

## **A BALPA pilot publishes a Statement about Cabin Air Quality 22nd May 2006 – 22nd May 2017**

On 22nd May 2006 a Statement was written by Captain John Hoyte after 27 BALPA pilots had been extensively tested by University College London.

The Statement was given to a lawyer for safe keeping concerning contaminated air in jet airliners – like ALL other evidence, aircrew & passenger Testimonies, published scientific papers written over the past 60+ years – it is now ALL dismissed as: ‘no positive evidence’.

### **To whom it may concern.**

It has been long accepted and admitted that compressed air from jet engines has been contaminated with engine oil which contains many harmful chemicals including VOC's and Organo phosphate substances which are universally accepted to be harmful to health with well known symptoms.

The UK Government has been aware and discussing the problem for a number of years whilst the vast majority of the public and medical profession remain completely unaware of scale and extent of the problem.

As a result of 27 pilots blood and fat being tested in March – May of 2006 with associated memory and cognitive function tests carried out at the same time by UCL (University College London) it has revealed shocking and incontrovertible evidence that there is a serious health hazard for anybody who flies in these aeroplanes; especially the crews and is therefore a serious flight safety issue. The report will be available from May 22nd 2006 but may be restricted in its distribution for obvious reasons.

Other people known to be probably effected are the entire Royal family and senior members of the Government who have flown on the BAe 146 for the last twenty years and can not have escaped the same contamination.

The BAe 146 and Boeing 757 are well known for being the worst offenders of commercial airliners, possibly due to sharing a similar make of APU or Auxiliary Power Unit and its use on the ground.

There have been many incidents and fatal accidents attributed to ‘fatigue’ and ‘pilot error’ on the BAe 146 and B. 757 over the years but never any suggestion that contaminated air is fundamentally to blame.

I wish to make it clear that due to intense covering up of the phenomenon over the past ten years or more it is now my duty to point out that any accident in the future should be regarded as probably being caused by this effect and for any suggestion that it is not a factor to be subject of a criminal enquiry and manslaughter charges for those people denying the link.

Statement by:  
John Grahame Hoyte  
22nd May 2006.