

# *YEARBOOK 2024*



**TBM**

**KODIAK**



DAHER

KODIAK 300

TBM

DAHER  
Nicolas Chabbert

DAHER  
TBM  
960TH  
FERRY FLIGHT  
THIS CERTIFICATE IS AWARDED TO  
*Margrit Waltz*  
FOR HER 960TH FERRY FLIGHT ON THE TBM AIRCRAFT  
ON THE DATE OF THE 960TH FERRY FLIGHT  
AT THE AERO FRIEDRICHSHAFEN AIR SHOW

In honor of her 960th ferry flight, legendary ferry pilot Margrit Waltz receives a commemorative plaque at the AERO Friedrichshafen show from Nicolas Chabbert, the CEO of Daher's Aircraft.

# EDITORIAL

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## *Flying into 2025!*

A look back on another outstanding year for the Daher aviator community

Daher Aircraft wrapped up another busy 12 months for the production and sales of our TBM and Kodiak product lines, supported by the thousands of flying hours logged across the in-service fleets of these airplanes. This activity is reflected in the 2024 issue of the Daher Aviators' Yearbook.

Many of the stories on these pages are based on the content of our "Fly Safe, Stay Safe" Newsletter, which we published on a monthly frequency during the year. We appreciate the following by our audience, which continues at a high readership rate as we surpass the 100- mark for Newsletter issues since we launched this communications initiative in 2020.

Safety – as the 'Fly Safe, Stay Safe' title indicates – is our primary focus, as covered by Newsletter topics that ranged from backcountry flying to the use of sustainable aviation fuel and best practices for travel to international destinations.

Achieving a high level of operational safety begins with an aircraft manufacturer's level of support for owners and operators. This is why we brought together the resources of our TBM Care and Kodiak Care teams into a unified organization – which benefits from their combined expertise. These efforts were once again recognized when Daher Aircraft achieved the top rating in Professional Pilot (Pro Pilot) magazine's annual Product Support Survey in the turboprop airplane category for the fourth consecutive year.

The past year also was reflected in product line enhancements and related developments that reflect Daher Aircraft's commitment to continual improvement, as highlighted in this Yearbook. Among them were our launch of the Me & My TBM application's Version 7, and the introduction of Hartzell's five-blade composite propeller with the pitch-latch system for Kodiak 100s operated on floats.

True to our slogan of: "Daher cares for those who care for aviation," our company mobilized –along with many TBM and Kodiak owners – to provide relief support after Hurricane Helene in the southwest United States. This included an exceptional AOG (aircraft on ground) repair effort by the Kodiak Care team that enabled the rapid return-to-service of a Kodiak 100 from North Carolina Forest Service's Aviation Division, which had been damaged in a jet blast ground incident.

The Daher Aviators' Yearbook also highlights the generosity of owners who transport medical patients and provide humanitarian assistance in response to crisis situations. We were proud to spotlight the dedication of Larry Forney, who has performed more than 475 missions for the Angel Flight organization during the past nine years, and who currently flies a Kodiak 100. We hope to publish more of these exceptional stories in 2025 with your input, as it underscores the important role of aviation in the eyes of the general public.

We thank all the contributors to this Yearbook: owners, operators, pilots and members of the Daher Aircraft Network, and we look forward to new story ideas for the next 12 months.

*We wish you a happy New Year, safe flights, good tail winds and blue skies!*

**Nicolas Chabbert**  
CEO Daher Aircraft

# SUMMARY

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- 7 PRO PILOT SURVEY: DAHER IS N°1**  
*Daher is ranked no. 1 with TBM and Kodiak  
in Pro Pilot's Product Support Survey for the fourth consecutive year*
  
- 8 - 9 TRAVEL DESTINATION TIPS**  
*Flying to Cyprus*
  
- 10 - 11 PILOT PROFILE**  
*Larry Forney  
Kodiak 100 S/N 100-0330*
  
- 12 KODIAK WORLDWIDE FLEET DISTRIBUTION**
  
- 13 PILOT PROFILE**  
*Warren Kappen  
Kodiak 100 S/N 100-0304*
  
- 14 - 15 PILOT PROFILE**  
*Malte Lorenz  
TBM 960 S/N 1524*
  
- 16 - 17 TRAVEL DESTINATION TIPS**  
*Five favorite destinations for the globetrotting "Rico Pilot"*
  
- 18 - 19 PILOT PROFILE**  
*Rob Devey  
TBM 960 S/N 1414*
  
- 20 - 21 WORLDWIDE TBM NETWORK**
  
- 23 KODIAK 5 BLADE PROPELLER**  
*New Kodiak pitch-latch propeller*
  
- 24 - 25 TBM 960 SPECIFICATIONS**
  
- 26 - 27 SPECIAL FOCUS**  
*EAA AirVenture focus: Overview*

**28 TBM WORDWIDE FLEET DISTRIBUTION**

**32 - 33 NETWORK DEVELOPMENT**

*The 2024 KTNM spotlights Daher's continued integration of its support and maintenance activities*

**34 - 35 TRAVEL DESTINATION TIPS**

*Daher's Zachary Wilkinson:  
Backcountry flying season is here!*

**36 - 37 WORLDWIDE KODIAK NETWORK**

**38 - 39 FLY SAFE**

*When it's cold outside, pilots should be particularly aware of precautions for icing conditions*

**40 - 41 KODIAK 900 SPECIFICATIONS**

**44 - 45 HURRICANE HELENE**

*Daher joins TBM and Kodiak aircraft owners/operators in supporting U.S. relief efforts after Hurricane Helene*

**46 - 47 2024 EVENTS**

*Daher at Global Events: Showcasing TBM and Kodiak Aircraft in 2024*

**49 ME AND MY TBM**

*Daher's Me & My TBM application for pilots is enhanced with increased functionality and technical publications access in its latest version*

**51 SAFETY ENHANCED**

*Harness buckle positioner*



# PRO PILOT SURVEY: DAHER IS N°1

*Daher is ranked no. 1 with TBM and Kodiak in Pro Pilot's Product Support Survey for the fourth consecutive year*

Daher has achieved the top score in Professional Pilot (Pro Pilot) magazine's annual Product Support Survey in the turboprop airplane category for the fourth successive year, ranking first in all assessment areas of this highly respected industry appraisal.

In the 2024 Pro Pilot survey of leading turboprop aircraft manufacturers, the reviews by TBM and Kodiak owners/operators provided an overall score of 8.98 points out of the maximum allowable 10 points. Ratings were made across seven categories: company response time; spares availability; cost of parts; speed in AOG (aircraft on ground) service; technical manuals, technical representatives; and service satisfaction.

*"This year's top rating once again reflects our deep commitment to the customers, which is backed by all of the company's functions and services in delivering top-level support for TBM and Kodiak owners and operators,"*

said Nicolas Chabbert, the CEO of Daher Aircraft. "I want to personally thank our customers for their loyalty."

Pro Pilot's annual surveys are considered industry benchmarks in the rating of aircraft manufacturers' after-sales service quality – with this publication's evaluations now in their 34th year.

The 2024 survey marked the second year that both airplane families in Daher's turboprop aircraft product line – the Kodiak and TBM – were judged by owners and operators.

Daher acquired production of the utility/multi-mission Kodiak in 2019, joining the fast and efficient TBM.

Raphael Maitre, Daher Aircraft's Vice President of Customer Support, underscored the company's focus on continual improvement in supporting TBM and Kodiak owners/operators – and the importance of listening to the Daher aviator community's evolving needs.



Professional Pilot Magazine August 2024 cover

"In addition to the successful unification of our Kodiak Care and TBM Care teams, this focus includes the growth of our Authorized Service Center Network; the expansion of the Daher Aviator Marketplace e-commerce website; a merging of the TBM Care and Kodiak Care online portals; as well as the implementation of new Customer Relationship Management software," Maitre added.

In Daher Aircraft's top ratings across all of the 2024 Pro Pilot Product Support Survey's assessment categories, its best improvement was in the cost of parts.

# TRAVEL DESTINATION TIPS

## Flying to Cyprus

The home country for Niels Hartmann, owner of TBM 960 S/N 1460, is Cyprus – the third largest island in the Mediterranean Sea, with a unique location: positioned east of Greece, north of Egypt, south of Turkey and west of Lebanon and Syria. While geographically a part of West Asia, its cultural ties and geopolitics are considered more Southeast European-oriented.

When flying to Cyprus from Europe, Hartmann typically uses a routing via Dubrovnik's Ruđer Bošković Airport (ICAO code: LDDU) or Skopje International Airport (LWSK) – both of which offer good service and well-priced fuel.

Among Hartmann's other useful tips: if overflying Turkey on the way to Cyprus, include the following reference in the flight plan's "additional remarks" section: IFPS RA OPR PVT PURPOSE OF FLIGHT BUSINESS.

Cyprus airspace also can be entered via Greece. On such a routing, Hartmann suggests considering a stopover at one or more of the many Greek islands – including Kastellorizo, a small and unique island close to the Turkish coastline, which is served by Kastellorizo Island Public Airport (LGKJ).

Arriving in Cyprus at Paphos International Airport

Hartmann's advice for pilots arriving in Cyprus is to utilize Paphos International Airport (LCPH) in southwest Cyprus, and contact the staff of EDT Hangar Services for support.

While Cyprus is part of the European Union, it is not included in the Schengen area; therefore, customs processing is required when coming from abroad. When departing Cyprus, a general declaration should be sent to the first airport of arrival in Europe; do so in advance to avoid delays.

***According to Hartmann, fuel in Cyprus is similarly priced when compared to other European Union countries: \$2.04 per U.S. gallon, as of February 2024.***



Paphos Harbor has the distinction of being one of the most ancient and scenic ports in Cyprus, and is known for its restaurants, cafes and bars. It is approximately 16 kilometers from Paphos International Airport.

He notes that the weather in Cyprus is generally good throughout the year. Rain and thunderstorms can occur in the wintertime, which normally are forecasted quite accurately. There is a regular western wind during the afternoons in the summer, which usually is directly aligned with the Paphos International Airport's runway.

Hartmann's tips: where to go... what to see?

Hartmann's inputs on places to visit across Cyprus include:

Paphos, which is one of the main tourist destinations on the island of Cyprus. In addition to its history and culture, hotels and restaurants are plentiful in this coastal city – from cheap and touristy to exclusive and secluded. For something special, he suggests trying the Cap St. George Hotel or the Anassa Hotel. It makes sense to rent a car, providing flexibility to make the most from the visit to the city and surrounding region. For golfers, try the Aphrodite Hills Hotel, located in the Aphrodite Hills Golf resort area. Additionally, the Columbia Beach Resort overlooking Pissouri Bay is recommended.

UNESCO World Heritage Churches are located throughout the island, and definitely are worth a visit. Additionally, there are many other churches and ancient sites. A noteworthy destination is the Kourion archaeological area. For something off the beaten path, try the Panagia tou Sinti monastery (rental of an offroad car is strongly recommended).



Niels Hartmann's home country is the island of Cyprus, where his TBM 960 (S/N 1460) is based.

*Nicosia, the capital of Cyprus, is separated into northern and southern parts. Crossing the border provides a perspective on both sides of this divided city.*



In the south on the Greek side is the Cyprus Museum, with archaeological finds from the Neolithic to Byzantine periods. On the northern Turkish side is the Selimiye Mosque, completed in 1228 and a survivor of numerous earthquakes since then.

Cyprus is dominated by the 1,952-meter-high (6,404 ft.) Troodos Mountains. A mountain trip is worthwhile throughout the year, with picturesque villages and many good wineries. Pass through the village of Omodos, and go to the Gerolemo Winery for a tasting or brunch (on Sundays), or the Kir-Yianni Winery for some meze (the traditional set of small dishes to be shared as a meal). Vlassides Winery in Koilani also is worth a stopover, as is the Makarounas Winery in Letymvou. In the wintertime, it might even be possible to go skiing on Mount Olympus.

