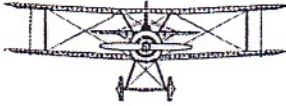


# NAVAL EIGHT/208 NEWS

THE ANNUAL NEWSLETTER OF NAVAL EIGHT/208 SQUADRON ASSOCIATION

1999



## The Naval Eight/208 Squadron Association Committee:

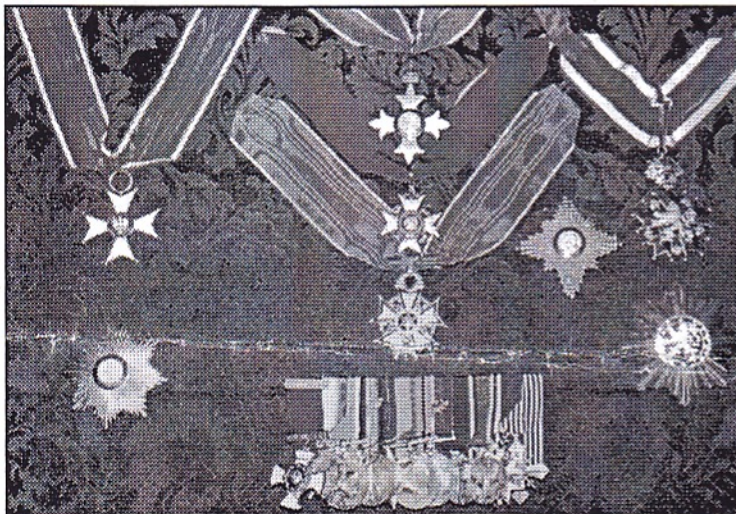
President  
Life Vice-President  
Vice-Presidents

Chairman  
Secretary  
Treasurer  
Membership Secretary  
Committee

Air Chief Marshal Sir Michael Stear KCB CBE MA FRAeS  
J B Craig Esq  
Air Commodore BC Laite, Dr D G Styles MBA PhD FBIM  
FinstSMM FIMI, Sqn Ldr PK Corner RAF (OC 208 Squadron)  
Gp Capt A W Cope MBE AFC FRAeS RAF  
Sqn Ldr JCA Fraser BSc RAF  
R J White MBIM  
Gp Capt N M Huckins MBE BSc RAF  
SE Jefford BSc, Flt Lt K Marsh RAF (No 208 Sqn),  
Air Commodore GR Pitchfork MBE,  
Air Vice-Marshal R A Wright AFC FRAeS RAF.



## GREAT BOOST FOR MEDALS PROJECT



*On the left are the orders, decorations and medals which represent the career of Air Vice-Marshal Sir Geoffrey Bromet, whilst on the right are those of the career of Air Commandant Dame Jean Conan Doyle, former Director of the Women's Royal Air Force and later Lady Bromet by her marriage to Sir Geoffrey*



It is with great pride that we announce news of a huge boost to the Association's Medal Project, in that the family of our late founding CO, Air Vice-Marshal Sir Geoffrey Bromet, have generously placed on permanent loan to the Association the orders, decorations and medals which represent his career in the Royal Navy and the Royal Air Force - sixteen items in all, with some surprises for those interested in medallic history.

Among the set are the Distinguished Service Order and the French Legion d'Honneur, both awarded in May 1917 while he still commanded Naval Eight, along with the 1914-15 Star (one of the few awarded for the Dardanelles Campaign), the British War Medal and the 1914-1919 Victory Medal (with a Mention in Despatches). From his Second World War Service are the 1939-45 Star, the 1939-45 Defence and War Medals (with another Mention). Accompanying these are the Polish Order of Polonia Restituta, awarded by the President of the Polish Republic in 1945, along with the Czechoslovak Order of the White Lion and the Czech War Cross. His OBE, awarded in 1919, was elevated to a CBE in 1941 and in

1943, he received the CB. In June 1945, His Majesty King George VI conferred a KBE and Sir Geoffrey later also received from the President of the United States of America, President Harry S Truman, the Legion of Merit in the Degree of Commander, for his services as AOC Azores.

In addition to this magnificent collection, which means so much to this Association, we have also become permanent custodians of the DBE and medals of Dame Jean Conan Doyle, daughter of Sir Arthur Conan Doyle and later Jean, Lady Bromet who, apart from having a distinguished Royal Air Force career in her own right, was a keen supporter of Sir Geoffrey and all he did in connection with Naval Eight/208 Association, as well as, after his death, being a very loyal supporter of the Association herself.

Lady Bromet always sent her good wishes to the Association at the time of its reunion dinners and was always keen to learn of the award of the Geoffrey Bromet Memorial Trophy and the exploits of its recipient. She was also our one of our first Honorary Members and was always proud of her connection with Naval Eight/208.

