

# NAVAL EIGHT 208 NEWS

The Annual Newsletter of Naval Eight/208 Squadron Association

2004



## Celebrating 30 Years of the Hawk

(Ten with 208 Squadron)



*This is the 2004 Solo Aerobatic Hawk, which is flown for this season by Flt Lt Jon Killerby. Graduating from initial officer training at Cranwell in 1993, "Killers" flew Tornado in Southern Iraq and Kosovo. He completed the Hawk conversion course in 2001 and is at present an instructor on 208 Squadron's CFS Flight, teaching pilots how to instruct on the Hawk. It is now ten years since 208 retired the Buccaneer and took up its new role with the Hawk.*

Yes, Number 208 Squadron has now been flying the Hawk for ten years - and it is thirty years since the first Hawk took off from Dunsfold. That may seem a long time for one airframe, but in modern times, it is more an issue of what the airframe can do than how old it is. Ponder for a moment if you will the longevity of other aircraft types in 208 Squadron service. The Bristol Fighter was the first aircraft to endure ten years service before being replaced. In the next thirty years, the Squadron, like many others, went through

aircraft types at an amazing rate. Then came the Hunter, which served 208 for almost thirteen years, with an interlude of Venom in the early days. The mighty Buccaneer was next and it served with 208 for an amazing twenty years, doing sterling service in the Gulf before it stood down gracefully. Now, the Hawk has been with this Squadron for a decade and is set to continue in service for a long time yet, with Hawk 128 coming online in 2010.



# NAVAL EIGHT 208

## Squadron Association Committee:

### President

Air Marshal Sir Robert Wright KBE AFC  
FRAeS RAF

### Life Vice-President

Air Chief Marshal Sir Michael Stear KCB  
CBE MA FRAeS DL

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Air Commodore B C Laite, Dr DG Styles  
MBA PhD FMIB FlntSMM FIMI,  
Wg Cdr N Clifford MA LLB RAF (OC 209  
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Wg Cdr D J Trembaczowski-Ryder BSc  
RAF

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### Membership Secretary

Wg Cdr D J Trembaczowski-Ryder BSc  
RAF

### Committee

Wg Cdr PK Comer RAF, Wg Cdr N  
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AW Cope MBE AFC FRAeS, SE Jefford  
BSc, Air Commodore GR Pitchfork  
MBE, P Steele Esq, TM Webb AFC.

### Newsletter Editor

Dr DG Styles MBA PhD FMIB FlntSMM  
FIMI

### Deputy Editor

Wg Cdr Meadows MA BSc MRAeS

*Designed & Produced by  
TG Media Services, HQ PTC, RAF Innsworth.*

## N8/208 Rumblings

### New Chairman & Membership Sec.



**W**ing Commander David "T-R" Trembaczowski-Ryder joined the RAF under the University Cadetship Scheme, and graduated from the University of Hull with an honours degree in Economics. On completion of officer training at the Royal Air Force College, Cranwell and navigator training at RAF Finningley, he joined No 100 Sqn at RAF Marham flying Canberra aircraft. He transferred to No 208 Sqn flying Buccaneer aircraft in the overland strike/attack role at RAF Honington in 1981 and moved with the Squadron to RAF Lossiemouth in 1983 as the Squadron changed roles to maritime strike/attack. During this time he was deployed to Cyprus on operations in support of British Forces in the Lebanon.

From 1985-87 he held a staff appointment (Bucc Ops/Trg) at HQ 18 Gp, before returning to RAF Lossiemouth, on promotion to squadron leader, and back to 208 Sqn where, latterly, he was a flight commander until 1990. During the Gulf War he was the Buccaneer adviser to AOC 18 Gp (then AM Sir Mike Stear), before joining the directing staff of the Maritime Tactical School at HMS Dryad. After completing Advanced Staff Course at RAF Staff College Bracknell in 1993, he was posted to the Plans Staff at HQ Strike Command. In 1996 he moved to the Attack Branch in the Operations Division at HQ AIRCENT, Ramstein, Germany and on promotion to Wing Commander in 1997 moved internally at HQ AIRCENT as Chief Electronic Warfare. During this time he was deployed to HQ SFOR, Sarajevo, as CJ3 (Air) – Targets and Special Projects, where he ran the SFOR Joint Target Co-ordination Board and dealt with a number of projects involving Sarajevo International Airport. In February 2000, he moved to the Strategic Policy Section at SHAPE (working for AVM Rob Wright), before being short-toured and taking up his appointment as OC RAF Gibraltar, SRAFO (Gibraltar) and SO1 J3/J6 (Ops) HQBF Gibraltar in August 2000.

In May 2003 he took up an appointment in the Executive Office to the Director General of the European Union Military Staff in Brussels.

T-R is married to Lone Hansen, who retains her maiden name for obvious reasons. They have a young son, Andreas, and T-R has another son, by his first marriage, at the University of Hull. His interests include reading, investing (not too successfully); hashing, skiing, cricket, mycology and looking after his small boy.

## Naval Eight/208 People

Our Association President, **Air Marshal Rob Wright**, has been awarded a KBE in the Queen's Birthday Honours List. Congratulations Sir Rob.

Former Chairman **Gp Capt Nigel Huckins** has settled down to life in the USA as a student studying for a Masters Degree, before joining the staff of the USAF Air College.

Hawk Chapter Rep, **Wg Cdr Paul Comer**, has moved from RAF Valley (as OC another sqn!) to RAF Innsworth as FT Fast Jet.

**Air Cdre Graham Pitchfork**, Medals Member, has recently finished a new book entitled "Shot Down and on the Run", which describes the exploits of airmen who evaded capture during WWII. A very good read at £19.99 – contact: bookshop@nationalarchives.gov.uk for details.

Newsletter Editor **Dr David Styles** has, for the eighth year running, won awards from the International Automotive Media Conference. The 2003 Conference awarded him a Silver Medal for his design of the jacket for Dalton Watson's book "The Classic Twin Cam Engine" and another Silver for his article "Riley's First TT Race"

**Mr K Allen** has kindly donated some memorabilia from his time with 208 Squadron; the items are:

- a. A menu for Christmas Day 1943.
- b. Three photographs of squadron members in 1943 in Florence, Italy.
- c. One photograph of Sir Portal Marshal outside 208 Photo Section.
- d. One photograph of Flt Lt Maslen, Fg Off Hyde-Parker and Fg Off Savage.
- e. One photograph of a Christmas Menu 1945 – RAF Station Petah Tikvah.

