

Mike Moore Conversation 11th October 2024

Jennifer d'Alton

Okay, I will start by doing the grown-up bit and say that my name is Jennifer d'Alton. I'm a Director of the British Balloon Museum & Library, and I'm really excited to actually find Mike Moore, and I need to find out lots more about him. So Mike, thank you for spending his time with me.

Mike Moore

Pleasure.

Jennifer d'Alton

Tell me, when did you first see a balloon or hear about it?

Mike Moore

Heard about it, it was November 1968,

Jennifer d'Alton

wow. And...?

Mike Moore

I was at University at the time, and I came down the stairs, and on the notice board was a notice which said, Did I want to know anything about ballooning?

And that was fateful. And I very definitely thought, yes, I had some kind of instinct that this was going to be right, so I went to a lecture, a talk by it turned out to be Wing Commander Turnbull,

Jennifer d'Alton

oh yes,

Mike Moore

It was about gas ballooning, and his flight over the Alps and in the company of his photographer, Tom Sage, And of course, we sat through the presentation, and quite by chance, I was sitting behind a group of chaps, and they started talking and saying that they were buying a balloon.

That pure chance, if I'd been sitting across the other side of the room, it would have been not so good. So I said I was interested, and I joined, I went into the syndicate and I gave them , I gave them the money the next day.

Jennifer d'Alton

Well, who were these people your syndicate? What were their names?

Mike Moore

Well, the one you will know was John Gore,

Jennifer d'Alton

Of course, yes, no one else.

Mike Moore

Well, no one else in the syndicate really survived the first sort of year in terms of interest, but another name which who lasted in ballooning a bit longer was Andrew

Robinson. Other people's names I can't quite remember after all these years, and the ballooning purchase went ahead. So price of a membership the syndicate student rate was 50 pounds per person,

Jennifer d'Alton

extortionate

Mike Moore

And in relating this story quite recently, they said, but how many people are in the syndicate at 50 pounds of time? And I said, well, one undergraduate paid 50% of the costs. So that's how the arithmetic worked out. The balloon cost about 1000 pounds, I think, from a chap in Switzerland called Kurt Runzi anyway, it was a Piccard, and it had Dutch lacing rip, and a burner which was catastrophic. And made by Don Piccard in California.

Have you? Did you? Did you ever make ever meet Piccard? Colonel Piccard?

Jennifer d'Alton

Yes, and, he came to stay here actually,

Mike Moore

Did he?

Jennifer d'Alton

Yes, My mother said, 'if you ask Don Piccard to stay, make sure you've got lots of whisky and don't let him near the telephone, because he's spends half his life on the telephone, ringing the States, and the rest of it drinking whisky. But he was great, great raconteur.

Mike Moore

He was, he was choleric to use a medieval term, well full of anger, but I mean how he could be very easily riled. And I remember being in Albuquerque when he gave me a lift in his car. There were other people in the car, couple of ladies, and he couldn't drive over a particular crossroads. Because of controlling the traffic, and he got into a rage quite quickly. I mean, he was, he was road rage nuts. And the voice from the back said, 'Don, Don, calm down, Don.' She was like this.

Why am I doing this?

Why am I running Piccard down like this? He was an extraordinary man, and I could see why he managed to build balloons at the very beginning. Yeah, it needed. It needed some ruthless energy, Anyway, I unexpectedly to start off talking about Don so that was how I got into it, and the connection with a member of the syndicate. His wife was a member of the syndicate. His wife was a sister of Kim, Kim Cameron. So we got Don Cameron to come down and do a first flight for us. And that's how it started. The balloon still exists, and it's in some museums somewhere, maybe yours.

Jennifer d'Alton

What's the registration?

Mike Moore

The Swiss regulation registration was Bo, G, G-AXGH, G-AXGH, I should have my log books here, shouldn't I? should have my log books here, shouldn't I?

Jennifer d'Alton

I should slap your wrist for that. You forgot!

Is that in 1968 ? So your 1st flight, 68-69

Mike Moore

Just in 69 I'm going to get the logbook, because I know exactly where it is.

Here's where it is. That's good.

Jennifer d'Alton

Well done. Yeah,

Mike Moore

That's the way they used to look.

Jennifer d'Alton

Probably see mine on the shelf behind

Mike Moore

The first flight I did in the hot air balloon was actually June 69, six months we took it, took it six months for me to get into a balloon with, with Tom Sage, actually, good.

