

## Richard Turnbull transcript

*So good afternoon, Richard. And my name is Jennifer d'Alton. I'm a director of the British Balloon Museum and Library. I'm extremely excited to talk to you and find out more about your amazing life, but may I very first of all say, congratulations on your marriage.*

Oh, yes, yes. Well, that neatened up some loose ends.

*Well, it's, I think it's very exciting.*

Yes, it only took 36 years. Yeah, you can't rush these things. No, that's what I thought anyway.

*Well, congratulations.*

Thank you

*When you were born was, can you remember balloons from an early age? Or did it just sort of it happen and it was part of your life.*

I suppose the first thing I would remember really would be my first flight. At the age of six, I was in a gas balloon taking off from RAF Abington on Battle of Britain Day Christine was P1 and Yes, father was on board. Obviously, he was a serving officer at the time, and I think we flew for - I'd have to look in my log book, - but probably over an hour at least, um, lands at a place called Blewbury Hill would you believe?

*Blewbury Yes, do it? We know it well. Christine can't have been very old. Then she's only about 11 years older than you, isn't she?*

I think when I was born, she was 13 or something like that. Maybe, no, there's 14 years difference. Because there's 14 there's Yeah, 13 or 14 years difference between Me and Christine and me and John.

*Yes, I don't know anything about him. Is he in Australia?*

He's in Australia. Lives in Sydney. He's a balloon pilot, um, flies hot air. They have, uh, an 84 or a 91 one of the two, anyway, a Cavanagh balloon. And when I go out there, I fly that with them.

*Nice.*

So unfortunately, they can't fly it in Canberra anymore because they thought the balloon, because it's a replica of the Robinsons old balloon. Kay had that built with permission from was it who used to fly it , Neil Robinson. Is that correct? I'm not sure

anyway, but anyway, they thought it might cause offence in Canberra. So, yes, can't fly it there. Not that it **has** caused offence. It **might** cause offence. Well, they borrow somebody else's for the Canberra festival.

*So, so you went up in a gas balloon, which is wonderful. It's the last time I saw your father at a gas balloon at St Niklaas in Belgium.*

Oh, that's right, yes. Well, goodness, that was 2000 wasn't it?

*It was 2000 and he would only drink whiskey. He wouldn't eat anything. I remember that my mother saying because she was there too. Yes, St Niklaas, we had our dodderers (parents) there.*

That's right. I do remember, yeah. Bizarrely enough, that's the last time I flew a gas balloon. Would you believe?

*Really?*

Well, I haven't flown since, no, because, well, it's just too expensive. Really, everybody says No, and it's not come to Augsburg, come to this, come to the other but Yeah, unfortunately, it just hasn't worked out. Because it used to work out. So there was Gerry, myself and Simon, and we used to split the costs. And that was that worked out well. But then Simon didn't, because obviously he had such things on tap in the factory, and, well, you know, the old man went the way of all flesh. So yes, it's rather, oh, it's still sitting there. It's still air worthy, I believe.

*Well if it's not you've got someone who can mend it, having talked to Jennie earlier,*

Well, yes, yes. We have done various mending. We did a whole load of mending on it many years ago to make it air worthy, or at least gas tight. Should I say

*I know. I'd not thought about it until she said that you inflate it with cold air to see you if can mend it.*

Yes, that's right, you have to get inside, really, yes, basically, yes. Looks like the planetarium when it's got lots of holes in, but we've managed to plug all those up . Too many landing in- you know what you call them - cut fields and things like that, lots of pin holes, takes its toll.

*It does. It does. And the basket is a very different basket from a hot air balloon.*

Oh, yes, quite definitely yes. It's nicely lined and has lots of pockets in it with it was made. Who made that one? I forget, it's an exact replica, though, of the old RAF one that was in the Nimble advert. And unfortunately, on the way back from Spain,

apparently it was on the roof rack of a vehicle and it went under a low bridge. Didn't do it a lot of favours so well. 30 years ago, I think probably more, we had an exact replica made, in fact, slightly more luxurious in fact. But yes, it's still a very nice basket. Love to use it again in anger at some stage, unfortunately, filling with helium. Now, last time I filled it with helium was 2001 and that was for a film job, and that was over £2000 pounds then!