## The Bromet Memorial Trophy

Winner of the Geoffrey Bromet Memorial Trophy for 2003 was **Flt Lt Steve Kenworthy**, last year's Solo Aerobatic pilot.

## Changes to 208 Sqn Personnel

New Station Commander, **Gp Capt Mark Green** took over in March.

**Sqn Ldr Bob Maskall** left to go to 19(F) Sqn, **Sqn Ldr Wes Wesley** (ex 19 Sqn) took over.

**Sqn Ldr Simon Stocker** (ex-OC) left to join civilian airlines.

**Sqn Ldr Iain Cosens** (ex XV Sqn) took over as OC A Flt.

**Sqn Ldr Dave Lord** left on retiring from the Service.

**Lt Gareth Mills** RN left to begin Sea Harrier OCU training.

**Flt Lt Paul Crutchlow** left on posting to a ground tour (on promotion).

**Flt Lt Cogley** left to begin Jaguar OCU training.

**Flt Lt Deano Dean** left to commence Tactical Weapons training at NFTC.

**Flt Lt David Gale** left to commence Tactical Weapons training on 19 Sqn.

**Flt Lt Pete Griffiths** left to return to the Tornado GR4.

**Flt Lt Steve Kenworthy** left to commence Tactical Weapons training on 19 Sqn.

**Flt Lt Jim McNeill** left to go to NFTC as a Hawk instructor.

**Flt Lt Wayne Newberry** left to join civilian airlines.

**Flt Lt Mike Saunders** left on retiring from the Service.

**Flt Lt Zane Sennet** left to commence Tactical Weapons training at NFTC.

**Flt Lt John Townsend** and **Flt Lt Tim Weller** left to commence Tactical Weapons training on 19 Sqn.

**Flt Lts John Cawthorn, Duff, Greenhalgh, Hart, Simpson,** and **West** arrived from CFS training to join the staff.

## Welcome New Members

The following new members have recently joined the Association. We welcome them and look forward to the opportunity of meeting them at this coming Reunion Dinner:

Ken Richards	<i>Meteor</i>	Mark Royce	<i>Buccaneer</i>
Mal Miller	<i>Buccaneer</i>	Wg Cdr Gordon Robertson	<i>Buccaneer</i>
Sqn Ldr P J Wallace	<i>Buccaneer</i>	Sqn Ldr (Retd) Paul Smith	<i>Buccaneer</i>
Sqn Ldr Bob King	<i>Buccaneer</i>	Wg Cdr N Meadows	<i>Hawk (Ex OC)</i>
Ian Hall	<i>Hunter</i>	Michael Goodfellow	<i>Hunter (Ex OC)</i>

# ***Air Marshal Sir Robert Wright***

***KBE AFC FRAes RAF***



Air Marshal Sir Rob Wright was commissioned into the Royal Air Force in 1966. After pilot training he joined No 8 (Day Fighter/Ground Attack) Squadron, flying Hunters, in Bahrain. In 1971 he converted to the Phantom FGR 2 and was posted to No 17(F) Squadron at Bruggen operating in the Strike/Attack role. Upon returning to the United Kingdom in 1975 he completed a Weapons Instructors Course and joined the newly-formed Tactical Weapons Unit at Brawdy, once again flying the Hunter.

On promotion to Squadron Leader in 1976 he served on exchange duty in the USA, flying the Phantom F4J, as a Fighter Weapons Instructor with the United States Navy. In 1979 he was posted to No 208 Squadron as Flight Commander, flying Buccaneers in the overland Strike/Attack role with assignments to both the Central European Region and AFNORTH (Norway).

After graduating from the Royal Air Force Staff College in 1982 he served at the Ministry of Defence in the Operational Requirements Division before rejoining the Staff College as a member of the Directing Staff in 1984 as a Wing Commander. He returned to flying duties in 1987, and to Bruggen, when he assumed command of No IX Squadron flying the Tornado GR1. In December 1989 Air Marshal Sir Rob Wright was posted back to MOD as Personal Staff Officer to Chief of the Air Staff where he served for 2 years

in the rank of Group Captain; in June 1992, after completing flying refresher training and German language training, he returned once more to Bruggen, this time as Station Commander.

In October 1994, on promotion to Air Commodore, he was posted to the newly formed NATO Headquarters at High Wycombe at HQ Strike Command, as Assistant Chief of Staff Policy & Plans. The following year he took up the post of Air Commander Operations at HQ Strike Command; during this time he set up and commanded the UK's Combined Air Operations Centre and was Deputy Director of the newly formed Franco-British Euro Air Group. Following promotion to Air Vice Marshal in June 1997, he served in Sarajevo as Military Adviser to the High Representative.

In February 1998 Air Marshal Sir Rob Wright took up the post of Chief of Staff to Air Member for Personnel and Deputy Commander-in-Chief Personnel & Training Command, based at Innsworth, Gloucester. In May 2000 Air Marshal Sir Rob Wright took up the NATO appointment of Assistant Chief of Staff, Policy and Requirements, at the Supreme Headquarters Allied Powers Europe in Mons. In September 2002, on promotion to Air Marshal, he took up the post of UK Military Representative to the North Atlantic Treaty Organisation and the European Union, at NATO Headquarters, Brussels.

Air Marshal Sir Rob Wright was awarded the Air Force Cross in 1982; he became a Fellow of the Royal Aeronautical Society in 1997 and was made a Knight Commander of the Order of the British Empire in 2004.

He is President of the Royal Air Force Winter Sports Federation, Vice President of the Combined Services Winter Sports Association, President of the Royal Air Force Athletics Association and President of Naval 8/208 Squadron Association. He is married to Maggie, an ex-WRAF Secretarial Officer; they have a son and daughter both of whom work in London. The Wright family enjoys golf, tennis and skiing. Their family home is in Cheltenham, England.

# **John Brown (Ian) Craig**

**(1933 - 2004)**

Ian Craig was Honorary Secretary of Naval Eight/208 Squadron Association from 1968 to 1976. He then became a Vice-President and, by his own description, "Temporary" President. After his self-determined caretaker presidency of three years, he was unanimously elected Life Vice-President by the Association Committee and, in that role, was a tireless guiding hand to all of his colleagues.



**"Squadron on Parade".** This picture was taken by the Editor in August 1958, when King Hussein visited Britforjor (British Forces Jordan, which comprised of the 2nd Battalion, 16th Independent Parachute Brigade and No 208 Squadron. Ian Craig is on the near end of the parade line, second from the left.