I'd like to, I mean, unless you have a particular agenda, there's a couple of things I'd like to mention, if I may?

Jennifer d'Alton

Of course,

Mike Moore

Everybody likes to claim that they contributed something to ballooning. Now I remember the first balloon, after we done with Zumikon, the balloon was called Zumikon, by the way.

It was not a very practical aircraft, so we bought our first balloon, and it was a Western balloon.

Jennifer d'Alton

Oh, Mark Westwood

Mike Moore

G-AXWB,

and there was a very early editor of the aerostat, Wilkinson, John. I can't remember his Christian name, Wilkie, and I gave him a flight, and he broke his front tooth on the on the flight cylinder. He chipped it badly, and I felt terrible.

But I met him a short while afterwards, and he'd had it capped, and he was very happy and still working, and I was very pleased about that, but because of that incident, they put handles in the basket. Oh, there were no handles on the inside of the basket we had,

And it was, it was Wilkie's front tooth.

And the fact that he was editor of the Aerostat at the time led to, so it's good.

As time went on, you learned, and I suggested change to Don Cameron. He said 'No, we don't do this, we do that.'

My claim to fame is when Don produced the first 140, this was considered to be outrageously large, you see.

But he carried it out.

He produced a basket which was considered to be outrageously large, you see. He produced a basket which was quite a bit a bit longer on one of the sides, making it quite a long kind of oblong. He stood it on end in the factory, and he was so pleased with it, he went and stood in it because he could stand in it if it was upright, because it was taller lengthwise than the height of an average he stood in it, and grinned.

And it's one of the few times we've done that. I saw him enjoyably excited by one of his products. All right? I looked at it and I thought, this is we ought to sell passenger rides, you know, at that time it was illegal, yeah. Or the grey area. And so I eventually, not long afterwards, I decided to get a bigger balloon and a bigger basket, and I was the first person to suggest a partition basket. Oh, so they produced the basket with a partition.

It was an apology for a partition basket. All they did was weave a section of wicker, and they tied it in on each end into one of this the uprights of the basket weave. So it was that was very strong, but it had an unfortunate difficulty about it.

They didn't, they didn't tie it long the bottom.

So when you put it under load with people in it, a gap opened at the bottom of the wall to the floor of the basket, and this was potentially really lethal for somebody's toes. By that time I was I said, enough about Piccard.

What I did was get pieces of plywood and put them in place, tied them to the floor of the basket, but they were elasticated at the top, so that they were only about a foot deep. But as the basket sagged, then they covered over the hole and stopped people getting their feet underneath.

I mean that the potential accident was really quite horrible, because if you came in and dragged along on the side, then the closing of the two parts would be quite terrifying.

You would break your toes.

So that was but that's my claim, that the first partition basket, and I don't know it was claimed to have gone to Edwards, who drove it off. God knows what he did with it.

I'm gonna go put my put my boar in there.

Jennifer d'Alton

I didn't find that at all boring, and I don't think anyone else will either.

Mike Moore

Oh, I didn't say bore. I said 'oar.'

Jennifer d'Alton

Alright, so

Mike Moore

Another area of - I don't know I'm talking generally about my views on ballooning- I came to believe that the balloon was never more dangerous than when it was standing on the ground, only slightly heavy, okay, and it was therefore at the mercy of quite light thermals, but it had a potential for taking off unexpectedly.

This was, of course, the terrible fatality with Phil Hutchins. Where I think, I mean, I wasn't there, but I think that he was in a harness balloon. And not harnessed up. They were tethered, but the tether lines were slack because he was on the ground, and the thermal went through the site and lifted him, didn't it, and he and he fell out of the harness,

And hence the whole the whole business of an inflation tether with a quick release, which became enshrined in our version of balloon law. I'll put it that way, I suppose.

Jennifer d'Alton

Well, it's normal, isn't it? Every time we inflated, we tied it off, we had a quick release, no question about it.

Mike Moore

Well, that was made mandatory, you see, yeah, and we did it quite wisely. Whenever I went on the continent, the Continentals would never do it. And I there was a marvellous sort of example of where this was going to go seriously wrong, the Santa Maria Galleon balloon, a big, special shape, this was to celebrate, made by Camerons, the discovery of the New World.

'So in 1492 Columbus sailed the ocean blue.'

And so it will be 92 and Cameron's built this special shape Galleon where the sails, of course, were inflated, but only able to support their own weight.

