

NAVAL EIGHT/208 NEWS

THE ANNUAL NEWSLETTER OF NAVAL EIGHT/208 SQUADRON ASSOCIATION

The Naval Eight/208 Squadron Association Committee:



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Committee	SE Jefford BSc, Air Commodore GR Pitchfork MBE, Air Vice-Marshal R A Wright AFC FRAeS, Flt Lt K Hildred (No 208 Sqn), Dr DG Styles
Newsletter Editor	

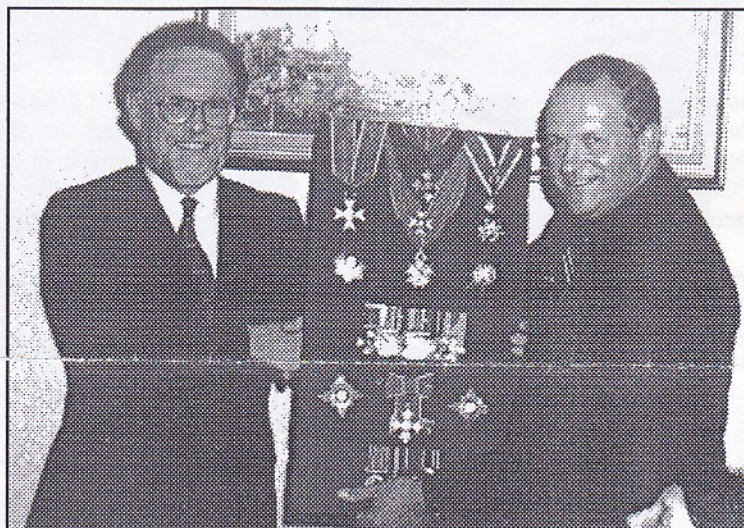
2000

2000

BROMET MEDALS COME TO NAVAL EIGHT/208



On the left we see Mr Michael Pooley, grandson of Air Vice-Marshal Sir Geoffrey Bromet (the Association's Founder, former President and late Patron), displaying to the Association members at last year's Reunion Dinner, the orders, decorations and medals of his grandfather, as well as those of Sir Geoffrey's widow, Jean, Lady Bromet, who ended her service in the Women's Royal Air Force as Dame Jean Conan-Doyle, Director, WRAF. On the right, Michael Pooley hands over the display to our President, Air Chief Marshal Sir Michael Stear.



What a tremendous day was Saturday 23rd October 1999 for Naval Eight/208 Squadron Association. For that was the day when the dream of a few came true, as Michael Pooley, grandson of our late Founder, Air Vice-Marshal Sir Geoffrey Bromet, handed over to Air Chief Marshal Sir Mike Stear, our President, the complete set of Orders, Decorations and Medals awarded to Sir Geoffrey during his long career in the Royal Air Force.

Members may recall that Sir Geoffrey began his career in the Royal Navy before the Great War of 1914-1918, serving firstly in the Dardanelles, where he was one of quite a small number of Naval personnel to receive the 1914-15 Star. Just over six months after forming Naval Eight, he was awarded the Distinguished Service Order, in May 1917, when he was also awarded the French Legion d'Honneur and Mentioned in French Dispatches. After that war, he was made an Officer of the Order of the British Empire.

Between the two World Wars, Geoffrey Bromet served in numerous locations, including taking part in a tour of West Africa, then decided he would retire from the Service in 1938 in the rank of Air Commodore. There were few battles to be fought and few medals to be won, though he did receive the medal awarded to commemorate the Silver Jubilee of King George V and Queen Mary and the Coronation Medal of King George VI. His retirement was short-lived, however, for he was recalled to active service at the start of the Second World War, serving with mostly coastal units and commanding organisations with Czech and Polish elements in them. A CBE came in 1941 and, of course, Air Commodore Bromet was also awarded the 1939-45 Star, the 1939 Defence and War Medals and concluded his war service as AOC Azores in the Atlantic.

