design Studio was selected after a competition that generated 41 designs from eight artists, which was judged by a panel of customers, distributors and DAHER-SOCATA personnel.

"We're pleased to partner with Happy Design Studio – a young, creative and passionate team of designers – and we're looking forward seeing the actual result and the reaction of our customers," stated Nicolas Chabbert, the Senior Vice President of DAHER-SOCATA's Airplane Division. "The TBM 850 Model Year 2011 version aims at highlighting

our roots, which explain why the TBM 850 is known for its manufacturing quality and operational excellence."

Didier Wolff, general manager and chief designer of the Happy Design Studio, said it was a challenge to bring the livery to reality, especially considering the production constraints for painting an aircraft. "The final result with the TBM 850's anniversary edition will be amazing!" Wolff stated. "We thank DAHER-SOCATA for this wonderful opportunity to work closely with an aircraft manufacturer to display creative ideas in the industrial world."

For more information on the Happy Design Studio, see the company's website:

 [www.happydesign.net](http://www.happydesign.net)

On the picture artist view of the Morane-Saulnier type H replica and the TBM 850 model year 2011 (by Thomas Jullien)

Didier Wolff, general manager and chief designer of the Happy Design Studio (Photo Sébastien Ognier)

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▶ **TBMOPA**  
**European Convention in Bordeaux**

## TBMOPA EUROPEAN CONVENTION IN BORDEAUX

- 1 - Customers visit Catherineau company, for a first-hand look at the TBM interior fittings specialist.
- 2 - Nicolas Chabbert, DAHER-SOCATA's Senior Vice President - Airplane Division, briefing the audience on product improvements to come.
- 3 - TBM instructor Alain Jaubert, who also is known as "the little French pilot," shares his knowledge about high angle of attack maneuvers.
- 4 - The 18th century style Regent - Grand Hotel de Bordeaux, in front of the Grand Theatre, which hosted the TBMOPA-Europe conference.  
(photos R. Maitre)

The annual convention of the European chapter of the TBM Owners and Pilot Association (TBMOPA) – the user organization of DAHER-SOCATA's TBM 700 and TBM 850 very fast turboprops – was held in October 2010 at Bordeaux, France.

Twenty TBM aircraft – 20 percent of the European fleet – touched down at Bordeaux-Merignac International Airport. A total of 100 participants

from Austria, Germany, Ireland, Netherlands, Poland, Portugal, Switzerland and the U.K. were joined by a new customer from Singapore. In addition to technical sessions and a visit to Catherineau, the TBM interior outfitting specialist, attendees enjoyed Bordeaux – the world's major wine industry capital, and a city listed by UNESCO World Heritage as "an outstanding urban and architectural ensemble" of the 18th century.



**CHRISTOPHE ROBIN:**  
THE NEW VICE PRESIDENT ENGINEERING,  
AIRPLANE DIVISION

Christophe Robin has been appointed the new Vice President Engineering for the DAHER-SOCATA Airplane Division. His responsibilities include future development of the company's TBM 850 very fast turboprop aircraft.

Robin graduated from France's ENSICA national college for aircraft manufacturing engineers and devoted his career to general aviation – creating his own company, Dyn'Aero, in 1992. Dyn'Aero has designed and developed more than 17 light and ultra-light aircraft, including the CR 100 two-seat aerobatic trainer, the MCR 01 family of fast two-seater aircraft, and the four-seat MCR 4S.

The 43-year-old Robin has been a pilot since the age of 17, and he participated in aerobatic competitions at the French national level.

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**Christophe Robin:**  
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Engineering,  
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Louis Morere  
takes the helm at  
DAHER-SOCATA's  
Tarbes Service  
Center Officer



### **LOUIS MORERE TAKES THE HELM** AT DAHER-SOCATA'S TARBES SERVICE CENTER

Louis Morere is now in charge of DAHER-SOCATA's Tarbes, France Service Center, succeeding Bernard Rocheteau, who has taken the responsibilities for fleet maintenance programs. Morere began his aviation career as a military engineer and inspector on French Army Aviation helicopters and airplanes.

After leaving the service, he occupied several positions in the civilian maintenance sector – including the management of a service center and the technical supervision of an airline operator, subsequently becoming a Safety and Surveillance Inspector for France's civil aviation authority.