# PILOT PROFILE

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Larry Forney  
Kodiak 100 S/N 100-0330



Larry Forney is shown with his Kodiak 100 on Daher Aircraft's exhibit at the 2024 EAA AirVenture fly-in.

As one of the most active volunteer pilots for the Angel Flight organization, Larry Forney performs an average of one mission per week in his Kodiak 100, providing free air transportation for passengers in need of medical treatment, as well for humanitarian assistance in response to crisis situations.

He began his relationship with Angel Flight in 2015, serving as the Southeast Texas Wing Leader and a member of the Board of Directors. Currently, Forney holds the position as Vice Chairman of Angel Flight South Central – which covers the states of Texas, New Mexico, Arkansas, Louisiana and Oklahoma. Recognitions for his dedication to Angel Flight include the Distinguished Volunteer Pilot Award from the National Aeronautic Association in 2019, and Angel Flight South Central's Golden Wings Award in 2020.

Forney acquired his Kodiak 100 (S/N 100-0330) last October, transitioning from a Cirrus SR22T for the Kodiak's increased cabin size, the facilitated access in boarding passengers and cargo, its in-flight comfort and overall reliability.

"I was flying relief missions after Hurricane Dorian in the Bahamas during September 2019 and was frustrated by what I could do with the Cirrus, when a Kodiak 100 pulled up next to me at an airport," he explained.

*"I watched them open that cargo door and begin loading with a forklift...and my reaction was: 'I want one of those airplanes!'"*



The cabin size and the facilitated access for patients on his Angel Flight South Central missions were among the reasons for Larry Forney's acquisition of his Kodiak 100.



He bases his Kodiak 100 at Houston Southwest Airport (KAXH) and has performed 475 Angel Flight missions during the past nine years, with many of the patients being transported for cancer treatment – including to MD Anderson Hospital in Houston, which is the largest and the no. 1 cancer treatment facility in the United States.

*“The patients often live far away from their treatment location and need to travel for regular appointments; for example, requiring treatment every other week during five months,”*

Forney said. “Many patients are immune compromised and do not have the financial means to fly commercially. Angel Flight also enables us to access smaller local airports that are much more convenient.”

While many flights are with a single patient – accompanied by a caregiver when appropriate – the Kodiak’s cabin size enables Forney to accommodate multiple passengers, including a group of five that he transported on a flight earlier this month. “The Kodiak 100 gives me more flexibility, particularly in coordination with the 300 other volunteer pilots in the five-state region covered by Angel Flight South Central, as well as with Angel Flight’s operations across the U.S.,” he said. “We can perform handoffs with other pilots, flying multiple legs to get the patients where they need to go.”

He added that the Kodiak covers all of his flying requirements, with Angel Flight missions typically averaging 225 nautical miles. For business, he uses the aircraft to travel among the field operations for his company – Grit Oil & Gas, while personal travel may cover longer distances throughout the U.S., as well as to Mexico and the Bahamas.

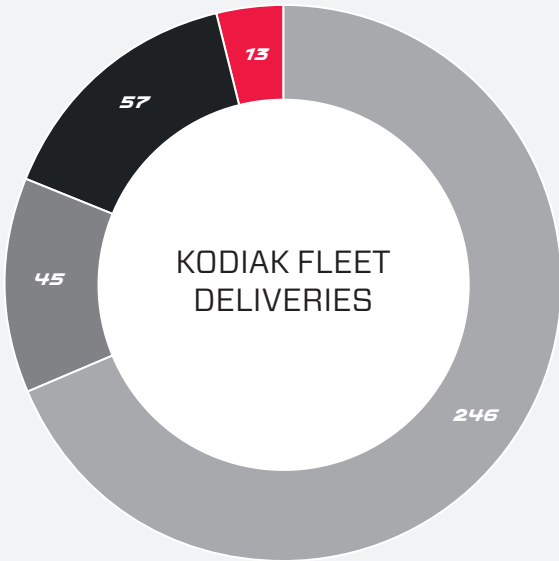
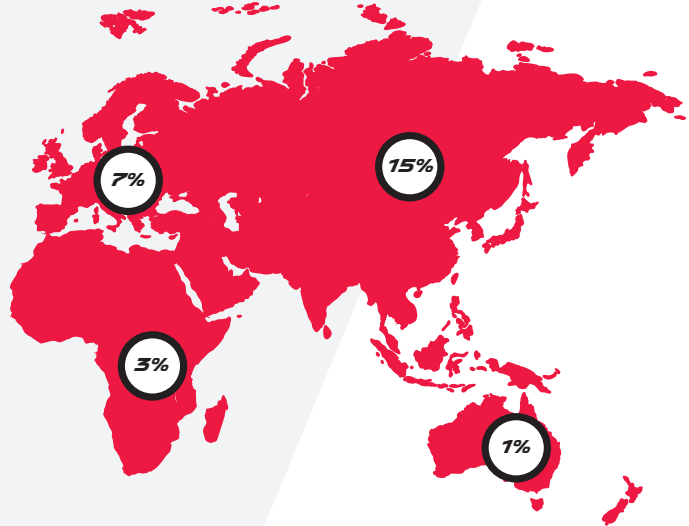
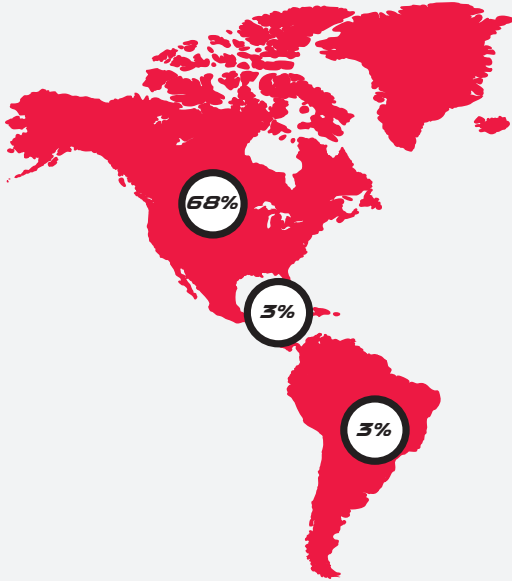
Forney concluded with his satisfaction in acquiring the Kodiak 100.

“I’m flying at the same speed as the Cirrus SR22T – but with the benefits of the Kodiak’s larger and roomy cabin, the increased payload and the facilitated access for passengers and cargo, along with the reliability of the PT6 turbine engine,” he added.



This young patient was one of the passengers transported by Larry Forney in his Kodiak 100 for medical treatment.

# KODIAK WORLDWIDE FLEET DISTRIBUTION DECEMBER 2024



- KODIAK 100 - SERIES I
- KODIAK 100 - SERIES II
- KODIAK 100 - SERIES III
- KODIAK 900

**361 KODIAKS  
DELIVERED**

**433,461  
HOURS FLOWN**

**KODIAK FLEET FLIGHT HOURS**



# PILOT PROFILE

## Warren Kappen Kodiak 100 S/N 100-0304



Warren and Crystal Kappen are shown with their Kodiak 100, which they made available for Daher to display on the company's exhibit stand at this month's SUN 'n FUN Aerospace Expo in Florida.

As owners of the Michigan-based Kappen Tree Service company for tree care and utility-line-clearance with 400 employees, Warren and Crystal Kappen utilize their Kodiak 100 as part of the business operations and as a “getaway” airplane to access backcountry strips.

The Kodiak 100 is based at Marlette Township Airport (77G) and is the fourth airplane that Warren has owned – joining a Husky for taildragger flying that is based on a home grass strip.

“Both the Kodiak and Husky love grass strips,” Warren explained. “The Kodiak has the advantage of its larger cabin, increased payload and range – which is important for the business use, as well as for carrying our kids and grandchildren for weekend trips to get off the beaten path in a break from the business. Another plus is the Kodiak’s Garmin G1000 all-glass avionics suite.”

Having acquired the Kodiak 100 in December 2021, Warren has logged approximately 350 hours in the aircraft and gives high marks to the Kodiak teams at Daher’s Sandpoint, Idaho factory. “We get red carpet treatment every time,” he stated. “Kappen Tree Service is a family-run company, and we really appreciate the support under Kodiak’s ownership by Daher – which also is a family-run company.”

Warren’s local mechanic received training at the Sandpoint factory, and the Kodiak 100 has been easy to maintain – needing only a door component replacement and an upgrade on the TKS ice protection system.

Kappen Tree Service began operations in 1990 as a tree-pruning business out of the back of a pickup truck. Today, most of its tree work is line clearance for several major utilities – growing from work with a local electric cooperative to include larger utilities and covering five territories.

The Kappens place a major emphasis on safety practices for their employees, which include a wide scope of training in both processes and the use of equipment, backed by professional accreditation.

This safety-oriented approach also is reflected in their flying.

***“My philosophy is to ‘keep your head on a swivel’ and get the best use from the equipment on the aircraft,”***  
***Warren Kappen.***

“The ADS-B surveillance that we have on the Kodiak 100 is a real advantage. When we flew to Florida for this month’s SUN 'n FUN, there was another aircraft 2,000 feet above us – and we knew exactly where it was during 300 miles of the trip.”



The personalized N-number registration for the Kappens’ Kodiak 100 reflects their first names – Warren and Crystal – as well as the date of their marriage 33 years ago on July 12.

## PILOT PROFILE

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*Malte Lorenz*  
*TBM 960 S/N 1524*



Malte Lorenz had a first look at his new TBM 960 when the aircraft was exhibited at Florida's SUN 'n FUN air show during April.

As one of the latest TBM 960 owners, it's no exaggeration that Malte Lorenz is ranked among the most experienced Daher aviators – with 22,000 hours in his logbook, and the ownership/management of some 100 aircraft during his career – ranging from classic warbirds and helicopters to business jets.

He has just transitioned from a TBM 930 to a new TBM 960 that arrived in the U.S. earlier this year, and which was displayed at the SUN 'n FUN air show at Lakeland, Florida. This aircraft has a very appropriate tail number: N330KT, highlighting the TBM's top speed of 330 knots.

Lorenz was hooked on aviation after taking his initial flight in a Cessna 172 at the age of 16. He subsequently went to a flight school college using borrowed money, making the transition after briefly attending engineering classes at a top-rated U.S. university.

Lorenz rapidly built up his flying experience, starting with flight instructing, then working for regional airlines before stepping up to become a captain at the age of 25 on McDonnell Douglas MD-80 jetliners with a mainline U.S. carrier.

A major career change occurred in the early 1980s when a neighbor – who was one of America's top fashion designers of women's clothing and apparel – began the process of taking her company public, and asked if Lorenz could be the pilot for a business jet that was being acquired. "I came up with a plan that enabled me to hire a few pilots while still flying with the airline,"

***“Through recommendations and contacts, my business grew – evolving into an operation covering a fleet of some 50 airplanes with approximately 100 pilots, managed around the world.”***

Lorenz pointed out that very few suppliers were offering such business aviation services at the time, adding that it was very challenging – with certain pilots lacking the right aviator skills, and competitors trying to steal his customers.

These factors led to a change in his business scope: "I reached the point where I only wanted good cus-

tomers that were able to pay for the airplanes that we manage, and I only wanted good employees as well as good pilots. And I've been on this path for the past 40 years."

Today, Lorenz still flies high-end business jets with the Zenflight private air management and charter services company that he founded (as examples: Dassault's Falcon 900 and Falcon 2000), but he particularly enjoys piloting smaller aircraft. The list of airplanes Lorenz has owned over the years covers the range from "classics" (such as the North American T-6 and Beechcraft T-34) to the light jet-category Cirrus Vision Jet and Cessna Citation Mustang.