As the Second World War ended, Air Vice-Marshal Bromet's CBE was elevated

to a Knighthood and a few months later, he was made a Commander of the Legion of Merit by President Harry Truman. But three of the most fascinating awards are the Czech War Cross, normally awarded only to personnel who perform an act of bravery involving serious risk to their own lives, the Order of the White Lion from Czechoslovakia and the Polish Order of Polonia Restituta. This magnificent collection is to form part of a medallic history of Naval Eight/208 in the Royal Air Force Museum at Hendon, so that all who are interested in our Squadron and its history will be able to see these and hopefully many more orders, decorations and medals of people who have served with a common pride in Naval Eight and 208.

2000 REUNION DINNER

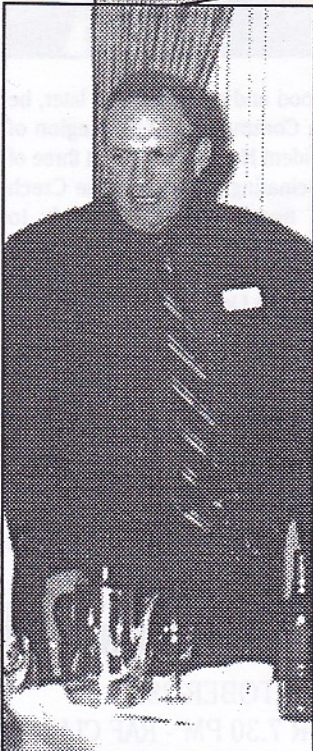
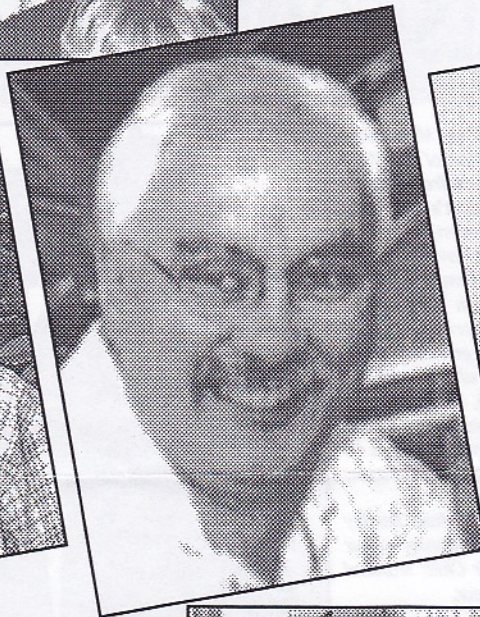
OCTOBER 28th
6.30 FOR 7.30 PM - RAF CLUB

Naval Eight - 208 in pictures

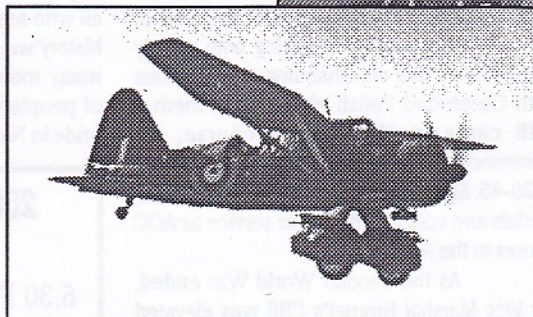


Left: Chairman Gp Capt Bill Cope presents a bouquet of flowers to Lady Lizzie Stear, wife of our President.

Below: recalling last year's caption for the centre trio of pictures - Three More Musketeers . Wg Cdr Malcolm Brown is your new Hon Secretary and, a glutton for punishment (what did they say about volunteering?) as he has also taken on the role of Buccaneer Chapter Representative, with the task of recruiting more of the "Bucc" crews to the Association. In the centre is new committee member Paul Steele, a former Sergeant armourer from the Buccaneer era, who has accepted the responsibility of trying to expand our numbers among former groundcrew. Remember, it was always Sir Geoffrey Bromet's policy that our Association should comprise of all ranks, since it was all ranks who made our Squadron in the past and all ranks who won battles. On the right we see Squadron Leader Paul Comer making his last "State of the Squadron" message, for he is leaving the Squadron this year, ultimately to be replaced by a Wing Commander under the new squadron structure.



