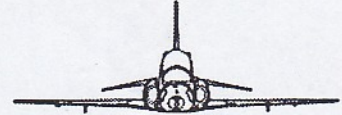


# NAVAL EIGHT/208 NEWS

THE ANNUAL NEWSLETTER OF NAVAL EIGHT/208 SQUADRON ASSOCIATION

The Naval Eight/208 Squadron Association Committee:



|                      |  |
|----------------------|--|
| President            | Air Chief Marshal Sir Michael Stear KCB CBE MA FRAeS Dft   |
| Life Vice-President  | J B Craig Esq  |
| Vice-Presidents      | Air Commodore BC Laite, Dr D G Styles MBA PhD FBIM FlntSMM FIMI<br>Wg Cdr N Meadows MA BSc MRAeS RAF (OC 208 Squadron)   |
| Chairman             | Gp Capt N M Huckins MBE BSc RAF  |
| Secretary            | MW Brown Esq   |
| Treasurer            | R J White MBIM   |
| Membership Secretary | Wg Cdr D J Trembaczowski-Ryder RAF   |
| Committee            | Wg Cdr P K Comer RAF, A W Cope MBE AFC FRAeS, SE Jefford BSc, Air<br>Commodore GR Pitchfork MBE, P Steele Esq, TM Webb AFC, Air Vice-<br>Marshal R A Wright AFC FRAeS RAF. |
| Newsletter Editor    | Dr DG Styles   |

2002

2002

## 85th ANNIVERSARY REUNION



*On the left we see retiring Chairman Gp Capt Bill Cope "retiring" from presenting flowers to Lady Stear, wife of our President, at the Association Dinner last year, whilst on the right, HRH Charles Prince of Wales, presents Flt Lt Peter Sharpe with a well-deserved Bromet Memorial Trophy.*



The 2001 Naval Eight/208 Reunion Dinner was significant for two things. Firstly, it marked the 85th Anniversary of the formation of Naval Eight at le Vert Galant on that cold and wet October day in 1916 and secondly, it marked the first time we departed from the conventional top table and sprigs layout for the Dinner at the RAF Club. Last year, we sat at round tables and the general concensus was that it was much more successful, because people of a Chapter could sit around a table all together and exchange conversation in a much more relaxed fashion. And everyone could see everyone else! It wasn't the best attended reunion we've ever had, but numbers were quite good and the medal theme continued, with a display of miniatures prepared by Spink and Son to represent the significant sets of the Great War.

We also had a display featuring the Aces of Naval Eight, in which the leading aces of the Squadron in the Great War were featured. It is

interesting to note that one of the top-scoring aces of World War One served with Naval Eight. He was Robert Little, who downed forty seven enemy aircraft, but finally fell victim himself in May 1918. Little was not only this Squadron's highest scoring ace, he was also the top Fighter Ace of his native Australia.

Our Guest of Honour at the RAF Club last year was Air Chief Marshal Sir Christopher Coville, who noted several significant aspects of the Squadron's history and went on to praise highly the Squadron's present role, observing that it was no less significant today than in those far-off days of Naval Eight. Sadly, because he was unable to attend the Reunion, Flight Lieutenant Peter Sharpe was not presented with the Bromet Memorial Trophy at the Dinner, but more of that later.

Our reunion was held earlier last year than usual, so the Squadron's celebration of its 85th Birthday was particularly significant, in taking place on the anniversary of the day the order

was given to Squadron Commander Geoffrey Bromet to proceed to le Vert Galant and establish Naval Squadron Number Eight to support the British Expeditionary Force. As it happened, the Prince of Wales was at RAF Valley on that day, so who else could possibly be the Guest of Honour at such an auspicious occasion. And he presented the Bromet Memorial Trophy to Peter Sharpe (Peter, of course, was the Hawk Aerobatic Solo Pilot for RAF Valley's air shows last year).

