

TBM 700A - Around the world in 80 Hours



Philippe de Segovia fell into aviation at the age of 14, when he started flying gliders. He was able to combine his passion for aviation with his professional life, first as a journalist for aviation magazines such as *Aviation & Pilote*, of which he was editor-in-chief, then for 25 years as communications manager for SOCATA and then Daher aircraft, including of course the TBM. He is also secretary of the Heritage Avions Morane-Saulnier association.

They always say the devil is in the detail...

That's the moral of the incident that almost cost the crew of a TBM 700 their world record in 1993.

Their aircraft, S/N 11, then registered F-GKJV, took off on June 13 for an 18-stop round-the-world flight covering the 36,944 km required to validate a round-the-world record flight. Supported by the manufacturer and the oil company Total, the aircraft's pilot-owner, Jacques Lemaigre du Breuil, a French banker, set himself the challenge of completing the loop in less than 80 hours. Two other pilots, Nicolas Gorodiche, a former test pilot and Eurotunnel's Director of European Affairs, and Olivier Waisblat, will take turns at the controls to complete this aerial marathon. The logistical aspect was paramount: all stopovers were organized so as to spend as little time as possible on the ground, and to ensure the availability of Jet A fuel. The chosen west-to-east route takes them across Siberia, where the presence of a Russian navigator is essential. The most critical phase came on crossing the Bering Strait, between Petropavlovsk [Russia] and Nome [Alaska] on June 15. The headwinds were stronger than forecast. The TBM 700 reaches port despite a very low fuel level. The crew begins to relax, and the overnight crossing of the American continent presents no difficulties. Provided they don't make a mistake about which airport to stop at. The similarity of names and ICAO codes misled the person in charge of routing. And our crew landed in the middle of the night on a totally deserted airfield, with no Jet A of course with just the required IFR reserve. After contacting the ground crew, it soon became clear that the only way to keep to the scheduled time was to get back in the air and fly to the nearest open FBO. The crew of the Juliet Victor take off again with the low fuel alarm. It's easy to imagine their anguish. Fortunately, the flight is short and our adventurers are able to leave on schedule to reach the east coast and prepare for the Atlantic crossing. A route that our three pilots are already familiar with, having taken part in races and convoys on aircraft smaller than the TBM.

The TBM 700 F-GKJV landed at Paris-Le Bourget airport at 6:25 a.m. on June 17. The official chronometer finally recorded an average speed of 403.03 km/h. This record is still held by the "Fédération Aéronautique Internationale" in the category of flight around the world from west to east, without in-flight refuelling.



DAHER



TBM **960** **DIGITAL** **POWER**

Our latest TBM very fast turboprop aircraft delivers the full benefits of digital power. Taking maximum advantage of today's turboprop technology, the single-engine TBM 960 provides high efficiency for more sustainability. In its Prestige cabin, passengers regulate temperature and ambient lighting with exactitude. Featuring outstanding safety systems such as the TBM e-copilot® and HomeSafe™ emergency autoland, the TBM 960 is the quintessential TBM.

**SAFETY & EFFICIENCY
ARE OUR PRIORITIES.**

Visit us at tbm.aero or

Contact a TBM expert
in Switzerland:

+41 (0)79 890 02 02
www.swissflyaero.com