But the sail at the front was very difficult to inflate, so it was known this was likely to be an issue, and it was in practice, solved by literally superheating the inside of the balloon. Well, until finally, you just got enough hot air into the foresail the front sail, and it would lift. But that balloon then was very very light and you needed, once you got the sail upright, you needed to wait until the balloon got down to a more manageable temperature level before you let it go.

So you can see the potential danger here and we took it.

I didn't do it. Oh Balleroi, we were at Balleroi.

Jennifer d'Alton

oh yes,

Mike Moore

and Don was there with it, and the superheating process was going on with about nine men holding the crown.

Mike Moore

And I watched this going on, and Don was in was in charge, and half the people around the basket were speaking different languages, all right.

So, and, I mean, he knew, as anybody knew, who was in ballooning, that that balloon was grossly overheated.

But we had to get the sail up. So and, but I'm not going to claim that I interfered for the good, I didn't do anything, but I watched Don pass the red needle, it went right over in his head, and he said, and he said, I think we should tie the balloon off, you know?

And they did, just as a safety precaution. And the balloon, oh I know why I was there. I was due to fly it, but Don was inflating it.

I flew it with a few passengers, and had the great satisfaction of dipping down into the empty moat around the castle to make it look as if it was like I did that. But one of the chaps in the basket was a balloon pilot of considerable experience, a Frenchman. And I just, I was excited about what I just finished. And I said, 'you know, during that inflation, it got a bit hairy, really.'

And he said, Oh. He says, 'I know about that.' He says I was, 'I was in that situation, the balloon got away.' And he says, 'I was alone in the basket, and I went up to 5000 feet with the whole balloon turned over sideways before it straightened out when we came down.'

And I was, I was astonished, because I knew that, I knew the potential for death, because actually somebody done it was crazy, crazy.

He got through it, yeah, but, I mean,

I think so think that that okay.

So a related story was when I did a test flight with the Champion Spark Plug, and we let it go. And ironically, Don Cameron was there, and we let it go to til it was too, too hot. And as it went up, it, it folded over. The entire balloon folded over in two.

And Tom Sage was there, and he got a good picture of this. I was, for some reason, wearing a crash helmet. My memory of the whole thing sort of, sort of wipes out. But I remember when I landed, I found that the rubber, sort of thing around the base of the helmet, was pulled off and was now a necklace around my neck.

Jennifer d'Alton

No,

Mike Moore

So I must have done something like that, the rubber edging. I just that's what. I just freaked out.

Jennifer d'Alton

Did you actually fly? Were you employed by Camerons to fly their special shapes or to test them with Tom?

Mike Moore

I tested. It was through them on behalf of the BBAC, all right, or more, exactly the CAA, okay, it was, it was decreed, not unreasonably, although certain manufacturers didn't quite see it that way.

It was decreed that any special shape balloon which was by definition a prototype, should be free flown, at least one free flight.

Okay, that's not much to ask, is it? I mean, you can imagine that the CAA in Gatwick, they would say, well, this doesn't look like, you know, prototype aircraft which has never flown. So we had to go through many short flights which were really just formalities. And I did that, but I didn't. I was never, ever employed by Camerons.

I was always just an operator of balloons, although we did, I did make one once, but it turns out a lot of people made balloons just once. I tell you what is about manufacturing hot air balloons. It's no different from manufacturing nuts and bolts. It's just a factory process with staff, PAYE and so on.

I know it's the romance is in actually flying, you know, and the sheer anxiety of what you may have produced and I could never have lived with that, I couldn't have slept at night.

Sometimes, really, what people might have done with something I'd created.

A case in point here is the Sphinx balloon which Cameron's made, the Egyptian sphinx, which Cameron's made for the millionaire chat, whose name I've forgotten, he owned Balleroi, Malcolm Forbes.

So Camerons produced a Sphinx for this billionaire who then goes away with it, and he's got a ballooning licence himself. And they get a call at Cameron saying they want to send the Sphinx back, they had had it for some time. for some time. They want to send it back.

Jennifer d'Alton

Oh, why?

Mike Moore

Well, he was in front of the White House in Washington at some tremendous reception, probably with the President of the United States. And Forbes wanted to impress one or two senators, so he took three fat senators up plus himself in a balloon, which was rated volume wise at 56.