On the left is Association President, Air Chief Marshal Sir Mike Stear welcoming our Guests of Honour, Air Vice-Marshal Rob Wright and Maggie, also Michael and Elizabeth Pooley, who so generously presented the orders, decorations and medals of Sir Geoffrey and Dame Jean Bromet to the Association.



Above: What you might call a "grab" shot by the editor. The flashgun had run out of battery, but the representative Meteor Chapter members gathered at the '99 Reunion wanted a picture - but doubted it would come out. Oh, ye of little faith!

On the left is a rare picture which flopped on to the editorial cutting table - source unidentified - but of a Lysander flying "somewhere over Greece" in 1941. Sid Jefford will tell you more about that, having served with the Squadron through the Lysander/Hurricane/Spilfire period, including Greece.

8 / 208 R U M B L I N G S :

THE BROMET MEMORIAL TROPHY:

At last year's Reunion Dinner, Air Vice Marshal Rob Wright presented the Geoffrey Bromet Memorial Trophy to Flt Lt Simon 'Gul' Stocker.

At the time of the re-organisation of Flying Wing, in April 1999, Gul was a Course Commander responsible for the administration of one ab-initio course of students. However, he was selected to be the Deputy Long Course Flight Commander under the new Squadron structure. After only one month, the existing Flight Commander, Flt Lt Wyatt, left the Squadron on retirement from the RAF and Gul took over the appointment. As this had been anticipated, Gul did much of the preparatory work in setting up the new Long Course Flight in terms of its organisation, physical location and administration. He is responsible for monitoring and supervising all ab-initio Fast Jet Advanced Flying Training in the RAF. This generally involves responsibility for 33 students on 3 courses, but has peaked at 39 students when courses have overlapped. To put this into context, prior to 'mirror-image', this responsibility was shared between three squadrons; each commanded by a Squadron Leader and with approximately 30 Flight Lieutenant QFIs. When the staff of the CFS Flight are subtracted, Gul has approximately 20 QFIs with which to complete the task; this does not take into account other absences from the Squadron.

The mere fact that the task is accomplished at all speaks volumes for the hard work and dedication that Gul puts into the job. He always has a detailed understanding of the training requirements of all the students and his mature and sensible judgement on all training matters can always be relied upon. Not afraid to put in extra hours in the office, he manages to keep on top of the vast amount of paperwork generated and is frequently the last person to leave the building. That is not to say he is consumed by admin. He often stays behind to give extra instruction on navigation planning and tactical formation flying. Never satisfied with the status quo, he seeks out better ways to improve the quality of the Phase One syllabus and he is always looking for more effective and efficient methods of training. This includes improvements in the tracking of student progress and the writing of end of course reports.

Despite the scale of his task, he has still managed to upgrade to A2 standard and complete the IRE work-up during the year. Additionally, despite 3 young children, he and his wife, Fred, are excellent supporters of Station and Squadron life. For his outstanding contribution to the achievement of the Squadron's task during 1999, Flt Lt Stocker was awarded the Geoffrey Bromet Memorial Trophy.



GUEST OF HONOUR 2000

AIR CHIEF MARSHAL SIR PETER SQUIRE KCB DFC AFC ADC FRAeS

This year we welcome Air Chief Marshal Sir Peter Squire as Guest of Honour to the annual Naval 8/208 Reunion Dinner. Sir Peter was commissioned into the Royal Air Force in 1966, following a 3 year cadetship at the RAF College Cranwell. On completion of flying training, he was posted to No 20 Squadron in Singapore where he flew Hunters in the day fighter/ground attack role and the Single Engine Pioneer as an airborne Forward Air Controller.

A further tour on Hunters followed, this time as a flying instructor at RAF Valley, during which he trained mainly foreign and commonwealth students. He was promoted to squadron leader in July 1973 and on completion of a conversion to the Harrier in 1975, he took up a Flight Commander appointment on No 3(F) Squadron in Germany.