*No!*

Yeah. And unfortunately, in this country, if you mentioned the word hydrogen, everybody has a little apoplexy, you know. Perfectly prepared to fill a, you know, a propane cylinder up and say, that's safe, but hydrogen, it's one of those little oddities that you just have to get your head round,

*Yeah, but okay, going back. You had a flight at the age of six, yes, and you, did you know you were going to have to keep going flying and balloons because it was in the family and took it as read, or was it no in life? So what happens when you plan something else? What were you going to do?*

Oh, well, I was going to be a super duper paratrooper. But whereas, obviously, because my father's connection with the parachute training school, and the whole family and friends are all involved in such things anyway, that didn't work. Wasn't ruffy tufty enough, and so yes, by default, I just happened to be in the right place, right time to start as it were, an apprentice airship pilot with my father for the Royal Bank of Scotland, which was the start of, I suppose you'd call it my professional career. So, yes, so that ran from, what was that? 82 maybe something like that, 83 to 86 and then that's when I went to Australia. At the end of 1986.

*Why did you go to Australia?*

The Job had finished in the Royal Bank contract finished And a contact in Australia. Peter Vizard of Balloons Aloft had bought a second-hand airship, TNC 105 airship from Sweden, which was designed for flying at night. So had a generator. It had an internal lighting system. And we back in those days, we were advertising cigarettes up and down the eastern seaboard of Australia. So Melbourne, Brisbane, not Sydney. Sydney was always far too difficult to fly, yes, and right the way up as far as Bundaberg, I think it was yes. So yeah, that was my initial, first tour.

*Did you smoke as a matter of interest?*

No, absolutely never smoked. No, as you remember, my mother smoked like a chimney.

*I remember your mother well.*

I just, I tried. You know, we all used to try, yeah, but yeah, yeah, it didn't work. Thank goodness.

*Really, it was your mother and Gwen Bellew, oh yes, my mother. There was a coven of them. Who's the other one? Oh, crikey. Diane Robinson, maybe, maybe. But they used to all turn up, and we sort of had amazing Sunday lunches. You turn up for Sunday lunches, and Julian Nott would walk out of the window because he was late for a train. Um, it's sort of these things happen, don't they?*

Yeah, well, yes, it was those days when it was pretty much like a Python sketch. But in reality, well, it was quite normal when you're growing up, as you must know.

*Yes, it just was. So you went out and started flying airships, and you were, were you a teenager?*

No, no, by that stage, I'd have been, oh, good heavens, about 25 or 26

*Oh, really grown up.*

Oh, absolutely yes, goodness.

*So Jennie was working for Balloons Aloft. Then,*

yes, she was a seamstress, yeah, and so she did various alterations, things that needed doing on balloons when people burnt them. And then she actually left Balloons Aloft and went and worked for a couple of other interesting characters in the ballooning world. And then we, Yes, we'd probably met up in 88 really. So yes, when she was she was at Canberra festival, crewing and doing various things.

*So she said she kept meeting up all over the place.*

Yes, well, that was it. That's absolutely right. Yes, well, it's a very it's a very small community, or certainly was then, the Australian ballooning community. It's pretty small now. So inevitably, if you've got people who are involved, you tend to meet up at the various balloon leads.

*Who was the first female pilot out there. Do you know? Oh, the top of my head, Ruth, or was it your stepmother?*

Oh, that would be a very that's a moot point. I'm not sure, because obviously, Kay got a license, or Katherine, as we all knew, her, got her license in UK and went out to Australia. I'm not sure when Ruthie got a licence, and I don't know, because you see,

there was a group which rejoiced under the name of SHAG, the cigarettes the Shepperton Hot Air Group,

*No, really!*

Absolutely right, yes. And, of course, you had, I think there were four couples involved in that.

And, well, you know, being balloonists, the inevitable happened. And so I don't know if any of the ladies in that were actually qualified, probably being back then, it was probably only the blokes.

*But back in the 60s, I mean, your father told me to get in and fly a balloon. I can fly, but I've not got a licence.*

Well, I think things were a lot lackser then weren't they, you know. I mean, just have a go. Oh yes, yeah, we have still got Tinkerbell.

*He said, Oh, just take that up. Would you just want to do? Because I'd been ...and my mother said, 'Darling, you don't need to get a licence, all the chaps have one,' so I didn't. That was fine. And your father seemed to trust me..*

Well, it's just, it's just so difficult nowadays, isn't it? You have to jump through all these hoops. Yeah, and you know it's, I suppose you'd say it's more sensible, but it and there's a much bigger community now, so there's much more scope for problems. I would say, Yeah,

*I didn't thought of it like that. So you went on, but you were always flying for other people, Airships & Balloons. Or did you go your own company?*

Oh, no, I wouldn't do that good. The amount of people I've spoken to, and you probably too, who've spoken to people when they finished with a company, they go, my God, it's like stopping hitting your head against a brick wall. And I've never gone down that route. I've always just been a jobbing pilot, because you get to have all the fun and none of the responsibility, and when things go wrong, you just move along bye. Along pretty much.

