Brian Jones

My name is Jennifer d'Alton. I'm the director of the British Balloon Museum and Library. Very excited that Brian Jones, who's been around the world in a hot air balloon, has actually had time to come and talk to me again because I messed up the first interview. So Brian, thank you very much indeed, and I now need to, for everybody else who's dying to know all about you, find out. So you were RAF, I believe.

Yes, yeah. When I left school, I sort of had a job briefly for about a year, and then I joined the RAF at seventeen and a half I think.

Wow, that's young now, isn't it?

Yes, it is.

Yes. So, and what did you do in the RAF?

So, I was air crew in the RAF. I was the lead master on the Hercules aircraft, and then I switched over to being a crewman winchman on Puma helicopters.

What do you do as a winchman then?

Pulled people out of the sea and dangle them, they call it a dope on a rope

A lot of mothers must be very proud of you to know you.

So how long? How long were you in the RAF then?

13 years.

Golly that's a good time. So, so have you got any part of the RAF that you would have wanted to go into which you didn't get to do?

Well, I always wanted to be a pilot, of course. Everybody wants to be a pilot, don't they? Yeah, of course. No, and I think in those days you needed a degree to to get into pilot training, and I didn't have that, so yeah, so I had to make do with being a loadmaster. But having said that, we had we had great times. You know, as part of the crew, we had a lot of fun.

Where were you based?

I was based in Lyneham on Hercules, and then Odiham on the helicopters. But of course, we went all over the world.

Yeah, how did you get into ballooning?

Well, oddly, I left the Air Force at 30, so and I started my own business and sort of messing around and stuff. And a girlfriend at the time, her boss in Bristol, was offered a balloon ride at the Bristol Fiesta in 1986 and didn't want to do it, so he gave it to me, and I had my first flight in the balloon at the Bristol Fiesta in 86, and I was just completely smitten. You know, I flew with an Irish crew, and they were just so much fun. And after that, I decided I was going to buy the balloon.

And you did,

As you do, and I did.

My goodness! So, did you start a rides business or a commercial business?

No, this was in 86. So my company then was called Crocks because we were selling crockery and stuff to hotels, restaurants, and so I put the name of the company on the side of the balloon, got the VAT back, and set it against tax, and off we went. So no, at that point it was way before a couple of years before commercial ballooning started. I think that my time in the air force, particularly on the helicopters, gave me with talk down helicopters gave me a very good perception of depth, which stood me in good stead for ballooning. And so, I think in those days it took 12 hours minimum to before you could do flight check, and I passed within the 12 hours, and that was in 86.

And then by 89, I become commercial pilot and instructor at the instructor rating. Actually, I'd done some instructing in the air force and instructor's course, so that was kind of something that I really loved to do. And then, of course, commercial ballooning started in '89, and so I was chief pilot then for a couple of companies, startups, and on we went from there really. So yes, I was flying passengers for a while from '89, and then in the sort of at '93 I think I started with a couple of friends, Andy Elson and David Seager-Thomas. We started becoming High-Profile balloons, and we had the Royal Mail balloon I was flying, and we used to do show circuits, and then that was that was so much fun on the show circuit. Those were the heydays, I think, of ballooning, in my opinion.

Excellent. And how did you meet Bertrand?

Through the project, actually. I got into the Around the World project. Andy Elson, as I said, was a business partner and friend, and he was doing the design and build of the capsule and the flight systems on the round the world balloon for the Breitling project in in Cameron's, and then when the first Breitling Orbiter One took off and only flew for six and a half hours and ditched in the Mediterranean, that was a fairly

embarrassing element for all because they had a massive fuel leak on board. Andy kind of he just said, you know, would I join the project? And it was almost to watch his back, to be honest. But I was able to bring some of my military experience in terms of survival drills, there also, you know, was from an instructor point of view, I was able to sort of point out that there ought to be some checklists available, that kind of thing. So yeah, so I became you know part of the project team in Orbiter One, and that's sorry in Orbiter Two after Orbiter One failed, and that's how I met everyone.

Right, and you went out to Chateau d'Oex to help the first launch of Orbiter Two. Was it?

That's right. Yeah. So we built the thing in Bristol and then we took it out to Switzerland back sort of November time I think Orbiter Two, and then we made it in Switzerland. Andy, Bertrand and Wimmerstrand were the pilots then, and they took off on Orbiter Two, and they also had fuel issues, which was not good, and they ended up landing in Burma.