### **From David Styles:**

I first met Ian Craig in Cyprus, as I joined No 208 Squadron at Nicosia. I was already in the Middle East and "escaped" from 13 Squadron to join the new Hunter unit. Squadron Boss was Sqn Ldr John Granville-White (affectionately known as "Jingly") and 208 was to be the first Hunter squadron operating in the Middle East on an established basis. Ian was a member of the detachment which went into Jordan in July 1958, when General Kassem's coup brought the assassination of the Iraqi royal family and set up the first Republic of Iraq, placing the Hashemite Kingdom of Jordan under threat. Even in those days, Ian's sense of precision and detail was apparent in all he did.

I next met Ian almost ten years later, after I joined the Squadron Association in 1968, discovering that he was the Association's Honorary Secretary. I recall him greeting me like a long-lost brother and making me feel so very welcome. That was typical of Ian Craig.

In 1970, I put my collection of model aircraft representing the history of 208 Squadron on display in the RAF Club. Ian

involved himself from the second I arrived and did not leave my side until every model was in place and the case containing them secured. A couple of years later, probably at Ian's instigation, I was invited by Sir Geoffrey Bromet to join the Association Committee. It was a proud moment and from that time on, Ian and I began to work closer and closer together. In 1976, I succeeded him as Honorary Secretary. I promise you, that was a hard act to follow, though we worked together on the 60th Anniversary Reunion at Honington.

When I handed over the secretaryship to Mike Bradley in 1986, I was elected a Vice-President and the first to shake my hand was Ian. I continued to edit and produce the Newsletter and right up to last year, it bore the consequence and careful guidance of Ian's proof-reading. He was always meticulous and never personal in his critical comments and corrections. I can do no better than describe Ian as he once described me to someone else: "We're chums". He'll be my chum for a long time yet.

# Life of 208 Squadron

It is with some trepidation that I now set pen to paper for my first major news update from the Squadron. I have some large shoes to fill in taking over from Neil and building on the excellent foundation that he laid over the previous two and a half years. Nine very busy months have already sped by since I took over and I am still trying to get my "hands around the jelly and nail it to the wall". My first impressions were that I had been very fortunate to inherit a Squadron in fine shape; the organisation was first class and all the staff and students were extremely focused on the job in hand and working very hard. I was also enormously impressed by the high quality work and can-do attitude of the Squadron engineers who were obviously very much part of the team. During my work up training I was very well looked after by Neil and his team and I would like to take this opportunity to thank him, publicly, for making me so welcome and ensuring that the handover was so trouble free.

In the months since August what I have seen and experienced on the Squadron has reinforced and confirmed those first impressions. We have pushed on with the core task of training our ab-initio student pilots and the weather has, overall, been very kind to us: as I write it is another cloudless day and summer appears to have arrived early. In the nine months to May we have flown over 8 000 hours and graduated 8 more ab-initio pilot courses, new QFIs have been trained and some have returned to Front Line Squadrons. Resources have continued to be an issue and over Christmas we found ourselves very stretched with more than 40 student pilots on the long course and struggling to keep up with the task. We were forced to cancel one course in order to keep things under control but after that fair weather and hard work allowed us to keep our heads above water and the cycle continued.

However, in the last few months there have been some significant changes, both here at Valley and in the wider RAF that will profoundly affect us on the Squadron. The first major change occurred when the engineering support contract came up for renewal. The contract was subject to competition and BRAMA, the original contractor, lost out to Babcocks with the changeover taking place on 01 April. The initial announcement led, inevitably, to some doubts and

uncertainties over whether things would change but much work was done to ensure a smooth transition, with all parties keen to ensure a seamless handover with no interruption to any of the flying activities. On the Squadron we have seen little change and we continue to enjoy excellent support from the engineering staff.

On the wider front, it had been rumoured for some time that our student numbers would reduce as the Front Line struggled to absorb the large numbers of pilots that we were producing. RAF Valley's success had, effectively, overfilled the training pipeline somewhat and to avoid excessive delays in training student numbers would need to come down. This issue was compounded by concerns over experience levels on the Front Line. After many high-level debates a decision was announced in April to

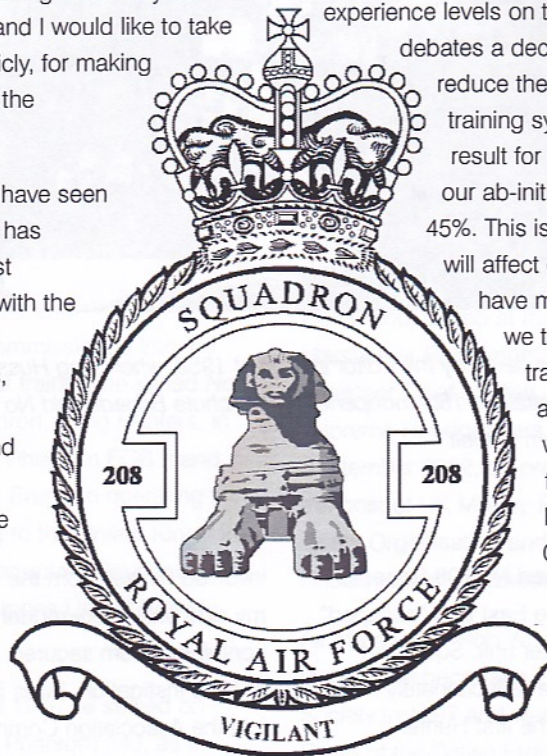
reduce the number of new pilots entering the training system over the next few years. The net result for 208 Squadron will be a reduction in our ab-initio pilot training task of approximately 45%. This is a significant change but other factors will affect our overall tasking; the Squadron will

have more refresher training flying to do as we take over the Senior Officer refresher training courses that were previously run at BAE Systems, Warton. Additionally we will have to do some refresher flying for students who have been holding for places on Operational Conversion Units. The biggest tasking change, however, will be the arrival of Indian Air Force (IAF) trainee pilots for fast-jet training at RAF Valley.

The contract for India to buy the new Hawk was signed in March and, as part of the deal, up to 75 IAF pilots

will be trained over the next 3 years. All training will be done at RAF Valley and will follow broadly similar lines to our current courses; the young IAF pilots will arrive with basic jet experience on an aircraft similar to the Jet Provost and will each stay at Valley for about a year. 208 Squadron will be conducting the initial Hawk conversion and basic jet training and this promises to be an exciting and rewarding time. The overall effect of all these changes will, therefore, be only a modest reduction in our overall tasking and we should remain very busy!