Morere is the holder of A&P ratings for all Eurocopter helicopters, along with Beechcraft, Cessna, Piper...and of course Socata...aircraft, and brings the skills needed to develop DAHER-SOCATA maintenance activities in Tarbes.

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**James B. Berger,**  
corporate pilot  
and manager of the  
Tuthill Corporation's  
flight department

**JAMES B. BERGER, CORPORATE PILOT AND MANAGER  
OF THE TUTHILL CORPORATION'S FLIGHT DEPARTMENT (TBM 850 SN 443, SN 483)**

Many people think of TBM aircraft as the ultimate in personal transportation. Jim Berger agrees, and lives it in double. He manages the Tuthill Corporation's flight department, which uses two TBM 850s that Berger calls "the most efficient 10 passenger airplanes in the world."

"I know it sounds kind of crazy, but we operated a wonderful Falcon 20 for years," Berger explained. "With that bird, a two pilot crew could safely fly up to 10 people. With two TBM 850s, we still use two pilots to safely transport up to 10 passengers. Our dispatch reliability is equal to the Falcon, our typical 300 nm. trip takes only 20 minutes longer, and the fuel burn is only a third of what it was. And we have the luxury of performing two separate missions at the same time. What's not to like?"

Berger is an experienced pilot who served as a helicopter aviator in Vietnam, flew for airlines in Iran, and then settled into his corporate career in the U.S. Along the way, he has piloted everything from a Turbine Commander and wide-body Challenger to a Grumman Goose. Berger also is a CFI-I. He doesn't like to reveal his total time, but it's rumoured to be somewhere north of 25,000 hours.

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When Berger saw the utilization going down on the Tuthill Corporation's Falcon, he started his search for the company's new aircraft – never dreaming it would turn out to be two new airplanes. His task was to find the best match between capability, cost and the company's transportation needs. "We just weren't flying the longer legs like we once did, and 90 percent of our flights are less than a thousand nautical miles," he said. "Most of the time, we carry four or fewer passengers. Soon it became obvious that the Falcon 20 was not the best match for us."

The TBM 700 came under consideration in 2004. Impressed with its numbers, this cautious professional decided to lease a TBM 700B to see if the claims would hold up in the real world. "We found the TBM 700 was exactly what we were looking for in terms of speed, range and fuel burn," Berger added. After this successful evaluation, Tuthill purchased the 700B they had been leasing. As soon as the TBM 850 became available with the Garmin G1000 integrated flight deck, Jim convinced management to replace both the Falcon and the 700 with two TBM 850s.

Berger describes the G1000 avionics package as "beautifully integrated," and adds that the TBM's wide speed envelope makes it easy to fit into the traffic pattern at both small uncontrolled fields and busy airline hubs. Tuthill's TBM "fleet" already

has accumulated 1,200 flight hours in 2.5 years of operations. Its most frequent destinations include Chicago, Cleveland, Fort Wayne, Orlando, and Springfield in Missouri.


Berger is strict about the safety of his department's operations. "When I recommended the TBM, I put my reputation on the line," he stated. "I told the company we could operate these thoroughbreds as safely as we did the Falcon."

Does Berger regret the move to the TBM? "Certainly not," he said. "Looking back at the economic stress that gripped this country during the past several years, I'm not sure our flight department would have survived if we had made another choice."

Tuthill Corporation is a global manufacturing company headquartered just southwest of Chicago. Its business is supplying "rock solid" industrial and aerospace products to leading manufacturers as Boeing, Freightliner, John Deere and Caterpillar. With its 20 manufacturing facilities located across the United States and Europe, Tuthill has the need for fast, flexible, and affordable transportation. The company has owned a number of different airplanes since its flight department was created in 1976, using a King Air 200 as its first aircraft.