Jean Conan Doyle joined the Women's Auxiliary Air Force before World War Two began and in 1943 was awarded the OBE for her work. She was later made a DBE and her personal medal set includes the 1939-45 Defence and War Medals, the 1953 Coronation Medal and the Air Efficiency Award.

The Association is extremely fortunate to have such a generous patron as Sir Geoffrey's grandson, Mr Michael Pooley and to him and his wife, Elizabeth, we extend our sincere gratitude for placing such trust in us to care for the medals of our most distinguished founder.

By the time you read this the medals will have been mounted in display form and will be on show at the Reunion, so that you will be able to see them close up and we are hopeful that Michael and Elizabeth Pooley will be our guests at this year's Reunion (On Saturday October 23rd, remember) to make a formal handover of the medals to our President, Air Chief Marshal Sir Michael Stear, for the Association. This is a momentous occasion for the Association - we hope you'll be there.

**1999 REUNION DINNER**

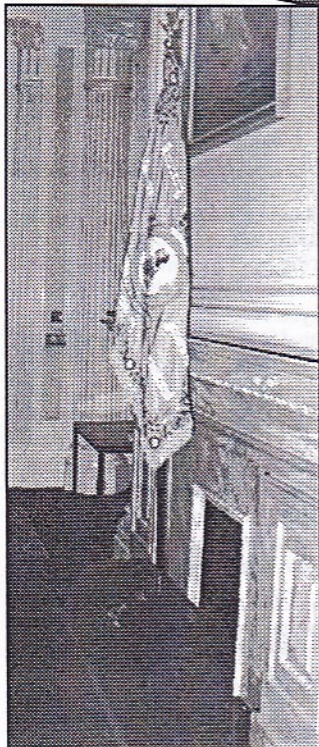
**OCTOBER 23rd  
6.30 FOR 7.30 PM - RAF CLUB**

# Naval Eight - 208 - Ninety Eight

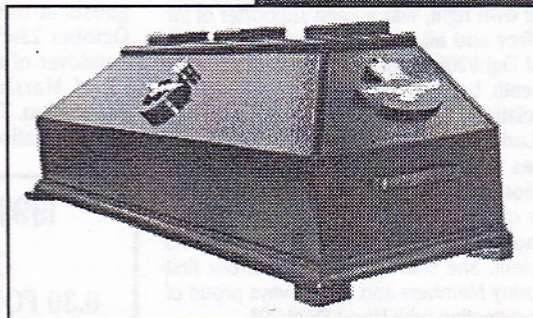
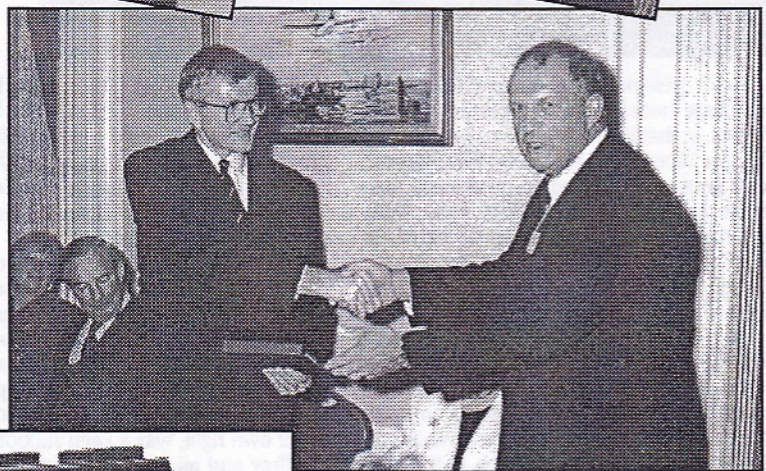


Left: Flight Lieutenant Steve Main is presented with the Geoffrey Bromet Memorial Trophy by Chief of the Air Staff Air Chief Marshal Sir Richard Johns. Steve was clearly surprised and delighted to be awarded the Trophy and is congratulated by Air Vice-Marshal Rob Wright and Lady Stear, wife of our President.

Below: The Three Musketeers of last year's Reunion - Air Commodore Ben Laite, on the left of the three pictures, making his last Chairman's welcome before handing over the Association Chair to Group Captain Bill Cope. In the centre picture, our Guest of Honour, the CAS, Air Chief Marshal Sir Richard Johns (who has had a passing association with 208 Squadron in his career) addresses the assembled members and guests, whilst on the right we see Squadron Leader Paul Comer making a precision delivery of his "State of the Squadron" message.



On the left is the Squadron Standard mounted on the magnificent plinth made by Hurricane/Spitfire Chapter Rep and Committee Member Sid Jefford. Below is the plinth in greater detail, a beautiful piece of work, presented to the RAF Club by Association President, ACM Sir Mike Stear.