So you know, although it was a pretty good flight in terms of it, it got two world records, I think. But in terms of getting around the world, it hadn't even got halfway, so it wasn't very good. And then that was when Andy sort of jumped ship and decided to do his own project, and I had gone out to Burma to recover the balloon and capsule. By the time I got back to the UK, they'd had a meeting with Breitling, who was our sponsor in Burma to recover the balloon and capsule. By the time I got back to the UK, they'd had a meeting with Breitling, who was our sponsor, who agreed that there will be one.

We'll try Breitling Orbiter Three, and Alan Noble asked me if I'd like to be a project manager for that. So I agreed and said, "Well, you know, first thing we need a backup pilot because you know if you've got two pilots and one of them is ill at the time, you need somebody to jump on, and they said, "Well, it's hard enough to find two pilots. Where the hell are we going to find three? I said, "Well, I can fly balloon, you know." And they said, "Okay, fine. Well, you can be the backup pilot too. And that was how it all kind of came about.

What did Jo think of that?

Yeah, she was fine with it because as the project manager I was working at Cameron's in Bristol throughout, and with a project like that, you kind of you have to do it. You know, we were working 12 to 14 hours a day, so spending very little time at home. And the obvious thing was actually to to bring Jo in to the project, and then she worked with me at Cameron's, and she was doing the the buying and that kind of

stuff. And she was a pilot herself, so yeah, well as well. So yeah, so we were both part of the team.

This is amazing, really. You had Your Met Men and they just were an incredible team. I've never heard of Met Men like them. They sort of they virtually they could see into the future. The way they tell you where to go, what height, etc. It's absolutely way they tell you where to go, what height, etc. It's absolutely incredible.

They were incredible, and I've always considered Luke probably the best in the world at what he does, and that was proven by the fact that Fossett wanted to use his services and other people too. But yes, Luke had an extraordinary feel for for weather and the weather systems. Yeah.

When you when they decided to take off from Chateau d'Oex, how did they actually decide that you were going to be there and in the capsule with Bertrand?

Well, we'd been looking for potential pilots to fly with Bertrand because he didn't want to fly with Wimm again, and so we eventually picked on Tony Brown, who was an examiner, a balloon examiner, obviously a decent balloon pilot, but he was also a flight engineer on Concorde, the British Airways. So that was a kind of a marketing dream for Breitling, we got the very first form of flight together with Concorde, and the marketing photographs were amazing. Fortunately, Bertrand and Tony didn't get on terribly well, and it was one Saturday, they had a bit of a blow up, and I remember because I was there thinking, oh dear, I think this is this is not going to work. And as a project manager, it was my sort of job to make it work in a sense.

On the other hand, of course, I was a backup pilot, so if Tony dropped out, then then I'd be in. So I just sort of kept quiet, let things take its course, and the next morning, Bertrand decided that he would want to fly with me rather than Tony.

Did Tony think it was all right?

Tony was all right. I mean, he was-he wasn't very keen on Bertrand at that time, I must admit. But yeah, he was-he was okay. I think, and you know, I know him. Of course, I met him many times since, and he's always been fine. So of course, he would have been a bit put out. I mean, who wouldn't be? But I think he realised that he couldn't spend up to three weeks in an enclosed space with Bertrand, they just weren't compatible, really.

So when it came to the actual take-off from Chateau d'Oex, that has to be weather specific, and you had to get a certain flow down to North America, wasn't it? North Africa.

Yeah. Well, we decided to pack it in for the year actually because time is moving on and you really don't want to fly around the world and come back to springtime weather in in Northern Europe. So we decided that we were going to pack up. In fact, we did, and I was on my way home when there was a phone call, and Bertrand said, "Look, Luke thinks he may have seen the slot. So we hurried back, and and Luke had found this spot on the first of March, and it was it was interesting because we were initially we were going to fly the wrong way. I mean, we were going west instead of east where we wanted to.

Really?

Yeah. I mean, so yeah, the balloons had all gone kind of say from Spain or Morocco or whatever. I mean, they'd all gone east initially, whereas there was a big low pressure area sitting in the Mediterranean, and of course, the winds were blowing them to the to the west in Switzerland. But the great thing was that if that low pressure stayed where it was, we could actually fly around it. It would take us around it in a circle, and so would get us well south into North Africa.