In detailed news we closed out the 2003 Display Season; Flt Lt Steve Kenworthy completed his highly successful season which has received much favourable comment both here in the UK and abroad. In September we conducted a flypast at



Llangefni to commemorate the anniversary of the Battle of Britain as well as taking part in memorial parades at Llandudno and Llangefni. There was also a major Dining In Night to pay tribute to the occasion with a Spitfire flypast and many officers in period dress. In October ten officers from the Squadron attended the Naval 8/208 Association Dinner in London at the RAF Club. This was a great occasion, much enjoyed by all the staff and students who attended. In my speech I highlighted the continuity that exists down the generations and across the types of

aircraft the Squadron has flown. In the room we had previous Squadron members covering conflicts as far back as WW II and service throughout the Middle East. Pilots who had not long graduated from RAF Valley were on operational service in the recent Gulf War. Indeed, one of the RAF operational Squadron Commanders in the recent Iraq war who is now serving at the Joint Services' Staff College made a point of seeking out Wg Cdr Meadows and praising the quality of the young aircrew he had served with in the Gulf. The place names so recently seen in the media are very familiar to 208 Squadron members; Mosul, Kirkuk and Habbaniya, to name just a few, strike a chord now with past and present Squadron personnel. Most of all the recent conflict has shown that the Squadron has continued to play its part by providing high calibre pilots inculcated with the spirit and ethos that is so important to any military unit.

As part of the Dinner it was my pleasure to read the citation for the Geoffrey Bromet Memorial trophy which was presented to Flt Lt Steve Kenworthy by the Guest of Honour, Air Vice Marshal David Walker, in recognition of his achievements as the aerobatics display pilot. Overall it was an excellent evening rounded off by some late night revelry in the West End!

Flying continued at a high rate through the winter months and we received several high ranking visitors, including the Chief of the Air Staff. In March we held a Squadron Dining In Night with more than 100 attendees where we dined out seven of the staff. At the end of March I spent 5 days in Delhi visiting the IAF Training Headquarters with a team from BAE Systems to provide advice on the detail of the training package that we will be providing. The Squadron was again chosen to provide the RAF Valley aerobatics display pilot and we spent many weeks from February to March working up the selected candidate - Flt Lt Jon Killerby. The work culminated in March with a successful display in front of AOT - Air Vice Marshal Walker - and the award of Public Display Authority. This year marks the 30th anniversary of the first flight of the Hawk aircraft and we are hoping to apply a special paint scheme to 2 of our aircraft and use them on the display circuit this year. As I write, the first display of the season - in Cyprus - has just been

completed and we look forward to another safe and successful season.

Overall it has been a hectic, but enjoyable and productive period. We have seen some major changes to our tasking and to our support arrangements but, as the dust begins to settle, we hope to enter a more stable period. We face some significant new challenges with the advent of IAF training and the potential for further changes in the wider

RAF. However, I strongly believe that the Squadron can reflect on a job well done and am in no doubt that we will be able to cope with whatever is thrown at us. Morale is high and the flying is still great fun; we are confident of maintaining our positive approach and carrying forward the traditions and reputation of the Squadron.

*Wg Cdr Nigel Clifford*

## ***This Years Reunion***

As usual, this year's Reunion will be held at the Royal Air Force Club, 128 Piccadilly. Dress for gentlemen is lounge suits and for ladies optional. As in the last couple of years, the round table layout will be followed again, as it gives Chapter groups a chance to sit together and enjoy conversation in a way that the top table and sprigs layout did not.

Price of this year's Dinner is £32, up slightly on last year, and the menu is:-

*Smoked Salmon*

*Roast Rib-eye of Beef with Yorkshire Pudding, with a selection of vegetables and Roast Potatoes*

*Apple Tart with Cream*

*Coffee and Petit Fours*

The booking slip for the Reunion Dinner is on Page 12 of this Newsletter and we ask you to return the slip to confirm your continuing interest in the Association, even if you are not able to attend the Dinner. This keeps us in touch with you and ensures that you continue to receive the Newsletter in future years. As you will see, there are several members listed in this issue with whom we have lost contact. Please don't let your name find itself into that list in a future year.



*This is the only original Sopwith Pup to survive in flying condition. It happens to be a Naval Eight machine, which your editor "persuaded" the owner to allow to come to the 60th Anniversary Reunion at Honington. The late Neil Williams was the only man licensed to fly the Pup and is flying it here over the Buccaneer flight line. Two of the pilots who flew N5182 in action were there to see this flypast.*



I had a terrible disaster a couple of months ago, when I was trying to archive photographs and other material from my laptop computer. I wrote the text to an external hard disk and then had to wipe a space on the laptop to enable CD-ROM disks upon which I was going to archive the material. Having completed one of this process in an evening, I shut the computer down and came the following morning to finish the job off. To my horror, the external drive was not working the following morning and I had a signal on the screen that it was not recognised by the computer. I had lost the text of a book and over four hundred photographs from the year's Reunion Dinner, with the result that I have to say, regretfully, I have not been to the 2003 Reunion for this issue. I apologise to members who were hoping to go on last year and hope that this pictorial review of 208 Squadron aircraft (one of which was on display last year at the RAF Club) from my camera will partially compensate for the loss of these pictures - Ed.

*No original Sopwith Triplanes have survived, but this reproduction was built by the Northern Aircraft Workshops and is marked in the colours of a Naval Eight machine - Dixie II - flown by Flt Lt J H Jenner-Parsons RN. The aircraft is owned by the Shuttleworth Collection, as is the Bristol Fighter in the upper right picture. A 208 machine from 208's days at Heliopol is, D8096 was retired in 1932 and found its way to the Civil Register in 1932.*



*We go to Jordan for the next picture - a Hunter F6 pictured in Amman in 1958, it was one of six detached to Jordan in what might now be described as the first Iraq crisis, when Gen Kassem deposed the Royal Family and set up the first republic. Saddam Hussein was one of his*