Above: Association President, Air Chief Marshal Sir Mike Stear, presents a bound and specially slip cased copy of the book "Buccaneer" to retiring Chairman Air Commodore Ben Laite. The slip case was covered in a material matching the board covering of the book and had the Squadron badge embossed on it in gold leaf. Ben was clearly delighted with the gift, which came to him from the Committee of the Association, together with best wishes for his new appointment as Diocesan Secretary in Truro.

# RUMBLINGS:

# About People

We decided this year to integrate the two columns "Rumblings" and "Naval Eight/208 People", because most "rumblings" are ultimately about or involving people - hence the masthead of this new column. Hope you like it - and if you have anything to contribute to it, let us know and we'll find a space.

Looking firstly at people around us, congratulations must go to Flight Lieutenant **Steve Main**, winner of last year's Bromet Memorial Trophy, upon his award of the Air Force Cross. If you were at last year's Reunion, you will remember hearing about Steve's routine diversion sortie which turned into a "bit of a moment". More about this one farther down the page.

Air Commodore **Ben Laite**, who stood down from the Chairmanship of the Association last year, has been elected, with a unanimous vote, a Vice-President of the Association. Group Captain **Bill Cope** has now formally assumed the mantle of Chairman and Squadron Leader **John Fraser** will, at this year's Reunion, have completed his first year in the office of Hon Secretary.

The picture below is of Association Chairman Gp Capt Bill Cope, presenting the LG Groves Memorial Award for Ground Safety to ex-208 Buccaneer man Sergeant **Peter Wright-Gardner**. The award was



made in recognition of Pete's "major contribution to the improved serviceability of Rolls Royce Spey engine electrical harnesses and the associated safety implications". Well done, Pete.

On the medal front, the light continues to glimmer at the end of the tunnel in the matter of the Greek Campaign medals and Sid Jefford reports that, whilst progress is slow, the Greek Campaign Medal 1940-41 and the Greek War Medal 1940-45 may finally reach those Association members who were in the campaign. The advice remains "Don't hold your breath" but it does look as though progress is being made and so that will be two more to the Squadron display collection.

Books are still in the news, in that Air Commodore Graham Pitchfork's *Men Behind the Medals* is still on the shelves and selling, so if you haven't got your copy yet, it can still be obtained from any reputable bookshop, or directly from Pen and Sword Books Limited at Freepost, 47 Church Street, Barnsley, South Yorkshire S70 2BR and the price of the book is £25.00 plus postage of £2.50 in Great Britain, £3.50 overseas or £6.00 overseas by airmail.

David Styles two books published last year, *Porsche 356 - The Story of the Flat Four Porsches* and *Riley - Beyond the Blue Diamond* netted him three awards from the International Automotive Media Conference in Las Vegas last December. Second prize overall, the Silver Medal, in the Single Make History Category for Books went to *Porsche 356*, whilst *Riley* followed it into third place with the Bronze Medal. *Riley* also secured the Silver Medal in the Book Layout and Overall Design category. David's latest offering is *Alfa Romeo - The Spirit of Milan*, published this summer by Sutton Publishing and including a substantial helping of Alfa Romeo's involvement in the aero engine and aircraft building activities.

Sadly, we have to tell you of people who have left our number,

though we should spare a few moments to reflect on their lives and achievements. For example, **John Stewart**, who was a regular attendee at our Reunions, passed away in February this year, but he left with us a notable contribution to the Squadron's legacy of the Greek and Western Desert Campaigns in World War 2.

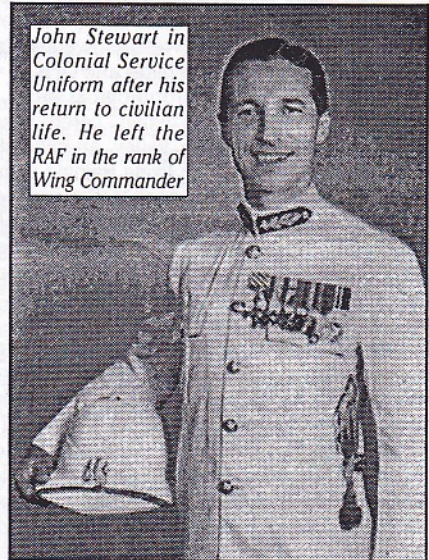
John joined 208 from 70 OTU and during the battle for Greece was flying a wounded Blenheim pilot in a Lysander to Athens, when he was "jumped" by an enemy aircraft. The "Lizzie" suffered severe wing damage and was shot up about the fuselage, so John Stewart found a relatively soft spot to put his charge down, but still lost his passenger and was himself carried to safety by Greek farmers. He returned to flying duties in the Western Desert, now flying Hurricanes, and in early January 1942,

was flying a very low level patrol between Gazala and Bomba when an anti aircraft shell exploded into the cockpit as he flew over Tmimi, putting out of action the pitch control lever and injuring his face and hands. Even so, he got the aircraft back to El Adem and later in the year was awarded the DFC.

