A woman in a white shirt is seen from the side, talking on a black mobile phone. She is in an airplane cabin, and the air is thick with smoke or steam, creating a hazy, yellowish atmosphere. Other passengers are visible in the background, some looking towards the camera and others looking away. The lighting is dim, with a strong light source from the front, possibly a window or a bright light fixture, casting a glow on the scene.

THIS IS YOUR CAPTAIN SPEAKING

(INVESTIGATIVE DOCUMENTARY)

SCREENBOUND™

DIRECTED BY
TRISTAN LORAINÉ

HOOKLINE

**Denial, collusion and secret deals...
What the aviation industry hasn't told you.**

SYNOPSIS

Former British Airways pilot, Captain Tristan Lorraine, exposes a long-hidden design flaw in aircraft that allows toxic chemicals to contaminate the air we breathe in flight.

Through secret documents, expert testimony, and shocking personal accounts, he uncovers the health risks facing both crew and passengers and asks why the aviation industry still refuses to monitor cabin air, despite decades of warnings.



VIEW TRAILER



ENGINE BLEED AIR

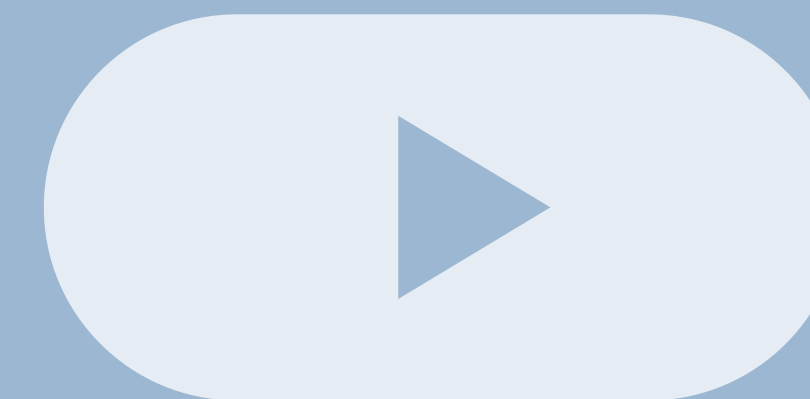


WHY NOW?

Like asbestos, smoking, thalidomide and many other scandals that big corporations have tried to cover up, Tristan Lorraine has tried to uncover and bring about change to make air travel safer for everyone.

Between 2010 and early 2025. The rate of toxic fume events has soared. In 2014, the Journal found about 12 fume events per million departures. By 2024, the rate had jumped to nearly 108.

Based on a review of more than one million FAA and NASA reports, thousands of pages of documents and research papers and more than 100 interviews - aircraft manufacturers and airlines have played down health risks, successfully lobbied against safety measures, and made cost-saving changes that increase the risks to crew and passengers.



**SEE HOW ENGINE
BLEED AIR IS USED**

DIRECTOR'S VISION

All film's have a background story. I was 44 when my dream career as an airline pilot came to an end. I was a captain for one of the most prestigious airlines in the world, I had flown Concorde and yet what I thought was the safest industry in the world was not what it seemed. The air, I and the passengers were breathing on an aircraft was being contaminated with engine oil decomposition products and toxic organophosphates.

I went from doing Ironman triathlons to being unable to run a mile in under 6 months. I had brain fog, tingling in my hands and feet, nausea and countless chest infections. A dozen doctors told me that my adverse health effects were linked to my working environment.

My employer claimed there was no long term health effects on grounds of ill health after 20 years of exemplary service. On researching the issue, I discovered the industry knew all about the design flaw. Air accident investigation agencies found crews becoming impaired and incapacitated in flight due to toxic exposures and called for contaminated air warning systems to be fitted to aircraft - but the industry ignored them.

Susan Michaelis became my wife in 2021 and a few weeks later was diagnosed with terminal lobular breast cancer that her doctors linked to her chemical exposures as a pilot.

Nearly twenty years ago, after being ill health retired, I retrained as a film maker at Raindance and the National Film and Television School to be able tell this vitally important story.



THE WALL STREET JOURNAL.

PRESS

“The effects are extraordinarily similar to those of a National Football League linebacker after a brutal hit. It’s impossible not to draw that conclusion.”


Robert Kaniecki
Consultant Neurologist - Pittsburgh Steelers



Simon Calder's
**Independent
Travel Podcast**

Podcast with the director by global travel consultant Simon Calder on contaminated air.





A few months before, Chesson and her husband had undergone a full medical review as part of the process to become foster parents. Hers came back with a near clear bill of health, minus a mild intestinal issue.

A brain scan after the fume event ruled out a brain bleed.

“Then they have one that’s the straw that breaks the camel’s back.”

Chesson at home receiving oxygen earlier this year. She was exposed to a fume event while working as a flight attendant. PHOTO: FLORENCE CHESSEON



‘I don’t have time for bitterness.’

In early June, Susan Michaelis, a 62-year-old former pilot, sat in her garden at her home an hour south of London wearing blue-and-white striped shorts that exposed a tattoo of a heart on each ankle. She was connected to an oxygen supply via a translucent green cable she referred to as her “dog leash.”



PHOTO: TRISTAN LORRAINE

CHEMICAL CORPS MEDICAL LABORATORIES

SPECIAL REPORT

COMPLETED? FIM PROC. 21-00-21-00 FIG. 105

ED C/P D60 DUE TO SHIELDING DAMAGED FOR

UND OIL BEHIND #1 ENG SPINNER

N BEARING MANIFOLD, LEAK+OPS CHECKS

8832050

251 Type: Non-Routine Line Log

1 SDR: 308A;

“The chemicals exceed the worker threshold, which means they far exceed the threshold to the general public,” said Joseph Allen, an air quality specialist at Harvard University who has worked on previous FAA-funded bleed air studies. “It’s clear to me that there’s concerning data in these studies and it’s inappropriately downplayed.”

How much oil leaks in a fume event can range from small droplets to liters. Researchers could only be confident that the amount of oil tested fell somewhere between those extremes, said Byron Jones, one of the architects of the FAA-funded study.

Still, Jones, a now-retired engineering specialist at Kansas State University, said enough research has now been done. “It’s time to start doing whatever the next step is going to be,” he said.

TECH SPEC

ASPECT: 1.78:1

AUDIO: ENGLISH STEREO

RUN TIME: 2X55' OR 1X106'

**WRITTEN AND DIRECTED BY
TRISTAN LORAIN & SANDRA SKIBSTED**

**PRODUCED BY
TRISTAN LORAIN**

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ALAN.BYRON@SCREENBOUND.CO.UK / MICHAEL@RYANMPR.COM

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