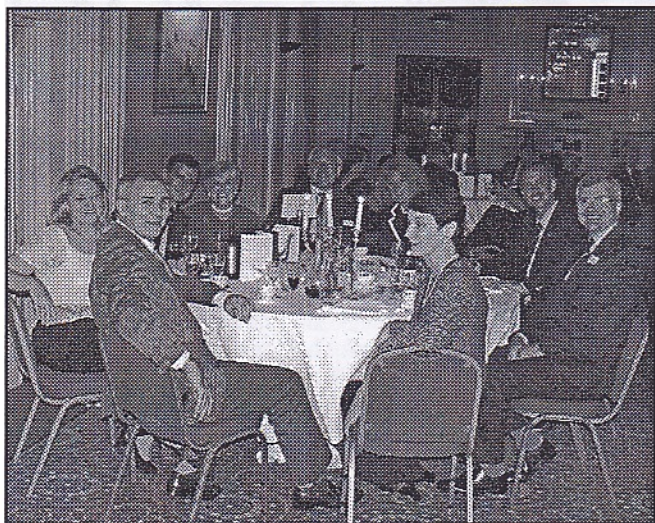
A number of Association members also went to the Valley dinner and it would seem that a great time was had by all, following a day of celebration of this significant event in the Squadron's history.

**2002 REUNION DINNER**

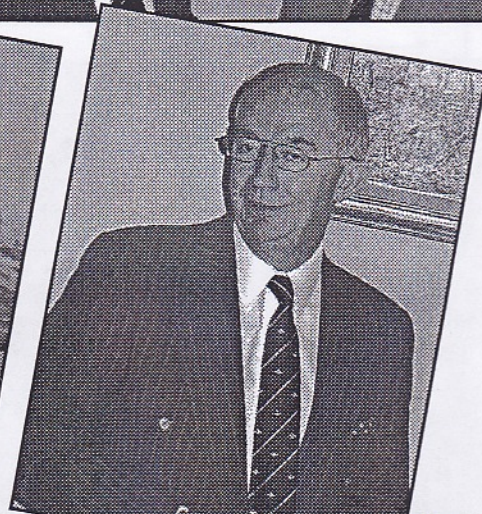
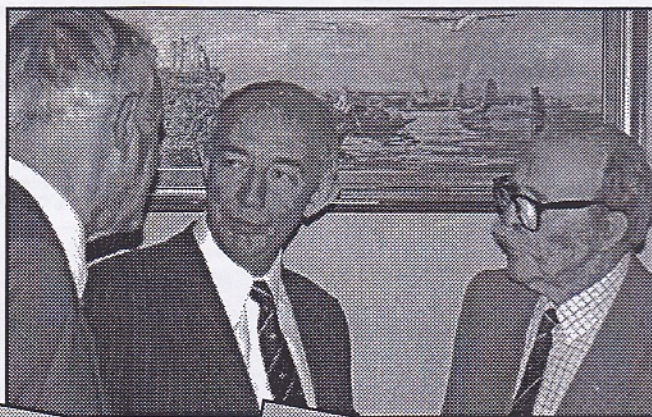
**OCTOBER 26th**

**6.30 FOR 7.30 PM - RAF CLUB**

# Naval Eight - 208 in pictures



On the left: the new round table layout in the Ballroom seemed to work very well, most members attending the Reunion approving of the new layout because they could face each other and chat much more easily. Below, our Guest of Honour, Sir Christopher Coville, engages in conversation with Ron White and John Pratt.



Above left, retiring Chairman Bill Cope didn't think that little story went down too well, while Neil Meadows explains that when the budget gets tight, the DH9s in the picture behind him will be pressed into service, while ACM Sir Christopher Coville, on the right, doesn't seem to think that would be too good an idea! Can't think why not - the DH9 was a thoroughly reliable aeroplane (come to think of it, the Hawk has been in service for more than twenty years).



Above: All listening attentively - the Meteor Chapter are at the back and the edge of the Buccaneer Chapter on the left.

On the left: Association President ACM Sir Mike Stear expresses a welcome to all and tells us how it is.

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

## WHAT KIND OF REUNION DO YOU WANT?

**Past and Present.** Those who attended last year's annual dinner at the RAF Club were virtually unanimous in approving the more relaxed format, which was used for the evening. We gathered in the downstairs Main Bar for pre-dinner drinks and dined, as usual in the Ballroom, but this time we moved away from the formal Top Table and 'wings'. Everyone was seated at round tables of ten places; this was felt to offer a more relaxed dining arrangement facilitating both across and around the table conversation. It also readily lends itself to like-minded groups from particular Chapters forming distinct and appropriately noisy circles! We tried to keep the after-dinner speeches as few and as short as possible. Afterwards we adjourned back to the Bar downstairs. Personally I thought the use of the Bar was more appropriate to a reunion; being square it allowed easier mixing than the long rectangle of the President's Room. The same format will be followed for this year's get together which falls on our squadron's exact birthday this time - **26th October**.