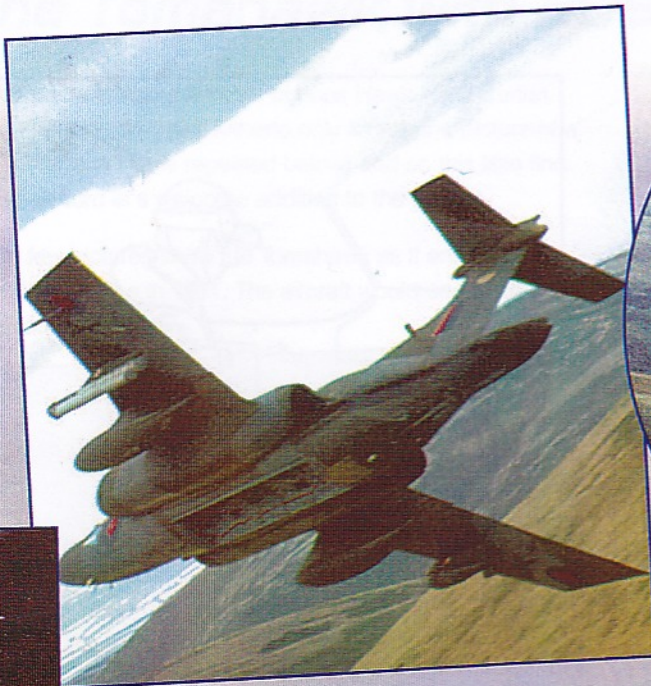


*political aides. Ian Craig flew "Tango" at least once in Amman.*





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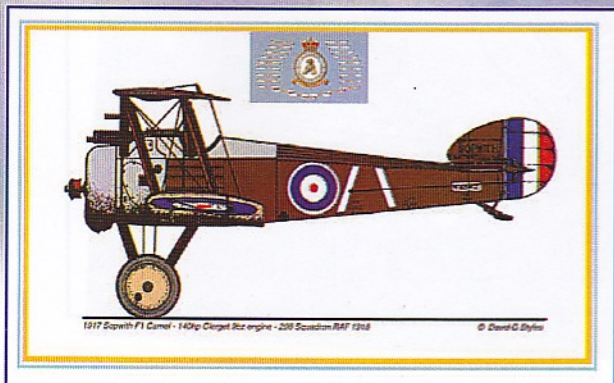


Three more "Bucc" shots - above "down among the weeds", a shot taken on a sortie out of Honington when 208 still had an overland strike role. The picture on the right was "staged" by a rendezvous when a sortie was being flown over the Welsh Nant y Moch dam. Aircraft used this location as a practice target on many occasions and if you had the time to sit around on the mountain side, you could sometimes see something like this and more frequently Army exercises with helicopters.



Below left is the Editor's drawing of 208 Squadron's first aircraft type, the Sopwith F1 Camel. This particular machine is one of the replacement batch provided to Major Chris Draper after his setting fire to the Squadron's aircraft in April 1918 as the Germans broke through the line, forcing the Portuguese army back over Allied territory.

Below right is the latest aircraft type of 208 Squadron, the magnificent Hawk, photographed over the Irish Sea last summer, so spanning almost ninety years of our favourite Royal Air Force Squadron.



# High Dudgeon

The original of this story appeared in "Flight Safety" magazine and was passed to the Editor by your Deputy Editor. We think you'll agree that it's a fascinating tale.....

How many of you have described yourself or a friend/acquaintance as "in a state of high dudgeon"? Do you know what the dictionary gives us as the definition of the expression? Webster's English Dictionary tells us that it is: a feeling of offence or resentment - anger (origin unknown). Origin unknown? Well, read on.....

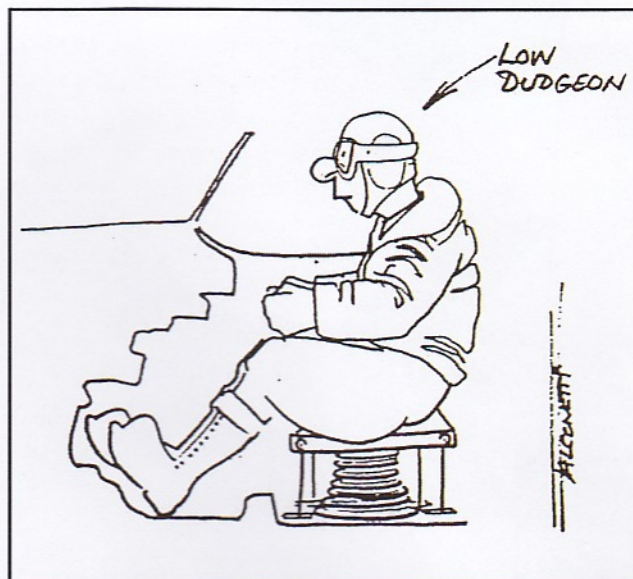
Flying Officer Peter William Archdale Dudgeon was a pilot serving with Number 208 Squadron at the time that the Squadron was in the process of converting from the old and rather sluggish Bristol F2B Fighter (affectionately known as the Brisfit or "Biff") to the new and much faster Armstrong-Whitworth Atlas, an aircraft capable of exceeding 200 mph in a dive.

Flying Officer Dudgeon was concerned that the effect of the airstream was to hold aircrew in their seats, so making a conventional escape from a crippled aircraft more difficult - even impossible in some circumstances. So our ingenious Mr Dudgeon came up with a brilliant idea to put the escapee into a position whereby he could exit the aircraft safely. His idea was a spring-loaded seat, mounted on concentric sliding tubes, each with a strong spring inside. The springs were compressed on a ratchet and held in place by a catch.

The operation of the Dudgeon seat was simplicity itself - the occupant of the seat (there were two of course in the Atlas), when faced with an emergency that demanded departure, would simply release the catch and the seat would rapidly lift him to a position where climbing free of the aircraft was easy and he would bale out. An early form of ejector seat.

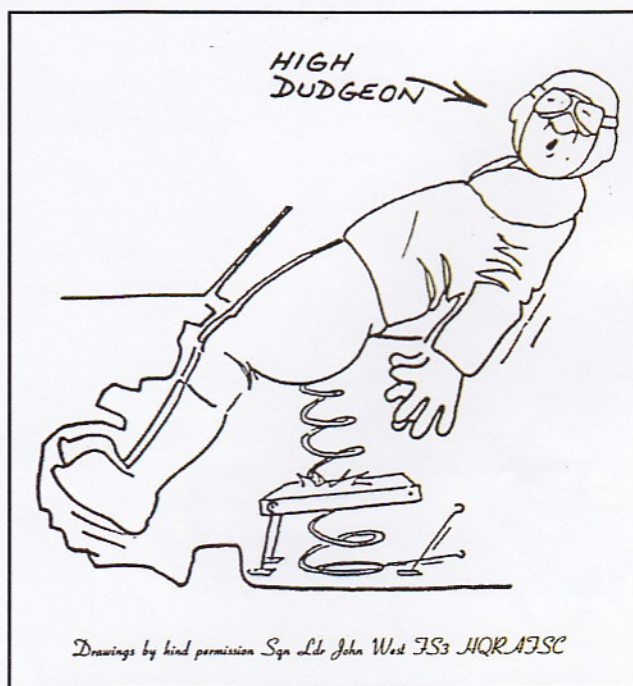
Dudgeon made a scale model of his seat for demonstration to the Air Ministry and submitted it with a set of drawings for installing the full-size version into an Atlas. Perhaps hardly surprisingly, the idea was turned down. It seems that a World War One attitude prevailed, that if aircrew had the opportunity to abandon the aircraft when they faced danger, or return it to base if it was severely damaged, they would be more likely to avoid danger and abandon.

