At AVEX we strive to bring the TBM owner the best possible experience in every facet of owning a TBM. Details are our business, whether it’s the safety of your TBM, new innovative ways of maintaining your aircraft, selling your aircraft or researching the TBM market, AVEX is at the forefront. By bringing you a monthly newsletter, TBM Times, our goal is to share the knowledge and research we find along our detail oriented mission.
The 2013 AVEX Safety Seminar was a success! We were pleased to host 81 pilots for the Seminar and proud to report we had 42 TBMs parked on our ramp. To date this is our largest Safety Seminar. We thank everyone that participated this year and hope that if you were unable to make it this year that you will be able to do so next year.

Safety is not something we take lightly here at AVEX and it was very exciting to see that so many TBM owners and pilots feel the same way. During the seminar we had a total of 8 speakers.

Socata’s Charlie Holomek, VP of Customer Support at Socata and Phil Santoro, Network and Warranty Manager opened the seminar speaking on Socata’s New Maintenance Program. Next, Yves Houde from Pratt and Whiney talked on the “Dos and Don’ts” to maintain a sound operation of your P&WC Engine. Vaughn Harral a long time enthusiast for all types of aviation discussed the art of cognitive control during high risk scenarios followed by Tom Goonen from SimCom who presented on Challenging Approaches. Paul Sanchez spoke on how your avionics can be utilized in an emergency. Our very own Terry Winson spoke on pilot workload leading to loss of control and went over different accident scenarios. The classes wrapped up with Clarke “Otter” McNeace speaking on Loss of
Control In-Flight and Greg Feith a retired American Senior Air Safety Investigator with the National Transportation Safety Board speaking on the human factors that contribute to single pilot workload.

The day ended with dinner at the Four Seasons in Westlake Village. We were honored that Nicolas Chabbert, the president of Socota attended. Nicolas spoke about the validity of events like these and the importance of getting the TBM fleet’s accident rate even lower.

We would like to congratulate Howard Janzen on winning this years “TBM Top Gun Pilot” Award.

Howard Janzen and other participants were put through an 1 ½ hour in-flight assessment with experienced instructors from TSI and Simcom that tested their skills in 5 emergency scenarios throughout the flight.

While the pilots were in classes all day their companions took to Malibu for a wine tour.

With AVEX’s Leesa as their guide the companions visited Rosenthal Tasting Room located on the PCH in Malibu and Cornell Winery tucked away in the Santa Monica mountains. As you can see below they had a great time!

If you would like to view more photos from the Safety Seminar click here.
2012 marks the sixth year that AVEX was recognized by the Federal Aviation Administration (FAA) as a recipient of the FAA Diamond Award of Excellence for Aviation Maintenance Technician (AMT) Training.

The Diamond Award is the FAA’s most prestigious maintenance and training honor. The award was implemented by the FAA to recognize and honor employers and technicians who take the initiative to commit to aircraft maintenance training and safety excellence in the area of initial and recurrent training. This prestigious award recognizes highly efficient training programs aimed at improving safety and technical knowledge that exceed standard FAA regulatory requirements. The awards range from Gold to Diamond, Diamond being the most prestigious.

Ross Gregory, FAASTeam Program Manager, commented “The New AVEX has consistently set the standard in the FAA’s AMT Employers Program that reinforces the need for initial and recurrent training and the high level of safety that it brings to this industry. By achieving the Diamond Award, the highest award available, AVEX’s management team and team of dedicated aviation maintenance
technicians have gone the extra mile to foster a positive safety culture and to meet our common goal of zero aviation accidents.”

In an awards ceremony on May 2nd, 2013 Ross Gregory said that AVEX was the only repair station in Southern California to receive the Diamond award in 2011, and as a result he has used AVEX as an example to other repair stations to encourage participation in the program.

AVEX Chief Inspector and voluntary FAASafety Team Representative, Ron Guynn commented, “The FAA Diamond Award signifies that AVEX and its employees are dedicated to be the best trained mechanics in order to provide safe and quality service to the TBM fleet.” The FAA first created the Aviation Maintenance Safety Awards program to encourage aviation maintenance technicians (AMTs) and their employers to actively participate in training programs. To qualify for the prestigious FAA Diamond Award of Excellence, 100 percent of an organization’s eligible maintenance technicians must pass specialized, continuous training in aircraft systems, regulations and FAA rules over a 12-month period. The FAA recognizes both technicians and employers who take a proactive role in training their technical workforce. AVEX has been awarded this prestigious honor in 2006, 2007, 2008, 2010, 2011 and 2012.

Safety is the highest priority at AVEX, which is why we employ the best available technicians and meticulously train them to slave to the Socata Maintenance Manual, ensuring each aircraft is maintained with acute attention to detail. AVEX’s Technical Staff is at the forefront leading the effort to uphold the highest level of safety in the TBM fleet.

AVEX proudly recognizes the management team and technicians receiving additional individual FAA honors: Arlen Megerdichian, Ben Ashley, Chuck Morris, Erik Miller, Gerald Salas, Helio Ibarra, Jim Riner, Mike Guerrero, Tim Harvey, Rodrigo Sandoval, Ron Guynn, Naz Pampillo, John Ernsdorf, and Richard Escobedo.
Glass type panels have brought new life to the TBM market, attracting many new buyers.

