

# LA LETTRE D'AERODIF N°3

March 2010

## EDITO

### A quality service

For more than a year we have made our utmost to respond to your requests in order to improve the quality of our service. Daily your suggestions are taken into account, analyzed and implemented if proved appropriate. We have the same approach for the new wood and fiber aircraft we are about to launch. Your suggestions are useful and contribute to better define the future aircraft. Besides we are preparing new surveys on our site, we hope you'll accept to spend a few minutes answering them. We are convinced that in the field of aviation as in many other sectors, aiming at the best quality, price performance ratio fulfills the users' expectations and in particular the pilots'. Finally we will be present at the Friedrichshafen Air show from April 8th to 11th. Aérodif team will be delighted to meet you there.



Pierre Labrosse



### The new Jodel project

The idea of launching a new Wood and fiber Jodel type aircraft has now been on Dyn'aviation's and Aérodif's minds for several months. Many reasons can account for this. The first one is that Dyn'aviation can rely on a recognized expertise and know-how from Dyn'aero in the field of designing and manufacturing aircraft. It is on the verge of obtaining its DOA (Design Organisation Approval) and benefits from an experienced staff partly coming from the ex-DR 400 manufacturer in France. Secondly, the company has now become an expert in the design and certification procedures and in the dialogue with authorities as it has practiced them for many months while manufacturing spare parts for DR 400s. Finally, manufacturing again such an aircraft will meet the demands of flying clubs as adequately as with the DR 400s. It seemed appropriate – prior to launching the project – to approach the clubs,

particularly their presidents, in order to assess their interest for this new aircraft and thus, measure the feasibility of the project. And there, we were very surprised: the Phoenix project was welcome with wide enthusiasm. As of now we are able to confirm that the number of intended orders enables us to develop the industrial process further. After analyzing the answers to the survey posted on our site, we have retained two projects :

- «Phoenix» DR2 115 hp with 3/4 seats and a 6 hour-endurance. It will be a single option-less version for diversified use, either training or both training and travel with piloting characteristics adapted to the vast majority of users. The interior will be redesigned with more comfortable seats.
- «Phoenix» DR2 160 hp the aircraft will be the same, but with increased performances and loading capacity.

### Our Team

Technical assistance, reference selection and validation :

**Gilles Radouan**

au + 33 (0)3 80 35 64 80

Administrative and business assistance :

• **Christelle DONINI**

au + 33 (0)3 80 35 61 19

• **Fanny HENRY**

au 03 80 35 30 12

Business manager:

**Pierre LABROSSE**

au +33 (0)6 86 17 06 39

[info@aerodif.fr](mailto:info@aerodif.fr)

## NUMBER

# 288

accounts opened on our Internet site.

# 900

parts are now certified by Dyn'aviation.

# The new « Phoenix »

**Powerplant**, two options :

- either a 115 hp Lycoming IO- 233 with electronic ignition and injection, it offers weight saving compared to its competitors and it is a development from the well known IO-235 powering the cadet DR 400s.
- or the Continental IO-240 on which a Faded can be fitted. Thanks to the electronic control it will be more fuel efficient than a classical powerplant, yet just as heavy.



• **Avionics**, we are clearly thinking of a mixed setup with simple VFR EFIS and traditional dials. In this respect the aircraft will be a compromise to meet our customers' requirements.

• **The interior** will be adapted to today's tastes with semi bucket seats in shape memory foam. Finally the whole nose gear will be redesigned following several requests.

• **Frame**, the same aerodynamic solutions will be retained; the general shape won't change even it is a new aircraft on the paper. Weight will be saved thanks to the carbon parts, in particular the wood/carbon spar.

## Beyond French borders

Another surprise connected with our proposal was to discover that the news of our project had quickly and widely spread in the small world of aviation. Thus, beside the French executives, some foreign club presidents showed their interest to the extent that they also placed pre-orders for the aircraft we still privately call the Phoenix. The training version was preferred over the travel one. But it is only a beginning!

## Diesel Parts

As technical problems, the warranty and operation increased costs of the THIELERT engines had become a threat to the light aviation members who fly on Eco-flyer DR400s, Dyn'aviation and Aérodif decided – at some users' request – to market second hand Diesel DR 400 parts from a few aircraft being taken apart. It has the double advantage of saving from a financial dead-end those who wanted to sell their aircraft and making available an amount of recent second hand parts for DR 400 maintenance. As soon as possible a list will be posted on our "STOCKNET" site.

## Our certifications

**PART M** (maintenance approval). It allows us to perform any maintenance and repair operation and to issue an Authorized Release Certificate (EASA form).

**APDOA** (design approval). It allows us to certify structural or complex parts and obtain STCs (Supplementary Type Certificates). It guarantees the quality of the design..

**POA** (production approval). It allows us to manufacture parts for certified aircraft and to issue EASA form for new parts. It guarantees the quality of the parts.

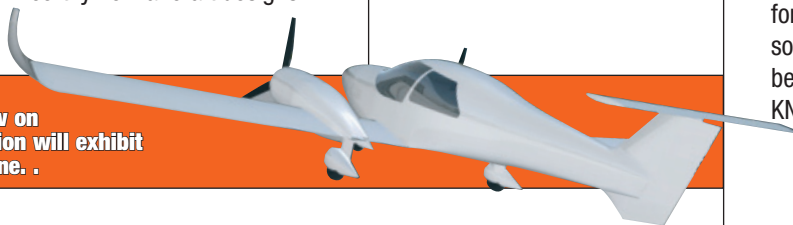
**DOA** (approval process in progress). It will enable us to internally approve minor parts and repairs, to handle TCs and certify new aircraft designs.

## Phoenix maintenance survey

Before the end of the month a consultation will be organized for the UEA technical facilities and PART 145 workshops via a survey posted on our site, please answer the questionnaire, it will be very useful to define our future maintenance schedules.

**AERO**

We will be present at Friedrichshafen Air show on stand A5-326. Dyn'aviation will exhibit its new Rotax twin-engine. .



# France is at the same standard as the USA

«This way of ordering parts has changed the way we work. Before; we had to send an e-mail, possibly a fax to get a quotation and write up an estimate for the customer. You can imagine the process! Today we enter a reference and we can immediately see if the part is available and its price. It's way easier! Part sellers in the USA have worked like this for years. We save time. It's more flexible ». Cyril Barbey from Aéromaintenance60 has quickly seen the advantage of Aérodif system. For him, France has worked its way up to the standard of Americans' 48h delivery. « Besides, Pierre Labrosse has taken up the idea some workshops had already had: listing parts for a given overhaul and making kits. This way of working should be extended to all American parts. For this purpose we must help him find good suppliers in the USA. Another simple system: payments via PayPal, total flexibility ». Aéromaintenance60 is located on Beauvais airport.



Cyril Barbey