

EDITORIAL

We do seem to be close to getting back to 'fairly normal' with regard to the corona virus pandemic and have a programme of talks for you. Zoom has been a real benefit to the Association allowing Members to participate in lectures and, as reported below, the Annual General Meeting.

There are still a few subscriptions outstanding from the year 2020 - 2021. The names are in bold on the back page.

Sadly the Duke of Edinburgh has died in his 100th year. Ambrose Barber has marked this historic event below. A happier anniversary, the Hunter's 70th birthday, is celebrated. You will also see that the USMC plans to keep their AV-8Bs in service to at least 2029 and that the current Hawk airframe has been cleared to 50,000 flying hours.

Thank you to all who have sent contributions or have given talks. Do not worry; all will be published or continued as space allows.

Send Newsletter contributions to the Editor, Chris Farara at cjfarara@ntlworld.com or by post to 24 Guildown Road, Guildford, Surrey, GU2 4EN. Phone 01483 825955

PROGRAMME FOR 2021

Wednesday 12 May	Rowland White - 'The 40 th Anniversary of the Falklands War'.
Wednesday 9 June	Karl Smith - 'The Evolution of Aviation; from Cayley to Concorde'.
Wednesday 14 July	Neville Lyons - 'LEO, the First Commercial Computer'

The above will all be on Zoom. Richard Cannon will keep Members informed by e-mails and provide links. If you know a Member without e-mail, please pass on Richard's message by telephone and perhaps invite them to watch on your device.

Rowland White is a well known author of a number of highly regarded aviation books including 'Harrier 809', reviewed in NL.59; Karl Smith worked in Kingston's Installations department and Neville Lyons is a member of the family that founded what became the Lyons conglomerate of restaurants, hotels and food manufacturers.

CORRECTIONS to NL.59

1. In Terry Howes's article please correct 'the other Bill Bedford' to 'Alec Bedford' on the second page, 5th line.
2. In P.1127 etc Survivors please insert 'P.1127 3 all in UK' at the beginning.
3. In the 1st para of the Great Atlantic Air race please correct David Hassard's e-mail address to dh20tg@gmail.com.

THE DUKE AND THE TIGER CLUB

Ambrose Barber relates some of the Duke of Edinburgh's aviation exploits....

When I joined the Tiger Club in the '60s the Duke and his R.A.F. equerry, John Severne, were already members. The Club, with some justification, considered itself to be the UK's premier sporting flying club. It not only promoted competitive aerobatics, air racing, long distance flying including the annual 'Dawn-to-Dusk' competition, but mounted its own Air Shows which, if you were selected for one of the teams, would subsidise the cost of some of the flying involved; essential for an impecunious Hawker employee!

Having earned his RAF 'wings' on a Harvard the Duke was thereafter supposed never to fly solo again, but it is an open secret in aeronautical circles that in October 1960, having no doubt instructed his 'minders' to look the other way, John Severne had arranged with the Tiger Club for the Duke to visit White Waltham to have an enjoyable fly in a little Turbulent single-seater. What is far less well known is that the very next time G-APNZ left the ground the engine failed and the startled pilot managed a successful forced landing. Had this happened on the previous flight I think there would have been quite a rumpus! 'PNZ redeemed the Tiger Club's reputation when the following year it won the King's Cup air race in the hands of John Severne himself. I subsequently flew it many times and always thought it a fun little aeroplane. The only time I came across the Duke was when he was guest at our Annual Dinner, a black-tie affair held on that occasion at the Naval and Military Club in Town. In his speech I remember him describing most Tiger Club pilots as 'amiable lunatics' with that amusing twinkle in his eyes!

Although the Duke never flew with the Club or solo again, he must have taken every opportunity to fly, often I imagine, in the right-hand seat on longish trips, because he amassed nearly 6000 hours, comparable to Bill Bedford's