*Yes, your father went out to Australia too, didn't he?*

He did for a while there. Yes,

*Was he married to Katherine?*

That's correct. Yes, yeah, They got married in England. Yes,

*That's why I can't find it. okay, because I can remember her vividly.*

Oh yes. Well, she's still alive and kicking and going very strong, Oh yeah, heavens, yes. I go out and I fly with her. When I'm out there, she only flies with either John or myself now because she's worried that she can't change tanks properly. She's 82 I think something like that, just over 80 anyway. But she still flies really well, and because she always says, If I'm doing anything wrong, just pick me up, you know, tell me what I'm doing.

But really, last time I flew with her was back in January, and we did a flight along with some commercial balloons in Canberra. And, yeah, we followed them and landed right next to them on their landing site. Brilliant. So, yeah, so, you know, I think she has a very sensible approach now that we know she is not going to say I can do it all, but she can stay on and still fly and still have fun. Yes?

*Sure, oh, she might know she won't remember me, but if you do talk to her, remember her to me, and remember my mother to her, maybe,*

oh yes, yeah, absolutely, I will.

*Maybe better. I can just remember she was rather vivacious red hair.*

That's it. Yeah, absolutely, yeah.

*Okay, going back to you, because you're the most important person here.*

Oh, very well.

*And so you were in Australia, then you did, did you fly in America for a bit?*

No, I've only done the only flying I've done in America was the long distance testing for Mr. Branson's around the world team. Yeah. And that was, was, it was then, yeah, I would have been with Virgin at the time. Yeah. And yes, so I was one of the test pilots for the Rozier balloons. We were doing 24 hour test flights to see the transition of day, night, day, with the helium and see how it had affected the helium, and various other tests

*With the generator. Did it work? Obviously, did*

I mean, the everything worked pretty well, as far as I know. And then they were scaled up. So we literally started with a couple of balloons there about, oh gosh, they're probably only about 10,000 cubic foot, maybe 11,000 cubic feet. And we just took two people, and then tiny things, but, you know, helium, obviously, so a lot more lift. Then we had a 77 the AMseven, which that would take, I think we had, what, easily, a

couple of tons of free lift with that. Because, you know, that's 77 2000 cubic meters, so Alpine size balloon. And then the last one we did was actually in UK, which was an AM10. So a 210 I had seven and a half tons of free lift with that.

*So fast, yeah.*

Well, there was a whole the basket floor was covered in these sausages of lead shot, and we had a hopper on the outside of the basket suspended from the burner frame. Really beefed up burner frame with, I think there was about one and a half two tons of lead shot in that too. No, it was amazing.

*You went up in this!?*

Yeah, I was P1 for that. Yes, we, three of us, we were supposed to fly to Latvia. Unfortunately, the weather conditions were such that we couldn't actually climb to the altitude we needed to get the wind speed and direction, and the balloon was saturated.

It had been raining all night, while the poor guys had been inflating it for us. So everything was wet. Freezing altitude was 7000 feet, and we had to get to 13. So I just said, well, we can't actually get up. Yeah, we will just freeze. And then if the valve doesn't work, and we can't use various things, but we wouldn't have needed the valve, we're just going to come back down to earth wherever, as an ice block. So we did this rather bizarre flight of 25 and a half hours, which started in Rednell near Oswestry in Shropshire, went down all the way to Birmingham, out towards Norfolk, around towards Manchester,

*and then - sorry, Norfolk to Manchester!?*

Yeah, it was a huge circle, basically. And we landed literally, no more than 20 plus miles away from where we took off. Having Flown for 25 and a half hours, it was bizarre, but there we are. Well, everybody was really disappointed. They're going, we were supposed to go to Latvia.

*Yes, they do a good sausage roll,*

yeah. So, yes, it was a very bizarre flight.

*So they ask you to test these things because of your vast experience, or is it because you're a fool*

right place, right time. Yeah,

*I mean, it must be really fascinating, because you're test flying something which is a breakthrough in inventions, and you are the first one to do it. It must be being given a toy at Christmas.*

Well, I mean, the whole rozier principle was, was not new, but it was just the modern fabric, the systems they wanted to use for- for not an auto pilot, but an auto burner to be tested, and the communication systems, things like that, give them a proper test before they went for the real thing.