"Someone told me about the TBM, and it turned out to be the perfect airplane: flying between Florida and New York doesn't take much longer than in a light jet, and the TBM enables me to land on shorter runways," he explained. "Additionally, I love leveling off at altitude and adjusting the power to burn much less fuel. And I love the fact that there are no program fees as with other airplanes: in the case of a Citation Mustang today, it would cost something like \$1,300 an hour just to turn on the key, plus the fuel."

Other aspects of TBM ownership that Lorenz appreciates are Daher's five-year warranty coverage, as well as the company's commitment to maintaining the value of its aircraft through continual improvement – backed with services provided by its support Network.

***"As long as Daher does this, I'm sure to be a good customer,"  
Malte Lorenz.***

Even with his extensive aviation experience, Lorenz follows some basic flight safety guidelines and principles. "I'm a firm believer in proper training: every



The TBM 960's 330 kt. airspeed is clearly indicated with the tail number on Malte Lorenz' new airplane, which was a highlight of Daher's exhibit at the SUN 'n FUN air show.

few months, I 'go to school' at FlightSafety International or CAE," he said. "I'm also a big believer in using checklists. It's very simple to miss something – whether a pilot is flying one aircraft type, or many different airplanes as I do."

Flying is truly a family affair: his 23-year-old son, Luke, has been flying since the age of eight and currently is a captain on the Gulfstream G550 managed by Lorenz' business.

Lorenz' twin daughter, Olivia, has an aviation law degree. She applied her experience as a flight attendant on Lorenz-managed aircraft to bring changes to the company's cabin crew. Additionally, Olivia's boyfriend was introduced to aviation by Lorenz during a T-34 formation flight. This boyfriend subsequently earned his pilot ratings and progressed to a captain's seat on a Lorenz-managed Falcon business jet before recently going to work at an airline...but he is expected to rejoin the Lorenz operation later this year to fly the G550.



In receiving his new TBM 960, Malte Lorenz is transitioning from a TBM 930 – which is one of many aircraft he has owned and managed while logging 22,000 flight hours.

# TRAVEL DESTINATION TIPS

## Five favorite destinations for the globetrotting “Rico Pilot”

Eric Burgy – whose on-line social media handle is “Rico Pilot” – has flown to destinations across the globe aboard TBMs and a variety of other aircraft. In addition to being a flight instructor and mentor, he also serves as an “escort pilot” for the Air Journey company that organizes international leisure excursions and provides trip planning services.

The TBM is one of Burgy’s favorite airplanes: “It doesn’t require much support on the ground, and can operate all over the world with few limitations.” While attending this month’s annual European Convention of the TBM Pilots and Owners Association (TBMO-PA), the “Rico Pilot” provided some tips and practical information, along with insights on travel to five memorable destinations that can be reached with the TBM.

### Useful travel pointers

“Outside of Europe and the Americas, I recommend wearing a flight crew shirt with shoulder epaulets and stripes – along with an airline-type ID badge. This typically results in more respect/attention from officials and other ground personnel.

I always take spare parts and other provisions that may be needed, including lubricant, brake fluid, and Prist anti-icing fuel additive. While I may be overly cautious, I carry an extra wheel on loan from a service center when I’m flying to “exotic” destinations outside of the Western world. Finally, in-depth advance travel preparations are required, as it can take six months to obtain all the authorizations necessary to touch down in many countries – even with the help of flight planning services such as Air Journey.”

### Destination #1: Kigali, Rwanda

“My most favorite spot in the world is Kigali, Rwanda, where I land while accompanying TBM pilots on South African trips.

Getting there is relatively easy from the East or from South Africa...but is more problematic when coming from the North and West due to the political situations in neighboring countries. Rwanda’s capital city, Kigali, is the country’s primary economic and financial hub. Kigali has a modern international airport (HRYR) with an 11,482-ft.-long (3,500 meter) runway, offering an easy approach surrounded by some hilly landscape. With its location on Rwanda’s central plateau, the airport’s elevation is 4,895 ft. (1,480 meters).

For me, Rwanda’s main attraction is Volcanoes National Park, home to the famous mountain gorillas studied by Diane Fossey – the late American primatologist and conservationist. This national park is only a 1.5-hour drive from the airport.

As in most African countries, a landing permit is required for Rwanda’s national airspace. This is something that can be arranged with the help of flight planning service providers, such as Air Journey. I recommend making fuel pre-payments via a fuel card in advance to avoid any unpleasant surprises at the airports. Fuel sample checks after refueling are highly recommended.”



### Destination #2: Uyuni Airport, Bolivia

“Another of my favorite destinations is the Salar de Uyuni – the world’s largest salt desert – in Bolivia. A wonderful experience is to spend the night in one of the salt hotels, such as the Palacio de Sal, which is entirely built with bricks of salt.

Joya Andina Airport (SLUY) is an extremely high-elevation facility located northwest of Uyuni city. SLUY’s elevation of 12,024 ft. (3,665 meters) can result in nausea and headaches on the ground if pilots and passengers are not prepared. Aircraft operations also can be impacted: for example, donning systems for oxygen masks should be disconnected to prevent passengers’ masks from deploying on takeoff.

Accessing the airport itself is straightforward: SLUY features a paved runway with a length of 13,000 ft. (4,000 meters) and a width of 148-ft. (45 meters). The landing approach benefits from a VOR-DME; and while there are no terrain challenges, the main difficulty is managing the high elevation as previously mentioned.”

### ***Destination #3: Deauville, France***

“Among the European destinations that appeal to my American customers is Deauville–Normandie Airport (LFRG) on France’s Normandy coast. It is used during the summer season by charter airlines to serve the area’s numerous resorts; Runway 12/30 has a length of 8,306 ft. (2,550 meters), accommodating up to medium-sized airliners. The airport terminal – which is recognized as Europe’s first with a negative carbon footprint – offers such amenities as taxi service and car rentals, although it does not have a restaurant. As Deauville is near the English Channel, LFRG can be a jumping off point for this year’s 80th anniversary observance of D-Day. Overflying the World War II landing beaches (code-named Omaha, Utah, Juno and Sword) which is a moving experience.

My recommendation for lodging is Château de Canisy, a historical castle converted into a hotel. During World War II, this chateau was consecutively occupied by the German Army and by the Chairman of the U.S. Joint Chiefs of Staff Omar Bradley, who led the First Army. Major General James Rudder, who commanded the historic Pointe du Hoc battle during the Invasion of Normandy, utilized the Château as well.”

### ***Destination #4: Agra, India***

“Who can imagine traveling the world without seeing the Taj Mahal in India? This marble mausoleum constructed by Shah Jahan – the Mughal emperor of India in memory of his beloved chief consort, Mumtaz Mahal – is a UNESCO World Heritage site – and definitely is a must-see attraction. The nearest facility that a TBM can access is Agra Airport (VIAG), also known as Pandit Deen Dayal Upadhyay Airport, in the state of Uttar Pradesh, India. It is one of the Indian Air Force’s largest air bases, and accommodates civilian air traffic. Because of its status as a military base, the airport may have temporary restrictions during periods of military activity. Therefore, it always is recommended to check for such restrictions and possible curfews before flying to VIAG. Taj Mahal is not far from the airport: 20 minutes by cab. During World War II, VIAG was one of the main bases used by the U.S. Army Air Transport Command in shipping war material to the allied forces fighting in Burma and China, using the route across “the Hump” of the Himalaya Mountains.



In Ernst K. Gann’s famous book, “Fate is the Hunter,” the writer and veteran of “the Hump,” described how he nearly missed the Taj Mahal while taking off with an overloaded Consolidated C-87 Liberator Express transport aircraft. Today this sort of incident is prevented by strict prohibition of flying below 3,600 ft. within one nautical mile of the Taj Mahal.”

### ***Destination #5: Pattaya, Thailand***

“Thailand is a great country for general aviation. Flying is very easy - especially compared to most other Asian countries. Pilots can fly VFR, and there are many beautiful places: mountains, jungles, seas, islands, etc. The weather is generally good, except during the monsoon season between July and October. Average temperatures in Thailand range from 65° to 100°F (18 to 38°C). During the winter months the visibility can be quite low. Most airports have long runways, except local airstrips. Not all are licensed and may require permission to land before arrival. Landing fees vary from free for certain small airstrips up to expensive when airport handling is mandatory.



My favorite place is Pattaya on the Gulf of Thailand, which is the country’s most popular beach resort. It is located approximately 90 miles (140 km.) south of the capital city of Bangkok. U-Tapao–Rayong–Pattaya International Airport (VTBU) is a joint civil–military international operation which serves the cities of Pattaya and Rayong. With an elevation of 59 ft. above sea level, it has an 11,482-ft.-long (3,500-meter) runway. This facility is situated near Sattahip on the Gulf of Thailand, approximately 45 minutes by road from Pattaya. While many seek out the beaches across Thailand, there many magnificent Thai Buddhist temples – including the spectacular Sanctuary of Truth in Pattaya. Also of note is the Nong Nooch Tropical Botanical Garden in Chonburi Province. Another option is taking in breathtaking views of the Pacific with Thailand’s skydiving clubs, including the opportunity to jump from Daher’s Kodiak aircraft.”

# PILOT PROFILE

*Rob Devey*

*TBM 960 S/N 1414*



Rob Devey (at left) is shown with Tony Hall, owner of the Halfpenny Green Airport, during the TBM 960's stopover for delivery of the FMT drug to the Isle of Wight.

U.K.-based Rob Devey's role as an investor, advisor and chairman of financial services companies enabled him to become a pilot and rapidly progress to owning a TBM 960 (S/N 1414), which he acquired in June 2022.

In addition to flying for pleasure and business travel in Europe, Devey and his son, Will, have committed to making their TBM 960 available in helping others – as demonstrated by a recent mission that utilized the aircraft's speed and capabilities in delivering a highly time-sensitive drug.

This flight, performed from Wolverhampton Halfpenny Green Airport (EGBO) in England's West Midlands to Bembridge Airfield on the Isle of Wight (EGHJ) was conducted by Devey for Civil Air Support – a UK-registered charity comprising pilots, observers and supporters, which is Europe's largest charitable air support organization.

The TBM 960 airlift was considered very urgent, as the transported FMT drug had a life of six hours from the time of its collection at Birmingham Hospital (located 20 miles from Wolverhampton Halfpenny Green Airport) to the time of being administered to the patient on the Isle of Wight.

Devey credits his son (who celebrates his 21st birthday this week, and also is a rated TBM 960 pilot) in identifying Civil Air Support for their charitable backing.

*“My business enabled me to get into aviation and acquire the TBM 960, and I was discussing with Will how our good fortune could be used to help others,” Devey explained.*

“He did the research and identified Civil Air Support, whose members are volunteers.”



Civil Air Support is a volunteer humanitarian organization.

Devey ordered the TBM 960 when he had approximately 90 hours in his logbook, after first experiencing the TBM with another U.K. pilot – Mark Onyett, who owns a TBM 930. “Mark is a fabulous guy: instructor, examiner and friend,” he said. “After flying in Onyett's TBM 930, it was: ‘Wow, look how we can integrate the TBM into our family and work lives.’”

Both father and son were together for their pilot training while building up the flight hours and obtaining their ratings – including qualification on the

TBM 960 at the Tarbes, France headquarters of Daher's Aircraft. This included instrument training with Onyett, who also served as a safety pilot.

Devey currently has some 430 hours in his logbook, of which approximately 260 hours are in the TBM – primarily in the TBM 960, with the rest in the TBM 930.

For a pilot at his experience level, Devey gives high marks to the TBM 960 – including the aircraft's features for flight safety and situational awareness. "A good example was my flying for Civil Air Support: the weather was poor, and I was going into a short airfield with no instrument approaches, so the capabilities of the TBM 960 with its Garmin G3000 and synthetic-coupled approaches was invaluable," he added.

Daher's Me & My TBM cloud-based application is considered by Devey as "a really great resource" for the TBM aviator community, and he consults it after every flight to check his flying skills.