On his return to the UK in 1978, Air Chief Marshal Squire was posted to a staff appointment in Headquarters Strike Command and two years later he attended the Royal Naval Staff College at Greenwich. He was promoted to wing commander at the end of the course and took command of No 1 (F) Squadron at RAF Wittering, again flying Harriers.

Following a second tour of duty at Headquarters Strike Command, firstly as leader of the newly formed Command Briefing and Presentation Team and then as Personal Staff Officer to the Air Officer Commanding in Chief, Air Chief Marshal Squire was promoted to group captain and was posted to command the Tri-National Tornado Training Establishment at RAF Cottesmore. Subsequent senior appointments included Director Air Offensive, Senior Air Staff Officer Headquarters Strike Command; Deputy Chief of Staff Operations United Kingdom Air Forces; Air Officer Commanding No 38 Group; Air Officer Commanding No 1 Group; Assistant Chief of the Air Staff; and Deputy Chief of the Defence Staff (Programmes and Personnel). He assumed the post of Air Officer Commanding in Chief Strike Command and Commander Allied Air Forces Northwestern Europe in March 1999, when he was also made Air Aide de Camp to Her Majesty The Queen. He was appointed Chief of Air Staff on 19 April 2000.

Sir Peter is married to Carolyn and they have 3 sons. His interests include cricket and golf.

NAVAL EIGHT/208 PEOPLE

Congratulations to our President, Air Chief Marshal Sir Mike Stear, who was recently appointed Deputy Lieutenant of North Devon.

This year, we shall be saying "Farewell" to Sqn Ldr Paul Comer, as he leaves 208 Squadron to take up a place at the Staff College. We're not able to announce the name of his successor, but you will almost certainly see a profile of the new Wing Commander Boss in next year's Newsletter.

Mention of medals appears in two other places in this issue, but we must just take a bit of space to express our gratitude to Lysander/Hurricane/Spitfire Chapter Rep Sid Jefford, who has kindly donated his personal war medals (including the recently awarded Greek Campaign medal) to the Association. They will ultimately appear as part of the Squadron medal display in the Royal Air Force Museum.

We welcome two new members to the Association Committee - Wg Cdr Malcolm Brown and Paul Steele. Malcolm takes over the duties of Hon Secretary from Sqn Ldr John Fraser and Paul, a former Sgt Armourer with 208 in its Buccaneer days, assumes the new task of recruiting membership from former 208 groundcrew, thus upholding Sir Geoffrey Bromet's original concept of an all-ranks association. Good luck to the two new members and a very warm "Thankyou" to John for all his hard work.

Finally, congratulations to Flt Lt Simon "Gul" Stocker upon his promotion to Squadron Leader and appointment to command "A" Flight of 208 Squadron.

LETTER FROM THE SQUADRON:

In my last 'Letter from the Squadron' I discussed (at great length!) the re-organisation of the Flying Wing at RAF Valley and the consequential increase in the size and role of 208 Squadron. The main aim of this re-organisation was to make more efficient use of the available aircraft and instructors, to increase the numbers of student pilots that could be trained at RAF Valley and prepared for the front-line squadrons. By and large, this was fairly successful and it certainly achieved its main objective. During the latter half of 1999, during a reasonable period of good weather, the Squadron's flying rate increased dramatically and several of the instructors were flying over 50 hours in a month. For those that like statistics, the flying reached a zenith in the September, when the Wing flew 112% of the required task. Although this does not seem a particularly high figure on paper, the normal monthly average is about 80% and it was the first time I can recall that the 100% barrier had been surpassed. However, there is always a downside to any good news and, in this instance, I believe that the Squadron was pushed too hard to achieve an unrealistic effect. Certainly, towards the end of 1999 and the beginning of 2000, it became apparent that the quality of training given to the students may have been affected. One consequence was that students were requiring more extra flying in order to achieve the required standard, perhaps indicating that not enough quality training had been provided at the earlier stages of the course.

