

## Airborne Films and TBM - a Cinematic Partnership



If you enjoy action films where the scenes are not generated by AI, you may have wondered how the aerial stunts were filmed.

For the last two instalments of the Mission: Impossible saga, "Dead Reckoning" and "The Final Reckoning," the secret lay in the partnership between Airborne Films and the TBM used as a filming platform.

Courtesy of **Airborne Films**



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.

[www.swissflyaero.com](http://www.swissflyaero.com)

Director and screenwriter Eric Magnan, a passionate private pilot, first gained recognition for his contribution to the spectacular aerial sequences in Gérard Pirès' film "Les Chevaliers du Ciel" (Sky Fighters).

Later, he and his partner François-Olivier Robin founded Airborne Films, a film and audiovisual production company. It was nearly 20 years ago. As its name suggests, its recognized specialty is aerial filming.

Based in France but operating worldwide, Airborne Films has established itself in the demanding world of international cinema thanks to its creative approach and mastery of the latest technologies to produce spectacular images. Helicopters, drones, special aircraft installations, Airborne Films offers its clients a wide range of resources. However, one of its main strengths lies in the use of a TBM 700B, which can be equipped with cinema-quality cameras.

Since 2018, Airborne Films has organized around twenty shoots, including films for the "Mission: Impossible" franchise, the Apple TV series "Masters of the Air," and commercials for airlines, aircraft manufacturers, and institutions such as the French and foreign armed forces. The TBM has even allowed them to participate in live TV broadcasts. In total, the TBM-Airborne Films partnership has accumulated nearly 300 flight hours, and this is just the beginning given the requests the producer receives.



Eric Magnan and François-Olivier, the founding partners of Airborne Films

Eric Magnan attributes this success, among other things, to the qualities of the TBM: "It's a very easy aircraft to operate and has reasonable running costs. Its wide speed range allows us to fly safely with airliners or fighter jets without requiring them to deploy their flaps."

The partnership with TBM began with the production of advertising films for Daher and participation in film sequences about the Patrouille de France and the documentary "Aerospace," produced by Airborne Films.

This collaboration took on a new dimension a few years later with the filming of a film for Air France. The goal was to showcase the Boeing 787 Dreamliner from its best angles in cinematic quality to announce its entry into service.



AIR France ATHOS – Airborne-Films in action

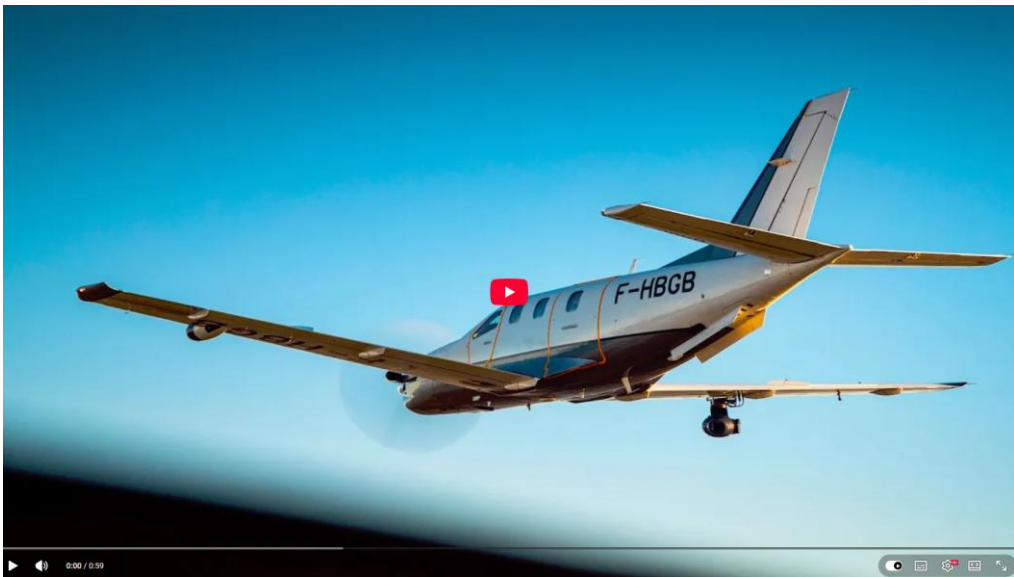
"We had the opportunity to film for Boeing in Seattle with a Piper Aerostar equipped with a Shotover F1 camera. This gyro-stabilized camera allows us to produce fabulous, very high-resolution images with a sufficiently fast aircraft.