And he did a tethered flight in front of the White House, and they sent the balloon back through to Camerons and all the pulleys had melted. I mean, everything. I mean, it was just a complete cooking job.

And you think that's just so awful, isn't it, yeah.

It reminds me of the Debenhams balloon, which was with the idea that it would always be up during daylight hours, every day in mid London for three weeks, and one maybe more than that, and they cooked it to death.

They used hundreds of tanks worth of propane. And at the end, it was we had a technical committee meeting over a weekend. It was, got a big thing for examiners and everything, and we spread the balloon out to look at it.

And it was, it was really. Everything was melted. It was and there was nothing we could say about it.

There was complete silence. This was supposed to be give us some insight into technicalities. No, it didn't. It just, it's been bloody cooked, that's all. I

Jennifer d'Alton

So how did you? You've gone very quickly from belonging to a balloon Syndicate, and I assume, getting your licence in 69 and then you were flying special shapes for Don, are you actually running a balloon company, or did whatever you did.

Mike Moore

I see what you mean. Well, the special shapes things was just an inspection on behalf of the CAA. What I was doing, I was just a balloon operator, all right, and I actually lived in Don's basement for three years.

We were entered his underground flat. And you what's, what's the word? I mean sponsorship fell in the door.

Um, starting with BP Oil, I mean, and at one time, I had four or five household names, and I was only working on my own. Well, we employed pilots sometimes, but I had very busy, busy time in the early 70s. Don had to get rid of me in the end, because his own factory was expanding at a colossal rate.

I went out one morning and outside his house, and I was responsible for five vehicles, and I thought, and he said, You got to go ,because there's no room. And it was, it was all it's very friendly. I mean, Kim was so sweet. And she said, Kim Cameron was into property, and she said, I'll find you a house.

And she did in North Bristol. And it was good.

It was good we moved and I built a very large garage to take the equipment, and for a time it was very profitable business. But that's not how people saw it. I remember my immediate manager at BP who was quite worried about me. He said, you know, Mike, he said, Don't give it more than 18 months. The BP contract, okay?

I said, yeah,

It lasted 16 years.

But that was by no means a record. I mean, as far as I'm aware, the British Gas contract, which was, for 18 years. So it was nice, and we got through three balloons for BP, ending up with a special shape barrel balloon.

It's often struck me since that in today's green world, I was constantly advertising things which were thoroughly disgraceful, like oil, cigarettes, and pesticides. It's not really, not funny, really.

Jennifer d'Alton

Oh, my goodness. And you also used to, you were an examiner as well. I believe, of pilots? And you taught Ian Ashpole, he was talking about you checking him out.

Mike Moore

Yeah, I don't remember checking him out. I don't deny it. It

Jennifer d'Alton

It doesn't matter who you checked out. But I mean, did you enjoy that part of it, of going on solo, I

Mike Moore

My first, I mean, my when it was offered to me, and it was offered to me because I was independent of all the manufacturers. and at first, I mean, my when it was offered to me, and it was offered to me because I was independent of all the manufacturers .

And my first my first reaction was to turn it down because I thought that it was a waste of good weather, right?

But my friendly manager at BP, he was a man of the world, or he thought he was. Said, No, Mike. He says, take it. He says, because you've been decision making. And I said, I said, I thought that's probably right, so I became an examiner, and was an examiner for 25 years.

I tell you. I mean, my cynical view of, listen, you're trying to examine something where the powers are still arguing about what's needed. Yeah, so I once said to Don that we make the system work because we make decisions which people higher up can't agree on.

And he'd rather, he'd rather agreed with me in that. Anyway, I'm going to get to get to the end of this story. I used to say to people, look, in a world where there's no written rules, and we were constantly trying to create written rules, and all too often, the customer or the person to be examined would make his own mind up or her own mind up about what was needed and so on more than one occasion, after a test flight, I would have landed, and before I was and I was thinking to myself, well, I got a checklist, and I said, Well, it was not very good in parts, but not particularly dangerous.

And I'd be inclined to say yes to this. Before I could say anything at all, the examinee would rip off their gloves, throw them on the ground and say, 'Well, I made a real big zero that didn't I 'to which I would think, well, okay, then it's hard enough to get a fail. Well, that's what happens, but it works the other way around.

I would say we'd often fly test check flights from Ashton Court and we're underneath the ceiling for Lower Gate airport. There, our ceiling is, I've forgotten it now it's two and a half thousand feet. We flew, flying, and we take off, and they'd be just, you could see that we're getting close to the ceiling, and they probably just penetrate it. And I'd say, Listen, the rules are clear, and you've just breached it.

