

NAVAL EIGHT 208 NEWS 2008

The Annual Newsletter of Naval Eight/208 Squadron Association



The Medals are Here



Once upon a time, your Editor/Historian had an idea to create a collection of miniatures of the orders, medals and decorations awarded to personnel of Naval Eight and 208 down the years to accompany his collection of model aircraft of Naval Eight/208, so he began to investigate their availability.

Now, many of you will remember that, eight years ago, at the 2000 Naval Eight/208 Reunion Dinner, Michael Pooley, the grandson of our founder, Air Vice-Marshal Sir Geoffrey Bromet, presented Sir Geoffrey's lifetime awards of orders, decorations and medals and those of his wife, Dame Jean Bromet, to this Association. It was a huge coup for Naval Eight/208 and much of the credit for the discussions which brought about this gift to our Association was due to Gp Capt Philip Pinney, OC 208 between 1977 and 1980. It was also the inspiration for this display being brought together.

The medals project began in 2001 and initially was to create a collection of full-sized medals around the Bromet set. However, the realisation of the value of the Bromet set, combined with the anticipated cost of expanding that collection, brought us to realise we couldn't afford it, so it was decided to revert to the idea of miniatures, with the added suggestion from our medals expert, Air Cdre Graham Pitchfork, that we make them more personal by creating a group of individual sets awarded to members of the Squadron down the years.

That's how it all began and over the ensuing seven years,

we have been enlisting your support with donations and your Historian has been bringing together the collection from a wide variety of sources, some as far away as Australia. The original 49 expanded to the 70 you see above.

These medals represent the individual award sets worn by Squadron personnel up to the point in time when they left Naval Eight or 208 Sqn. They include Sqn Cdr GR Bromet DSO RN, OC Naval Eight 1916-1917: Acting Flt Cdr RA Little DSO* DSC* RN (Australia's top-scoring fighter ace of all time): Major RJO Compston DSC** DFC RAF: Flt Cdr RB Munday DSC RN: CPO JA Rosling DSM RN, Flt Lt GH Murray-Jones MD MBE RAF: Cpl HW Greenbank BEM RAF: Flt Lt PF Perry DFC RAF: Acting Sgt SE Jefford RAF: Sqn Ldr JH Granville-White DFC (US) RAF: Sqn Ldr JK Watson AFC RAF: Wg Cdr AW Cope AFC RAF. The foreign awards featured in this display include the French and Belgian Croix de Guerre, the French Legion d'Honneur, the Greek War Medal 1941-45 and the Order of Bahrain.

You can imagine that some of these were difficult to find - for example, the George V DSCs were not easy to locate, nor the Greek campaign medal and the Order of Bahrain. But finally, here they are. They will be on permanent display at the Squadron's HQ at RAF Valley after this year's Reunion and will serve as a colourful reminder to all of this Squadron's long and proud history - Enjoy!





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N8/208 Rumblings

The President's Foreword:

Last year the Chairman sent a flyer to all Association members to ask your opinion about a possible change in venue for future Reunion Dinners. Of the 380 flyers sent out we received replies from 46 members. The majority (60%) preferred to keep with the RAF Club in London. However, given the relatively small response, the Committee have decided to keep the situation under review and reconsider all options again at a later date (all good Staff Officers will be familiar with this option!). Talking of the Reunion Dinner, last year was another success with 70 members and their guests making it to the RAF Club. Their reward was an excellent after dinner speech from Mike Bradley giving his entertaining and very interesting account of the Meteor era, as well as the last Squadron report by Wing Commander Gary Kelly as OC 208 Squadron. The Hunter Chapter talk will be spread over 2 Association dinners: Chapter one –The Early Years – Group Captain Tim Webb (tbc); Chapter Two - volunteer yet to be cornered!

I am very grateful to Air Commodore (Rtd) Ben Laite for taking over as the Association Membership Secretary; please let him know if you change your address as it will make his life much easier. As alluded to above, Gary Kelly is moving on in April 2008 (to MOD); he will be replaced temporarily by Squadron Leader Mark "Badger" Simmonds; until OC 208 designate Wing Commander Jamie Hunter takes over in June. Flight Lieutenant Steffan Wurwul, who is an instructor on the Squadron, has taken over as the Hawk Chapter Member and the Squadron Association Representative from Flight Lieutenant Mike Bowden. I know you will join me in wishing Gary Kelly every success in his next post – as much as he has had leading 208 so successfully. I was delighted and honoured to be asked to be the Guest of Honour at the recent 208 Graduation ceremony. A most enjoyable event spoilt only by the Met Officer who did not forecast the 50 metre fog bank that sat over Valley at my take off time and which denied me the opportunity to 'whip' the Diamond 9 flypast. Next time perhaps, but at least my flying suit fitted!

I am of course pleased to report that I found the Squadron to be in exceptionally good heart and very professionally focussed. Reminiscing in the Squadron History Room was a great experience...the value of Squadron diaries should never be underestimated.