I mean, well that down into the Sahara. And the benefit of that was that the Chinese had only given us permission to fly through a very narrow corridor in the south of China after Richard Branson had upset them by going through without permission. And by going further south, as long as we could stay south of Himalayas, we could use the catalytic winds coming off mountains to line ourselves up with China. So that was the basis of the decision we took to to go for it.

And so the takeoff, was Jo there for the take-off? Did she come back?

Yeah, yeah,

Good, because really the two of you had quite big families.

yeah. Bertrand had three girls. Yeah, and then I had two girls and some grandchildren. Yeah.

So party time. Yeah, we'll go for the cheese fondue at Chateau d'Oex Station.

Yes, you've got to have that.

So you took off, you zoomed down to North America, North Africa, yeah, and all went well. And you and you and Bertrand all got on well together.

Yeah, absolutely. We obviously spent a lot of time together because I'd been selected as second pilot in November of '98, so we had right up until March of '99. Spent a lot of time together, just sort of chatting and stuff. So we knew each other reasonably

well when we took off, and I think we were both professional. And I like to say we left our egos in the car park, and it's absolutely true because during the fight there wasn't not a single crossword passed between us.

Brilliant,

It was a remarkable relationship that we had, and of course you needed that kind of relationship because you know your life was in your fellow pilot's hands, like when you were asleep.

Yes, that was. I mean, to actually work out your timetable, like your book was, the book is you and then Bertrand alternately, and it was actually very good reading, and that must have taken ages to do when you got home. Actually,

Well, the book was interesting. When we got back very quickly, we decided that we should actually write down you know the experiences in a book, and we wanted a ghost writer because we wanted it sort of professionally laid out and done, but we wanted our story to be told, and we found we found a publisher fairly easily, and they produced I think three ghost writers for us to to choose, and we interviewed three guys. We came up in the end with a guy called Duff Hart Davis, and that was pretty cool because Bertrand, Duff and myself we just sort of locked ourselves away in one of Bertrand's house rooms for two and a half days, and we were back on the line. Bertrand and I talked into a tape recorder through the whole flight whilst it was still fresh in our minds, and then Duff took the tapes and formulated the book. So you know the words were ours, but the setup was professionally done by Duff, and he did a really good job. I think

I think he did too. Very it's very impressive, and very moving too.

So you took off, you go from balloon flight to balloon flight. But then after a certain time, you must. I mean, you're not one of you awake and one of you asleep. You are both awake at some time together, aren't you?

Oh yeah, yeah. So basically, it was a roughly an eight-hour shift system where we could go for eight hours, either one or other, obviously for eight hours. Didn't quite turn around, but generally speaking, yeah. And it's interesting as a balloon flight. But bear in mind that this thing is pretty much a million square cubic feet, and it's 180 feet tall. It's got systems on board that I'd never, I mean, I helped design it or put it together at least, and so I knew them reasonably well. But there were a lot of systems and an awful lot of things to go wrong, which of course they did in a three-week flight.

You never have no problems in that kind of play. So yeah, it was it was a heck of a balloon flight.

Obviously, the bit that you were most pleased, and you designed an awful lot. What was the bit that pleased you most? All the, I mean, the food, the breathing, the fuel.

Well, so we took off, and you know, you just have to kind of cope with a balloon of that size because you can't practice. You know, there's nothing.

Just accept that the balloon's that big, and so I think for the first few days, I would say probably that the balloon was flying us, and we were kind of reacting to what it was doing, rather than sort of, you know, as we teach students, you know, to be proactive with the balloon and make it do what you want, rather than reacting to what it wants to do. So I think it was about day 10 when I was flying the balloon, and for the very first time, I felt that I got it, you know, that I could I could make it dance if I wanted to, and that was a fabulous feeling for a pilot. It was just a great feeling, feeling for a pilot. It was just a great feeling.

I bet it was. It must be yes. It must be very strange. Or in a completely contained capsule, you can't stick your head out the top. It's very different from a basket.

Well, it is. Yeah, I mean, because we had to be pressurised, of course. Otherwise, we wear oxygen masks three weeks, and that would be ludicrous. So yeah, having said that, we had to depressurise the balloon three or four times and get out on top course. Otherwise, we wear oxygen masks three weeks, and that would be ludicrous. So yeah, having said that, we had to depressurise the balloon three or four times and get out on top and make some repairs and check things out.