Back to modern times, on 8th April last year, Flight Lieutenant **Steve Main**, an instructor with today's 208(R) Squadron, was flying with a student on a practice diversion to BAe's airfield at Warton, when his student reported he was encountering a control restriction in pitch. Steve took control and verified the situation for himself: the aircraft was now seemingly in an unrecoverable descent and heading for a large built up area, so ejection was out of the question. He put the aircraft into a gentle turn out to sea so that he could safely ascertain the prospect of recovery. He decided that, with landing gear and flaps lowered, he could control the aircraft's attitude by varying engine thrust, so flew a shallow straight-in approach to Warton, flying with both hands on the stick and guiding the student to vary power settings.

Later ground checks established that the tailplane control rods had become disconnected.

For his outstanding airmanship, Steve Main was awarded the Bromet Memorial Trophy at last year's Reunion, then soon afterwards, it was announced that he was to receive the Air Force Cross for his courage in that incident. It was presented at an investiture at Cardiff Castle by HRH Prince Charles, the Prince of Wales on 22nd April this year.



John Stewart in Colonial Service Uniform after his return to civilian life. He left the RAF in the rank of Wing Commander



## BETTER FROM THE SQUADRON:

Since last year, there have been some fairly significant changes in the day-to-day operations of Number 208 Squadron. Firstly, RAF Valley's Flying Wing has been reorganised, leading to a change in the command structure on the Squadron. Secondly, the timing of "Wings" ceremonies and the selection process for "Creamies" (first tour QFIs) has been changed. And thirdly, there has been a significant increase in the Squadron's task. Coming with that third change, there has been an associated increase in staff numbers and aircraft. Finally, there have been some minor changes to the syllabus. Although more changes are in the pipeline, we are currently in a period of relative stability and, with the improving summer weather, we are able to get stuck into our primary task - training fast jet pilots and QFIs.

Let's take things in chronological order. In June 1998, it was decided that, so as to avoid "wings" ceremonies imposing an artificial deadline on training at RAF Valley, ab-initio students would receive their wings after completing flying training with 208 Squadron (Phase One) and before they commence tactics and weapons training with 74 Squadron (Phase Two). Subsequently, all "Wings" ceremonies and associated "Diamond Nine" flypasts are now organised and conducted by 208 Squadron. In effect, the presentation of wings marks the graduation from 208 Squadron. "Creamies" are also now being streamed after completing Phase One and we currently have the first two such pilots on the CFS Course before joining 208 Squadron's staff.

Also in the summer of last year, a reorganisation of Flying Wing was considered to improve the efficiency of flying operations at RAF Valley. Previously, three squadrons (Nos 19, 74 and 208 Squadrons) operated from three different sites, with 19 Squadron training QFIs, QWIs and QTIs, requiring a mix of aircraft roles. The reorganisation was effected in April 1999 and involved a division of 19 Squadron. They maintained their QTI and QWI training role and moved to the far side of the airfield to join 74 Squadron. The QFI training role was assigned to 208 and we moved into 19 Squadron's former accommodation, which was purpose built about three years ago. So flying at RAF Valley is now conducted from two sites: QFI training from one site, tactics and weapons training from the other. The instructor, engineering and aircraft efficiencies resulting from that have brought an increase in the daily flying rate and consequently the number of students trained.

208's command structure has been modified to reflect its enlarged role. Training is divided into the CFS Flight (for all QFI training, staff continuation training, upgrades and initial Hawk conversion training for other instructors) and the Long Course Flight (for ab initio training). Each flight has nominated course commanders who oversee the training in individual courses. The Squadron now has 26 instructors, while our student population varies between 25 and 40 and we plan to fly 19 aircraft at a rate of four times per day. With improving weather, the increased numbers in staff and aircraft have allowed inroads to be made into the task and, for the first time in almost two years we're close to being able to complete Phase One training of our ab initio courses on the planned finishing date. More details of the Squadron's annual statistics will come to you at the Dinner on October 23rd.

However, it's not all about statistics and reorganisations. Squadron morale is high, the flying is good and Anglesey is enjoyable (when the weather's fine) There are still the usual comings and goings of staff, including Flt Lt Steve Main AFC, recipient of the Bromet Memorial Trophy last year. He has recently transferred to the Jaguar. The Squadron social life is still hectic and we frequently welcome many visitors - we are always pleased to hear from any ex-208 members.

And what of the future? Well, more changes are planned for Flying Wing in September. Nos 19 and 74 will amalgamate into one squadron, with a similar structure to 208 Squadron. At the same time, posts will be established for 208 and the other squadron to be each commanded by a wing commander, with three squadron leader rank flight commanders. This may affect some of the current incumbents of those appointments, but will better match each squadron's command structure, with its size and task.

Finally, the anticipated shortage of front line pilots and the increased loading on the training system, puts RAF Valley, and 208 Squadron in particular, in a pivotal position. All of the staff of 208 Squadron are aware of the vital role we have to play and I look forward to reporting, at the Reunion Dinner, on how we are meeting the challenge.