To make matters even worse, and perhaps inevitably at RAF Valley, the reasonable weather of last year soon made way for a particularly poor winter - low cloud, strong winds and rain (some would say a normal winter on Anglesey). The effect was to put the Squadron further 'behind the line' and even more flying was required to keep the students current. As the pressure to achieve the training task was maintained, less time was available for instructor training and the quality of instruction was affected further. Something had to be done to break this downward spiral, as it became apparent that the morale of the Squadron staff and student populations was starting to be affected.

The most important change has been to resist the unhealthy pressure to fly for the sake of flying. Although it looked good on the monthly statistics, it did not necessarily contribute to the training of student pilots - the Squadron's primary aim. We then put Staff Continuation Training (SCT) back as the number one priority on the flying programme. This 'spend to save' measure affected the short term progress of the ab-initio courses, but began to improve the quality instruction given and, in the longer term, reduced the amount of flying required overall. Additionally, and perhaps more importantly, it has improved the morale of the instructors.

As a final step, with the gradual increase in the size of the Squadron resulting from a realisation that it needed more resources, I have been able to re-organise the Squadron structure into a more formal flight system. This has been coincident with the finalisation of the staffing process to introduce a Wing Commander Boss and Squadron Leader Flight Commanders on both 208 Squadron and our sister squadron, 19 Squadron. This was first proposed last year, but the request for a change to the establishments was denied. However, when CAS visited Valley, in December 1999, to be a Reviewing Officer for one of our Graduations, he saw the benefit of the proposals and staffing was re-initiated. The proposals should be approved by Command any day now and I anticipate that replacements for the OC and Flight Commander appointments should be announced shortly. I will keep the Association informed of any developments, but expect that the new rank structure should be in place by the end of the year. In anticipation, the Squadron structure now reflects this and each instructor has assigned to either A, B or C Flight A and B Flights will be responsible for ab-initio training and will have courses allocated to them, and C Flight will continue the CFS role, which includes QFI and refresher training. I anticipate that, as a result of the greater Flight/Course identity and the improved instructor continuity, there will be further improvements in the morale and quality of training respectively.

Well that's enough of the Squadron structure, what have we actually been up to? Since the last newsletter, the Long Course Flight (now A and B Flights) have trained 9 ab-initio courses and a total of 99 students. Of those, 85 have successfully completed Phase One training on 208 Squadron and, following Graduation, have progressed to 19(R) Squadron for the Tactics and Weapons Phase of the Course. The CFS

Flight has also been busy. They have trained 11 of our own QFIs, completed B1 and A2 upgrade training for 25 QFIs and refreshed 15 other Hawk pilots, including the 3 new pilots for the Red Arrows in August 1999.

However, it's not all about statistics and re-organisations. When the weather is fine and we can get airborne (and I can get out of the office) the flying is still good and the social life is as hectic as ever. For those Squadron members that were able to make it, the Association Reunion Dinner was another wonderful evening and I would like to thank Air Vice Marshal Wright for presenting the Sir Geoffrey Bromet Memorial Trophy to Flight Lieutenant Simon 'Gul' Stocker. We look forward to bringing the Standard down for this year's dinner on 28th October. Obviously, our Graduation Ceremonies and subsequent parties contribute greatly to the social activity at RAF Valley. None more so than the Graduation of V50 Course on 2nd June, at which the Association President, Air Chief Marshal Sir Michael Stear, kindly agreed to be the Reviewing Officer. Additionally, about 30 other members of the Association braved the inclement weather to travel to Valley to attend the Graduation and visit the Squadron on the 2nd and 3rd June. A separate article describes the events⁷ but I would like to pass my thanks to the Association for helping to make it such an enjoyable weekend. Furthermore, we would warmly welcome any other members of the Association, who would like to visit the Squadron in the future.

NAVAL 8/208 SQN ASSOCIATION WEEKEND - 2nd AND 3rd JUNE

Members of Naval 8/208 Squadron Association and their guests recently visited RAF Valley during the weekend of 2nd and 3rd June. The visit coincided with the Wings Graduation of V50 Course from 208 Squadron, at which Air Chief Marshal Sir Michael Stear (President of the Association) was the Reviewing Officer. During the Friday morning, Association members were able to admire the newly built Squadron building, view Squadron memorabilia and photo albums, and meet up with colleagues and friends. One particularly poignant moment was when 'Dougie' Mee signed a photo of himself, taken 50 years ago, which was the last remaining unsigned photo in Jim Walsh's album. Full set at last then, Jim.

