

# The Swiss Globe Flyer

## Blue Spruce & Clear Sky : One TBM960 turbine, One ocean



In the course of October 2025, the air over Grenchen [LSZG] carried a sharp autumn bite, signalling the start of a marathon 8,950-nautical-mile journey. As a pilot, Paolo's mission was two-fold: to navigate across the Atlantic the "Blue Spruce" route during the seasonal transition when the North Atlantic wakes up with venom and a pilgrimage to the TBMOPA Annual Convention in Savannah, Georgia, scheduled for October 30 – November 2, 2025.

Courtesy of **Paolo B.**

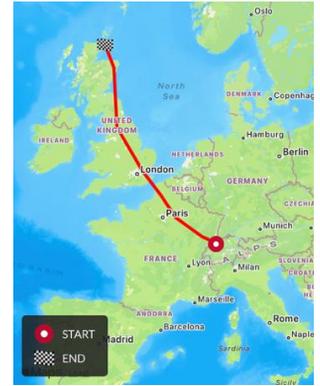
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**Outbound: The Race Against the Northern Night**

October is a month of transition. The North Atlantic was already showing its winter face, with daylight hours shrinking and freezing levels descending toward the surface.

**Grenchen to Wick [EGPC]:**

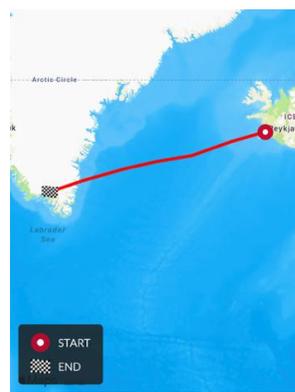
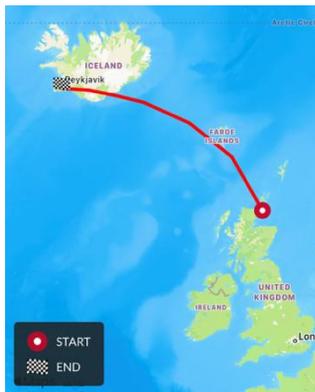
The PT6E-66XT engine hummed as the EPECS [Digital Engine and Propeller Control System] managed the start. Climbing through the Swiss soup, the autothrottle pinned us at steady 300 KTAS at FL300. Over the North Sea, the Garmin GWX 8000 radar showed the first of many cold fronts. Paolo landed in Wick with a stiff crosswind, the five-blade Raptor prop providing massive aerodynamic braking on the damp runway. At his arrival. Paolo rented the mandatory raft to meet the requirements for crossing large stretches of open waters.



Departure	Arrival	Duration	Fuel per h [usg/h]	Trip Distance [nm]	Fight Level FL Cruise	Speed TAS average Cruise [kts]
LSZG	EGPC	3.15	54.4	775	300	301

**Wick to Reykjavik [BIRK] to Narsarsuaq [BGBW]:**

This "Blue Spruce" route is a test of pilot and machine. By the time Paolo touched down in Iceland, the volcanic soil was dusted with frost. After spending one night over, the weather forecast was checked to mitigate any issues associated with the next, challenging leg to Greenland. The TBM 960's automated ice protection system was Paolo silent co-pilot, activating the de-ice boots as soon as he hit the moisture-heavy clouds over the Denmark Strait.



Departure	Arrival	Duration	Fuel per h [usg/h]	Trip Distance [nm]	Fight Level FL Cruise	Speed TAS average Cruise [kts]
EGPC	BIRK	2.2	52.3	638	300	298
BIRK	BGBW	2.3	56.6	668	280	302

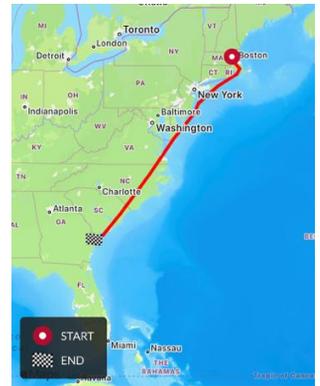
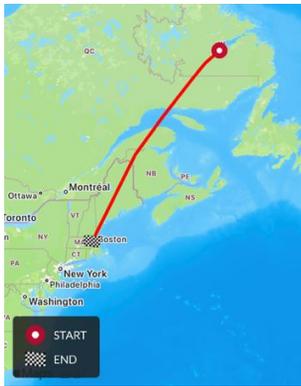
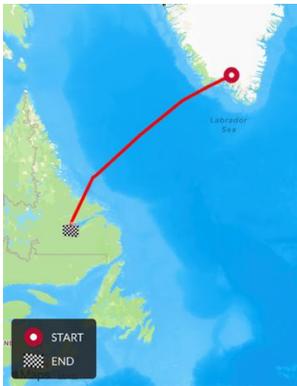
**The Fjord Approach:**

Descending into Narsarsuaq, the fjord winds were gusty, but the TBM's crisp controls and 850 shp nominal power provided plenty of authority. The approach was breathtaking with a splendid landscape.