## THIS YEAR'S REUNION AND GUEST OF HONOUR:

Air Vice-Marshal Rob Wright was commissioned into the Royal Air Force in 1966 and, after passing through the training programmes of Syerston/Valley/Chivenor, joined 208's partner squadron in Bahrain, 8 Squadron. As the two Hunter Squadrons were disbanded with Britain's withdrawal from the Gulf, Rob converted to the Phantom FGR2 and joined 17 Squadron at Bruggen, in Germany. At the end of that tour, he joined the newly formed Tactical Weapons Unit at Brawdy, flying Hunters again. Promotion to Squadron Leader in 1976 brought with it a tour with the US Navy as an F4J weapons instructor, then came a flight commander's slot with 208 Squadron in 1979. From then until 1982, Squadron Leader Wright flew Buccaneers in the period when the Squadron was operating in the overland strike/attack role, with assignments to both the Central Region and AFNORTH.

After graduating from the RAF Staff College in 1982, Rob went to the MoD's Operational Requirements Division before returning to the Staff College in 1984, in the rank of Wing Commander as a member of the Directing Staff. A return to flying duties came in 1987, together with command of IX Squadron, operating the Tornado GR1. Appointment to the task of Personal Staff Officer to the Chief of the Air Staff and promotion to Group Captain came next, in December 1989, and that was followed by a return to RAF Bruggen as Station Commander in 1992, after flying refresher training and a German language course.

In October 1994, newly promoted, Air Commodore Wright became Assistant Chief of Staff, Policy and Requirements at the newly formed NATO Headquarters at High Wycombe. Six months later, he was appointed Air Commodore Operations at HQSTC, setting up and commanding the UK Combined Air Operations Centre and becoming Deputy Director of the newly formed Franco British European Air Group. Promotion to Air Vice-Marshal in June 1997 came with the appointment as Military Adviser to the High Representative in Sarajevo, who oversaw the setting up of the new state of Bosnia Herzegovina under the Dayton Agreement.

Air Vice-Marshal Wright negotiated the formation of the Civil Aviation Department in Bosnia Herzegovina and formed the Standing Defence Committee, linking the three factions at presidential and ministerial levels. His current appointment, as Chief of Staff to the Air Member for Personnel and Deputy Commander-in-Chief of Personnel and Training Command, based at Innsworth, came in February 1998.

Air Vice-Marshal Wright was awarded the Air Force Cross in 1982 and became a Fellow of the Royal Aeronautical Society in 1997. His wife, Maggie, is an ex-WRAF Secretarial Officer and they have two children, Christopher and Kate. Christopher is a business analyst and Kate is currently studying politics and history at Royal Holloway University. The Wright family enjoys golf, tennis and skiing and the family home is in Cheltenham.



*Not the formal picture we had hoped for (the clock of press day beat us), but a photograph of Air Vice-Marshal Rob Wright at last year's Reunion Dinner.*

# THE EIGHT GUN FITTER

by "SEJ"

It was July 1942 and Number 208 Squadron was located at Landing Ground 100 in Egypt. It had been another hot uncomfortable day. The sun was beating down over the arid Egyptian landscape, as it had done for some weeks past, but for the groundcrew who had been swarming over the Hurricane since early morning, it had seemed especially intense. They were anticipating finishing the job, so they could wind down with an evening meal and a rest in the shade. The Hurricane, now nearing the end of its "Forty Double Star" inspection, had been promised to be back with the Advance Flight at Burgel-Arab by that evening.

Two weeks earlier, the enemy had broken through the British lines, making it necessary for the Squadron to move back. The push had coincided with a full moon, which had brought increased enemy air activity during the night, resulting in damage to equipment and aircraft on the ground. This placed an extra urgency on the need for a rapid turn-round of repairs and inspections in order to keep the flights at operational strength, because now there were no spare aircraft and no spare capacity in the system.

The armourers were, having completed the alignment of the eight Brownings, replacing the gun cover panels. "Lofty" Wright, the "fabric basher" had fixed the patches over the gun ports and the Hurricane, having been lifted from the trestles, was now being positioned over the hardened "run-up" area.

"Are you all checked out and happy, Pat?" I called out to Corporal "Paddy" Lambe. He and I had been checking the inspection schedules, ensuring that signatures had been entered for all elements of the "Double Star".

"I'm all OK, "Jeff"." came the reply.

I checked that wheel chocks were in position and saw that "Webby" had the starting trolley acc plugged in. LAC Webb, a former Ashford publican, was a reliable and efficient fitter. He had positioned himself at the port wingtip and "Nobby" Clarke had taken charge on the starboard side. I climbed into the cockpit, adjusted the clipboard on my right knee and made notes of gauge readings. "Fuel levels - OK: air pressure - low: flying controls - full and free: gun button - safe: mixture control lever set rich: pitch control lever - set fine: turn on master switch, turn on fuel, set throttle, prime engine, look to port side".