Silly things like we found out that just after takeoff on the that long flight, we found out that when you operated the shortwave radio, because there was a test for that, it operated the burner solenoid as well, which turned the burner on. So we couldn't work that out at first, but then basically, ah, right, it's on the same frequency. Will have to change the frequency for those so it's things like that that you wouldn't know unless you tested it.

*No, you saved lives doing that, that's brilliant.*

I don't know about save lives, but saved hiccups.

*Well, right? Lives hiccups, it was, is it to mean to fly around the world, to actually work it out and build something, and then fly it. It's a hell of an undertaking, isn't it?*

Oh, absolutely, yes. I mean, it's - we used to call the project, 'the global project.' It was the only project with a pension plan, because it was going on and on and on, ah, and then Breitling! Come on, they actually flew around the world. It ruined the fun!

I was the reserve pilot.

*Were you?*

Yes,

*What for Breitling, or for Virgin?*

Oh, for Virgin, for Virgin, yes, goodness. And then it was actually thought that, I mean, logically, you don't actually need really to be a balloon pilot, to be the reserve pilot on one of those things, you need to be a technician. So I was then substituted for a guy, Jackson, who was an electrician and knew all the technical bits of lots of things, who knew all the systems, which is far more important than knowing how to fly a balloon when it comes to long distance,

*yeah, suppose it is.*

Well, it is because, I mean, you're told what height to fly at, how long to be there, when to descend, when to climb, and the landing, as long as you can walk away from it, you're okay, really. But knowing how the systems work, yeah, is really important, because that's where things go wrong.

*So that could have been you?*

Yes, absolutely. Well, I volunteered for it. When they said, you want to do it, I thought, Do I want to do this? And I thought, if I turn it down, I will regret it for the rest of my life. So as it turned out, I was superseded by, um, somebody more technically able. But that's fine, you know, I was still part of the team.

*Yeah? How about the Gordon Bennett? Do you ever think about that?*

Well, that could be interesting, but again, that's quite a commitment, and you need to get yourself a modern balloon now, one of these netless one. I mean, if we took part with our one, we well, who would know we might do 24 hours, if we were lucky, because it's only a small balloon, too, the gas balloon's only a 21 so.

*So in St Niklaas, when they were all inflating, that it was just right. They're all the right shapes.*

Oh, yes, yeah. Well, it's all very traditional stuff. Then, wasn't it? There wasn't any, I think there might have been one Verna there, the netless ones. But they're, you know, they are that much easier to inflate. Now, incredible.

*When you watch them go up there, they suddenly go, bang,*

Absolutely. It's, it's bizarre, isn't it? Yeah, they can inflate those things about as fast as you can inflate a hot air balloon. You know?

*Yes, it's staggering. So you've, you've been ballooning for x billion years, you've flown the channel, I know you were in. Oh, no, was that Christine?*

No, we both flown the channel. We both flew. Yes, Christine flew it twice, in gas balloons. I've flown it once. I was in the Guinness can and bizarrely enough, I landed where she landed in France, at a place called Berre sur Mer. We were blown off course. They were blown off course.

She was arrested, along with Gerry and the other two people, yeah, and they were put in the local cells by the gendarmerie, because the gendarmerie looked at their little book of words and it had, you know, Balon. Our gas, article de guerre, so article of war which was left over from the Siege of Paris, those rules, oh no, so, but Christine, speaking a bit of French, managed to get him to get them some food. So apparently

they were sitting either side of the bars, having baguette, cheese and wine. It must be absolutely mad and then the message came through, because obviously he rang through to say, I've got these people. And then after a little bit of a conflagration, they came back. Said, no, no, let them go. They're not doing anything wrong. I didn't get arrested where I landed,

*Even though you landed in the same place?*

Same place few years later,

*yeah, I remember my Richard did it*

Now we were waiting for the Retrieve on this because it was this flight I did was in Aid of Aid of Great Ormond Street, we had lots of celebrities on board, I didn't, because I was in the Guinness can, And we weren't allowed to take anybody in a shape.

Because, yes, oh yes, there was a glorious story. There was, I was supposed to be flying Jaguar, which was a brand new 90. And I thought, Oh, that's nice, great. And then I was told, No, you're Richard, you're flying Guinness. Oh, very well. And it was apparently because the pilot that was going to fly, Guinness, was asked to fly. Guinness turned around and said to the powers that be, I'm not flying that thing. You've tethered it to death. It's knackered. It will ditch in the sea. It will never make it.