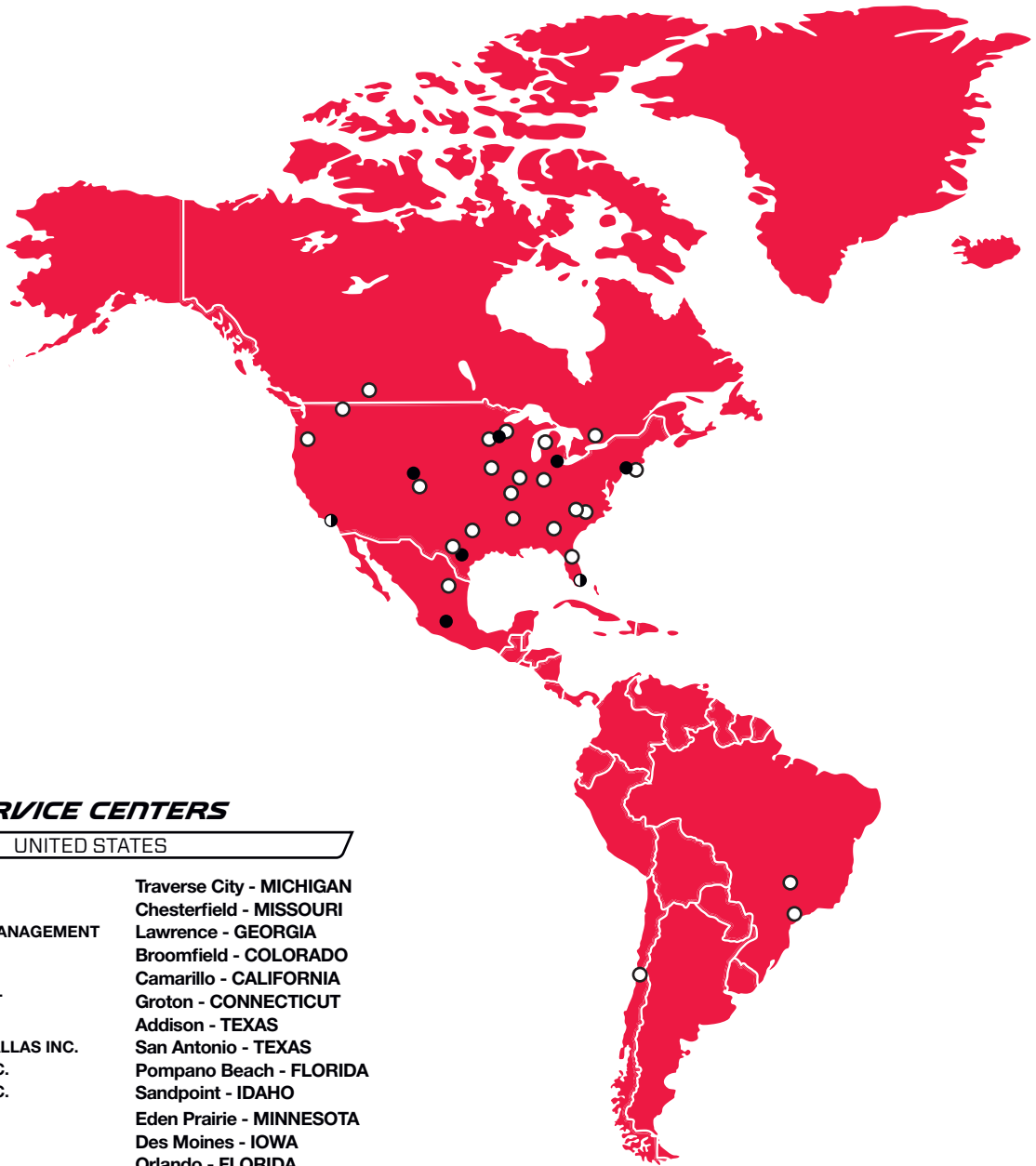
Devey's TBM 960 is based at the U.K.'s Solent Airport in Hampshire, and he attended his first European Convention of the TBM Owners and Pilots Association (TBMOPA) this month, which was held in Biarritz, France.

*"I appreciate TBMOPA's emphasis on safety, which was evident at the European Convention,"*

he concluded. "The Convention also had an update on Daher's Safe Horizons program, and I look forward to seeing Daher's evolution for safety through training – which I very much care about, and I am ready to contribute when I can be of help."



The time-sensitive FMT drug transported by Rob Devey and his TBM 960 was delivered from Birmingham Hospital to the Wolverhampton Halfpenny Green Airport by Shropshire Blood Bikes.



## SERVICE CENTERS

### UNITED STATES

45 NORTH AVIATION	Traverse City - MICHIGAN
AERO CHARTER, INC.	Chesterfield - MISSOURI
ATLANTA TURBINE MANAGEMENT	Lawrence - GEORGIA
AVEX AVIATION LCC	Broomfield - COLORADO
AVEX AVIATION LCC	Camarillo - CALIFORNIA
COLUMBIA AIRCRAFT	Groton - CONNECTICUT
CUTTER AVIATION	Addison - TEXAS
CUTTER AVIATION DALLAS INC.	San Antonio - TEXAS
DAHER AIRCRAFT INC.	Pompano Beach - FLORIDA
DAHER AIRCRAFT INC.	Sandpoint - IDAHO
ELLIOTT AVIATION	Eden Prairie - MINNESOTA
ELLIOTT AVIATION	Des Moines - IOWA
EXEC AERO	Orlando - FLORIDA
FT AIR	Memphis - TENNESSEE
LOGAN	Lincoln - ILLINOIS
METAL INNOVATIONS INC.	Aurora - OREGON
MUNCIE AVIATION	Muncie - INDIANA
RICE LAKE AIR CENTER	Cameron - WISCONSIN
SIGNATURE TECHNICAIR	Winston - NORTH CAROLINA

### CANADA

AVWORKS AEROSPACE	Springbank - ALBERTA
CORPORATE AIRCRAFT RESTORATIONS	Oshawa - ONTARIO

### MEXICO

AEROVITRO	Monterrey - NUEVO LEON
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### SOUTH AMERICA

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

## AUTHORIZED DISTRIBUTORS

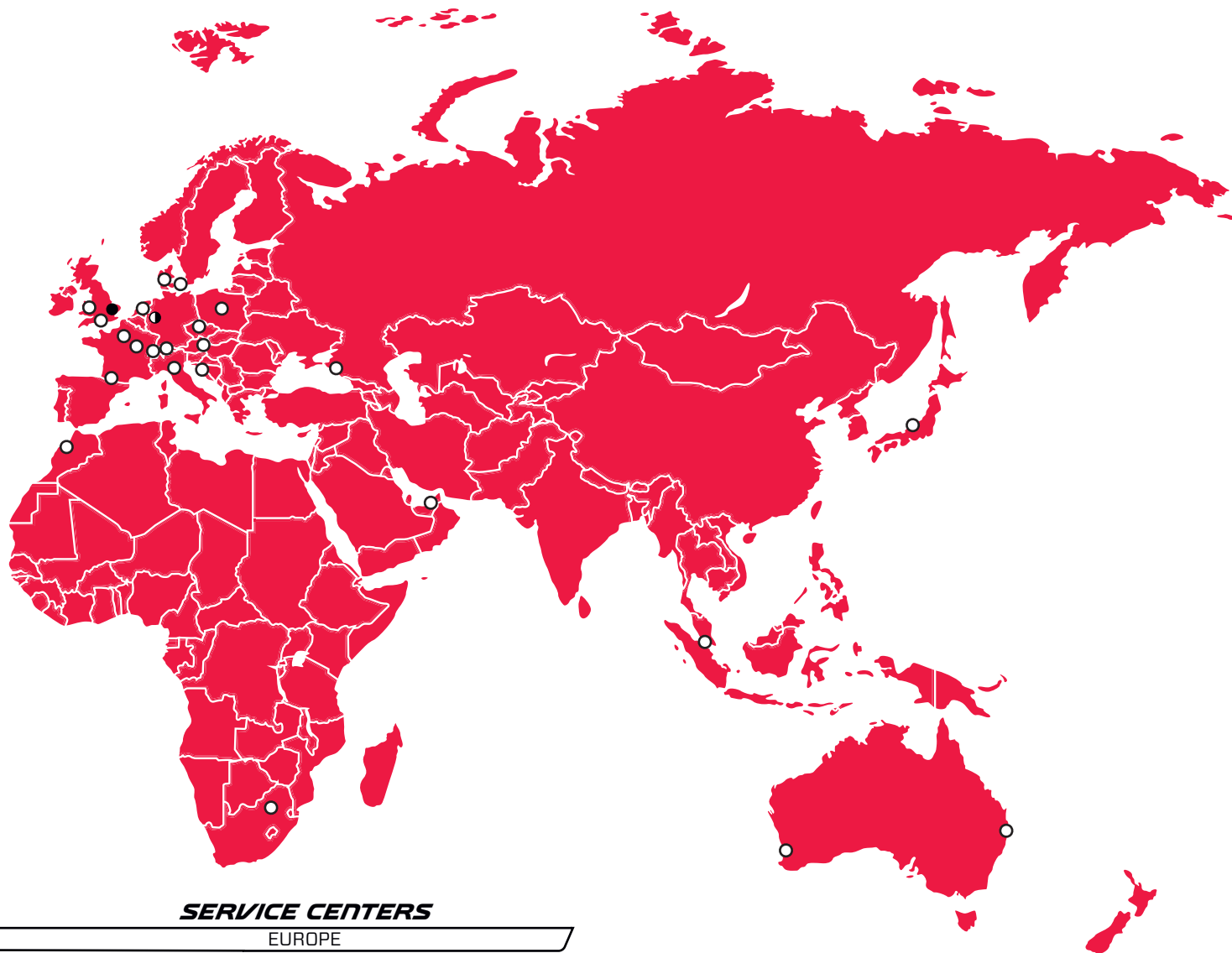
### UNITED STATES

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

### MEXICO

AEROELICA SA DE CV	Toluca, EDO. DE MEXICO
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# TBM NETWORK



## SERVICE CENTERS

### EUROPE

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

### MIDDLE EAST

GAMA AVIATION	Sharjah - UNITED ARAB EMIRATES
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### AUSTRALIA

AIR GOLD COAST PTY LTD	Coolangatta - QUEENLAND
AIRFLITE PTY LTD	Perth - WESTERN AUSTRALIA

### AFRICA

208 AVIATION CC	Pretoria - REPUBLIC OF SOUTH AFRICA
MDS AVIATION	Casablanca - MOROCCO

### ASIA

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

## AUTHORIZED DISTRIBUTORS

### EUROPE

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



KODIAK  
100

HARTZELL  
PROPELLERS

HARTZELL  
PROPELLERS

HARTZELL  
PROPELLERS

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PROPELLERS

HARTZELL  
PROPELLERS

# KODIAK 5 BLADE PROPELLER

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## *New Kodiak pitch-latch propeller*

Daher announced the latest enhancement to its Kodiak 100 aircraft by integrating Hartzell Propeller's five-blade composite propeller with a pitch latch function for water operations on floats.

The five-blade propeller for Kodiak 100s was introduced by Daher in 2023, and its new pitch latch function enables float-equipped aircraft to be easily maneuvered on water with greater control and safety because the propeller can be set in a fine pitch position during engine startup and shutdown.

"This marks another improvement for our multi-role Kodiak aircraft family, which is increasingly in demand by government agencies, commercial operators and private owners," explained Nicolas Chabbert, CEO of Daher Aircraft, when announcing the new feature at the National Business Aviation Association's Business Aviation Convention & Exhibition (NBAA-BACE) in Las Vegas, Nevada.

All Kodiak 100s are delivered from Daher's Sandpoint, Idaho factory with the structural and operational enhancements for water operations – including the capability of being equipped with Aerocet floats, along with the application of a special skin gap fillet sealant for enhanced corrosion protection in high salinity environments, as well as designed-in structural reinforcements necessary to support the unique loads associated with water landings.