So yeah, I mean, I remember the first time we actually went outside and we sat up on top of the ride of the capsule. We were over the Sahara at about 4000 feet, I think, and it was just glorious to actually get out and to sit there and look at the view. And then later in the flight, we had to do two excursions on top of the capsule, and then we had to wear oxygen because we really didn't want to lose our wind speed, so we had to depressurise and go out from oxygen.

Wow! Were there any times when you were actually scared?

Oh yeah, yes, they had a few of those. Mainly, really, the fear of the unknown. I think, insofar as in the Pacific, we could see these huge storm clouds ahead of us, and we didn't know how high they were. So we were sort of desperate to go over the top of them, obviously. Yeah. And during the day, you could see them. At night, you couldn't,

you know, and that was the scary bit. Yeah. You had no idea whether you were going to fly into this thing or not, and yeah, that was very scary.

But you did it, and you got over. I mean, your route is-it is so many 1000s of miles in the capsule. And what were you eating? Microwave stuff.

No, no, we didn't microwave. Okay, I'm not sure the microwave existed then. But anyway, no, we had Nestle had actually agreed to make some dried rations for us, and so they made this sort of dried food, which is in packets, and you could just pour hot water into the packet, and then it would give it a stir, and suddenly you've got potato or pasta or something like that.

So it wasn't very exciting, but it kept us going.

It kept you alive. Yes. Doesn't actually have any menus in your book.

Well, it would have been quite a short list. That's for sure.

Yeah. Well, was it? It must have been very difficult to go to sleep when you must be so exciting. You've taken off, and you've gone through your first bit of the flight. Then one of you has to go to bed, but it must be very difficult to sleep because you're so excited.

Well, initially it was a lot of nervous energy. Yeah, yeah, and we'd been up, you know, we'd taken off six in the morning, so we'd been up since half past three, and slept up night before anyway. So we were both pretty tired, and oddly enough, we both slept quite well. Actually, the I think Bertrand kind of felt the sort of that's the very because I did mention flying at night, and Bertrand would fly mainly during the day, and he had access to the SatPhone because the SatPhone didn't at night because the antenna froze up . But anyway, I knew the burner systems better than Bertrand did, so I tended to operate at night, and then so Bertrand would kind of be lulled by this regular whoosh of the of the burner, and he used to say that if you know if the whoosh stopped, then he'd suddenly wake up with a with a panic, but no, I did close up pretty well. Actually, it was reasonably comfortable. I mean, it was a bit like a coffin that the bunk in actually quite low, but it was it was a comfortable place.

And when you were working out your route, did that change a lot according to the weather?

Yeah, I mean, we'd I think we'd got pre- we'd asked 24 countries for permission for overflight permission before we took off, and I think we only crossed about two of them actually, because most of our flight was over the ocean. But yeah, so and then of course when Andy Elson also and Colin Prescot had ditched just south of Japan

whilst we were here and we were following them, we had to make a decision to avoid that sort of weather that they'd encountered, and so we, Luke had said, then you know you need to go south. Now going south in the Pacific, although we didn't need to go very far south, but it added another 3000 kilometres. Would you believe over the Pacific, which is a lot of fuel and a lot of time. So yeah, so we did. We ended up sort of well over 1000 miles south of Hawaii, missed North America completely and went in about Mexico once we crossed the Pacific.

Good heavens! And then going back across the Atlantic, was that was that awkward?

Well, it was interesting because we flown over the Caribbean, over Jamaica, and we were heading obviously towards the Atlantic. And Alan Noble in the control centre came up and said, "Look, guys, we think you should land in Puerto Rico. The reason being that you've done two thirds of the distance around the world, but you've used three quarters of fuel. And Bertrand and I sort of looked at each other and said, "There's no way, no way you were going to land in Puerto Rico. We still had fuel left, and so we wanted to continue. And that wasn't some kind of act of great macho stuff. It was, it was that we'd we'd gone through so much stuff over the Pacific. I mean, we'd been terrified to be honest. We'd had all sorts of problems. We'd lost communications with our control centre for two days, and we didn't know which way really for a couple of days over the Pacific. And it was just very scary. And so, having gone through all of that, how could we possibly just put the balloon down? You know, from a safety point of view, and give up. So no, there was no way. So we said no, we're going to go. We'll go for it, and fortunately, we managed to get right into the core of a jet stream, and suddenly, sort of, from 45 knots, we were doing 100 and something, 110, 120 knots across the Atlantic, and so the actual going to Africa was never in doubt from about you know half a day, I suppose, out into the Atlantic initially.