*No, they were told that, and then they told you!*

I got it. God. Absolutely, it was absolutely fine. I had 5v 30s on board, and I think I landed with two in reserve. We did take a long time to go across, because I know Robin Batchelor nearly ran out of gas on the way across.

*Yeah. It's but all those, I mean, the camaraderie on the ferry going across. When you go across, when you're retrieving, you go up on the the deck, and you can tell the balloonists retrieves, because they're all got radios, all standing over their radios, yes, yes. There's nobody saying, "oh look, Mummy a whale!"*

Absolutely yes,

*Then in the bar and the retreat on the ferry coming back,*

well, yeah, inevitably

*One has to doesn't one*

One does Yes,

*Yeah, but I love the prison story of baguettes and wine.*

Oh, absolutely. And then another bit of that was because the one of the people who'd been flying with them, it was a husband and wife team. He had gone off to file his story, because this was in the days before mobile phone. So we had to find a phone box. And then when the police turned up, there was a, you know, a spare woman there without a passport.

So well, the old man always used to say, so they thought we were white slaving as well. And whether that was true or not, I don't know, but she didn't have a passport, and everybody else did, and therefore, when he came back, finally found them in the cells, plus the phone call from the superiors, everything was laid to rest.

*Police are funny. I don't know if you've listened to any of the histories on the website, but I was talking to Alan Noble, and he was telling me how they landed in Vietnam. It was Bertrand Piccard, Brian Jones, and he'd gone to pick them up, and the police came and arrested them and put them in prison for not paying 10,000 dongs or whatever they have in Vietnam. And Bertrand Piccard said, this is really boring. I'm going. He just opened the door of the prison and walked out. Alan Noble said, Well, I'll do that. So he went off, and he went over the road and called the embassy, and the embassy had to come and clear it up.*

*But it's amazing, isn't it different?*

Well, yes. And you know, you get people appearing out of the sky, and it's, it's always a bit out of the ordinary, isn't it? Yeah, absolutely. And if you're a policeman, the best thing you can do to cover your own backside is probably just arrest them. Yeah. And then, you know, work it out later.

*Have you been arrested anywhere?*

No, not to do with ballooning. No. Have to say anything else. I didn't incriminate myself?

*Of all the countries you've flown in, which is the one you enjoyed most, let's say Wales.*

No, no, I don't know every everywhere has its merits, yeah, apart from Western horrible places. Any say again, horrible places? Well,

I was just about to lead on to that there's only one place that has no merits, and that is the western suburbs of Sydney. Oh, really, it's just like a carpet of suburbia, and you are constantly struggling to find somewhere to land. You are competition- flying to a park somewhere. And that's when was that. I forget the exact date, but I was flying the box of tampons. Then, yes, yes, as one does, flying over Western Sydney. And it was

very interesting on our CB channel that we were using, happened to cross over with the lorry drivers. Some of the comments, I think you can imagine,

*yes, yes. It's Yes, the box of tampons, a lorry driver, yep. Okay,*

you're getting it, yeah, yeah, not very good, amusing, to say the least. But no,

*So what have you got? You've got gas balloon, and how many hot air balloons now?*

Oh, crikey, in the garage at the moment, let's see. I've got, I got one out on permanent loan to a friend of mine in Oswestry so he could get his licence. Therefore, let's see. I've got Tinkerbell. Christabel Jester. You've got Jester? Jester two.

Oh no, Colin butter has Jester One. I well, I my first balloon that I bought with a friend, with Simon Force was a Cameron Viva 65 somewhat amusingly, in the colours of Western balloons, we can resist doing that, and then that's after about 20 plus years that was getting a little part warm. So we bought we decided, with some of Gerry's legacy, decided to buy a new balloon. So I went to Lindstrand balloons and ordered myself what I'd always, always said I would get, which was a 105

*Yeah, that's enormous.*

It's not, excuse me for a moment. Well, at the time. I mean, I must admit, now I'm getting a bit older, I'm thinking, coo. it's a bit heavy, but at the time, Jen and I were fit and healthy, and we'd operate 105 on a regular basis for just two of us. And it's, it's the other reason, and that still holds true, is it's instant social ballooning. Yeah, your pilot, three pilot and four, instant party.