**The Future?** The Committee is well aware that our previously more formal format was not to everyone's taste and has been researching alternatives before surveying membership opinions (*please take the trouble to make your views known on the response slip at the back of the newsletter*). The RAF Club has served us very well indeed for many years now. It is an obviously relevant venue and offers value for money that is frankly hard to beat; but it has disadvantages also in that London is not convenient for members who live in the north of the country, non-Club Members may find securing over-night accommodation both difficult and expensive, and our ex-groundcrew naturally think of the Club as an officers-only place.

Other squadron associations have successfully utilized hotels elsewhere and combined their annual reunion with a weekend package deal in locations that offer rail and road access and, importantly, easy parking. *Would such an arrangement appeal to you?* For example this year The Hilton National Hotel in Bath offered a special rate of £129.00 per person, which covered a full weekend (Fri to Sunday), and included the following:

- Dinner on Friday night (a cold supper for late arrivals)
- Dancing to midnight Friday
- Full English breakfast both Sat and Sun
- 5-course banquet on Sat evening with dancing  
from 10.00pm to 1.00am.
- Bedroom with en-suite facilities and satellite TV.

Options existed for only one night's attendance at a reduced charge. In many cases such a weekend could include a round of golf or local excursions.

**Giving us Your Views.** PLEASE let us know what kind of event you would like to see. Please feel free to let us have your views including your own suggestions in a note to the Hon Sec. We can even mix-and-match in alternate years if that is what you want; until you tell us we are groping in the dark somewhat.

## ..... AND OF ASSOCIATION FOLK:

Former Membership Secretary **Group Captain Nigel Huckins** is now back at RAF Scampton and has assumed the role of Chairman of the Association, succeeding **Group Captain Bill Cope**, who has retired from that post and from the Royal Air Force.

Succeeding Nigel Huckins as Membership Secretary is **Wing Commander David Trembacowski-Ryder** ("T-Ryder" to his friends), who has recently been appointed OC RAF Gibraltar, BFPO 53.

**Flt Lt Kirsty Stewart** completed the CFS Course on 16th May this year to become a fully-fledged member of the 208 Sqn staff (and the first ever female Hawk creamie to boot!).

**Fg Off Jules (Juliette) Thurston** became the second female member of 208 Squadron's staff.

**Flight Lieutenant Rich Hillard** was selected as the 2002 RAF Hawk Display Pilot - the second year running that an instructor from 208 Squadron has fulfilled this role.

## A "FLYING SHUFTI" BROOCH

During the last year, the Squadron has found a jeweller to create a "Flying Shufti" brooch in 9ct gold. The size of the brooch is approximately 38mm wide and each is individually hand crafted by Coppins of Corsham. The price will be about £195 and members interested should contact Wg Cdr Neil Meadows, OC 208, for further details and to place orders. The brooch is illustrated below:-



## ANOTHER 208 GROUP

A note came from ex-208-er Dave Gill recently. For some years now, a group of ex-208 Hunter people have been meeting in Kettering. Well now they've formalised it and given themselves the title "208 Squadron (Cyprus) Association". So now they need not be referred to as "the other lot". Their numbers are growing a pace, with nine new people located this year. All the names are passed on to Tim Webb for inclusion in the 208 Squadron Association list. The group unfortunately has to report the murder of one of its members. Andy and Theresa Bhandari were regulars at the Kettering reunion, but this year did not turn up. When Dave got home from the reunion an e-mail was awaiting him to say that Andy had been mugged after leaving a meeting in Chester and had died of his injuries. They got away with his credit card and brief case. Nice world we live in!

Dave went on to say: "The reunion, which is now an annual event, looks like spreading over two days. 14 people arrived on the Friday and we had dinner together. On Saturday, for the reunion proper, 40 people turned up. This is the best attendance we have ever had - and I can only see it getting better.

"We have produced a scrapbook of our exploits both as hard copy and on CD. They have been very popular and we have sent copies to MOD Photographic archive and to 208 Squadron."