Good heavens! Did you have to ask permission to fly across Africa?

Well, it was we had to get permission from each country, of course, that we flew over. So we had to talk to them on the radio. But we had, as well as two metrologists, we had three full-time air traffic controllers working for us, which had been sent to us from Swiss Control, and they did a fantastic job. They were working with the Met Men, and when Met Men said, "Well, this is the route for the next few 100 miles, the controllers would actually phone their counterparts in the various countries and say, "Let the balloons come in. Can you let it through and can you block a flight level of maybe 5000 feet so that they can go up and down a bit?

Wow!

They did a great job.

And when you landed, which must have been incredibly strange, because you've been up there for three weeks, you actually landed on Terra Firma. What was that like?

Yeah, it was quite surreal actually, Bertrand had been asleep, and he was pretty tired, so he had a bit of a hard time day four, and so I, during the night, I pushed the balloon as high as I possibly could, being greedy, I suppose, for the altitude record. And I didn't know at the time, but we did get the altitude record. And so I pushed the ball right up to its maximum altitude, and then started our our long descent into Egypt. And as we were coming down, I'd had this sort of point on the map that I was going for, and all this ice as this balloon warmed up, of course, as we sort of got further and further down, the ice would melt and would come off in huge sheaths and bash onto the top of the gondola.

Oh my goodness!

An ice storm in in the Sahara, which is probably the first at least a millennia. But of course, that completely mucked up the the approach because it suddenly got light and the balloon would go up. So we sort of porpoised down and missed the spot that we wanted to land in, and we found this flat area. It was on a sort of escarpment, it was on a plateau with a very steep side to it.

And I was coming, sort of bringing the balloon down, and as you know, balloons sort of rotate. Unless you've got rotation vents, there's nothing you can do about it. But its sods law isn't it? As we're coming down close to the ground, the only window that I can see is where we been instead of where we were going. Anyway, that was my excuse because I hit the side of this this steep ridge, the steep slope up to the bridge, and it was it was a big thump, and we went back up to about 800 feet. I think after that bounce, and then landed on top, and the second landing was quite a big one. But once we were down, we just sort of climbed out of the capsule, and there was nothing. I mean, it was just flat, open, barren landscapes, no breeds, like many insects. It was extraordinary. But it was kind of somehow appropriate, really. We've been alone in the capsule for three weeks, and suddenly we were alone in the desert again, back on the ground. And it was a yeah, it was a particularly nice time.

So, and your first steps onto Terra Firma.

Well, yeah, I'm not particularly proud of it, but the odd thing is, is that since we landed, I needed to send a message back to say we landed safely. And from

somewhere deep inside, I think I just wrote "Needler's landed, all okay, very good, and that was the last message on our flight. And of course, it was Neil Armstrong that said that when he put his foot down the moon, and so it wasn't terribly original. But I just remember, as a kid, I watched this in '69.

Yeah,

And it just made a huge impact on me. It just sort of came out, as I say, from somewhere deep inside.

Perfect. I think that's perfect. And how long did it take for anyone to get to you?

Seven hours before, yeah, before the Egyptians came and rescued us in a helicopter, and there was a fairly large helicopter, and they picked us up, but they had three crew members running backwards and forwards, so the capsule were picking stuff up and taking it back to the helicopter. We're saying no, no, no, you know we've got what we need. We don't take anything else. But of course, they never saw those things again.

Yeah, of course not. No. So did you fly back to Chateau d'Oex after that?

No if we so the helicopter took us back to a place called Dakla, which was in the middle of nowhere, and so we were welcomed there by the local dignitary Mayor I suppose it would have been your governor. He insisted that he would take us to see their new water treatment plant.

So there were flashing blue lights on the vehicles, Bertrand and I had thick Nomex flying suits on big boots off, boiling hot, and the last thing we wanted to do was go visit them. But anyway, we put on smiling faces face and did as we were told, and then so they fed us and we had a shower, and then the Breitling jet took us back to Cairo, and where we stayed the night.