So the term "high dudgeon" has its origin in a completely different context from which it is used today. Interesting how phrases come about, don't you think?



So here's our man, flying along with not a care in the world - in a state of "low dudgeon". But then something goes wrong and he has an emergency on his hands. The aircraft cannot be saved, so he pulls the catch and is now in "high dudgeon" before exiting the aircraft.

Our pilot would certainly be in a state of some anxiety and it may be this state of excitement that gave the foundation to the later expression. So remember, when you describe someone as in a state of "high dudgeon" in the future, you got it from a fellow on 208 Squadron!



# The Tomahawk with 208

This piece is about another famous Hawk - The Curtiss Tomahawk. We have hitherto only found one picture of a 208 Tomahawk - (it is repeated below) and so this little find via Sid Jefford is a welcome addition to the archive.

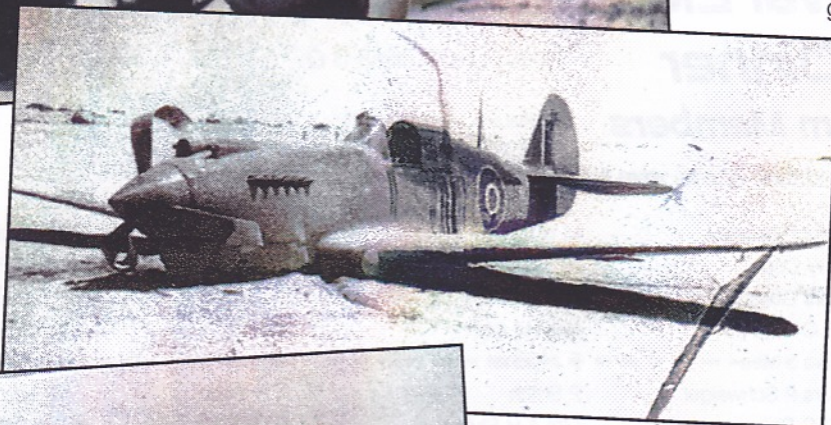
These few pictures show the Tomahawk as it entered 208 Squadron service in 1941. The aircraft would soon achieve great fame as the

American Volunteer Group in China (Claire Chennault's Flying Tigers, with the shark's mouth image borrowed from 112 Squadron) flew them against the Japanese in Burma and China. But the Tomahawk didn't get quite the same love and affection from the Royal Air Force. It's reputation of flipping over on to its nose in a landing preceded it, but it also had a lot of serviceability problems.

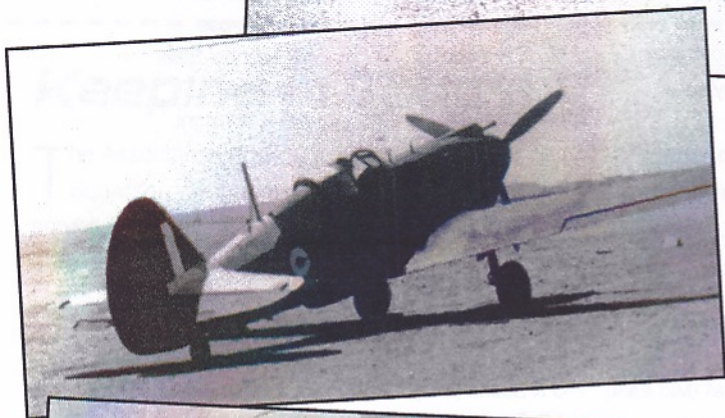


The top picture shows a 208 machine in the first few days of its service with the Squadron, having ejected a connecting rod from the engine through the crankcase, with the resultant spewing of components, debris and oil all over the place - all because the pilot misread the rev-counter and overrevved it on landing - whoops!

The picture below shows another case of an unfortunate incident where the pilot had to abort the take-off at LG103, giving himself the excitement of a wheels-up landing.

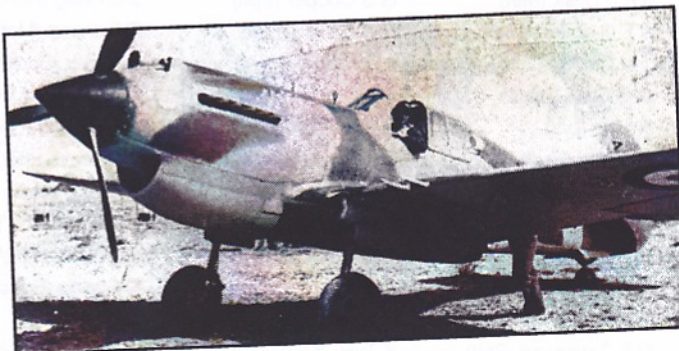


The third picture shows a Tomahawk marked as they all were on delivery to the RAF. They were painted in RAF colours, but the rear top deck and the upper surface of the tailplane were painted white.



The shot at bottom left shows the New Aircraft Acceptance Team in front of a Hurricane (note the young man on the right of the picture - Sid Jefford).

This picture below shows a Tomahawk when they had "settled in" with 208, marked up with the blue inverted triangle on the fin and showing signs of having done a little work. The Tomahawk was, of course, replaced by the longer (and much more stable) Kittyhawk.!



# Chapter Representatives' Names & Addresses

## Naval Eight/208 Squadron Association

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

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

# 2003 Naval Eight/208 Squadron Association

## Reunion Dinner

### Response from Members

The following Members and their Guests were present at the 2003 Reunion Dinner:

M G Bradley	Mrs P Bradley	M W Brown	Mrs H Brown	J W Burton
C K Bushe	AW Cope	Mrs M Cope	H Field	Mrs J Field
P M Gallagher	Mrs Gallagher	G Goodman	M Kemp	R L King
Mrs E King	B C Laite	Mrs H Laite	SE Jefford	N Meadows
D Mee	Mrs J Mee	F J Nichol	J I Parker	J D Penrose
I L Schwaiger	Mrs P Schwaiger	P Smith	Ms A Wallace	Sir Michael Stear
Lady Stear	D G Styles	Mrs A H Styles	J A Swain	Mrs Swain
D J Trembaczowski-Ryder	K Whiley	RJ White	Mrs E White	AM R A Wright
Mrs M Wright				