## AN APOLOGY FROM THE EDITOR

I'm sorry that this Newsletter reaches you so late, but we've a rather difficult year domestically, with Ann discovering in March that she had breast cancer. Thankfully, it was in a very early stage of development and the medical team in the Breast Care Unit of Glenfield Hospital in Leicester were brilliant. She had surgery in April and then went on to a course of radiotherapy. The prognosis is good and we're hopeful we've seen the last of it, but it did take a fair bit of time out of the normal itinerary, with a daily visit to Leicester for treatment and all the other things that go with it. So, I'm sorry your Newsletter is late. Every year, I threaten to start it much earlier and this year did. But no sooner had I started putting it together than my attention was taken elsewhere. I hope it doesn't spoil your enjoyment of the Newsletter and more importantly, that you'll be at the Reunion. See you there, I hope.

## LETTER FROM THE SQUADRON:

*wj Cdr Neil Meadows*

It hardly seems a moment ago that I wrote my first 'State of the Nation' address in May of last year. But, indeed, another hectic year has passed since Flight Lieutenants Keith Hildred, Simon Batt and I returned from Toronto and our historic meeting with Flight Lieutenant Henry Botterell (Ret'd) who, at 105 is the only surviving WWI fighter pilot, and an ex-member of 208 Squadron to boot. What an honour that was, and I hope that all Association members saw at least one of the ensuing articles that appeared in the Sunday Times, the RAF News and its MOD companion 'FOCUS' Magazine.

In last year's missive, I announced the arrival on the flight line of the new aircraft markings, which reflect as much of the Squadron history as possible in an overall effort to instil a sense of historical pride in our student population. That transformation is now complete and it is very rewarding to see a whole line of Hawks emblazoned with the Eye of Horus on the tail fin, the 'Blue and Yellow' fuselage bands, and the Buccaneer arrowhead on the nose. This colour scheme is also reflected in the new 'Squadron Print,' which should be available shortly (from the Squadron Adjutant). The new Course Badge (chosen by the trainee pilots themselves) to replace the 'Naked Lady' has proven very popular and I have included a copy of the badge at the end of this article. Whilst on the subject of badges, we have also replaced the '4 FTS' Hawk patch with one of our own - a black Hawk resplendent on a vertical Buccaneer arrowhead. This badge is awarded to both staff and students on their first solo flight in the Hawk. The Buccaneer arrowhead is, itself, developing nicely as a 'corporate' logo and now festoons many of our publications, including our new pages on the RAF Valley Website: [www.rafvalley.org](http://www.rafvalley.org). Although we are just beginning, I am endeavouring to develop this website into an authoritative repository of Squadron history and current operations, so I would be very grateful to receive any comments or additions that anyone might have.

As I said at the beginning, this has been a hectic year by any standards. The pace of training has continued its relentless increase as the Squadron has built up its capability to meet the current requirements. In May of last year, a typical daily programme comprised some 50 sorties. At time of writing, we have just completed our first 72-sortie day (having flown all but 3 of those programmed) and the plan is to increase to 84 per day in the not-too-distant future. All of this will, I am sure, allow us to meet the requirement for some 11,500 sorties per year, and the RAF to meet its requirement for some 60 ab-initio pilots Into Productive Service.

August of last year saw a major change in RAF policy, that marked the end of an era for 208 Squadron. Trainee pilots are now awarded their 'wings' at the end of Basic Fast Jet Training at RAF Linton-on-Ouse, before arriving at RAF Valley. We have therefore lost the traditional Wings Ceremony. However, in true Squadron style, we went out with a bang, holding a 'SuperGrad' at which wings were awarded to some 60 trainee pilots on 5 concurrent courses. The Chief of the Air Staff, Air Chief Marshal Sir Peter Squire, officiated at the ceremony, with the blessing conducted by the Chaplain-in-Chief. The mother of all graduation parties followed! Undoubtedly, the removal of the Graduation Ceremony threatens the maintenance of Squadron ethos - a vital part of the training of our future combat pilots. However, to ensure that the spirit of 208 lives on, I intend to continue with end-of-course ceremonies, including the flying of a 9-ship formation and a dining-in night (with the Squadron Standard displayed) at which we will present the end-of-course prizes.