Finally, I hope you enjoy this edition of the Naval 8/208 Squadron Newsletter and I look forward to seeing and meeting as many of you as possible at the next Reunion Dinner at the RAF Club on 25 October 2008.



Ed Lines:

You should receive this Newsletter by the end of May. That's the plan as I set down this editorial in the middle of April - and I'm pretty sure that I have to hand enough to fill it - we'll soon see! So confident am I that I have a print slot for the end of April.

So what do I have to tell you this year? Well, another electronic breakthrough is on the brink of happening, in that we are hoping from next year that those of you who have access to the internet will be willing to receive your Naval Eight 208 News via the web. There is mention of it elsewhere in this issue, but a lot of water has to go under the bridge before we can go down that road - and we have to have your support for the move in order that it can work. We will continue to produce the printed version (this is my thirty second issue), so those who want it in print can continue to receive it. And as long as the Association is happy to put up with me, I shall continue to edit the Newsletter - I have this funny idea of making my fortieth edition before I lay my pen and keyboard to rest.

So, the Royal Air Force is ninety years old and Naval Eight/208 is ninety two. The last veteran of 208's first RAF year, 1918, passed on a few years ago and I haven't seen any 208 veterans of the 1920s and 1930s for a few years. But our Squadron lives on and is at the forefront of Royal Air Force activity, as well as helping to promote the reputation of RAF training by training pilots from international air forces, especially recently India. Interestingly, 208 must be the largest squadron in the RAF and its record of sorties is hard to take in - our Squadron notches up as many hours in a month as most home-based squadrons log in three. But you can also read about that elsewhere in this issue.

Finally, I can't pass my editorial by without reminding you that one of the most famous fighter aircraft in post World War 2 history, and perhaps the most prolific, the Hawker Hunter, entered service with 208 Squadron just fifty years ago. More on that subject elsewhere in this issue.



Chairman's Chunter:

We do not impose a subscription fee for membership of the Association and the Newsletter is sent out free of charge to all members thanks to very welcome, generous donations from the membership. However, the current level of donations barely keeps up with production and postage charges and in an effort to reduce costs, particularly that of postage, the Committee proposes hosting the Newsletter on the 208 Squadron Website. Hard copy will remain available for those who do not have internet access or would prefer to receive the Newsletter in the post but if you agree to online access, you

will receive an email to let you know when the new Newsletter is available on the Squadron website at: www.raf.mod.uk/structure where you will need to select "squadrons" - 208 (Reserve) Sqn. The link to the Association Newsletter is in development and should be available for next year's Newsletter. Other fund raising ideas such as offering Squadron memorabilia for sale to members of the Association are also under consideration and any profit would make a welcome contribution to Association coffers. Please be assured that the Committee keeps a close eye on the Association bank balance and we will make every effort to ensure solvency to support future Association activities. Of course, donations are always most welcome and will remain our primary source of income.



Naval Eight/208 People:

Ray (Bob) White (Spitfire) recounts that memories continually occupy his mind, as something or other crops up to remind him of his time on 208. Like the song of a Merlin at a recent Airshow when a Spitfire, vintage of 208 in his time turns up. In a chat to the pilot Ray was asked if he remembered the Start Engine procedure. When Ray said that he did the pilot plonked him in the cockpit to prove it! TRMPFFS!!!

Gordon Robertson (Buccaneer) has moved to the Development, Concepts and Doctrine Centre at Shrivenham as SO1 Joint Offensive Air, after a 6 month jaunt on the NATO Defence Course in Rome.

Air Cdre (rtd) Graham Pitchfork has written a major tome to celebrate the 90th Anniversary of the Royal Air Force, called *The Royal Air Force, Day by Day*. It has 432 pages and costs £35. See the following website: <http://www.rafdaybyday.com/>

David Styles (Editor/Historian) retired in April from the post of Editor of "The Vintage Motor Cycle" after eighteen and a half years in the job. The Vintage Motor Cycle Club gave him a sendoff with a Seiko gold watch and the Chairman's Award for his services to the Club. David is now working at Stephenson College in Coalville, Leicestershire, teaching motor vehicle technology.

Desmond Penrose (Meteor) celebrated the sixtieth anniversary of his first solo on 14 Apr 2008, by flying solo in a Tiger Moth! He said it was a better landing this time around!