**Destination: Savannah and TBMOPA 2025**

**Narsarsuaq to Goose Bay [CYYR] to Bedford [KBED] to Savannah [KSAV]:**

The final legs were a study in changing climates. In Bedford, Paolo cleared US customs and spent few days in the beautiful city of Boston. Paolo then headed south. He experienced very strong headwinds requiring a precise monitoring of the fuel by the G3000 though its combination of real-time sensor data and digital engine integration. The contrast was startling — from the ice caps of Greenland to the humidity of the Carolinas. Paolo landed in Savannah [KSAV] just as the TBMOPA festivities began.



Departure	Arrival	Duration	Fuel per h [usg/h]	Trip Distance [nm]	Fight Level FL Cruise	Speed TAS average Cruise [kts]
BGO	CYYR	3.01	54.9	676	280	303
CYYR	KBED	3.19	58.1	782	300	307
KBED	KSAV	3.46	56.3	780	300	301

**The Convention:**

Paolo joined hundreds of owners for a weekend focused on safety and technical excellence. They discussed the evolution of the TBM fleet, from the first 700s to our current digital-power 960s, while enjoying Southern hospitality on a Savannah riverboat. Surrounded by nearly 100 TBM's, from the classic 700s to the 960s, the sense of community was palpable.



### The Return: Battling the Autumn Fronts

On November 3, the return journey began. Early November weather in the North Atlantic is notoriously volatile, requiring precise flight planning to avoid growing winter storms.

### Savannah to Halifax [CYHZ]:

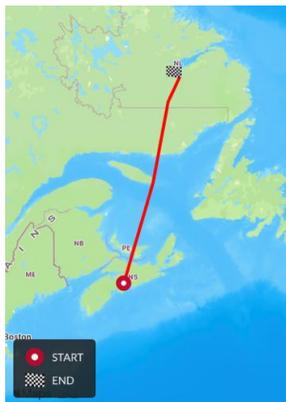
Paolo headed north, trading the 23°C Georgia sun for the 10°C Atlantic Canadian autumn. The G3000's graphical synoptics allowed Paolo to monitor the fuel system perfectly as Paolo pushed for a long-range cruise. Leaving Savannah, Paolo hitched a ride on a 110-knot tailwind at FL310, seeing groundspeeds north of 400 knots. Paolo spent a few days in Halifax, travelling along the lighthouse route and pausing for a moment of reflection at the Swissair memorial.



Departure	Arrival	Duration	Fuel per h [usg/h]	Trip Distance [nm]	Fight Level FL Cruise	Speed TAS average Cruise [kts]
KSAV	CYHZ	3.46	55.5	1126	310	324

### Halifax to Goose Bay [CYYR]:

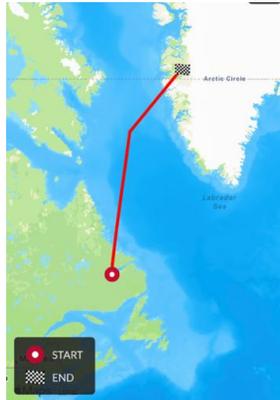
A technical stop to fuel up his 292-gallon tanks before the big crossing. The weather was turning; Paolo used the TBM960's ECS [Environmental Control System] — set to moderate — to stay comfortable as the outside air temperature dropped to -50°C.



Departure	Arrival	Duration	Fuel per h [usg/h]	Trip Distance [nm]	Fight Level FL Cruise	Speed TAS average Cruise [kts]
CYHZ	CYYR	1.52	66.4	521	310	317

**Goose Bay to Kangerlussuaq [BGSF]:**

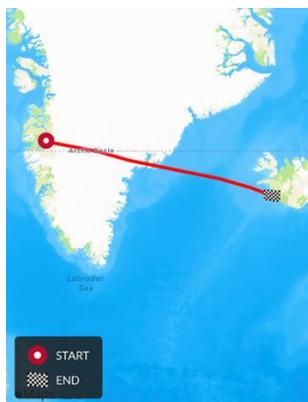
The TBM960's automated de-icing system cycled rhythmically. Looking out at the wing, Paolo saw the black boots shedding rime ice every few minutes — a reminder that this is no place for a lesser aircraft. Crossing into central-western Greenland. Kangerlussuaq's 9,220-foot runway offered a wider safety margin than the shorter coastal strips during potential snow squalls.