#### From No 208 Squadron

Wg Cdr N Clifford	Flt Lt J Egging	Flt Lt S Kenworthy	Flt Lt D Montenegro	Flt Lt B Plank
Flt Lt Wright	Fg Off Knox	Fg Off Morris	Fg Off Pert	Fg Off J Macmillan

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

S Ager (Bucc)	K Allen (Hurr/Spit)	J Babbington (Bucc)	H W Barber (Spit)	E Beedham (Hurr/Spit)
L F Boyce (Hurr/Spit)	G K Bradshaw (Spit)	E A Brentnall (Mid East)	C K Bushe (Met)	N S Champness (Hunt)
J R J Clark (Met)	G S Cooper (Spit)	J B Craig (Hunt)	J D Crank (Hunt)	B Cross (Met)
A F Cutt (Hurr/Spit)	R G Davis (Hunt)	R Dennett (Met)	D Drake (Hunt)	C M Draper (Hon Mem)
T H Dudley (Lys)	J Fordham (Hunt)	J Fraser (Bucc)	N M J Fraser (Hunt)	W Griffiths (Hunt)
G B Gray (Bucc)	D L Groom (Spit)	E R Gwilliam (Hurr)	J M Henson (Hunt)	J H G Hext (Hunt)
R Hills (Lys)	C B Holroyd (Met)	P H James (Spit/Met)	D Johns (Met)	G C W Jones (Met)
P Jones (Hunt)	K J Lambden (Spit)	J R Leask (Met)	D S B Marr (Hunt)	J D McConnachie (Met)R
McLellan (Bucc)	G R Must (Spit)	P O'Donohue	K P Oliver (Bucc)	O G Patterson (Spit)
L W Phipps (Met)	P Pinney (Bucc)	W F Plumpton (Spit)	J Pratt (Spit/Met)	J K T Pugh (Hurr/Spit)
G Reekie (Hunt)	E Sharp (Hunt)	J E Shaw (Spit/Met)	D R Southwood (Bucc)	A Smith (Hurr/Spit)
A G Smith (Spit)	T A Smith (Spit)	D Spong (Bucc)	P Steele (Bucc)	H Tapner (Spit)
T Thornton (Hunt)	P Thurville (Spit/Met)	I Tite (Hunt)	L D Todd (Lys/Hurr)	J M Tomes (Atlas)
G E Townsend (Spit)	K Trow (Met)	R Turner (Lys/Hurr)	P Vicary (Hunt)	R A Walsh (Spit)
P M Yeoman				

# 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.

Gp Capt E R E Black (Lysander 1938 - ?)

R Catterall

R G Clarke (Lysander/Spitfire 1941-45)

D B Clough (Hunter 1969-70)

Ron Dunn (Hurricane 1941 - ?)

S G Heath (died approx 10 years ago -Spitfire (1943-45)

Gordon N Lewis (Hunter 1963-65 - Ex OC 208)

J P Logue (Hurricane/Spitfire)(died 3 April 2004)

F L Payne (Hurricane 1942-43)J V Ronson

A R Sibbald

G C Smith (died in 2002)

Harry Taylor (Hunter)

P F White (Lysander/Hurricane)

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## Keeping in Touch

The Association is always trying to update its records of former members of 208 Squadron, as many people leave the Squadron without making contact with the Association as they move on. For this reason, if you know of anyone who served with the Squadron and is not in touch with the Association, please let us know. It would help if you take a moment to enter details below. We'll do the rest:-

I believe the following Individual served with No. 208 Squadron in: .....

At RAF: .....

The Squadron was flying: .....

Name: .....

Address: .....

.....

.....

## Where Are They Now?

The Association has lost contact with a number of Members, as of time of going to press (30 May 04). If you have any knowledge of their whereabouts please let the Membership Secretary know. They are:

K S Lamb Lysander/Spitfire (1941-44)	K C Evans ??	J A Dart ??
K Breadmore Buccaneer (1985-88)	?Crookes ??	D Crawford Meteor (1955-58)
A J Beaton Buccaneer (1981-83)	E R Whincup Atlas (1938-39)	G White Hunter (1970-71)
M T Elliott Hawk (1994-?)	M J Gibson Hunter (1963-65)	P Sanders ??
Bob M Joy Buccaneer	J M Morgan Spitfire (1948-50)	R F Tipper GSO2 (ALO) (1942-44)
D O Robertson ??	S L Hammett Spitfire (1948-49)	T Thompson Hunter
G R Veale Spitfire (1948-49)	Gary Bremer Bucc (1993-94)	T M Scicluna-Kerry Hunter (1956-58)
B Hughes Lysander	Mark O Rodden Buccaneer	C C I Bolton Hunter (1968-70)

## Annual Reunion Dinner 2004

**Saturday 30th October**

It is imperative you send back the reply slip below if you wish to attend the 2004 Naval Eight/208 Squadron Association Annual Reunion Dinner at the Royal Air Force Club, 128 Piccadilly, London W1V 0PY on Saturday 30th 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 £32.00 per head. 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:

MW Brown,

### Naval Eight/208 Squadron Association - Reunion Booking Slip - 2004

From (Name) ..... Chapter/Period with 208 .....

Full Address ..... 2005 same? or .....

.....

I will/will not be attending the 2004 Reunion Dinner on Saturday 30th October and require ..... places at £32.00 per head.

I enclose my cheque/postal order\* for Reunion Dinner (£32.00 each) £ .....

Blazon of Arms £ .....

Total £ .....

Name/s of Guest/s .....

I also wish to make the following donation/s:

General Donation: £ .....

Donation to the Medal Display Appeal Fund: £ ..... Total Donation: £ .....

\* Please delete as necessary. Please make cheques etc payable to "208 Squadron Association"

## More on the Medal Project

The state of our Medal Project is not greatly changed in the area of the full-sized medals, largely because the Royal Air Force Museum has made no progress in the creation of its Medals Hall, due to other commitments. However, we are making an attempt to have the Bromet medal set on display in the RAF Club at the Reunion Dinner, placed between two miniature displays, between them showing an array of the other awards and decorations made to Squadron personnel.

Ultimately, we shall have a full display of miniatures, which will go into the possession of the Squadron for most of the year and be brought to Association events as needed.

The full-size Medal Project is in the hands of Air Cdre Graham Pitchfork, who has been in discussion with the RAF Museum ever since the Bromet collection was gifted to the Museum. Our progress has been impaired by other major Museum projects, such as the

restoration of the Graham White Hangar, but it seems still to be the intention of the Museum to establish a Medals Hall, into which the Bromet Collection will go, to be accompanied by the whole panoply of other orders, decorations and medals awarded to the Squadron.