In addition to the five-blade propeller's availability with pitch latch function on new-production Kodiak 100s, the composite propeller can be retrofitted on in-service Kodiak 100s via the Hartzell Top Prop program.

Tailored specifically for use on Kodiak 100s, this five-blade composite propeller incorporates Hartzell's lightweight Raptor propeller hub technology. In addition to being 13 lbs. lighter than the four-blade metal propeller, the new five-blade version reduces the Kodiak 100s ground takeoff roll by six percent at maximum gross weight. Additionally, the propeller is durable by design, with a TBO (time between overhaul) of 4,000 hours/six years, and an industry-leading warranty of six years or up to 4,000 hours.

Among the composite propeller blades' key features are the durable nickel-cobalt leading edge, a nickel erosion screen for FOD (foreign object debris) protection, urethane paint for improved erosion protection, and the use of aerospace-grade carbon fiber.

The Kodiak 100's five-blade propeller also is 6.6 dB quieter, turning at 2,000 rpm for a maximum torque – which is 200 rpm slower than the four-blade metal propeller, providing an operational advantage in noise-sensitive areas.

Introduced by Daher in 2021, the Kodiak 100 Series III version currently in production is the third generation of the turboprop-powered Kodiak 100 aircraft family. It incorporates enhancements and standard 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.

Flight safety-related upgrades include the integration of Garmin's GWX 75 Doppler-capable, fully stabilized color weather radar with a high-definition color palette that enables more detailed contouring of storm cells. This is in addition to such standard equipment as 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.

Kodiak 100 Series III aircraft qualify for Daher's 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. Also included 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 one-year subscription for Garmin's NavData electronic database.

In addition to the Hartzell five-blade composite propeller's integration on the Kodiak 100, five-blade composite propellers from Hartzell are utilized on Daher's other in-production turboprop-powered aircraft: the Kodiak 900 and the TBM 960/TBM 910.



# TBM 960

## **POWERPLANT**

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Type: P&W Canada PT6E-66XT turboprop

Thermodynamic power:	1844 hp	
Nominal power:	850 shp	
Usable fuel capacity:	292 US gal	1,106 liters

## **INTERNAL DIMENSIONS**

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

## **LOADING**

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

## **PERFORMANCE (ISA CONDITIONS, MTOW, NO WIND)**

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

## **RUNWAY DISTANCES**

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

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

## **MAXIMUM RANGE WITH MAXIMUM FUEL**

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

@ 31,000 ft

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

# SPECIAL FOCUS

## EAA AirVenture focus: Overview

Daher Aircraft was the center of attention during EAA AirVenture Oshkosh air show and fly-in, with the company's presence based on its theme:

*“Daher cares for those who care for aviation.”*

The theme was underscored by the Oshkosh participation of four students selected by Daher Aircraft and the General Aviation Manufacturers Association (GAMA) for their annual joint international internship program.

*“This is a perfect example of caring for the future of aviation by motivating the young generation to pursue careers in our industry,”*

Chabbert said during Daher's opening press conference at EAA AirVenture. “2024 is the first year that we've included four students: two from North America, who worked at Daher Aircraft's headquarters in France; and two from France that were stationed at the Kodiak production site in Sandpoint, Idaho.” Daher also recognized the service provided by Larry Forney and his Kodiak 100 as a volunteer pilot with Angel Flight South Central. Forney has performed 475 Angel Flight missions during the past nine years, and has been operating his Kodiak 100 since acquiring it last October.

The Angel Flight organization provides free air transportation for patients requiring medical treatment, as well as performing humanitarian assistance in response to crisis situations.

“Larry is the perfect example of those who care for aviation, and who donate their time and resources to help people in need,” Chabbert explained.

Forney's Kodiak 100 was displayed on Daher Aircraft's EAA AirVenture exhibit stand at Oshkosh. During Daher's mid-week awards ceremony that recognized the excellence of Kodiak and TBM pilots, Forney received a \$10,000 donation to support Angel Flight South Central's missions on behalf of the Alpine Pilots Association of Wyoming, which was presented by Dave Hermel, a TBM 960 owner.

Included as well on the Daher Aircraft exhibit at Oshkosh was a Kodiak 900 in the multi-mission configuration, equipped with a sensor turret that deploys through an opening in the aircraft's modified lower cargo door. The deployment system's aluminum deck is attached to the aircraft's cabin seat tracks, and the turret's movement – as well as the opening of the modified cargo door's two side-sliding sections – are driven by electric motors.



Nicolas Chabbert introduces the four Daher/GAMA internship students during the opening day press conference at Oshkosh.



Larry Forney (at right) receives the \$10,000 donation from Dave Hermel during Daher's EAA AirVenture awards ceremony, which was held during a tropical themed Wednesday evening event at the company's exhibit stand.

Chabbert said Daher's Kodiak aircraft family is increasingly specified by the multi-mission community, as highlighted by the latest delivery: a Kodiak 100 for use from water and land by the U.S. state of Maine in maritime duties with the Maine Marine Patrol bureau. In outfitting this float-equipped Kodiak 100 for Maine, Daher applied its mission systems integrator expertise with updates that included the incorporation of a multi-band tactical radio.

"Meeting the requirements of multi-mission operators is another example of how Daher cares for – and serves – aviation, and we're increasingly focused on this," Chabbert stated.

***"Our objective was to have one-third of the Kodiak family order bookings for multi-mission role aircraft, and we've exceeded this goal!"***

Features of both the Kodiak 100 and Kodiak 900 that are particularly appreciated in multi-mission applications include the extended loiter time, the lowest direct operating costs in their class, the ability to operate from backcountry strips, and their

spacious interior for workstation comfort. "A feature that is unique to Kodiak is its 'discontinuous leading edge' wing design, which gives it excellent handling qualities throughout all flight regimes as well as protection against aerodynamic stalls – including at low speeds and while maneuvering," Chabbert said.

Another subject addressed by Chabbert during EAA AirVenture is Daher's commitment to a new aircraft product in the 2027 timeframe that is further aligned with aviation's decarbonization objectives.

As part of this strategy, Daher has benefitted from its system integration and flight testing of the EcoPulse distributed propulsion hybrid aircraft demonstrator. Using a TBM airframe, EcoPulse was developed through a collaboration of Daher, Airbus and Safran, supported by France's CORAC civil aviation research council.

"With the testing of EcoPulse now reaching its completion, Daher has learned a lot about what we can...and can't do...with hybrid propulsion – which will help us in determining our direction for the future aircraft product," Chabbert told journalists at Daher's EAA AirVenture press conference. "EcoPulse surpassed the 100 hours of flight testing, including more than 20 hours on electric power."

In addition to benefitting from the hybrid propulsion experience with EcoPulse, Daher will apply other technologies to the new aircraft product that are being pursued by the company – especially its development of lighter weight aerostructures produced with advanced composites, including thermoplastics.

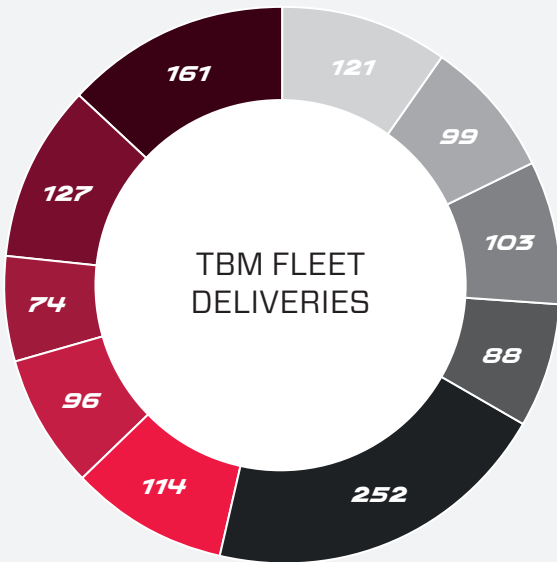
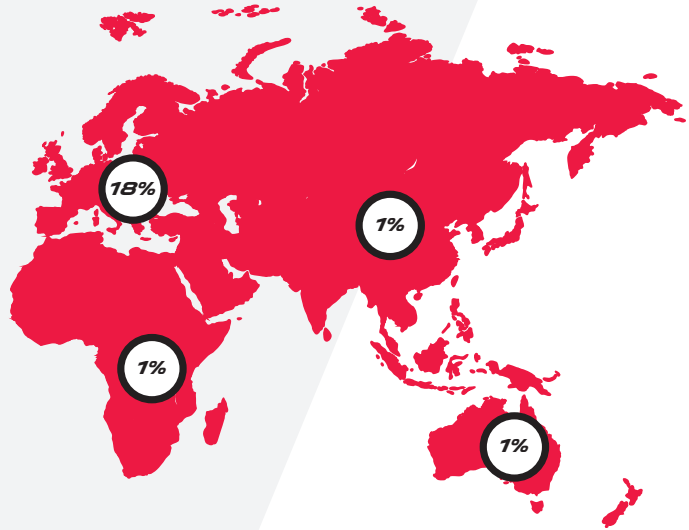
An example cited by Chabbert is the full-scale demonstrator of an aircraft horizontal stabilizer's torsion box, sized for an airplane in the TBM category, which was produced by Daher with thermoplastic material using cutting-edge processes and induction welding. In addition to the goal of lighter, more efficient, and more eco-responsible aerostructures, an additional advantage of welded thermoplastics is recyclability.



The multi-mission Kodiak 900 is towed to Daher Aircraft's EAA AirVenture exhibit stand after arriving at Oshkosh's Wittman Regional Airport (photo, left). A close-up (at right) shows the sensor turret after deployment through sliding sections in the aircraft's modified lower cargo door.

# TBM WORLDWIDE FLEET DISTRIBUTION

## DECEMBER 2024

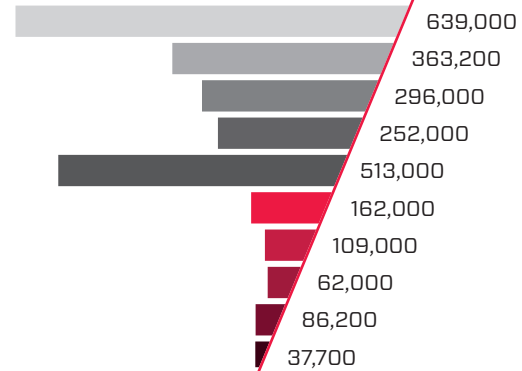


- TBM 700A
- TBM 700B
- TBM 700C
- TBM 850
- TBM 850 (G1000)
- TBM 900
- TBM 930
- TBM 910
- TBM 940
- TBM 960

**1,235 TBMS DELIVERED**

**2.58 MILLION HOURS FLOWN**

**TBM FLEET FLIGHT HOURS**









# NETWORK DEVELOPMENT

*The 2024 KTNM spotlights Daher's continued integration of its support and maintenance activity*



Daher Aircraft Division's TBM and Kodiak Care Teams are introduced at the opening of the 2024 KTNM in Fort Lauderdale, Florida.

The unification of Daher Aircraft Division's maintenance and support capabilities for its TBM and Kodiak aircraft continues to demonstrate the benefit for owners and operators worldwide – advancing the process initiated after Daher acquired the Kodiak product line in 2019.

This was the key message from the 2024 Kodiak and TBM Network Meeting (KTNM) which brought together 100 attendees at Fort Lauderdale,

Florida this month for three days of presentations, discussions and exchanges of ideas. Customer support for Daher's Aircraft Division is provided by a Network composed of 54 Authorized Service Centers, 11 Authorized Distributors, and four Daher-owned Service Centers. It delivers the resources to support 5,000-plus aircraft produced by the company and its predecessors – led today by the turboprop-powered TBM and Kodiak, while also including such legacy product lines as the piston-engine TB and Rallye. Paulo Castro, the Director of Customer Support, said the ongoing efforts to continue the integration of Kodiak and TBM maintenance and support includes: the expansion of the Daher Aviator Marketplace

e-commerce website; a revamp and merging of the [www.Kodiakcare.aero](http://www.Kodiakcare.aero) and [www.mytbn.aero](http://www.mytbn.aero) online portals; and implementation of new CRM (Customer Relationship Management) software.