Unfortunately, the inclement Anglesey weather precluded any of the Graduation flypasts from taking place. However, not to be outdone, V50 Course briefed and then rode a 'cycle-past' in all of the formations normally used during the Squadron's 9-ship formation flypast. Flexibility still remains one of the keys to Airpower! Association members then attended both the Wings Graduation Ceremony and Luncheon. During the ceremony, Sir Michael presented Wings and gave a very moving and emotional speech. This was a very proud moment for the 8 pilots of V50 Course and their guests.

In the afternoon, OC 208 Squadron, Sqn Ldr Paul Comer, gave a presentation on the current Squadron and its activities. There was also the opportunity to visit the new British Aerospace Systems Hawk simulator and a couple of members kept their hand in with a quick flight. Well done to those of you who 'landed' it - you know who you are! Friday afternoon at 1700 hrs saw the obligatory visit to the Officers' Mess Bar for Happy Hour followed by a Graduation Party - some things never change.

For a few people brave enough to battle against the elements, there was a Squadron Golf 'Open' on Saturday morning. Rest assured, we will have Andy Coe's (a current 208 Squadron student) handicap reviewed before he plays anymore competition golf after his 'bandit' performance. Henllys Hall, near Beaumaris, was the venue for the 208 Squadron and Naval 8/208 Squadron Association Dining Out Night on the Saturday evening. Flight Lt Moriarty and Smorthit were dined off the Squadron and we wish them both well for the future. It was a thoroughly enjoyable evening for all concerned, just a shame that it was over so quickly.

The Squadron would like to thank the Association members who braved the extreme weather conditions to visit RAF Valley and who contributed to an extremely enjoyable Association weekend: they included: Air Chief Marshal Stear, Gp Capt and Mrs Cope, Mr and Mrs Barlow, Mr Drake, Mr and Mrs Gwilliam and guest, Mr and Mrs Jefford and guests, Mr and Mrs Mee, Mr Nicol, Mr and Mrs Sharp, Mr and Mrs Shaw, Mr and Mrs Steele, Mr Walsh, Mr and Mrs Walling.



Taken during the visit of Association members to RAF Valley over the 2nd and 3rd June, this photo shows past and current members of Naval 8/208 Squadron in the foyer of the 208 Squadron building.

A LETTER FROM THE CHAIRMAN

Dear Friends,

Last October, as is customary, our association gathered together at the Royal Air Force Club for the Naval 8/208 Squadron Association's annual dinner; It was a significant event. Our President, Air Chief Marshal Sir Michael Stear was formally presented with the medals of both Sir Geoffrey and Dame Jean Bromet by Mr Michael Pooley, Sir Geoffrey's grandson, and for the first time ever, our Guest of Honour came from our own membership, when Air Vice-Marshal Rob and Marie Wright kindly filled those roles for what turned out to be a thoroughly enjoyable evening. It must have been an enjoyable evening, for several members were reluctant to leave the ballroom after dinner (and the bar was open!).

On the downside, we numbered only 71 and that total included some of our Honorary Members, as well as a good turnout from our ladies. It was the smallest turnout since I became involved with the Association in 1989 (do you think it could be my after shave?). I suppose it was predictable, the sections of the membership such as those from World War Two and National Service years to dwindle and every year our newsletter sadly records the passing of two or three of our friends. Some are becoming frail and cannot make the journey to London as they once did. On the other hand, the current 208 Squadron has contractorised engineering support and therefore no groundcrew of its own, and a smaller complement of officers than in the recent past, so the outflow at one end is not being matched by a similar inflow at the other. Predictable or not, if numerical decline is allowed to continue, it will have significant implications for our Naval 8/208 Association. I suspect that there is a (as yet undefined) critical mass below which we might become non-viable. The question is what to do about it?