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 £9.00 a copy, post-free in UK. Postage and packing overseas will cost £4.00. 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 Medal Project. We hope that you will give this worthy venture your support.

## A Note from the Meteor Chapter



As you will see from the back of this Newsletter, Desmond Penrose is our Meteor Chapter Representative. "So..." I hear you ask: "...why the picture of a MiG15?". Simple - fifty years ago, Desmond soloed on the Meteor and as his Golden Jubilee celebration, he managed a flight in this MiG15! No longer in his Twenties (quite!), Desmond underwent ground instruction and a lot of familiarisation, but no two-seat MiG, before he flew it. "Finely balanced and interesting to fly...." came the assessment of the experience. We'd love to see you try an F-86 for comparison purposes, Desmond.

Now to Meteor Chapter business. The Meteor Chapter has now "matured" enough to organise its own outings and celebrations. So it should come as no surprise that Desmond drew his merry men together and held their annual "gathering" at the Bathouse Pub in Soho this year, in May.

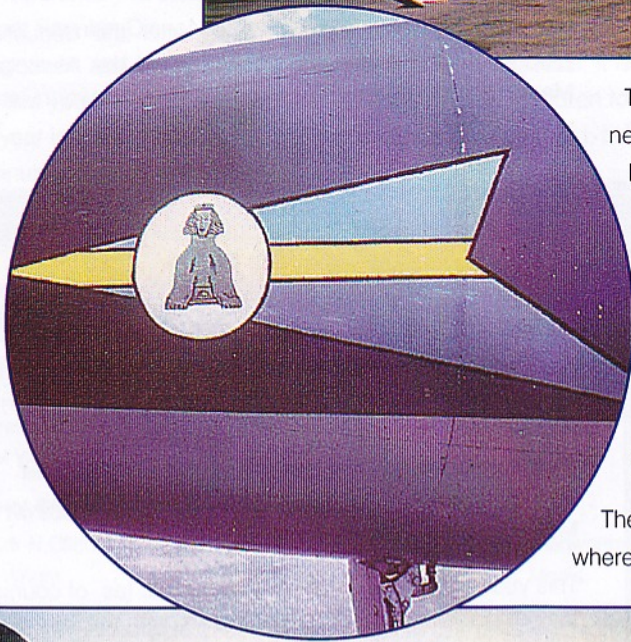
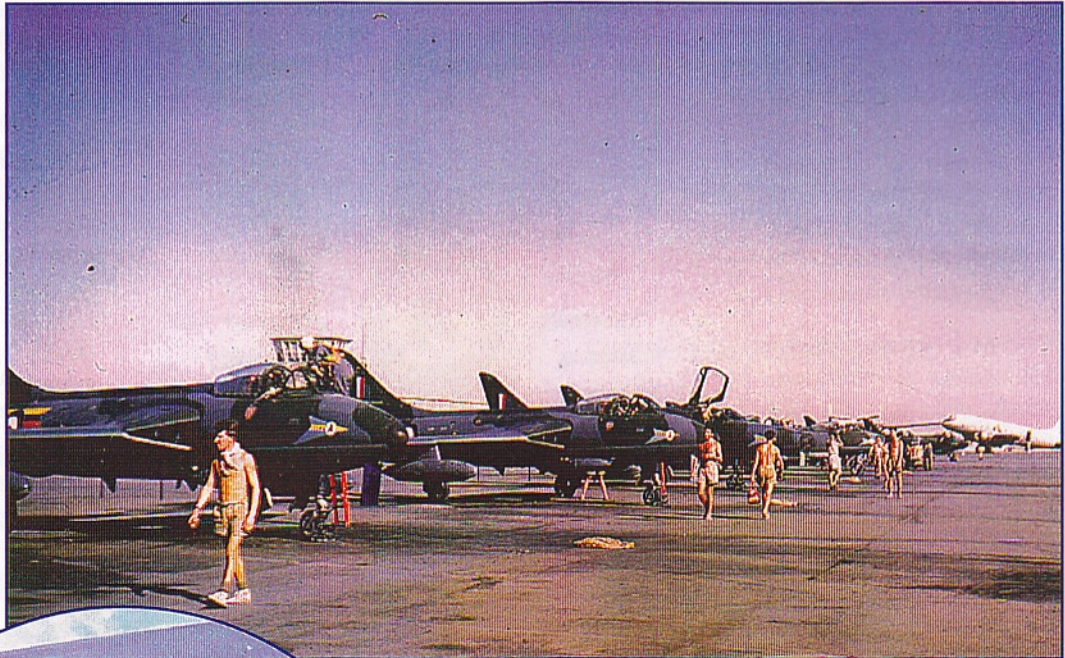
This year, groundcrew outnumbered pilots (as, of course, they did in their day - Ed) - eight to six, with two last-minute apologies, which would have increased the groundcrew ratio still further. For the organiser, the increasing involvement of ground staff is very welcome and long overdue.

Some members brought along photographs of very young-looking bronzed chaps and one brought a beautiful carved wooden model of a Meteor FR9 and a successful time passed too quickly, with wives not getting too bored!

Next year's gathering is scheduled for Wednesday 11th May with, we hope, increased attendance again - so come and meet your old comrades of Glorious 208!

## 208 in Kuwait - 1961

Geoff Watling was an armourer with 208 Squadron during its detachment to Kuwait in the second Iraq crisis during 1961. The Squadron had now re-equipped with Hunters and when General Kassem threatened Kuwait, the Royal Air Force was sent in, in the form of 208 Squadron.



The top photograph shows the Squadron line-up, the aircraft nearest the camera being a very interesting machine, in that it has 8 Squadron markings on either side of the fuselage roundel, but the 208 motif of the day on the nose. This consisted of a "speedbird" emblem in the Squadron's colours with a white disc containing the Sphinx badge superimposed. This aircraft was used as the basis of the Airfix 1/32 scale model kit of the Hunter.

The centre picture shows the early 1960s period 208 emblem on the nose.

The third picture is of a Hunter after an unfortunate incident where a landing leg collapsed and dropped the starboard fuel tank on to the ground, splitting the tank and spreading Avtur all over the dispersal. The Kuwaiti fireman is seen spraying water on to the fuel leak instead of foam! Needless to say, he was quickly apprised of the error of his ways and foam was laid over the fuel leak.



*Geoff tells us that if anyone would like a copy of any of these pictures, he can be contacted by phone at 01302 360714.*