Daher also has introduced the Authorized Service Center Contract as the harmonized agreement for Kodiak and TBM Authorized Service Centers, which incorporates such standards as the definition of warranty procedures and maintenance programs, the establishment of initial and recurrent training requirements, as well as IT requirements.

***A new platform in development by Daher is the Authorized Service Center Policy Manual.***

As a supplement to the Authorized Service Center Contract, it covers such topics as service facility policies, warranty guidelines, along with details on training, logistics and service engineering. To be available in printed and interactive versions online, this policy manual will be active for TBM aircraft in 2025 and is to include the Kodiak in 2026.



Included in the 2024 KTNM briefings were presentations by Paulo Castro, the Director of Customer Support at Daher's Aircraft Division (left) and Agnès de Beaucorps, the Spare Parts Sales Manager (at right).

The focus also continues on the vital element of spare parts inventory, with Daher's Aircraft Division overseeing \$49 million in stock value, composed of 33,500 part numbers.

The spares activity at Daher is backed by a team of 54 people at four locations.



The 2024 KTNM attendees gathered with Raphaël Maitre, the Vice President of Customer Support at Daher's Aircraft Division, for a "family photo" at Fort Lauderdale.

# TRAVEL DESTINATION TIPS

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*Daher's Zachary Wilkinson:  
Backcountry flying season is here!*



Kodiaks are a familiar sight on the Cavanaugh Bay backcountry strip (66S), which is a short flight from Daher's production and final assembly site for the Kodiak in Sandpoint, Idaho.

The Kodiak was designed – and is built – at Sandpoint, Idaho in the Northwest United States, home to some of the last unspoiled mountainous backcountry in the U.S. With ice and snow now melted and the grass drying out, pilots are looking forward to backcountry fly-in adventures: accessing new and potentially challenging strips; and making lifelong memories with family and friends.

For those planning to go out in their Kodiak, the following perspective is provided by Zachary Wilkinson, Daher's Kodiak Maintenance Instructor and a Flight Ops Pilot:

First and foremost, remember that you are not alone in your desire to explore the wilderness as an aviator. The backcountry pilot community is a fast-growing area in general aviation.

If going into the backcountry is new to you, then start with a mountain flying course and specialized training. Consult a local pilot or aviation group that has firsthand experience. The Recreational Aviation Foundation (RAF) is one great example of a pilot group that advocates the preservation of backcountry flying, and it has active programs in many states.

***“For any backcountry airfield that is considered to be challenging, I strongly suggest taking along a pilot with prior experience operating from the backcountry strip or in the region that you plan to visit.”***

You should never go to a new backcountry airfield without becoming familiar with the standardized arrival route, directions of approach, and field conditions. These are often published, and a contact number for a field attendant may be readily available.

The pre-flight homework also could be as simple as searching out Facebook groups for local pilots, and

asking questions. I keep an eye on a few Facebook groups, and have seen many good reports this year from firsthand visits by other pilots. This is a resource that was unheard of just a few years ago.

Secondly, know your aircraft's performance, and don't neglect the takeoff data.



Zachary Wilkinson is ready for another backcountry trip in the Kodiak 900.

The momentum of “get-there-itis” can influence pilots to skip many critical flight planning steps. My first Kodiak flying job was in the flatlands of Kansas; but even there, the odds can stack against a pilot who is exhibiting the hazardous attitude of invulnerability.

*“In one of my experiences on a very hot day with an aircraft at moderate weight, I selected a grass runway and didn’t use all available runway in my takeoff run.”*

I found myself in a situation of being surprised how much runway I was using. I had been acting out of a sense of invulnerability. And I neglected the primary paved runway which was much longer... because I wanted to “show off” for my passengers. Not everyone makes such mistakes and gets away with them.

Go well equipped. No trip into the backcountry should be undertaken without a specialized emergency kit; a personal EPIRB (emergency position-indicating radiobeacon) is highly recommended. Even if a flight is just transiting isolated areas, plan for the possibility of an off-site landing in the event of an unplanned emergency. It’s easy to pack for planned stops, but a pilot should also pack for unplanned

situations. Equip yourself in relation to the terrain you plan to fly over.

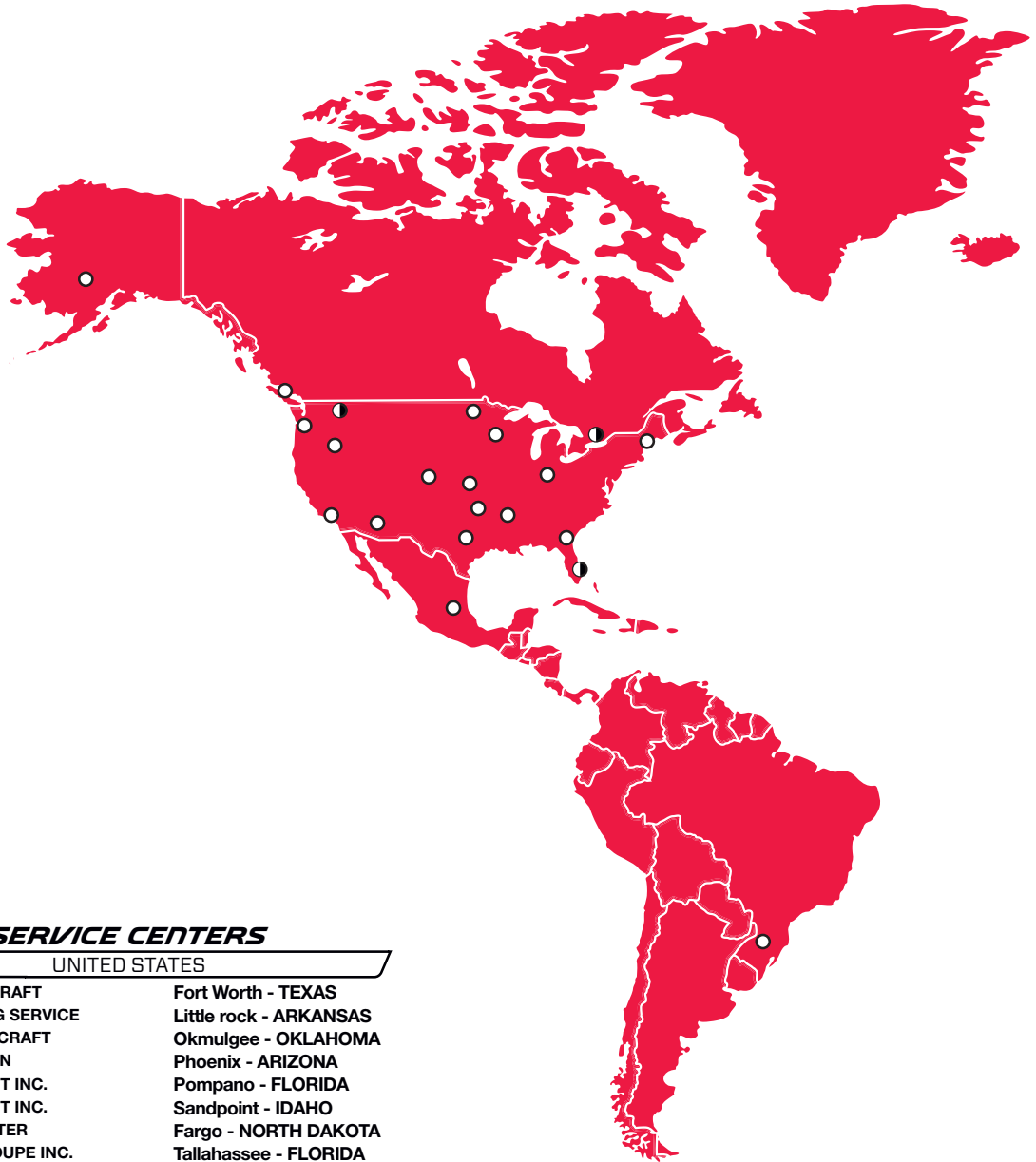
Pilots should always be expanding their knowledge. Here are two books that I recommend for in-depth preparations prior to going into the mountains: Mountain Flying Bible – Revised, by Sparky Imeson; and Bush and Mountain Flying, by CC Milne Pocock. There is an abundance of other resources as well for pilots who want to prepare themselves.

The Kodiak 100 was built for backcountry flying, but its incredible capability should never be relied on as a crutch for poor pilot planning and preparation. A successful trip to a new destination starts with good homework and using all available resources.



Daher’s larger Kodiak 900 retains all of the exceptional STOL (short takeoff and landing) capabilities of the cornerstone Kodiak 100 version.

# WORLDWIDE



## SERVICE CENTERS

### UNITED STATES

BROADIE'S AIRCRAFT	Fort Worth - TEXAS
CENTRAL FLYING SERVICE	Little rock - ARKANSAS
COVINGTON AIRCRAFT	Okmulgee - OKLAHOMA
CUTTER AVIATION	Phoenix - ARIZONA
DAHER AIRCRAFT INC.	Pompano - FLORIDA
DAHER AIRCRAFT INC.	Sandpoint - IDAHO
FARGO JET CENTER	Fargo - NORTH DAKOTA
FLIGHTLINE GROUPE INC.	Tallahassee - FLORIDA
LEGACY AIR INC.	Broomfield - COLORADO
MAINE AVIATION	Portland - MAINE
MATHER AVIATION	Mather - CALIFORNIA
METAL INNOVATIONS	Aurora - OREGON
MID-CONTINENT AVIATION SERVICES	Wichita - KANSAS
MUNCIE AVIATION	Muncie - INDIANA
PREMIER JET CENTER	Eden Prairie - MINNESOTA
TURBO AIR	Boise - IDAHO

### CANADA

AVIATION UNLIMITED	Oshawa - ONTARIO
SEALAND AVIATION LTD.	BRITISH COLUMBIA

### MEXICO

AEROVITRO	Monterrey - NUEVO LEON
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### SOUTH AMERICA

MTX AVIATION	Sao Paulo - BRAZIL
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## AUTHORIZED DISTRIBUTORS

### UNITED STATES

DAHER AIRCRAFT INC.	Pompano beach - FLORIDA
DAHER AIRCRAFT INC.	Sandpoint - IDAHO
FLIGHTLINE GROUP	Tallahassee - FLORIDA

### CANADA

AVIATION UNLIMITED	Oshawa - ONTARIO
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# KODIAK NETWORK



## SERVICE CENTERS

### EUROPE

DAHER AIRCRAFT  
MECANAIR SA  
RGV AVIATION LTD.  
RHEINLAND AIR SERVICE

Tarbes - FRANCE  
Ecuwillens - SWITZERLAND  
Gloucestershire - ENGLAND, UK  
Mönchengladbach - GERMANY

### AUSTRALIA

AIRFLITE PTY LTD.  
AIR GOLD COAST

Perth - WESTERN AUSTRALIA  
Bilinga - QUEENSLAND

### AFRICA

208 AVIATION CC  
AVIATION CENTRE LTD.  
SKYCORE AVIATION LTD.

Pretoria - REPUBLIC OF SOUTH AFRICA  
Windhoek - NAMIBIA  
Windhoek - NAMIBIA

## AUTHORIZED DISTRIBUTORS

### EUROPE

DAHER AIRCRAFT  
RHEINLAND AIR SERVICE

Tarbes - FRANCE  
Mönchengladbach - GERMANY

### ASIA

AERO FACILITY  
NEBESCI, INC.