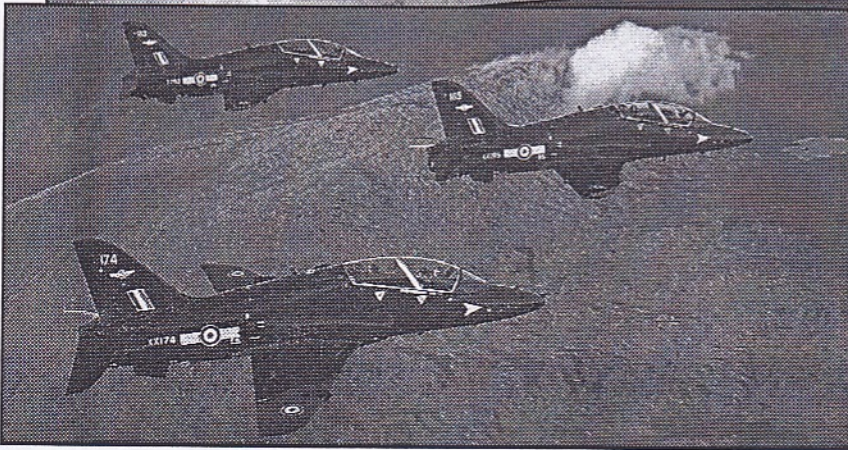
In August, RAF Valley also held its 60th Anniversary Airshow, which was opened by a formation of 16 Hawks in the form of the number '60.' In the lead was, of course, the 208 Squadron element in the shape of the '6.' Regrettably, the weather was somewhat inclement, but this did not dampen the enthusiasm of some 30,000 spectators, including a number of Association members whom I was delighted to meet in the Squadron crewroom. Hopefully, the next gathering will be somewhat drier!

In September, the Squadron played host to a team of examiners from the Central Flying School, and passed with flying colours, drawing positive comments on the spirit and ethos that pervades. Unfortunately, as some of you may have seen in the news, we suffered our first accident for some considerable time, when a trainee pilot crashed on final approach at RAF Mona. Thankfully, the individual ejected in time and sustained only minor injuries. He has since returned to training and, at time of writing, is approaching the end of the course. On a positive note, the rebuilding of the

Squadron Operations room was completed in September, the culmination of an internal audit of our working practices (Project Reformation) and a major leap forward in our efforts to launch 84 sorties per day in the most efficient and supervised manner. I was also delighted to re-introduce the callsign 'ROGAT' as part of my ongoing campaign to increase the sense of Squadron history amongst our trainees.

On that note, some 104 Squadron members, Association members and guests gathered on Thursday 25th October 2001 at the Officers' Mess, RAF Valley to celebrate the 85th Anniversary of the Squadron's formation in the form of a ladies' guest night. The celebration dinner followed a traditional format with excellent food prepared by the staff of the Officers' Mess. Following the Loyal Toast, I addressed the Squadron, reminding everyone of our proud history. As I hope that many Association members noticed in the RAF News article that followed, we were honoured to be joined by Mr George Fortune, brother of Flying Officer John Fortune, a pilot of the Squadron who was shot down and killed in North Africa in January 1942. Mr Fortune read notes on the career of his brother who was awarded a posthumous Distinguished Flying Cross for his actions whilst flying Lysanders and ultimately Hurricanes in the reconnaissance role during World War II. You could have heard a pin drop during his speech, which was followed by a standing ovation from the trainee pilots - a fitting accolade, if ever there was one. The 85th Anniversary celebrations were also used to mark the graduation of our latest intake and, following the after-dinner speeches, No 60 Course were 'streamed' for their next assignments. These celebrations were, in themselves, part of the Squadron history, and everyone who attended was immensely proud to be part of it. It was



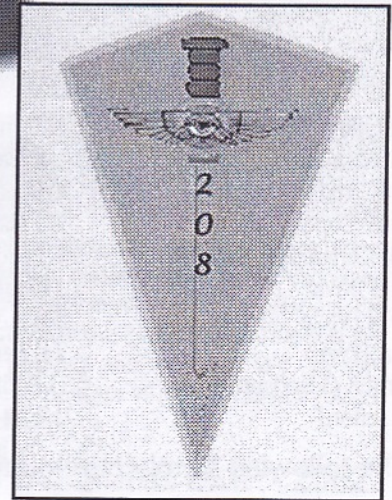


*Hawks in the skies of Wales." Nothing new in that", the birdwatchers might say - until they look up at these!*