 [www.tuthill.com](http://www.tuthill.com)

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**James B. Berger,**  
corporate pilot  
and manager of the  
Tuthill Corporation's  
flight department



## MUNCIE AVIATION EARNS THE “MOST VALUABLE PLAYER” DISTINCTION IN 2010

**With eight TBM 850s sold and delivered in 2010, Muncie Aviation surpassed its own sales record, qualifying as the unofficial “most valuable player” of the year within the TBM distributor network.**

This represents a significant success for one of the oldest TBM distributors, headquartered in Muncie, Indiana, and serving the states of Illinois, Indiana, Michigan, Ohio, and Wisconsin. It has been a TBM distributor since 2001.

Martin Ingram, Muncie Aviation’s president, pilot, salesman – and an expert hunter in the wild forests of Indiana – explains last year’s achievements by “luck” and the special relationship Muncie Aviation team has established with its customers. “We know most of them, and some are long time customers,” he explained.

What makes Muncie Aviation so special? “Muncie is an old company. The way we see it, our job is best serving our customers – whether it’s through aircraft sales, avionics, parts, service, flight or line service,” he added. “We know that our customer would rather be flying than staying on the ground. So everything we do is designed to get them in the air quickly.”

This viewpoint is confirmed by a letter received from a TBM customer with the following testimonial: “I feel that I have always been treated with respect, dignity and honesty at Muncie Aviation. The service is always performed on time and at a cost that is reasonable. With Muncie Aviation, the sale is just the beginning of a great relationship.”

Created in 1932, Muncie Aviation is America’s longest-operating Piper dealer (since 1936), and its ownership was taken over by the employees in 2005. Today it has a staff of 50, with a core sales team, and the majority of staff in maintenance. When asked about why they chose to represent the TBM, Ingram replied: “We definitely like the TBM. It’s a great airplane. So it’s easy to recommend it to our customers.”

Learn more about Muncie Aviation at:

 [www.muncieaviation.com](http://www.muncieaviation.com)

The Muncie Aviation sales team: Jerry Nancarrow, Kyle Alward, Kris Layson, Steve Thompson, Vicky Holtzleiter, and President Martin Ingram.



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→ Muncie Aviation earns the "most valuable player" distinction in 2010

→ **Adrian Munday to head up sales of the DAHER-SOCATA TBM 850 in the UK and Ireland**

## ADRIAN MUNDAY TO HEAD UP SALES OF THE DAHER-SOCATA TBM 850 IN THE UK AND IRELAND

**Adrian Munday has been appointed as Director and General Manager of a new organisation created to provide sales and customer support for the SOCATA-DAHER TBM 850 fast business turboprop within the United Kingdom and Ireland. He will be based at new premises at London Oxford Airport**

Entrepreneur John Merry, a long time TBM owner and founder of JetBrokers Europe, was awarded the exclusive distributorship, which includes taking responsibility for maintenance, technical support and spare parts provision, at last October's NBAA business aviation show in Atlanta.

Adrian has over 22 years' experience within the aviation industry working for OEMs and their distributors. He originally worked for the Alan Mann Group of Companies at Fairoaks Airport, Surrey, handling sales of the Rockwell/Gulfstream range of turboprops, as well as the Dornier 228 commuter turboprop. A keen general aviation pilot, Adrian has a strong understanding of high-performance light aircraft having been closely involved with the Mooney family of aircraft. Adrian has worked for the UK and Irish distributor for Agusta/Westland Helicopters as well as with Harrods Aviation where he was instrumental in introducing the first Agusta A109E Power Air Ambulance into the UK, together with the first A109E Power helicopters for Police

and COMR Utility Operations.

"I am delighted to take on this new challenge of establishing the infrastructure and personnel for the promotion and support of the TBM product here in the UK and Ireland," Adrian stated.

"Adrian is a popular and highly respected figure in the business aviation fraternity. We are delighted he has agreed to join the team and lead this exciting programme," said John Merry. "The six seat TBM 850 is the ultimate owner pilot aircraft, with excellent economics - as much as half the cost of a comparable light jet in terms of direct operating costs - combined with a very low environmental footprint," he added. Currently there are 17 TBM 850s flying with private owners in the UK.

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▶ [amunday@blackbrookav.com](mailto:amunday@blackbrookav.com)

1- John Merry, TBM owner and founder of JetBrokers Europe and Nicolas Chabbert, DAHER-SOCATA's Senior Vice President, Airplane Division, signing the distributor contract.