Tokyo - JAPAN  
Manila - PHILIPPINES

### AUSTRALIA

AIRFLITE PTY LTD  
AIR GOLD COAST

Perth - WESTERN AUSTRALIA  
Coolangatta - QUEENSLAND

*When it's cold outside, pilots should be particularly aware of precautions for icing conditions*



Draining a fuel sample is particularly important during the winter to ensure no water or pollution is present at the bottom of the tank.

*With winter's arrival in the Northern Hemisphere, this is the perfect time to review the basics for cold-weather operations.*

And as icing is one of winter's primary challenges, it's important to take the necessary precautions – ensuring everyone has the cold weather safety mindset.

This begins with performing a preflight fuel tank inspection by draining a fuel sample. The step enables the verification that no water or pollution is present at the bottom of the fuel tank, particularly in winter conditions when anti-ice additives are frequently used.

It also is important to ensure that the aircraft's fuel already contains an anti-ice additive. If not, add an anti-ice additive during the refueling process.

Even the slightest amount of frost, ice or snow must be removed from the aircraft prior to flight. Special attention must be given to the wings, tail and flight control surfaces to ensure there is no accumulation of frozen moisture. Type IV anti-icing fluid has been approved by the European Union Aviation Safety Agency (EASA), but it has not yet been authorized by the U.S. Federal Aviation Administration (FAA), which – to date – has placed very stringent testing and validation requirements for the approval. The Type IV fluid is not to be used for ice removal, but for icing prevention – being thickened to remain on the wings and other aircraft external surfaces to prevent ice from forming.

Aircraft de-icing and anti-icing procedures for TBMs on the ground are the focus of Service Letter SL70-053-30-R02, which covers this topic in detail.



The Kodiak 900's automatic filling system for TKS anti-icing fluid is controlled by a panel in the engine compartment.

For TBM aircraft, flight into known icing conditions is authorized when all airplane equipment provided for ice protection is operating correctly.

***This includes:***

- Pneumatic deice system for the inboard and outboard wing, for the stabilizers and for the elevator horns;
- Propeller electrical de-ice system and electrical heating system for both pitots and for the stall warning incidence sensor;
- Windshield electrical de-ice system;
- Inertial separator.

For the Kodiak, certain aircraft are equipped with the TKS anti-icing fluid system, which is very robust – protecting the leading edge of all control surfaces, as well as behind their leading edges.

Daher's new, larger Kodiak 900 version has an enhanced TKS anti-icing fluid system which is installed in the aircraft's cargo bay for facilitated access. Filling the fluid tank also is made easier with an automatic filler: the hose is attached to a control panel in the engine compartment, and filling occurs with the flip of a switch. An auto shutoff occurs once the tank is filled.

As part of Daher's efforts to support enhanced aviation sustainability, the company is collaborating with CAV Systems for the introduction of TKS 406 Bio de-icing fluid. This is a bio-ethanol product derived from sugar cane fermentation, with the petrochemical-derived element replaced in TKS 406 BIO to produce a Monoethylene Glycol (totaling 85% of the fluid composition) that is now bio-derived. The TKS 406 Bio de-icing fluid can be used by all TKS-equipped Kodiaks (as well as the legacy TB 20/TB 21 aircraft).

Overall, the Pilot's Operating Handbook is the go-to resource for operations, with detailed information in the following sections:

***For the TBM:***

- Section 8.7 Servicing – Fuel additives;
- Section 4.5 Particular Procedures – Flight into known icing conditions.

***For the Kodiak:***

- Section 4-34 - Cold weather operations;
- Section 8 – Proper use of fuel additives.





# KODIAK 900

## **POWERPLANT**

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Type: P&W Canada PT6A-140A turboprop

Nominal power: 900 shp

Usable fuel capacity: 322 US gal 1,219 liters

## **INTERNAL DIMENSIONS**

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Maximum cabin width	4 ft 6 in	1.37 m
Maximum cabin length	15 ft 10 in	4.83 m
Maximum cabin height	4 ft 9 in	1.45 m
Maximum volume in cabin	309 cu ft	8.75 cu m

## **EXTERNAL DIMENSIONS**

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Length	37.7 ft	11.4 m
Wingspan	45 ft	13.70 m
Height	16 ft 1 in	4.9 m
Wing area	240 ft <sup>2</sup>	22.3 m <sup>2</sup>

## **LOADING**

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

## **PERFORMANCE (ISA CONDITIONS, MTOW, NO WIND)**

Maximum cruise speed at

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

## **RUNWAY DISTANCES**

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

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

## **MAXIMUM RANGE**

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

@ 12,000 ft

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

\*Configuration dependent

# FOLLOW US ON SOCIAL MEDIA



@daherkodiak

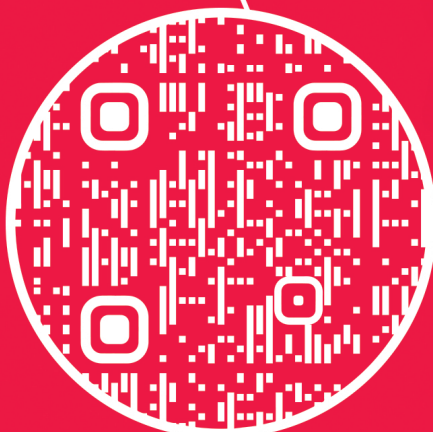


@daherkodiak



@KodiakAircraft

The image shows a composite of two social media profiles. On the left is the YouTube channel for KodiakAircraft, featuring a header with the YouTube logo and a search bar, a channel banner image of a Kodiak aircraft, and a profile picture with the Kodiak logo. Below the profile, there are video thumbnails and a 'Vidéos populaires' section. On the right is a smartphone displaying the Instagram profile for 'daherkodiak', which includes the profile picture, statistics (982 publications, 59,9 K followers, 209 suivis), a bio with the company name and address, and a grid of 12 Instagram posts showing various aircraft.





# HURRICANE HELENE

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## *Daher joins TBM and Kodiak aircraft owners/operators in supporting U.S. relief efforts after Hurricane Helene*



The Kodiak 100 operated by North Carolina Forest Service's Aviation Division undergoes the replacement of its elevators and repair of the rudder by Daher's TBM & Kodiak Care team at Asheville Regional Airport.

Extraordinary relief support by Daher Aircraft and the owners/operators of its TBM and Kodiak airplanes in the wake of Hurricane Helene were detailed today at the 2024 Business Aviation Convention & Exhibition in Las Vegas, Nevada.

Daher Aircraft mobilized its resources for the urgent on-site repair of a damaged Kodiak 100 from North Carolina Forest Service's Aviation Division at Asheville Regional Airport in North Carolina, and also used its presence in the state to deliver relief supplies; while several Kodiak and TBM owners/operators deployed their own airplanes for the airlift of food, water and other material – along with the transportation of emergency personnel and animals.

***“Daher aviators once again demonstrated their commitment to support those in need during crisis situations, and we also confirmed our company’s own response capability when customers call on us in urgent repair situations,”***

explained Nicolas Chabbert, the CEO of Daher Aircraft, during a press conference today at the National Business Aviation Association's Business Aviation Convention & Exhibition (NBAA-BACE).

Damage suffered by the North Carolina Forest Service's Kodiak 100 in a jet blast incident at Asheville Regional Airport was repaired by Daher's Kodiak Care customer support team in a rapid response effort, backed by the company's industrial resources at its Sandpoint, Idaho production facility and Kodiak final assembly line.

Daher Aircraft was contracted by the North Carolina Forest Service for the urgent replacement of both elevators on the Kodiak 100's horizontal tail, which were determined to be damaged beyond repair by the exhaust blast from a taxiing business jet. The Kodiak 100 was being used to assess Hurricane Helene's impact and determine the response needed in the state's recovery plan, and the aircraft was present at Asheville Regional Airport because the facility was serving as a receiving/staging point for relief response coordinated by local, state and federal agencies.

A set of two new elevators were built by Daher at its Sandpoint factory in an accelerated process that included working over the weekend, and the company's own Kodiak 900 demonstrator aircraft was dispatched to North Carolina with these components and the associated parts and tools, accompanied by two TBM & Kodiak Care team members.

Once the Kodiak 100's elevator repair process was underway at Asheville Regional Airport, more extensive damage was found in the aircraft – extending to its rudder controls, significantly expanding the scope of repairs and requiring additional parts. This included a replacement bearing that was hand-delivered to North Carolina by a Kodiak Care mechanic who went into Daher's Sandpoint facility on Sunday evening, and then drove 75 miles to Spokane for an overnight “red eye” airline flight, arriving in Asheville on Monday morning.

“The entire process was , especially considering the logistic challenges and the complications that come with a” said Mike Stevens, who “It was a success because of the team effort that brought everyone together from Kodiak Care and our Sandpoint factory.”



Daher's Kodiak 900 demonstrator aircraft is loaded with hurricane relief supplies at Winston-Salem's Smith Reynolds Airport. This aircraft was made available for the airlift during flights between Winston-Salem and Asheville Regional Airport for Daher's repair work on a damaged Kodiak 900 operated by the North Carolina Forest Service's Aviation Division.

Daher's Kodiak 900 demonstrator aircraft that brought the TBM & Kodiak Care team and its equipment to North Carolina could not remain in place at Asheville Regional Airport due to the high level of traffic and the area's limited lodging.

and cat food, and relocated cats and kittens to new foster homes. "This was one of the most gratifying ways that I've ever used my skills as a pilot," Walden said. "The qualities of the TBM were very key to the success of these missions."

Therefore, the aircraft was flown each evening with the Care team to Winston-Salem's Smith Reynolds Airport for the night's lodging.



Eric Walden and his wife, Lucy, prepare to load hurricane relief supplies and animal food for delivery in one of Little Hawk Logistics' two TBM 900s.

When the Daher team was informed that hurricane relief supplies were being collected at Smith Reynolds Airport for distribution within North Carolina, the Kodiak 900 was made available for airlift support, subsequently transporting 1,000 lbs. of material on a return trip to Asheville, along with another 1,000 lbs. delivered during a stopover at Rutherfordton North Carolina.

Among the various Kodiak owners with individual participation in hurricane relief efforts was Mike Speedy, whose Kodiak 100 is based at Indy South Greenwood Airport in Indiana. Speedy performed trips to Asheville Regional Airport and Statesville Regional Airport in North Carolina, as well as Pickens County Airport in South Carolina, carrying such cargo as canned goods, personal hygiene products, dog and cat food, diapers and medical supplies. An EMT (emergency medical technician) flew with Speedy to Statesville, and the trip to Pickens County Airport brought medical supplies that were specifically requested for South Carolina.



Mike Speedy flew his Kodiak 100 from its home base at Indy South Greenwood Airport in Indiana on hurricane relief trips to Asheville Regional Airport and Statesville Regional Airport in North Carolina, as well as Pickens County Airport in South Carolina.

Eric Walden – whose Little Hawk Logistics company in Charlottesville, West Virginia operates two TBM 900s – performed flights that helped save some of the many animals that were left homeless or were lost after the hurricane, while also carrying personal hygiene products and other supplies. In support of the non-profit organization called "Green Dogs Unleashed," Walden transported 1,000 lbs. of dog

# 2024 EVENTS

## Daher at Global Events: Showcasing TBM and Kodiak Aircraft in 2024

### SINGAPORE

#### February 23-24: *Customer Reception*

Kicking off the year in style, Daher Aircraft hosted an exclusive Customer Reception event in Singapore with the region's distributor, Wings Over Asia. This gathering allowed Daher to deepen relationships with customers in Asia, sharing updates on the latest innovations and future endeavors for the TBM and Kodiak families. The reception was an excellent opportunity to highlight Daher Aircraft's commitment to customers in Asia and to reinforce the partnership with Wings Over Asia.