**N6842D’s new panel includes the:**

- Garmin G-600
- Dual Garmin 750’s in the PL30 (center stack)
- Remote GMA 35 Audio Panel
- Remote GTX 33(ES) & 32 Transponders
- L3 Trilogy (Battery Standby Unit).

The all new, sleek designed Garmin G-600 is revolutionizing the TBM market. Garmin has released an RVSM capable unit which will be upgradeable to full RVSM capacity upon FAA approval.

About 75% of the G-1000 capabilities can be acquired by coupling the G-600 with an L3 Trilogy backup display and dual Touchscreen Navigation GPS displays.
The process begins with a detailed quote and CAD drawn panel renderings to ensure our vision meets your expectations. This CAD drawing is sent to our local DER (designated engineering representative) and panel fabricator. The panel fabricator turns what was three panels into one for a seamless, slick look. The DER provides us with a technical approval to modify the existing panel frame to house the new GDU 620 display.

Over 75% of the existing wiring is removed from the floorboards, dashboard and avionics bay, resulting in an average of 45lbs gain in payload! With the installation of the new units, we custom design wiring diagrams for each aircraft, which cuts down on the time spent tracking lost wires.

We begin the installation by removing all current displays and gauges allowing us to remove the PL30 stack (center stack) from the aircraft. We completely rework the PL30 to house the new GTN 750’s and GMA 35. Once we receive approval from our DER, we modify the existing framework to specific dimensions to house the new GDU 620 display. After we remove all old wiring and install the new units in the floorboards along with their associated wiring, we begin to piece together the panel.

The installation process generally takes about 4 weeks to complete and is accompanied with one-on-one training. Training is comprised of a half of day of ground training with a GPU and a half of day flying.

The G-600 is more than just a sleek Glass cockpit, it reduces pilot workload, increases situational awareness and increases overall safety. With the right hand display GDU 620, the PFD is centered in your line of sight reducing your instrument scan time while positioning the soft keys in an ergonomic position.

Situational awareness is increased with the built in Synthetic Vision on the G-600 and the display of georeferenced approach charts on the GTN 750.

Reduction in pilot work load is achieved through the GAD 43E, which allows for autopilot control within the G-600 and a MFD display within your scan field. The L3 Trilogy provides a digital light, 7 in 1 battery backup standby instrument in case of an emergency. In addition, transponder control and audio control through the GTN 750’s reduces the need to reach across the cockpit reducing your attention to the aircraft.

The installation process in pictures...
In addition to the G600 installation N6842D also received a forward baggage modification kit. AVEX’s baggage modification kit allows for easy access and a comfortable fit for longer bags. It adds a total of 16 square inches to the baggage area. The baggage modification is available for serial numbers 434 and up.

- Easier Loading of Bags and Equipment!
- Improves Forward Center of Gravity!

**SN 434 to 571**

**SN 572 & Up**

**ADDICTION OF SLINGS AND PLUGS STORAGE BOX!**
Welcome New Owners

It takes a dedicated team to buy or sell a TBM. We have put together the necessary pieces to make the sales process seamless. At AVEX we pride ourselves in putting our customers needs and requests ahead of anything else. We take a straightforward and educational approach to sales, not the typical pushy sales tactics you may find elsewhere. After a sale is closed our relationship with our owners doesn’t end but continues to grow and develop. We enjoy being here when you need us. Welcome to the AVEX family!

We are excited to welcome 1 new TBM owner for the month of June!

PAYTON LOCKEY

N850JR

WHAT’S NEW!

N850AY Has Arrived!
S/N 651, Factory New, G1000 Flight Deck, 5 Year Maintenance Program, 7 Year Airframe Warranty
Pricing: $3,463,065
The top 8 reasons to fly a new TBM850:

1. **SPEED**
   Maximum cruise speed of 320 knots at FL260 (ISA condition)

2. **SAFETY**
   Powered by the Pratt and Whitney, Canada PT6A, one of the most reliable powerplants in aviation
   - Solid airframe design, with more than 1,000,000 TBM flight hours
   - Tested airframe with the highest Maximum Operating Speed (Vmo) in its class 266 knots
   - G1000 flight display increases situational awareness and reduces pilot workload
   - Ease of insurability and proven training partner

3. **ECONOMICS**
   Low direct operating costs
   - Straightforward, reliable systems that reduce downtime and maintenance costs

4. **RE-SALE VALUE**
   Best re-sale value in its class

5. **UTILITY**
   Full fuel, NBAA IFR range of more than 1,200 nautical miles

6. **SUPPORT**
   Extensive, worldwide service and support network
   - Highly Exclusive Extended Maintenance Program- 5 years/1,000 hours
   - Garmin - 5 Years Full Warranty
   - Honeywell - 5 Years Full Warranty
   - Socata Limited Airframe Warranty - 7 Years
   - System Warranty - Extension to 5 years
   - Pratt & Whitney Engine Warranty - 7 Years

7. **COMFORT**
   Spacious, luxurious, and quiet
   - Comfortable cabin for six adults
   - NEW Reconfigurable Elite Seating System
We are pleased to report that the majority of AVEX customers have registered to use the portal. The Customer Portal makes the quoting process easier, faster, and also allows you to see a running total of the quote as it progresses with the maintenance. The Customer Portal is also a place to store the following aircraft documents; Logbooks, Next Due Listings, Invoices, and other general documentation.

The graph above shows the increase in traffic to the Customer Portal in the last 30 days.

If you haven’t registered yet and would like to please contact Leesa Williams, lwilliams@newavex.com