*These graceful birds are displaying the new colours of 208 Squadron - the Eye of Horus to remind us of the emblem of the 1930s (first displayed on the Armstrong-Whitworth Atlas) - the horizontal two-colour bars on each side of the fuselage roundel from the days of the Meteor and Hunter - and then coming up to date with the arrowhead of the Buccaneer's time (incidentally, there was a period when a version of the arrowhead marking - more in the shape of the old BOAC Speedbird - was used on the Hunter).*

*Opposite is one of the exciting panels from the Squadron's website.*

*Below is the new course badge, given to the students on the course.*



perhaps fitting, therefore, that I ended the evening with the words of Sir Geoffrey Bromet: 'Whenever you, and those who follow after, salute this Standard, you as they will recall brave names and great occasions and be resolved by your actions and example always to maintain the old tradition.'

The year ended in a similar vein, with a visit by RAF Valley's Honorary Air Commodore, His Royal Highness The Prince of Wales, to celebrate the 60th Anniversary of RAF Valley. Although this was not a dedicated 208 Squadron event, His Royal Highness was gracious enough to present the Bromet Trophy to this year's winner, Flight Lieutenant Peter Sharpe, for his excellent performance as the 2001 RAF Hawk display pilot. Interestingly, some 60 years previously, flying at the Station was delayed by rain and strong winds, eventually beginning at lunchtime. After a weather check, the aircrew managed 27 sorties. Exactly 60 years later, following a delayed start due to strong winds and a high sea state, some 70 sorties were flown.

A fact which rather brings me to the year ahead, and what it may contain for 'those who follow after.' Undoubtedly, the pressure is on to achieve an enormous training task. As I said last year, the Squadron is having to run at 100% to meet its targets which, at current resource levels, is still not enough. As I previously mentioned, although we have just experimented with a 72-sortie day, we must programme (and fly when the weather permits) up to 84 if we are finally to succeed. In order to meet that requirement, the Squadron Establishment of QFIs is being increased to 40 this year, although the shortage of front-line pilots in the RAF dictates that the majority of the extra staff will be drawn from the cadre of first-tourist QFIs (or 'creamies'). Nonetheless, notwithstanding that the senior supervisors will need to be more 'Vigilant,' I am looking forward to the spirit that these young officers bring with them, and the way in which they approach their duties in the true tradition of 208 Squadron. That spirit is exemplified by Flight Lieutenant Rich Hillard, who has been selected as the 2002 RAF Hawk Display Pilot - the second year running that an instructor from 208 Squadron has fulfilled this role.

To match the increase in instructor establishment, we are also (at last!) increasing our administrative and operational support to allow the QFIs to

spend more time in the cockpit and less time on 'secondary' duties. Hopefully, by mid-summer, we will have increased the administrative establishment to comprise a full-time Adjutant. A full-time Operations Support officer has just joined us and she will be joined in the not-too-distant future by 2 Operations Support NCOs, whose primary duty will be to write and manage the Squadron flying programme. Although this may sound like a 'leap of faith,' we have already proven the concept, using 'holding' officers as guinea pigs, and have increased the Squadron sortie rate by some 5% as a result. Even greater efficiencies will ensue, we hope, from the introduction of computer software designed to write (rather than monitor) the daily programme. The Squadron building is being extended (although not by nearly enough) to accommodate the 108 aircrew that are now 'on the books' and we are just about to change from a regime of 8 student course per year (with 3 courses of 12 in residence) to one of 10 courses per year (with 4 courses of 10 in residence) to smooth out the 'peaks and troughs' in our hectic training schedule.

Notwithstanding the ongoing 'discussions' about aircraft resources to allow us to mount 84 sorties per day, the future is therefore bright. It is enormous testament to the dedication and professionalism of the Squadron staff that they have maintained 100% effort for a whole year, achieving some 10,000 flying hours in the process, and I remain immensely proud to command what is now officially the busiest fast-jet squadron in the RAF, and about to get busier!