### LAKELAND, USA

#### April 9-14: *SUN 'n FUN*

At the 50th SUN 'n FUN Aerospace Expo in Lakeland, Florida, Daher Aircraft unveiled the 2024 TBM 960 with advanced features designed to reduce pilot workload, including enhancements to the HomeSafe™ emergency autoland system and new 3D SafeTaxi functionality. Sporting the sleek Sirocco livery, the TBM 960 attracted significant attention, with demand pushing its backlog to over two years. Alongside the Kodiak 100, Daher's exhibit emphasized its commitment to safety and innovation in aviation. As a key sponsor, Daher also hosted the "Future 'n Flight" Plaza, connecting with aviation enthusiasts and showcasing career opportunities.



### GERMANY

#### April 17-20: *AERO Friedrichshafen*

Celebrating 30 years of participation at AERO Friedrichshafen, Daher showcased its TBM 960 and Kodiak 100 at Europe's premier general aviation trade show. A major highlight was the sale of a TBM 960 by distributor Rheinland Air Service directly at the stand. With a focus on sustainable aviation, Daher spotlighted the EcoPulse hybrid demonstrator – developed with Airbus and Safran, alongside announcing the upcoming delivery of the latest Kodiak 100 Series III model. Enhanced Kodiak features such as the five-blade composite propeller and Bluetooth audio panels, along with Daher's extensive service network, underscore the commitment to quality and client satisfaction.

### BIARRITZ, FRANCE

#### May 24-26: *TBMOPA European Convention*

Daher co-sponsored the 2024 TBMOPA European Convention, gathering 25 TBMs and a broad community of TBM owners, including the French Air Force and French Army Aviation. Led by Daher executives Nicolas Chabbert and Raphael Maitre, attendees enjoyed three days of sessions focused on flight safety, operational insights, and updates on Daher's "Safe-Horizons" training. Highlights included talks from prominent TBM pilots and workshops by key suppliers like Pratt & Whitney Canada and Garmin, underscoring Daher's commitment to fostering excellence and community within the European TBM network.

### LYON, FRANCE

#### June 6-8: *France Air Expo*

Daher's participation at France Air Expo was an opportunity to present the aircraft developments to a French audience. The event in Lyon enabled Daher Aircraft to demonstrate the capabilities of the TBM and Kodiak aircraft to a diverse audience of aviation professionals, media, and enthusiasts.

This exhibition underscored Daher's ongoing commitment to expanding its reach in the European market.

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**June 8-9: *Swiss Reception with SwissFly Aero***

Daher Aircraft attended a reception with SwissFly Aero, the Winkel, Switzerland-based TBM distributor in Switzerland and Liechtenstein, furthering the outreach within the European aviation community. This event was an excellent opportunity to engage with TBM clients in the region and demonstrate Daher's dedication to quality and performance.

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***WISCONSIN, USA***

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**July 22-28: *EAA AirVenture, Oshkosh***

At EAA AirVenture, Daher celebrated the latest delivery of a multi-mission Kodiak 100 to the Maine Marine Patrol, showcasing the aircraft's versatility with features like floats for land and water operations. Equipped with tactical communication systems, this Kodiak 100 will support the Maine Marine Patrol's maritime missions, from law enforcement to environmental monitoring, including protection efforts for Northern Right Whales. Daher also displayed a Kodiak 900 with extended fuselage and enhanced performance. With 352 Kodiaks delivered to date, Daher's presence at Oshkosh highlighted its commitment to reliable, rugged multi-mission aircraft for diverse operators worldwide.

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***SÃO PAULO, BRAZIL***

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**August 6-8, 2024: *LABACE***

The LABACE event in Brazil, South America's largest aviation event, enabled Daher to further its commitment to international expansion. This event allowed Daher Aircraft to connect with South American clients, with a focus on the versatility and adaptability of the aircraft product line, especially the Kodiak's capabilities for remote and rugged environments, aligning with the needs of various regional clients.

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***PAU, FRANCE***

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**September 19: *70th Anniversary of ALAT***

Daher joined France's Army Light Aviation (ALAT) to celebrate this military service's 70th anniversary, highlighting ALAT's long-standing use of TBM 700 aircraft for transport, liaison, and support missions. During the event at Pau's 5th Combat Helicopter Regiment, Daher showcased its commitment to maintaining ALAT's TBM fleet and presented the Kodiak 100 utility aircraft. Daher's partnership with ALAT began in the 1990s and includes ongoing modernization, such as avionics upgrades. This celebration underscored Daher's historic and strategic relationship with ALAT in supporting military aviation operations.

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***INDIAN WELLS, CALIFORNIA***

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**October 1: *TBMOPA Convention***

Daher marked the 20th anniversary of the TBM Owners and Pilots Association (TBMOPA) with a strong presence at the 2024 Convention in Indian Wells. With 81 TBMs flown in and 285 attendees, the event underscored Daher's commitment to flight safety, operational efficiency, and client support. Led by Raphael Maitre, Daher's team engaged in discussions on best practices and maintenance, while a new auction record of \$272,500 was set to fund aviation scholarships and charitable initiatives. Daher's ongoing support for TBMOPA strengthens this collaboration, fostering a vibrant TBM community dedicated to safety, innovation, and philanthropy.

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***LAS VEGAS, USA***

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**October 22-24: *NBAA-BACE***

At the NBAA-BACE in Las Vegas, Daher spotlighted its swift relief response following Hurricane Helene, showcasing the resilience and community support from Kodiak and TBM aircraft owners. Daher's Kodiak Care team rapidly mobilized to repair a damaged Kodiak 100 for the North Carolina Forest Service, replacing critical components and delivering supplies for affected areas. Alongside Daher's efforts, multiple TBM and Kodiak owners participated in the airlift of essential items, transportation of personnel, and relocation of animals displaced by the storm. This united response underscored Daher's commitment to aiding communities in crisis and highlighted the mission versatility of the Kodiak and TBM aircraft.

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***TOULOUSE, FRANCE***

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**December 3-4: *Green Aero Days***

Daher participated in Green Aero Days during December with the EcoPulse hybrid-electric distributed propulsion demonstrator aircraft on display. As sustainability becomes an increasing focus in aviation, the EcoPulse prototype represents Daher's commitment to eco-friendly aviation. Green Aero Days provided the perfect platform to highlight the company's progress in sustainable innovation, signaling a promising direction for the future of Daher.

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***In conclude...***

Daher's presence at global events throughout 2024 showcased its dedication to innovation, customer support, and community engagement. From North America to Europe and beyond, Daher Aircraft connected with TBM and Kodiak owners, industry leaders, and aviation enthusiasts, strengthening the bonds within our aviation family. This will be maintained in 2025 with the commitment to uniting the Daher aviator community – sharing more milestones, and continuing the journey together.

# FOLLOW US ON SOCIAL MEDIA



@dahertbm

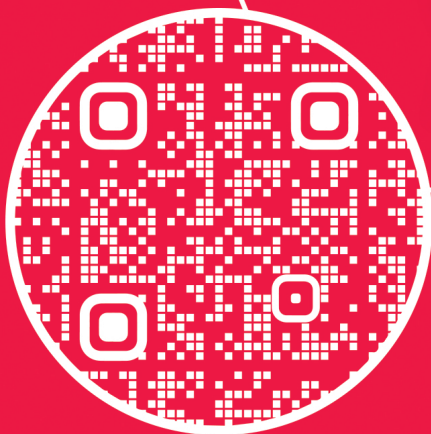


@dahertbm



@dahertbm

The image shows two overlapping digital screens. The background screen is a YouTube channel page for 'Daher TBM'. At the top, there's a search bar with 'Rechercher' and a video player showing a plane silhouette. Below the channel name 'Daher TBM', it says '@dahertbm · 22,7 k abonnés · 74 vidéos'. A video titled 'TBM 960 : The progress of digital power' is featured, with a description: 'Daher unveils the latest single turboprop aircraft incorporates Pratt & Whitney engine and a fully digital controlled cabin that includes control system, LED air windows. See how Daher...'. Below are video thumbnails for 'Daher Aviator Marketplace', 'Daher's TBM & Kodiak', and 'OSHKOSH 2024 wrap-up'. The foreground screen is an Instagram profile for 'dahertbm'. It shows 614 publications, 54,9 K followers, and 211 followers. The bio reads: 'TBM by Daher Produit/service Daher's TBM family of very fast single-engine turboprop #FlyTBM Discover our store Voir la traduction aircraftstore.daher.com/?fbclid=PAZXh0bgNhZW0CMT... 601 NE 10th St Airpark, Pompano Beach, Florida 33060'. Navigation buttons for 'STORE', 'TBM 910', 'TBM 960', and 'EVENTS' are visible.



# ME AND MY TBM

## *Daher's Me & My TBM application for pilots is enhanced with increased functionality and technical publications access in its latest version*

At the NBAA-BACE convention in October, Daher announced the seventh version of its Me & My TBM cloud-based application for TBM owners/operators – which incorporates multiple improvements for users, while also offering an all-in-one solution for accessing aircraft technical information and real-time support features.

The Me & My TBM app has been a trusted tool since 2018, providing real-time data monitoring, flight tracking and maintenance scheduling.

From its introduction, the application has enabled pilots to improve their skills through flight monitoring – particularly in the approach and landing phase.

As one of the key enhancements in Version 7, the Me & My TBM application has been merged with Daher Aircraft's My TBM Docs app – which incorporates Pilot Information Manuals, Maintenance Manuals, etc. – bringing streamlined document management and enhanced usability across mobile devices and tablets. Therefore, users have an all-in-one solution for accessing TBM aircraft technical information and real-time support features.

Among the other improvements for the Me & My TBM app's latest version is its responsive design, optimized for both smartphones and tablets, while supporting vertical and horizontal display modes. Incorporated as well in the V7 application is the real-time automatic synchronization of documentation updates, ensuring that the latest information always is available. Additionally, the V7 app has an improved user interface for easier navigation between aircraft data and documentation.

***“The Me & My TBM app leverages Daher's big data expertise to collect, process and analyze more than four million data points generated each day by the TBM in-service fleet,”***

explained Raphael Maitre, Daher Aircraft's Vice President of Customer Support. “Through its evolution during the past six years, we have enhanced the application's capability for flight monitoring, furthering the ability of pilots to improve their flying skills – while also introducing sustainability features through eco-efficiency tracking.”

Maitre added that the Me & My TBM app is utilized by more than 400 active users each month, with data recorded from an average of 80 flights daily.





# SAFETY ENHANCED

## Harness buckle positioner

Benefit from the latest enhancement for your TBM



### Buckle positioner kit

The buckle positioner facilitates the proper positioning of the safety belt and harnesses for safety and improved comfort.

Installed at the pilot's seat and the right-hand front seat, it ensures the seatbelt harness can be correctly fastened with the optimal restraint for safety – every time.



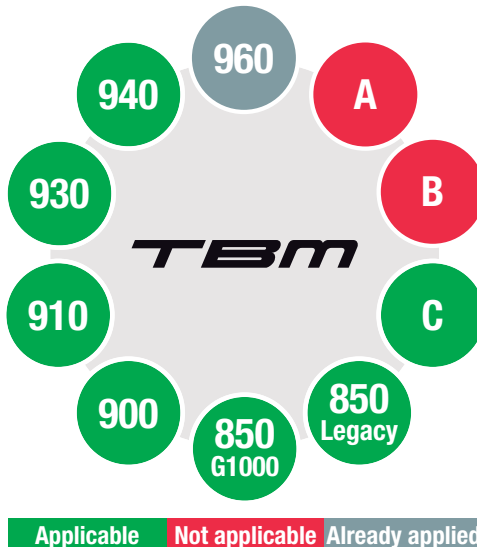
Scan to see the video

### Validity

SN 205, 240 &  
244 to 1407

### Reference

SB70-302-25



### Reference to order

AmSafe  
T700J252040100000  
or  
T700J252040100200

Schrott  
T700J252040100100

### Labor hours estimated

1 hour during an inspection;  
3 hours out of an inspection

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



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

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