



charm. In 2000 he published his autobiography (*Dennis "Hurricane" David; My Autobiography*, Grub Street, 2000), which I reviewed, and he telephoned to thank me, full of excitement about the Queen Mother's 100th birthday parade in Horse Guards, in which he had just taken part. Only a few days later, on August 25, he died.

Because G-AKHC had to work for its living, my usual companions on trips were the photographers L.W. McLaren and Ian Macdonald, the latter more regularly, because he specialised in air-to-air photography, while "Mac" McLaren did jobs for other Iliffe journals such as *Autocar* or *Farmer and Stockbreeder*. In June 1958 I flew with Blick Hodgson to pick up photographs of the Isle of Man TT Races for *Motor Cycle*.

On June 17, 1959, Mac was with me, as was Ann Tilbury, who looked after *Flight's* photographic library, for a royal appointment: taking air-to-air pictures of the Duke of Edinburgh's *Druiue/Rollason Turbulent*, a diminutive single-seater flown by his Equerry, Sqn Ldr (now Air Vice-Marshal, retired) John Severne. Where better to pose this little white aircraft, with Prince Phillip's badge on its side, than against the backgrounds of Windsor Castle and Ascot racecourse? So round the battlements we went, and along the course (while a race was in progress) until Mac was satisfied that he had the shots he wanted.

At that time the RAF operated short take-off and landing (STOL) Scottish Aviation Twin Pioneers in an Army co-operation role, so Ian and I flew to Benson for an air-to-air photographic sortie with 21 Sqn, and I was given a ride in a "Twin Pin" by Flt Lt Sandbach, who demonstrated its STOL characteristics and very-low-speed stall. Then, in September that year, Flt Lts Reith and Norton Craig flew me from Benson in Oxfordshire to Upavon in Wiltshire, from where

we participated in the SBAC show at Farnborough. Then back to Benson, where I picked up Hotel Charlie and returned to Fairoaks.

Early in 1960 the FAA came into my sights when I flew down to Culdrose with Mac for a Fairey Gannet AEW.3 sortie. This time I was in the "target" aircraft, flying with Lt-Cdr W. Hawley. The following day's flight back to Fairoaks took us an hour longer than our outward one: 2hr 20min as against 1hr 25min down to Cornwall.

In May that year the Royal Aero Club held a *concours d'élégance* at Shoreham for which G-AKHC was entered. I flew down with Maurice Smith on the 19th, Hotel Charlie was spruced up by a team of *Flight* girls, Maurice did the competitive flying (which included "spot" landings), and I remember we all bowled along to Brighton to sample the fish restaurants, and to Arundel, where we propped up the bar in the Norfolk Arms Hotel. After a couple of enjoyable days and nights I flew back to Fairoaks with Alastair Pugh and Anne Porteous, one of our secretaries.

My trip to Syerston in October 1958 to hear about the RAF's all-through jet training programme paid off in two subsequent visits there,

ABOVE Mark Lambert demonstrates the Gemini's quite reasonable rate of climb.

BELOW The *Flight* team and friends at Shoreham in May 1960 for the competitions. Left to right: Liz Hussy (*Autocar*); Mark Lambert; Sylvia Pugh; Peter Riviere (*Autocar*); Maurice Smith; Viv Smith; Rex King; Carol Brunt (*Autocar*); A.T. Pugh; Dot Robinson with Giles Pugh; the author; and Anne Porteous. In the background are two more competing twins, Aero 45 G-APRR and a Piaggio P.166.