"I'm ready to start. All clear?". I can see "Webby" looking around: "All clear" comes the reply. Magneto switches "On" and "Contact". "Contact" comes back and I press the starter button. The airscrew starts to turn, accompanied by the whirring of the starter motor. A puff of smoke from the exhaust. The speed of the propeller accelerates, then slows again. Another, larger puff of smoke, the Merlin coughs, then catches on, coughs again and settles into a steady even roar. With the throttle set at 1200rpm, a check of the instruments shows a good oil pressure reading, the vacuum pump is operating and the air pressure is climbing out the red to a steady green. In turn, the magnetos are switched "off" then "on"; pitch control is taken into "coarse", then "fine". After disconnecting the starter, "Webby" has braved the backwash of the airscrew and checked for oil and coolant leaks. He signals me by lifting the aileron to pass the news that all is well. Another instrument check. Air pressure - still climbing: oil pressure normal: oil and coolant temperatures - OK, but climbing. Open radiator flaps and lock on brakes.

Time to look around. Fitters and riggers, armourers, electrical and radio mechanics and other groundcrew, some sitting on tool boxes or just standing around chatting as they wait to finalise their part of the inspection once the run-up is complete. I give the thumbs up to the tradesmen to indicate that so far there are no problems. A final instrument check.

Then, a steady rattle of small arms fire heard over the sound of the Merlin suggests the ground gunners are having one of their periodic practice sessions - or could it be a strafing raid? Looking over the rim of the cockpit, I see smoke coming from the wing and, apart from a crouching LAC Webb, not a body in sight! It is then I realise that it's the Hurricane's guns which are firing. But how? The gun button is at "Safe". And where are the crew who, moments before, were standing around? Was there anybody directly in front of the aircraft?

I can now see "Nobby" Clarke at the opposite wingtip, with an enquiring look on his face. I raise my hands to let him know that my finger, wherever else it may be, is not on the button. I become aware of a hissing noise coming from the gun button: I bang it with my clenched fist, but with no effect. I continue to hit, but the guns continue to fire. With the worst possible thoughts of bodies lying around, I pull back the throttle, push the mixture control to "weak" and knock off the ignition switches. The Merlin comes to a stuttering halt and, coincidentally, with a loud hiss from the gun button, the guns stop firing.

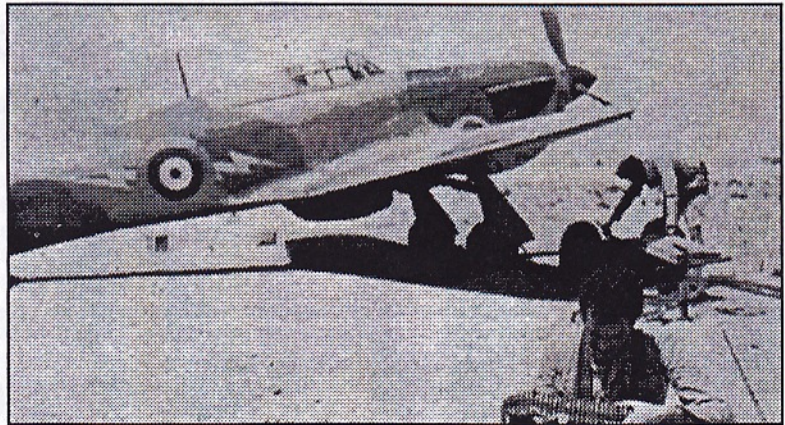
I'm still sitting in the cockpit, unable to move, when a voice asks "What happened?". It's "Webby". I ask: "Is anybody hurt?". "I don't know" comes the answer, "I don't think so, but what happened?". Now "Willie" Wilson, the Corporal armourer, has joined us and in answer to his unasked question I point to the gun button, still at "Safe".

Now it's the turn of the Armament Officer, Warrant Officer Smith. "You OK, "Jeff"?", he asks. I must have looked as bad as I felt. "Yes, I'm OK. Was anybody hurt?". Thankfully, there was no-one in the firing line and with a huge sigh of relief, I explain that the guns "just started to fire". Flight Sergeant Cornwell and Sergeants Kay and "Basil" Rathbone have arrived from the Workshops Office and are approaching the Hurricane. Warrant Officer Smith cuts short their questions, indicating that the gun button will be removed and checked.

It's now very late in the evening. The Hurricane has been returned to the Inspection Area and is once again up on trestles, lined up with the "gun pattern mast". W/O Smith has now confirmed that the gun button was faulty and is to be replaced. Eight replacement Brownings have also been fitted and are being aligned. The inspection crew, with the exception of the armourers, go off for their now very late evening meal, leaving the two Workshops sergeants to look after things at the Inspection Area.