## 2003 REUNION

25TH OCTOBER - 6.30 FOR 7.30  
WHERE? WATCH THIS SPACE

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

**HURRICANE/ SPITFIRE** : **SE Jefford BSc,**  
**METEOR** : **JD Penrose,**  
**HUNTER** : **TM Webb AFC,**  
**BUCCANEER** : **AW Cope AFC,**  
**HON SEC** : **Wg Cdr MW Brown,**  
**HAWK** : **Wg Cdr PK Comer, OC 19 Squadron,**  
**GROUNDCREW** : **P Steele Esq,**  
**HISTORIAN /EDITOR** : **Dr DG Styles MBA PhD FBIM FlntSMM FIMI,**  
**MEMBERSHIP SEC** : **Wg Cdr D J Trembaczowski-Ryder RAF,**

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

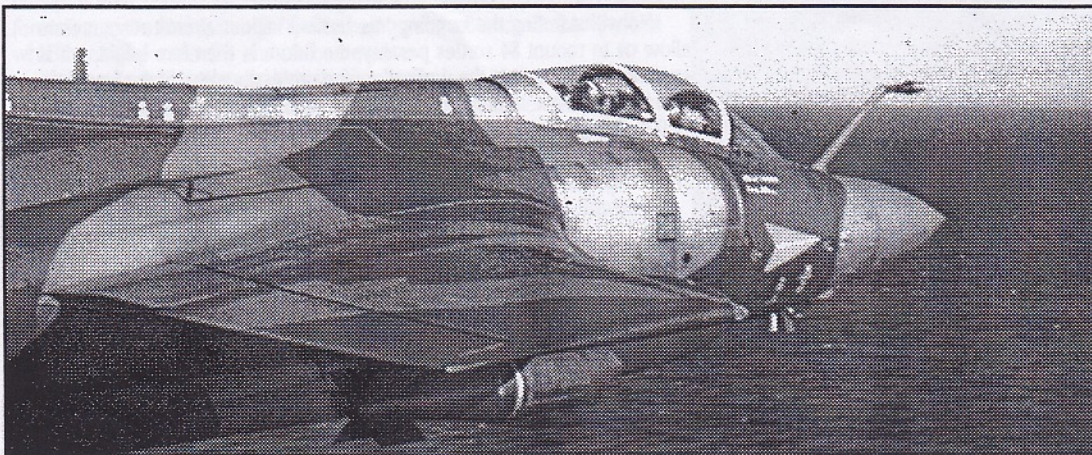
## 2001 NAVAL EIGHT/208 SQUADRON ASSOCIATION REUNION DINNER RESPONSES FROM MEMBERS

The following Members and their Guests were present at the 2001 Reunion Dinner:

|                         |                   |                         |                            |
|-------------------------|-------------------|-------------------------|----------------------------|
| M G Bradley             | M Kemp            | R Pratt                 | K G Whiley                 |
| M W Brown               | B C Laite         | B Rood                  | R A Wright                 |
| P Carroll               | C Leach           | J E Shaw                |                            |
| A W Cope                | B J Mahaffey      | Sir Michael Stear       |                            |
| Sir Christopher Coville | F J Nicoll        | P Steele                |                            |
| R G Davis               | J E Parker        | Dr DG Styles            | <i>Representing No 208</i> |
| D M Drake               | J D Pascoe-Watson | M A Telford             | <i>Squadron:-</i>          |
| J A Fryer               | J D Penrose       | D J Trembaczowski-Ryder |                            |
| Prof K G Hodson         | G R Pitchfork     | T M Webb                | Wg Cdr N Meadows           |
| S Jefford               | J Pratt           | R J White               | Flt Lt Hillard             |

The following Members sent their greetings to the 2001 Reunion, as they were unable to attend:

|               |              |              |                 |              |              |
|---------------|--------------|--------------|-----------------|--------------|--------------|
| P W Armstrong | J Clark      | E Garland    | D S B Matr      | E Sharp      | R Turner     |
| M Asher       | J W Coulson  | F Gibbs      | J D Mcconnachie | A H Smith    | P E Turville |
| J Babbington  | J B Craig    | G B Gray     | M McGrogan      | TA Smith     | J H Waller   |
| HW Barber     | J A Cumming  | J L Gregg    | G R Moodie      | KW Smith     | R Walsh      |
| E Beedham     | J H Dent     | D Groom      | G R Must        | A G Smith    | J Watson     |
| L F Boyce     | C A F Denton | E R Gwilliam | K P Oliver      | H H Tapner   | R B Weeks    |
| G K Bradshaw  | C M Draper   | R Hills      | O G Patterson   | E A Thompson | R B White    |
| N Brind       | T H Dudley   | C B Holroyd  | D F Perrens     | I D C Tite   |              |
| J W Burton    | J A F Ford   | P H D James  | P G Pinney      | L D Todd     |              |
| C K Bushe     | J C A Fraser | G C W Jones  | J K T Pugh      | J N Tomes    |              |
| R Calvert     | N M J Fraser | P R C Jones  | N B Rivett      | G E Townsend |              |
| A J Chaplin   | P Gallagher  | J R Leask    | I C Ross        | K L Trow     |              |