Departure	Arrival	Duration	Fuel per h [usg/h]	Trip Distance [nm]	Fight Level FL Cruise	Speed TAS average Cruise [kts]
CYYR	BGSF	3.20	52.8	869	310	293

**Kangerlussuaq to Reykjavik (BIRK) to Wick [EGPC]:**

The North Atlantic air was now consistently below freezing. The TBM960's heated windshield and propeller blades kept the airframe clean as Paolo navigated around a massive low-pressure system south of Iceland. He landed at night, having significantly less daylight hours for the leg by flying westward, directly counteracting the Earth's rotation.



Departure	Arrival	Duration	Fuel per h [usg/h]	Trip Distance [nm]	Fight Level FL Cruise	Speed TAS average Cruise [kts]
BGSF	BIRK	2.39	68.6	727	270	318
BIRK	EGPC	2.32	59	638	300	301

**Final Leg: Wick to Basel [LFSB]:**

The final 800-nm dash. Descending into Basel, Paolo pulled the power lever back, the EPECS perfectly governing the descent, and touched down softly. The aircraft's GDL 60 data link automatically uploaded Paolo's engine health logs to the Me & My TBM app.



Departure	Arrival	Duration	Fuel per h [usg/h]	Trip Distance [nm]	Fight Level FL Cruise	Speed TAS average Cruise [kts]
EGPC	LFSB	3.18	55.4	754	310	299

The 8,950 nautical miles journey was accomplished in 31 hours and 10 minutes of flight, with an average of 57,50 gallons were consumed per flying hour.

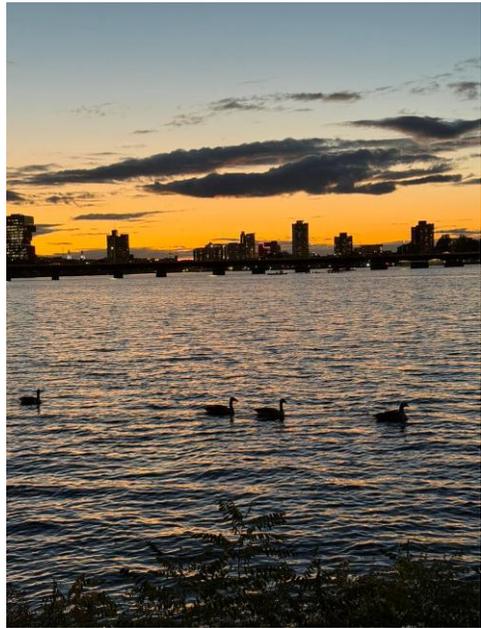
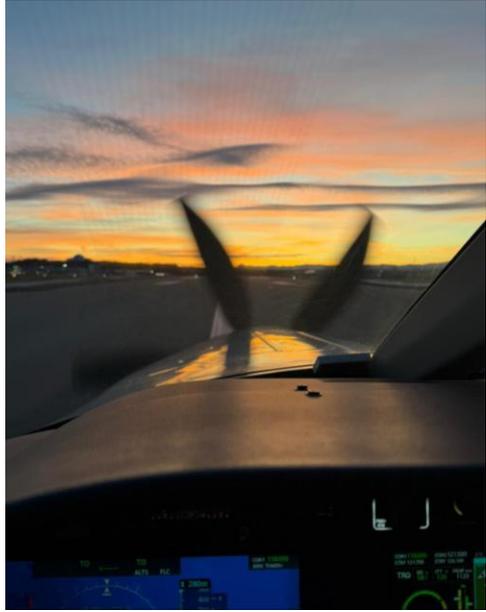
Total Trip Distance [nm]	Total Flight Time	Fuel per h [usg/h] Average	Fight Level FL Cruise Average	Speed TAS Cruise average [kts]
8'950	31,10	57,50	300	305

The TBM960 proving once again it is the ultimate owner-pilot cross-continental machine proving its status as a world-class traveller with a "jet-like" performance and the soul of a versatile turboprop.



Impressions of the Journey







Thank you, Paolo, for sharing  
your TBM experience and travel passion