Having been informed that the armourers have finished their operation, the other ground crew have now repositioned the aircraft at the run-up area. Once again, the external checks are carried out and I make my way to the Hurricane's entry step. "Jock" Kay, "Paddy" Lambe, "Nobby" Clarke and "Webby" are standing by the step. "Webby" steps forward with outstretched arms. "Make way for the Eight-Gun Fitter!" he announces.

As you might expect, the reply was very audible and not very complimentary. At first light the following morning, the Hurricane is flown off to Burg El Arab.



Here's a 208 Squadron Hurricane - an eight-gun Hurricane, being re-armed. This particular aircraft was a PR1 (Trop), Serial Number P2638. Whilst returning from a lone reconnaissance sortie on 24th July (to Burg-el-Arab, strangely enough), it was "jumped" and shot down by three Bf109s

**MILLENNIUM REUNION**  
**28TH OCTOBER 2000 - RAF CLUB**  
**6.30 FOR 7.30**

## CHAPTER REPRESENTATIVES' NAMES AND ADDRESSES NAVAL EIGHT/208 SQUADRON ASSOCIATION

HURRICANE/ SPITFIRE : SE Jefford BSc,  
 METEOR : MG Bradley AFC MA,  
 HUNTER : AG Maitland,  
 BUCCANEER/HON SEC : Sqn Ldr JCA Fraser BSc RAF,  
 OTHER TYPES : Dr DG Styles MBA-PhD FBIM FlntSMM FIMI,  
 MEMBERSHIP SEC : Gp Capt NM Huckins MBE BSc RAF,  
 (information on potential new members and existing members seeking to renew contacts should be addressed to the Membership Secretary)

### 1998 NAVAL EIGHT/208 SQUADRON ASSOCIATION REUNION DINNER RESPONSES FROM MEMBERS

The following Members and their Guests were present at the 1998 Reunion Dinner:

MG Bradley	DR Drake	BC Laite	Sir Michael Stear	TM Webb	Flt Lt MJ Higgins
PA Bristow	HO Field	AG Maitland	P Spooner	KM Whiley	Flt Lt GG Kennedy
F Brown	JAF Ford	ED Mee	P Steele	RB White	Flt Lt SB Kilby
M Brown	P Gallagher	NV Morss	GJ Storey	RJ White	Flt Lt SJ Main
RG Clarke	DL Groom	J Pascoe	DG Styles	RA Wright	Flt Lt NM Smurthit
AW Cope	I Hodgekinson	Watson	MA Telford		Flt Lt E Thomas
JB Craig	GK Hodson	RS Porritt	IDC Tite		Flt Lt DP Wyatt
AWD Craig	CB Holroyd	J Pratt	KL Trow	<b>Serving Members of 208(R) Sqn:-</b>	
AF Cutt	RC Hooper	PCJ Saunders	PE Turville		
RG Davis	NM Huckins	E Sharp	R Walsh	Sqn Ldr PK Comer	
PW Day	SE Jefford	JE Shaw	JK Watson		

The following Members sent their greetings to the 1998 Reunion, as they were unable to attend:

J Aldrich	RB Davidson	JM Henson	KP Oliver	SJ Thompson
PJ Anstee	JH Dent	JHG Héxt	Jl Parker	JN Tomes
PW Armstrong	R Dennett	R Hills	FL Payne	GE Townsend
M Asher	CAF Denton	R Hyslop	JD Penrose	AR Tyler
J Babbington	AB Dicken	PH James	PF Perry	PD Tyler
JK Babraff	CM Draper	T Johnston	LW Phipps	R Tyrner
HW Barber	TH Dudley	GCW Jones	GR Pitchfork	AJ Vincent
DW Barlow	G Ellis	M Kemp	WF Plumpton	A Wadsworth
E Beedham	EH Erskine-Legget	J Kershaw	JKT Pugh	G Wadsworth
RM Begbie	K Evans	KS Lamb	BC Robinson	JH Waller
ERE Black	JL Fordham	KJ Lambden	FGM Robinson	RB Weeks
GK Bradshaw	JCA Fraser	JR Leask	IC Ross	BW Weskett
IA Bremner	M Gannier	BJ Mahaffey	L Shaw	JW West
RH Burden	F Gibbs	JM Mason	P Small	JW White
MW Burton	T Gibson	JD McConnachie	S Small	PF White
CK Bushe	G Goodman	TJ McElhew	AG Smith	H Wood
R Calvert	DR Grant	M McGrogan	AH Smith	G Yates
MH Castle	G Green	R McLellan	TA Smith	
JRJ Clark	IN(W) Griffiths	FW Mitchell	DR Southwood	
JA Clarke	ER Gwilliam	GR Must	JW Stewart	
GS Cooper	RJ Hardiman	TF Neil	JA Swain	
JW Coulson	HCV Hawker	FJ Nicoll	H Tapner	
RC Davey	KJ Heathcote	PJ O'Donohue	G Thompson	

### *In Memoriam*

We have received news during the year of the passing of the Members whose names are listed below. Our sympathy goes to their relatives. May they rest in peace.