2- Adrian Munday, director and general manager of the new organization

3- Left to Right - Paul McQuillan (Pilot/Sales Support Ireland), Adrian Munday (Sales Director) and John Sirett (Finance Director)



## FIRST CUSTOMER SUPPORT NETWORK MEETING IN TARBES

The first Customer Support Network Meeting (CSNM), held in Tarbes last October, was very successful – with DAHER-SOCATA welcoming 14 attendees representing eight TBM Service Centers across Europe: RAS (Germany); Smets Aviation (Belgium); Kempen (the Netherlands); Aircraft Servicing (Guernsey, Channel Islands); Aero Service (Switzerland); CAE (Italy); MCA (UK); and John Sirett, a representative of the new sales and support organization in the U.K.

After a first “get together” day with interesting visits and dinner, the following sessions were more academic, with eight presentations from Customer Support representatives, plus an open question session.

A survey was performed to collect comments of the attendees, which will be the basis for the agenda of the next Customer Support Network Meeting. It also was decided to improve communication channels with all members of the network through a dedicated website forum.

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Photo by Daniel Bacou

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## DAHER-SOCATA'S HIGHLY EXTENDED EXCLUSIVE MAINTENANCE PROGRAM

**An Highly Extended Exclusive Maintenance Program (HEEMP) is being offered this year as part of the "100th Anniversary Edition" Incentive Package for newly-purchased TBM 850s. The HEEMP was unveiled for the first time at the Aircraft Owners and Pilots Association's Aviation Summit in Long Beach, California in November 2010.**

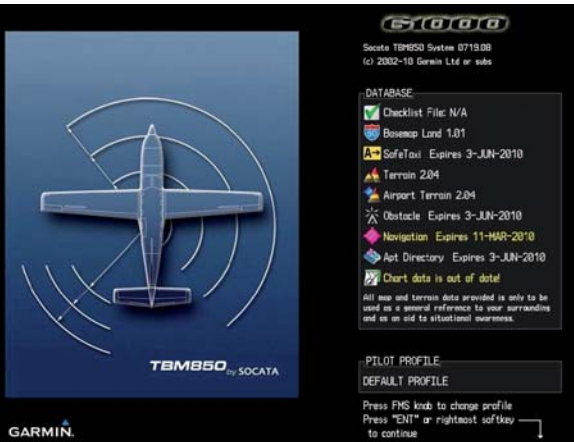
DAHER-SOCATA's HEEMP covers all scheduled maintenance costs up to the aircraft's fifth annual inspection or 1,000 flight hours total time – whichever comes first, and is assigned to the original first retail customer.

In addition, the avionics system warranty is extended to five years for the following components: all Garmin equipment, L3 Com's WX500 Stormscope, and Honeywell's TAS, KRA405 radar altimeter and DME.

With HEEMP, warranties also are extended to five years or 1,000 hours for the following

components: flap actuators, propeller, fuel unit, gauging system, oxygen system, bleed air system, cabin pressure control system, air conditioning system, landing gear and actuators, mechanical fuel pump, hydraulic unit, vacuum system, windshield, flight controls actuators, electrical power unit, starter generator, standby altimeter & airspeed indicators, torque and oil pressure transducers, and the overspeed governor.

The HEEMP brings a host of benefits that will significantly lower maintenance costs for a brand new TBM 850.



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**GARMIN SOFTWARE V11.01**

In December, Garmin released a new version of the G1000 integrated flight deck software. A Support Information Letter was sent to all owners to explain this new version. The software upgrade will be provided to all TBM850 owners free of charge via SD cards to be ordered as per DAHER-SOCATA SB 70-186-34.

Here are a summary of the main changes on the new software version:

- **“Navigation”** menu is the new name for the Jeppesen aviation navigation database instead of: “aviation database.”
- **New database - Airport Directory:** This function, available only for the U.S., displays current AOPA airport directory information for the airport information page on the MFD. It provides data on airports (through the U.S., including names and phone numbers of airport facilities, nearest restaurants, car rental companies, etc.) This database can be updated on a 56-day cycle on the fly.garmin.com web site.
- **Database Synchronization:** It adds a new softkey on the MFD to automatically update the databases in the MFD and both PFDs from one SD card (example: Synchronization status of the Safetaxi database).