There is a number of things we can do. We need to capitalise on the periods when 208 Squadron was a large unit with its own cadre of groundcrew, such as the Buccaneer years. To that end, we welcome two new members to our committee this year. Wing Commander Malcolm Brown takes over as Buccaneer Representative from John Fraser and Paul Steele takes up a new post specifically to target the

large numbers of groundcrew who served on 208 over the 20 years that we flew the Buccaneer. I feel that Paul's role is necessary, not only from the numbers point of view, but to try to increase our NCO element to something resembling Sir Geoffrey Bromet's original concept of one company.

But we cannot sit back and leave the work to a few committee members. Ultimately, it is our association. If the active portion of the membership were to resolve to bring along to this year's dinner an old buddy of their vintage, we would double our size overnight. Better still, if you can organise groups of contemporaries to come along together, we will do our best to seat you together (as I know, that can sometimes lead to trouble!); I will bring my tin hat along to take care of flying buns and do my best to ignore the barracking from the cheap seats and a good time is pretty well guaranteed for all.

Please do not think that I am criticising the numerous members who, for reasons of health, business or finance, cannot make the annual pilgrimage to the RAF Club - I am not. Over my years as Hon Secretary, I was consistently impressed by the large numbers of people who took the trouble to return their newsletter proformae in order to be remembered to their friends, because they could not attend. There is clearly a great deal of real affection for the Association among its members. We actually have one of the strongest associations going, as well as one of the most pleasant memberships (see, I am nice to you sometimes). It is your association and it is worth supporting - it just requires that extra effort from the physically fit. I know you can't make it every year, but could I just ask you for a special effort in this year 2000? **Grab a buddy and drag him along on October 28th.**

2001 REUNION
27TH OCTOBER - 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 : To be announced
 BUCCANEER/HON SEC : Wg Cdr MW Brown,
 OTHER TYPES : Dr DG Styles MBA PhD FBIM FInstSMM FIMI,
 MEMBERSHIP SEC : Gp Capt NM Huckins MBE BSc RAE,

(Information on potential new members and existing members seeking to renew contacts should be addressed to the Membership Secretary)

1999 NAVAL EIGHT/208 SQUADRON ASSOCIATION REUNION DINNER RESPONSES FROM MEMBERS

The following Members and their Guests were present at the 1999 Reunion Dinner:

J Babbington	RG Davis	BC Laite	P Sanders	RJ White	Flt Lt M Higgins
MG Bradley	DR Drake	R Laverick	E Sharp	RA Wright	Flt Lt MJ Hildred
JW Brown	JCA Fraser	NV Morss	JE Shaw		Flt Lt S Stocker
JW Burton	J Fryer	PG Pinney	Sir Michael Stear		Flt Lt D Sington
CK Bushe	G Goodman	GR Pitchfork	P Steele	Serving Members	Flt Lt E Thomas
RG Clarke	G Green	M Pooley	CJ Storey	of 208(R) Sqn:-	
AW Cope	KG Hodson	RS Porritt	BG Styles		
JB Craig	SE Jefford	BC Robinson	MA Telford	Sqn Ldr PK Comer	
AF Cutt	M Kemp	B Rood	RA Walsh	Ms S Cronin	

The following Members sent their greetings to the 1999 Reunion, as they were unable to attend:

J Aldrich	R Dennett	WF Henderson	KP Oliver	IDC Tite
P Anstee	J Dent	R Hills	JI Parker	FD Todd
PW Armstrong	JAF Denton	CB Holroyd	J Pascoe-Watson	JN Tormes
JK Babraff	AB Dicken	RJ Howard	FL Payne	GE Townsend
HW Barber	CM Draper	NM Huckins	JD Penrose	D Trembaczowski- Ryder
DW Barlow	TH Dudley	A Hudson	LW Phipps	KL Trow
E Beedham	EH Erskine-Leggett	PH James	WF Plumpton	PE Turville
ERE Black	C Feldon	D Johns	JF Pratt	AR Tyler
R Bowie	HO Field	GCW Jones	JKT Pugh	AJ Vincent
LF Boyce	JAF Ford	GM Jones	J Rock	JH Waller
RH Burden	M Fraser	KJ Lambden	IC Ross	J Watson
APW Cane	P Gallacher	P Large	A Smith	RB Weeks
NS Champness	F Gibbs	JM Mason	AH Smith	BW Weskett
AJ Chaplin	DR Grant	JD McConnachie	K Smith	PF White
JRJ Clark	G Gray	M McGrogan	TA Smith	RB White
GS Cooper	JL Gregg	B McLellan	DR Southwood	
JW Coulson	KG Griffin	AJ Munro	D Spong	
W Crookes	DL Groom	GR Must	H Tapner	
BL Cross	SL Hammett	FJ Nicoll	EA Thompson	
JA Cummings	RA Harper	PJ O'Donohue	T Thornton	