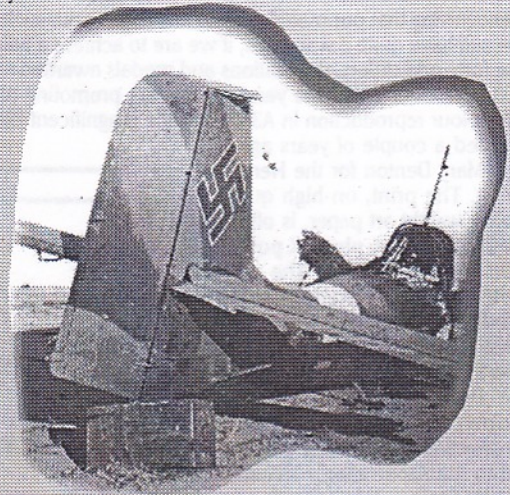
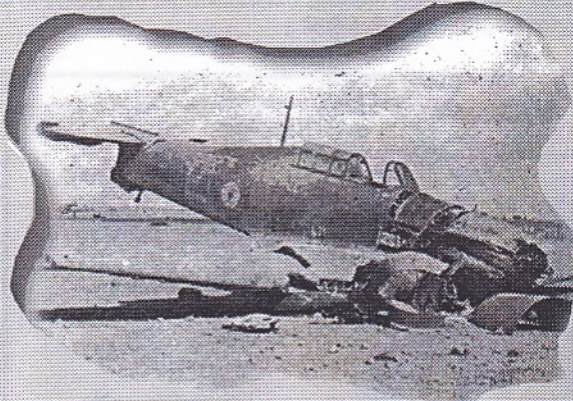
**AG MAITLAND (Hunter)      JW STEWART (Lysander/Hurricane)**

**SJN (GINGER) HAYES (Venom/Hunter)**

## PICTURES FROM THE PAST

A couple of pictures from our growing archive give an emotive reminder of the Squadron's days in the Western Desert. Below, a Hurricane of 208 Squadron which had been abandoned at Sollum (LG103) during an evacuation and which was found again, a little the worse for wear, after LG103 was retaken by the British. The Ju87 Stuka was shot down in one of the many

skirmishes over the desert, as Allied and Axis forces moved to and fro in the Desert Campaign.



## ANNUAL REUNION DINNER 1999, SATURDAY 23RD OCTOBER

It is imperative you send back the reply slip below if you wish to attend the 1999 Naval Eight/208 Squadron Association Annual Reunion Dinner at the Royal Air Force Club, 128 Piccadilly, London W1V 0PY on Saturday 23rd October. Dress is lounge suits and Members may bring male or female guests. It is important that you name your guest/s on the booking slip and that you indicate your period of service with the Squadron for the seating plan. Timing is 6.30pm for 7.30pm and the cost this year is £25.00 per head, including a glass of port. Even if you are unable to attend, please return the reply slip, as it is our only way of ensuring continuing contact with you.

Please complete the booking slip as early as possible and return to: Sqn Ldr JCA Fraser BSc RAF, Hon Secretary Naval Eight/208 Squadron Association at

1999 REUNION DINNER  
OCTOBER 23rd  
6.30 FOR 7.30 PM RAF CLUB

# SUPPORTING THE MEDAL PROJECT

Recognising that our medal project has begun with such a good start, we still have quite a way to go, if we are to achieve a full display of all the forty-odd orders, decorations and medals awarded to Naval Eight/208 personnel down the years. So we are promoting the sale of the full colour reproduction in A3 size, of the magnificent Blazon of Arms painted a couple of years ago by Mrs Mary Denton for the Heraldic Trust. The print, on high quality heavy weight art paper, is offered at £7.50 a copy, plus UK postage and packing of £1.50. The prints will be despatched in sturdy cardboard tubes, so as to have the best possible chance of reaching you in pristine condition.

Proceeds from the sale of prints, after the deduction of production and mailing costs will go to the Association's Millenium Medal Project. We hope that you will give this worthy venture your support.

In addition to the prints, you can also buy Association Christmas cards, featuring the same image, reproduced in much smaller scale. Printed in landscape format, the picture on the Christmas card is bordered in blue and gold. The message reads: "With Best Wishes for Christmas and the coming New Year". An order form is included in the tear-off Reunion booking slip in this Newsletter. The price is

£3.50 for a pack of 10 cards with envelopes, plus post and packing. Inland and BFPO postage is 57p per pack, whilst Australia & New Zealand members face postage of £3.96! A pack of ten cards weigh 168 grams, so members overseas should allow for that weight in their provision for postage when ordering.