- **NG HI CAS message:** This provides a new caution message in the Crew Alerting System window, when the generator speed (NG) is more than 103.0 percent
- **Engine Control Trend Monitoring records:** These records have been improved with a general ECTM data page indicating aircraft and engine cycles such as start up, take off, landing, shut down. Records will be displayed and reported.
- **Exceedance Page:** All data can be saved on the SD card installed at the top of the MFD, with a display of the exceedance value in red.

Check on:

[www.mysocata.com](http://www.mysocata.com)

for the latest details.

### DGRF for Epoch 2005

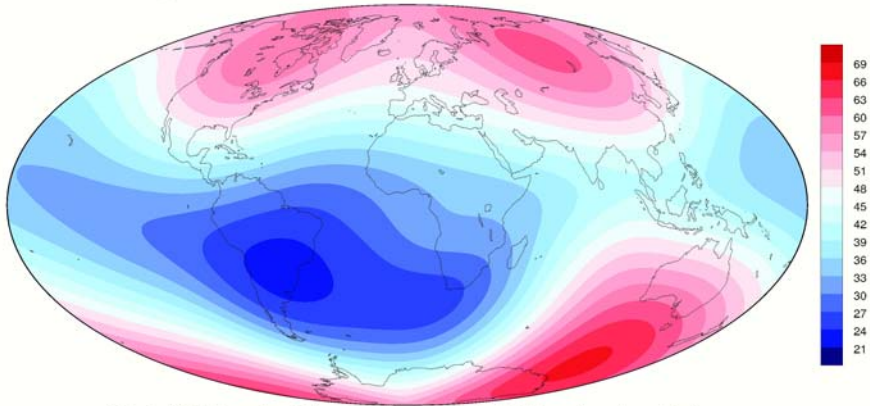


Fig 3: Field intensity (F) at Earth's surface in 2005 : units micro Tesla.

### IGRF for Epoch 2010

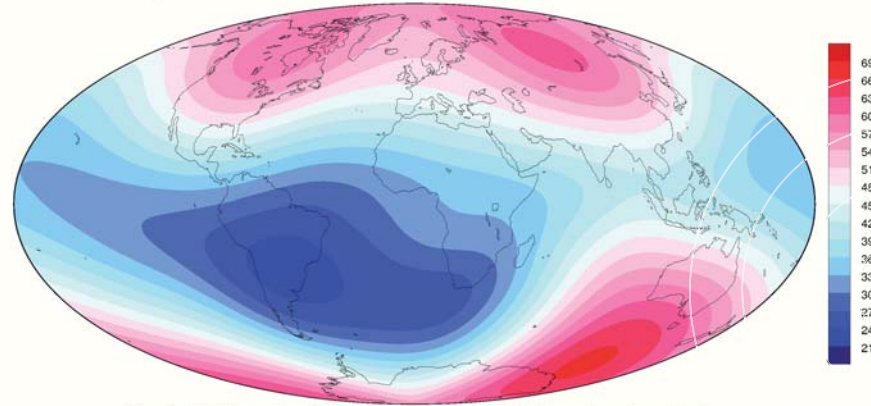


Fig 4: Field intensity (F) at Earth's surface in 2010 : units micro Tesla.

## NEW GEOMAGNETIC REFERENCE

As the International Geomagnetic Reference Field (IGRF) Model 2005 is to be replaced by the Model 2010, all the AHRS systems (Altitude Heading Reference System) (Eg: G1000, G500, G600, etc) will have to perform the modification. This model update is necessary to take into account changes related to the Earth's changing magnetic field.

The 11<sup>th</sup> Generation IGRF coefficients were computed from candidate sets of coefficients produced by the participating members of IAGA (International Association of Geomagnetism and Aeronomy). Their institutes and the many organisations involved in operating magnetic survey satellites, observatories, magnetic survey programmes and World Data Centers are to be thanked for their continuing support of the IGRF project.

On the left picture, Earth according International Geomagnetic Reference Field (IGRF) Model 2005 compared to the Model 2010 reference field.

A full procedure is explained in the doc section [▶ www.mysocata.com](http://www.mysocata.com)





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the Air Race which  
started it all!