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.

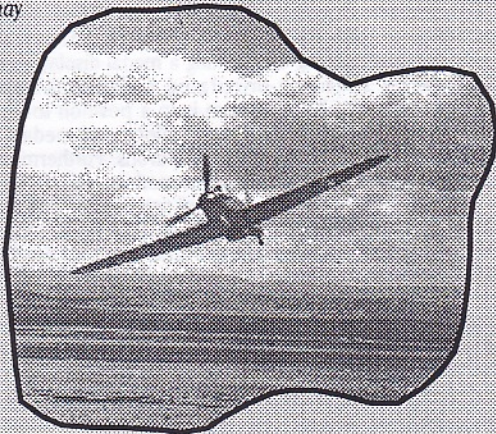
R G CLARK

PICTURES FROM THE PAST

A couple more pictures from our archive of the Squadron in the Western Desert. On the left is a 208 Lysonder awaiting its next training sortie from Heliopolis in mid 1939. The aircraft on the right is a Hurricane of 208 Squadron making an early morning pass over Sollum (LG103) prior to going out on another reconnaissance sortie. e. Those familiar with the nose view of the Macchi MC202 may



be able to see how Italian ground gunners could mistake the Hurricane for one of their own, especially when the nose was painted in "sand & spinach" camouflage, as some Hurricane were.



ANNUAL REUNION DINNER 2000, SATURDAY 28th OCTOBER

It is imperative you send back the reply slip below if you wish to attend the 2000 Naval Eight/208 Squadron Association Annual Reunion Dinner at the Royal Air Force Club, 128 Piccadilly, London W1V 0PY on Saturday 28th 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 again £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: Wg Cdr MW Brown RAF,

2000 REUNION DINNER
SATURDAY 28th OCTOBER
6.30 PM - 7.30 PM - RAF CLUB

CONTINUING THE MEDAL PROJECT

Picking up the story from the front page of this year's Newsletter, since the presentation of the Bromet medals to the Association, the collection has been placed in the care of the Royal Air Force Museum at Hendon. After extensive discussions, it was decided that this was the best course of action to take, for a number of reasons. Firstly, the Museum was already contemplating establishing a medal display area and the thought of creating squadron-orientated collections appealed to them. Interestingly, the RAF Museum is in a position to amass a collection representing all the orders, decorations and medals representing the history of Naval Eight and 208 Squadrons. Furthermore, our collection, including particularly the Bromet medals, will be on view to the whole nation and for all time. In addition to all of that, the Bromet collection will take on its own significance in the atmosphere of the Royal Air Force Museum.

As a consequence of this course of action, we continue to appeal to members to support the Naval Eight/208 Medal Project in any way they can. In addition, your Committee has given its support to the original proposal to create a display in miniatures for members to see at reunion dinners and other Squadron/Association functions - partly because they will be much easier to make available for viewing and significantly less expensive to insure.

So we continue to promote the sale of the full colour reproduction in A3 size, of the magnificent Blazon of Arms painted a few years ago by Mrs Mary Denton for the Heraldic Trust. The print is on high quality heavy weight art paper, priced at £7.50 a copy, plus UK postage and packing of £1.50. The prints are despatched in sturdy card-board tubes, for 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 Millennium Medal Project. We hope that you will give this worthy venture your support.

In addition to the prints, you can still 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.