If you do it again, I'll fail you.

Quite often. Well, more than once, they'd go again.

Well, more than once, they'd go and do it again. Thank you very much. That's a fail. I need a fail for my statistics, but that's fair examining.

I mean for God's sake, some clever people, most of who passed on now thought that there should be at least one intermediate landing in a check flight, as opposed to the final landing. It's easy enough to ask this sitting around a table, but I decided to turn it to my advantage.

One of the problems with the nervous, and they've had to go through a lot of preparation to get this whole thing together, and their mind is on tenterhooks.

They're running on tenterhooks, and they're not listening to you.

So I decided that we'd do the intermediate landing, if possible, in the next field, the take-off field, or even in an area you see where landowner relations were already sorted because we were so close to the start that was an intermediate landing, but it had the additional advantage of getting their attention and taking command of the situation, because they had to say, they had to agree to do what you wanted.

Because the curse of ballooning take-offs was that by the time they'd gone through all this trauma of inflation and preparation and everything, they would be sweating.

They'd level off about 1500 feet and say, right, I'm ready now,

You see, because that's what they've been allowed to do throughout their training, like when they're being trained. But I want to know that you've got the balloon under control right from the very start,

Jennifer d'Alton

Like driving a car,

Mike Moore

Driving a car, that's right, you can't just start paying attention at 50 miles an hour anyway.

So that was all part of examining.

But I will say something which I'm not going to name names or name a name, but I once went into an examiner's meeting, one venerable person said to me, how do you fail anyone?

My goodness, I thought. I knew what he meant. You know, well, no, you see, no, no. How do you fail anyone?

Gerry was great. Gerry Turnbull, yeah, I love my checkout. This is 1970 and we were Black Bush, which was halfway between Gatwick and Heathrow.

So I said, we spread the air map out on the overturned basket before we started.

And he said, Tell me about the flight. I said, well, the wind is from the south. We're going due north, straight towards Heathrow Airport.

I cannot enter the London Control Zone, all the more so, since our track was directly towards Heathrow and there was just a moment silence from the Wing Commander,

and he said, Well, we could just go in a little way, if we keep our heads down. There's lots of good landing places on Bagshot Heath.

And that was my checkout you see, keep your heads down. I thought.

I couldn't tell you to this day whether we stopped before the zone or not, he did something after the flight, he made sure I had a photograph of the occasion with him. Good. And he was a gentleman, a sportsman, you know, and I was doing, I can't say, as an examiner later, I ever did that for anyone else, but I was impressed with what he did at the time,

Jennifer d'Alton

Brilliant. You've been doing all this ballooning. What did your parents think? You went to university not to learn about ballooning, but to learn about what, what did you read at university?

Mike Moore

English.

Jennifer d'Alton

What did they think of you disappearing off I mean English and hot air go together, but what did you

Mike Moore

I was I was a mature student at that time. I was 24 years old, so I just finished the job and just went ballooning.

I just could see where we could earn money. Quote, I'd never had any money in my life, so it was a real money spinner.

My one regret is that I didn't leave the college by balloon but would have liked to have done that.

Jennifer d'Alton

Did you ever fly either of your parents?

Mike Moore

My mother, I did. by then, my father wasn't alive.

He never said anything at all about ballooning. That's very strange fact, but he never did it was, it was beyond his ken.

I flew my mother once, which was nice, you know, very nice. So here we are ballooning.

Jennifer d'Alton

Did you have - you've mentioned some pretty scary times.

Mike Moore

I've mentioned the take-off tether. We were still trying to push this legislation through, and I was out in Ashton Court inflating a balloon with just one crew person, and we tethered off to the balloon. I tethered it off to the to the front bumper of the Land Rover, and I'd switched everything, and we put the fan on, and I inflated it.

And as the balloon came up to the upright position, it went backwards over the vehicle, and my crew person jumped in the Land Rover and tried to drive away at full tilt because she wanted to protect the balloon from the vehicle. But because tying off during inflation was so new, the crew person forgot that I was the basket and was tied off, and there was no other crew person there, and so I could no longer shout, and the Land Rover dragged me and the basket and the burner and I was trapped inside.

The burner came backwards onto me and it was live!