*A picture from the Editorial camera, taken over twenty years ago - with a normal angle lens on a 35mm camera.*

## GUEST OF HONOUR 2002

AIR VICE-MARSHAL N J DAY CBE BSc(Eng) ACGI RAF

Air Vice-Marshal Nigel Day was born in Darjeeling, India, and was educated at the King's School, Canterbury and Imperial College, London University where he studied Aeronautical Engineering. He has flown operationally a number of aircraft, principally Phantom, Jaguar, Draken (on exchange with the Royal Danish Air Force) and Tornado GR1 (as Officer Commanding No 617 sqn). Staff appointments in the UK Ministry of Defence (MoD) include Operational Requirements (Air) specialising in Electronic Warfare and, subsequently, Air Offensive with responsibility for the Tornado IDS force, covering the Gulf conflict in 1990/91.

Air Vice-Marshal Day was Station Commander at RAF Lossiemouth, Scotland, 1993 - 1995, when the station converted from Buccaneer to Tornado operations. Following the Royal College of Defence Studies, 1996, and the Higher Command and Staff Course, he commanded British Forces in the Gulf region enforcing the Southern No-Fly Zone over Iraq. On return, Air Vice-Marshal Day became Assistant Chief of Staff (Operations) at Headquarters RAF Strike Command, directing RAF operational support to Operation DESERT FOX in Iraq in 1998 and throughout NATO's Kosovo Air Campaign in 1999. He was appointed CBE in 2000, before taking post as the Deputy UK Military Representative to NATO HQ. On appointment to Air Vice-Marshal in July 2001, Air Vice-Marshal Day assumed the post of Capability Manager (Strike).



## ANNUAL REUNION DINNER 2002 SATURDAY 26th OCTOBER

It is imperative you send back the reply slip below if you wish to attend the 2002 Naval Eight/208 Squadron Association Annual Reunion Dinner at the Royal Air Force Club, 128 Piccadilly, London W1V 0PY on Saturday 26th October - and if you wish to continue receiving the Association Newsletter. Dress for the Dinner 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 £26.00 per head, including a glass of port. Please complete the booking slip as early as possible and return to: Wg Cdr MW Brown, Hon Secretary, Naval Eight/208 Squadron Association, Even if you are unable to attend, please return the reply slip, as it is our only way of ensuring continuing contact with you.

### NAVAL EIGHT/208 SQUADRON ASSOCIATION - REUNION BOOKING SLIP - 2002

From (Name): \_\_\_\_\_ Chapter/Period with 208: \_\_\_\_\_

Full address : \_\_\_\_\_ 2003 same? or: \_\_\_\_\_

I will/will not\* be attending the 2002 Reunion Dinner on Saturday 26th October and require \_\_\_\_\_ places at £26.00 per head.

I enclose my cheque/postal order\* for: Reunion Dinner (£26 each) : £ \_\_\_\_\_

|  |                                 |           |            |
|--|---------------------------------|-----------|------------|
| *Please delete as necessary. Please make cheques etc payable to "208 Squadron Association" | Christmas cards/Heraldic Prints | : £ _____ | Qty: _____ |
|  | Total                           | : £ _____ |            |

NAME/S OF GUEST/S: \_\_\_\_\_

I also wish to make the following donation/s:-

**General donation to Association Funds:** £ \_\_\_\_\_

**Donation to the Medal Display Appeal Fund:** £ \_\_\_\_\_

**Total Donation** : £ \_\_\_\_\_

I would like to see the 2003 Reunion Dinner stay at the RAF Club:

move away from London as described on Page 3:

**PLEASE TICK YOUR PREFERENCE**