There was press conference. We stayed at night. I mean, that was an amusing story because we landed in Cairo, and I don't know politics, I suppose, but the British ambassador was there to meet me. The Swiss ambassador was there to meet Bertrand, and I was whisking away with the British guy. And I remember Sir David. I can't remember his name. Sir David, somebody. And he picked up my bag and started walking towards the Rolls Royce with the pennant on the front. And I said, I said, you shouldn't be carrying my bag, sir. And he said, My dear boy, that's what I'm here for. That was a that was quite amusing actually, and then so then we were sort of feted, and the next morning running down, it was back to Geneva and there was yet another amazing reception, cameras and all the rest of it, of course.

Brilliant, how brilliant! Is that where you were able to meet up with your Met Men with Luke?

Yes, indeed. So we got back to Switzerland, and it was quite amusing in a sense that, yeah, we were in the sort of private jet that Breitling had commissioned and as we touched down in Geneva, Bertrand remember looking out a window as we were taxiing around, and we couldn't see anybody, it was a Monday, Monday morning and he said, "You know, we should have come back over the weekend'. He said, "But you'd think that they might put a cleaner on the roof where the Swiss away. And then we taxied around past the past the main terminal into the private area, and there were 1000s of people. 1000s of people really, yeah. And back on the way, hoisted into the back of this open deck car and went along the crowd line. It was brilliant, waving, and just it was incredible.

Well, you deserve it. I mean, that was an incredible flight, and the things you went through, absolutely amazing.

Yeah, good flight. Yeah, yeah, yeah. And was Jo there? Was she?

Yes, of course. Jo was the first one on steps.

Excellent, and Michelle, with Jo, that is quite amazing. The thing you've done that.

Now you've been since then. You've been helping people who are with disabilities to fly. Is that right?

Yes, I mean, in the aftermath of the flight was was just a whirlwind. You know, for a little while we were celebrities or restaurant stories, but it doesn't last very long. But we did have a fabulous sort of year or so of travelling the globe and meeting royalty stars and just anybody you could think of, really. And yeah, first class A d'Alton first class travel and all that kind of just fabulous. But as I say, it didn't last very long, and I, you know, I thought, well, okay, that's that. So go back to ballooning, and I've been invited to various balloon meets all over the place, of course, and several in the states, which I went to, and one of them was Reno Air Races, and I met a pilot, a balloon pilot out there called Michael Glen, who was a paraplegic, and as far as I'm aware, was the only paraplegic pilot, no legs, basically, in the world, and that was completely inspirational.

And I was sort of chatting to him, and you know, we spent a few days there, of course, but blew me. And I thought then that, well, you know, why is why aren't there more disabled people fighting balloons? They fly gliders. They fly hurricanes. Why not balloons? And so, over a period of time, I sort of developed a concept for disabled

training. I'd written a piece on disabled training for the pilot training manual, and I'd persuaded Breitling, our sponsor, to give me a balloon, which was a little 65 with training vents and double chair, and we made the cameras had helped, and we made some modifications to it. The wheels on me actually, and so I then started training disabled people to fly. Initially, with I've got senior moments here at Alpha Heroes charity, and then with other charities where we would get people that wanted to do it, and we used Mondavi. Giovanni Homo in Mondavi was a great help in that. So we would take a student out there for a couple of weeks, train them up. Of course, I was an examiner, so Giovanni would do some of the instructing and the recommendation, and do a checkflight. And suddenly, you've got half a dozen disabled balloon pilots, and so yeah, that was a really rewarding element of ballooning, and I was quite proud of that. And I lost till I lost my medical in 2019 unfortunately. So that was the end of my flying in the balloons and aeroplanes and flyers.

But you can still instruct, can't you?

No, I decided that enough was enough. When I lost that, and I can't instruct so my last flight was in Chateau d'Oex in 2019 with a replica of the Breitling balloon with Bertrand, and I thought that was appropriate. That was where I drew the line.

Are you still helping in some way people who are slightly disabled?

Well, I'm an ambassador for Aerobility, which is the British Disabled Flying Association, and I was honorary president of a Handy flight in Switzerland, which is a similar thing. So yeah, I'm involved with, to a degree, sort of fundraising and promotion. That's all.

I think that's wonderful, and I can't thank you enough, Brian, for talking to me this morning, and telling me about your incredible flight. I must try and get hold of Bertrand sometime, see if you'll do the same.

So I haven't seen him for years. So yeah, thank you very very much indeed. And I'll let you know when it's on the website too, that Jo can have a listen and see if you're all right.

Thanks very much. Thank you very much indeed.