And fortunately, the driver realized that there was rather more to this Land Rover than he bargained for, and braked and I said to him, the first thing I couldn't do, I couldn't move.

And I said, 'for God's sake, switch the pilot light off.'

Alright, it's so now that is a morals that is not an argument for not having a tether to the balloon, to the vehicle. It's an argument for everybody doing it. So it's fully understood every single time that this is a situation which is which is absolutely set in stone. You tether off until you're ready to release your free flight.

So that was scary and almost in the same position in several years later, I took off, or I nearly, yes, I took off on a basket with a solid floor.

So that's not a Cameron product.

And the gas system had a manifold, and some of the manifolds were not connected to a tank. And as we gradually lifted it off, I felt that my ankle was very, very cold, and one of the manifold folds was not sealing properly, and the propane was gushing out, and it was filling up the basket like an aquarium.

I switched gas off, and I ripped out and came down, and the crew said, What have you landing for? I said, 'just look at the floor.' In the basket, the propane was all over the floor. It just needed a point of ignition, and that would have been it. So that was a scary moment.

Jennifer d'Alton

Oh, my goodness me,

Mike Moore

And that is just a normal morning's work.

Do you see what I mean? It's just, Christ, I thought this one of the reasons you love ballooning, because it's not dull. In every year you have, you have regular adventures.

Jennifer d'Alton

It's a bit better than Boyzone, isn't it?

Mike Moore

Yeah, or you had regular adventures. I think a lot of the charm has gone off now, and I don't want to do it now. I'm too old by a long way.

Jennifer d'Alton

But when was your last flight?

Mike Moore

2007 I think.

I made sure that my son went up on at least one free flight, all right, and I got Nigel Tovey to do it in Bristol. It was long since my last flight License wise. We went across Bristol, and I had a deja vu feeling all the time. You know, it had been seven or eight years.

It's 2010 actually.

And then I remember the shadow of the balloon passing along the side of Bristol Cathedral, and we landed and it's turned out, of course, to be windier than expected. My son landed across my thigh, and I thought he nearly broke my thigh. Tovey fell on his own nephew, who's 10 years old.

And I got that on video, the whole thing, but at least James was then able to say, yes, I've been up in a balloon. Because people throughout his life are going to say, what did your dad do? And then, you know, yeah, yeah, yeah, fortunately. I mean, he was never drawn to it.

Jennifer d'Alton

So you've enjoyed your life of ballooning. Have you?

Mike Moore

Yes? Well, I mean, the tour in Africa. I was very much involved in the start of things in Africa. In fact, I invented a bloody thing in Africa. We went to we did Alan Roots film Safari by balloon in 1974.

Jennifer d'Alton

With Phil, yeah,

Mike Moore

that was a wonderful thing. And I remember we was sitting around the camp, and Root said to me, said to everybody, he says, Oh, well, what am I going to do with the two balloons we've got?

And I said, Run passenger rides from Kick Rock Lodge, which we were just parked outside Kick Rock Lodge.

And that's exactly what he went ahead and did. And I flew passenger rides up Kick Rock and the very first paying passenger, her Christian name, Abigail, Abigail Bailey Shearer was the very first passenger. What a name Abigail Bailey Shearer and her father owned a major department store in Boston, and I'd been in it.

She was a charming girl, but she was just wandering the world, and she bought the very first ride. So now, of course, it's commonplace.

Jennifer d'Alton

Yes, it is.

Mike Moore

And Africa is just so full of stories that we haven't got time for it. 'Well, maybe I could do another one with you?'

When I was I was partly thinking about what I might say here, and Ian Ashpole, this is a good story to finish with, because Ian Ashpole was responsible for flying the pressurized airship which they had and really he's like Tom Cruise, you know who he was. The man managed to get the airship inflated in that and frequently he had to change the spark plugs on the motor driving the damn thing, because the design, the design was bloody awful, really, and he had to change the spark all the time. 'Prescot,' he yelled to be across the noise of the propeller.

Colin said, 'he's a fighter.'

We should bring the three of us together, Ian, Colin, and myself, I'd love to talk. Really I shouldn't say, oh, that's going to happen. Well, in that case, very easy to get overstep the mark when you get excited. But sorry, carry on.

Jennifer d'Alton

I think, Michael, I've taken up an hour of your time. I can't thank you enough for this, and I just sort of Thank you, and I hope you have a lot more to do with the British balloon Museum and Library, and I'll send you the link.