## PARIS-MADRID 1911: THE AIR RACE WHICH STARTED IT ALL!

**The first international aviation race ever organized was held in May 1911. Funded and supported by the newspaper Le Petit Parisien, the international Paris-Madrid aviation race offered a 200,000 French franc prize (\$350,000 in today's dollars) to be shared by the first three pilots and their teams.**

Imagine a 750-miles course with three stopovers (Angoulême, San Sebastian and Burgos) at a time when there when hazardous landing places were the predecessors to future airports, navigation was performed by compass and with the spotting of landmarks, no certified aeroplane reliability, and no weather reports – with IFR being only translated as: “I Follow Railroads.”

A few months before this race, Léon and Robert Morane -- two already reputed aviators – partnered with flight school operator and aeroplane salesman Gabriel Borel, to create the Morane-Borel company. Their goal was to build a capable monoplane designed by engineer Raymond

Saulnier and powered by a Gnome Omega 50-hp. rotary engine. This fast and lightweight aircraft was able to reached sustained cruising speeds of over 75 mph. All they needed was some publicity to break into the newly-developing market, and the Paris-Madrid race was the just type of opportunity they were looking for. As Léon and Robert Morane had not fully recovered from a previous accident, they hired two new pilots: Jules Védrines, one of the very few aeroplane mechanics who had taken to flying; and Andre Frey.



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The race began on May 21 with tragedy. The French War Minister, Maurice Berteaux, who came to Issy-les-Moulineaux to salute the aviators, was struck by an overloaded airplane that was unable to lift off the ground. He was killed, and French Prime Minister Ernest Monis, along with oil mogul and sponsor Henry Deutsch de la Meurthe and several other people, were seriously injured.

Despite the misfortune, the Prime Minister ordered the race to go on. Six competitors finally took off from Issy-les-Moulineaux on May 22, but only three reached Angoulême in time to qualify: Roland Garros, Louis Gibert and Jules Védrines. On the race's third day, Jules Védrines definitely took the lead and was the first to land on San Sebastian beach. On May 25, he made his way through the Guadarrama mountains, where he was hit by an eagle (fortunately without any damage to the airplane or injury to the pilot), before reaching Burgos. On May 26, he landed as a winner at Madrid-Getafe airport. He covered the 750 miles

between Paris and Madrid in almost uneventful flights thanks to the sturdiness of his aircraft and to his mechanical skills. All of that in fifteen hours of flight at an average speed of 53 mph. In comparison, the same distance is covered in two hours with a TBM 850.

A few months after this success, the Morane-Borel team split. On October 3, 1911, the Morane brothers and Raymond Saulnier incorporated a new company, Aeroplanes Morane-Saulnier having collected one million francs from various sources - including Henry Deutsch de la Meurthe, a plumber who was an aviation enthusiast, and many others. At the 3rd Paris Air Exhibition in November 1911, the young company record 30 orders for the same version of the aircraft used in the Paris-Madrid race - designated the Morane-Saulnier Type A - and its two-seater version, type HS. In parallel, the demand for flight training at Morane-Saulnier's newly opened school at Villacoublay near Paris flooded in. An aircraft manufacturer was born!

1. Jules Védrines (1881-1919) winner of the Paris-Madrid, the world's first air race, in his Morane monoplane.
2. André Frey at take-off with the second Morane monoplane engaged in the race.
3. Jules Védrines on the San Sebastian beach (Spain) where he definitively won the race.



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- TBM Fleet Status Report

As of January 13, 2010

**TBM700**

Total delivered aircraft:	324
Fleet total time:	726,339 hrs.
Average total time per aircraft:	2,263 hrs.
Average usage:	208 hrs./year
Average flight duration:	1.68 hrs./cycle

**TBM850**

Total aircraft delivered:	222
Fleet total time:	99,019 hrs.
Average total time per aircraft:	572 hrs.
Average usage:	183 hrs./year
Average flight duration:	1.14 hrs./cycle

Total TBM Fleet: 546

Total fleet time: 825,358 hrs.



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[http://www.mysocata.com/TTR/customer/fleet\\_track.php](http://www.mysocata.com/TTR/customer/fleet_track.php)