Air France wanted images of the same quality. We therefore needed to find a similar platform... but it didn't exist in Europe," explains Eric Magnan, who discussed the matter with Nicolas Chabbert, the director of Daher's Aircraft division.

Chabbert proposed modifying the TBM 700-02 prototype to equip it with the renowned camera. The underwing hardpoint was studied at the very beginning of the program. It's an ideal position for filming, as the camera can rotate 360°.

This first shoot took place on November 26, 2018, in complete secrecy, with the film slated to be presented at the Dreamliner's entry into service with Air France in Spring 2020.

The encouraging results of this initial trial will be used to create the launch film for the TBM 940 and will encourage Daher to expand its collaboration with Airborne Films by converting a standard TBM 700B to accommodate the camera installation.



[Airborne Films Camera Aircraft - Behind The Scenes](#)

The TBM 700B used is a completely standard production aircraft. The only difference is the attachment points under the right wing. For the filming mission, these allow for the attachment of a titanium plate that serves as a support for the Shotover camera.

TBM 700B camera platform requirements are listed below:

**Strategic Placement:** The camera is positioned far from the aircraft's fuselage. This placement is critical as it allows the camera to film both forward and backward during the same flight without the aircraft's body obstructing the view.

**Vibration Control:** The system is engineered to maintain perfect stability even in turbulence or at high speeds. During shoots for Air France, the setup successfully used a 250mm lens at speeds exceeding 200 knots (approx. 230 mph) with "not the slightest vibration".

**6-Axis Stabilization:** The wing mount supports the SHOTOVER F1, a 6-axis gyro-stabilized gimbal that compensates for all aircraft movement to ensure cinematic smoothness.

Onboard, the installation is also removable. "We have enough space inside to accommodate, in addition to the crew, a director and a cinematographer who operates the system." gyrostabilized and the system technician.

In addition, the filmmaker praises the versatility and the impressive range of the pressurized single-engine turboprop, which allowed him to meet filming needs as far as the sands of the Middle East or icy landscapes of the Arctic Circle.



Inside the TBM 700B's cabin converted into a flying studio.

"What we do is a highly demanding work requiring preparation that sometimes lasts more than a month before we can even begin filming, with briefings and debriefings.

That's why we only use pilots with a solid fighter pilot background, for whom it's practically their native language."

Eric Magnan summarizes his partnership:

"We were able to film with the TBM for a month in Svalbard (Norway), where extreme temperatures of around -37°C prevailed, without a single problem starting the engine." In short, we've learned through experience that the reliability of the TBM is not a Hollywood tale." He concluded.

Thank you, **Airborne Films**,  
For sharing your TBM Experience and your Cinematic Turbopower.



"Roll Camera"





"Action"



"MOS"



# AIRBORNE FILMS

## Impressive Filmography



Le Boeing 787 Dreamliner d'Air France en plein vol

Air france



TURKISH AIRLINES - THE EPIC JOURNEY



RISE



787 & 737



John Travolta & P-51

Breitling

And many more ...



<https://airbornefilms.com/films/>

# Fly Differently with the **New TBM 980**



**HOW CAN WE HELP YOU?**

**SwissFly Aero LLC**  
Embracherstrasse 8  
CH-8185 Winkel  
Tel: +41 79 890 02 02  
Email: [info@swissflyaero.com](mailto:info@swissflyaero.com)