*So have you had any really bad passengers?*

Um, bad. Hated heights instantly and things. One notable fellow, and this was in Australia. It was in I'd have been flying a 300 I think, get this. It was a team building exercise for a company. So they had hired, what would you call it, chartered four or five passenger balloons for the whole company, right? Yeah, this was with, it's a, it's a biggish company called Global ballooning, which is just outside Melbourne. And it just so happened, we had to get up to 4500 - 5000 feet to get the wind.

We needed to target fly where we were going to land, and I suddenly felt this hand on mine, as it were, because I was in the central partition, of this bloke, and he was white as a sheet and sweaty, and he was just so terrified. It was unbelievable. So I just had to chivvy him along and say, Don't worry. We won't be up here for long. We'll be landing soon. You'll be fine. But as a team building exercising exercise, not one of the other people in that basket actually offered him any help or encouragement. A

good team eh?.... Absolutely. I couldn't believe it, and we had to stay up there for about 45 minutes before we descended.

*Poor bloke,*

yeah, afterwards, though he Yeah, he was relieved to be on the ground, but he did have a smile on his face then, I think he'd survived.

*Tell me, I mean, you've been flying commercially for a few years. How many people have proposed in the basket as you fly?*

Oh, quite a few, really. I think probably the notable ones are probably the ones that haven't or have proposed, but being turned down, really. Oh yeah, go stony silence. Oh, one notable one which was, it was a, an exclusive charter. So this bloke had obviously thought that if he just chartered this balloon and popped the question, that would make all the difference. And you know, love would be in the air, and no .

Stoney silence, land.

Luckily, when you do get a charter like that, you get two crew rather than one. So I just tipped the wink said, let's get this thing packed up.

*What was, what was he thinking? Yeah,*

I don't know. Yeah, there was that one. There was another one which was, it was a kind of 'Yes'. And then later on the piece, 'I will speak to you later.'

Oh, really, so I don't think that one would very well either.

*Oh, do you ever had to fly anyone out of a wedding?*

yes, yes, yes. Jen did, Jen and I did one, which was, it was really, it was really, quite a fun one. We turned up at the wedding. We had, luckily, we had two envelopes on board. We had one unmarked envelope, which was the one we were to use. Yeah, we got it out the bag, and, well, no, as we opened the bag to have a look at it. We could see that there was a bit of fabric with a different colour, bit of fabric tied around it. And it's it was plainly the top of the balloon, not the bottom. So we looked at it, and there was a huge tear in this envelope.

Somebody used it and put it away and forgotten to say that it was damaged. No names, no pack drill. But anyway, so luckily, we had another envelope on board, which was the British Gas 105, so we just said to them, Look, you want to fly out, you're going to have to use this envelope that's got advertising on it. They were okay

about it. I don't think mummy and daddy thought it was particularly good, but they said, Oh, it's fine. So anyway, we hopped out.

Well, I hopped out, Jen, unfortunately, got the vehicle bogged through No, you know, fault of her own. It was a VW, big VW van they called an LT van, only two wheel drive. So she had all these people from the wedding in their black tie, and what have you with wellies on pushing her out of the field. But she got out. That was good. I landed. This was just north of Southampton. Then I left the couple in the field

We packed the balloon away, so I left them there with the basket at the envelope, bottle of champagne, two glasses. I said, I'll go and find landowner. Walked up this track, and there was a house, knocked on the door, and the people there were having a barbecue, and they said, Oh, it's not ours, but we'll ring the farmer. And he was fine about it.

He said, Yeah, go and collect it, what have you. But the upshot of. It was that these people who were having this barbecue with their friends, they had been at Teddington lock at the Magpie studios the day that Christine was seriously injured in the ballooning accident, doing doing the filming for Magpie. Yeah, so when Jen found me. They'd give me a large glass of wine and what have you. And I had that, and had a sausage, and what have you.

And so we toddled off and collected the happy couple. So yes, I've that was a notable one. There have been a couple of others too.

*Good heavens. So do you think- well, I hope that you're going to be coming to the BBM&L luncheon? The invite will be in your Trailrope, you are members of the*

Yes, yes, I've got, I've got that yes, and it's the end of October, so you've got enough notice.

Oh yeah. Well, Jen showed me that she wrote down those details you gave her earlier. It was because it would be really nice to catch up and have a hug.

Oh, it would Yes, yeah,

*I can't thank you enough for giving me all this time and all the adventures.*

Usually, usually it's better, you know, in an establishment with a few glasses, the more scurril, the more scurrilous stories come out. Then, of course, that would need to be edited heavily.

*I've got a very good editor. Thank you, brilliant. Richard, I can't thank you enough. I think you're most amazing man, thank you for everything..*