Lost Contact:

The Association has lost contact with a number of Members, as of time of going to press (May 2008). If you have any knowledge of their whereabouts please let the Membership Secretary know. They are:

Burford J	Hunter
Ferguson A	Buccaneer
Gibson AVM M	Hunter
Hanley F	Unknown
Hollis HE	Unknown
Huckins Gp Capt NM	Buccaneer
Kennedy B	Buccaneer
Parfitt BE	Lysander/Hurricane
Phillips SC	Unknown
Pounds B	Unknown
Rodden MO	Buccaneer
Skace HJ	Unknown
Thompson RT	Buccaneer
Tyler PD	Hunter
Vincent RJ	Hurricane/Spitfire
Wedlock L	Hunter

Members Found:

P J Wallace	Bucc
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New Members:

John Cansdale	Hunter (58-59)
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Below a list of new Hawk Chapter members:-

Sqn Ldr Phil Millward	Flt Lt T Nassif
Flt Lt Matt Baker	Flt Lt Jamie Norris
Flt Lt Mike Bowden	Flt Lt Simon Ramsden
Flt Lt K Brown	Flt Lt J Simcox
Flt Lt Mike Child	Flt Lt Stefan Wurwal
Flt Lt D Davies	Lt C Roy
Flt Lt S Dutton	Capt K van Gisbergen
Flt Lt D Laisney	Fg Off S Eccles
Flt Lt M Long	Fg Off S Harth
Flt Lt Rory McLaren	Sgt Mike Wilson
Flt Lt Stevie Morris	Cpl Halliday



The 2007 Naval Eight/208 Reunion:

The 2007 Reunion Dinner was attended by 76 members and guests, representing the whole spectrum of Squadron history from Hurricane to Hawk. We heard our last "State of the Squadron" address from Wing Commander Gary Kelly, as he will have handed over command of the Squadron to Wing Commander Jamie Hunter (*appropriate name for 208!! - Ed*), who will bring us news next year. Gary will be welcomed as a fully-fledged Association member next year.

Guest Speaker last year was Mike Bradley, formerly a flight commander with 208 when it was flying Meteors back in the early-to-mid Fifties. After introduction by our Chairman, Wg Cdr Dave T-Ryder, Mike gave an amusing ad-lib presentation of the life and times of 208 as a Meteor squadron in Egypt, including how it mounted a Middle Eastern aerobatic display team, the fun and challenges of armament practice camps and living up to the proud traditions of 208 Squadron.

Don't forget, the date for this year is 25th October - see you there.....



Chairman Dave T-Ryder gains attention for Guest Speaker Mike Bradley



Association President Air Marshal Sir Rob Wright presents the Geoffrey Bromet Memorial Trophy to Flt Lt Steve Morris.



Outgoing OC 208, Wg Cdr Gary Kelly, presents his "State of the Squadron" address.



In Memoriam

Since the last Newsletter and Reunion, we regret to have to report the passing of the following Association members:-

Allan Burdett	Hunter	John Myall	Meteor
Roland Dennett	Meteor (53-55)	Reg Porritt	Spitfire
RJ "Red" Hardiman	Lysander/ Hurricane	JHC Sharp	Unknown
CM Mason	Unknown	A Wadsworth	Meteor
		Joe West	Hunter

The Naval Eight 208 Reunion 2008

The Annual Reunion Dinner will take place on Saturday 25th October 2008 at the Royal Air Force Club, 128 Piccadilly, London W1J 7PY. Dress is lounge suits and Members may bring a guest or guests. It is important that the name of your guest(s) is on the booking slip and that you indicate your period of service with the Squadron for the seating plan. Seating will be based on the Chapters. Timing is 6.30 pm for 7.30 pm and the price per head this year is £38. Tickets will not be issued - but contact the Secretary (details on Page 14) for any last minute changes.

The menu for the Dinner is:

Smoked Salmon with brown bread & butter

Roast Rib-Eye of Beef with Yorkshire Pudding
(Served with roast potatoes and traditional vegetables)

Chocolate Gateau

Coffee and Petits Fours

If you have not already reserved your place at the Reunion, please complete the tear-off slip on Page 14

Pictures From the Past.....



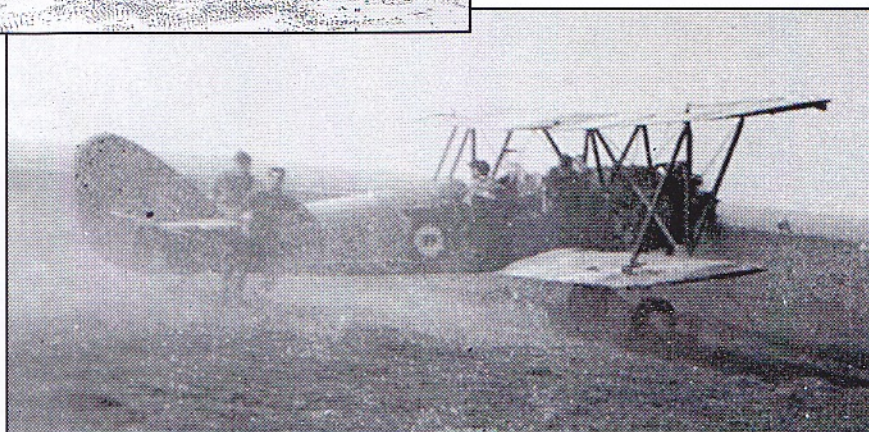
Top left: every squadron has the occasional "moment" and 208 was no exception, though its record of incidents between the wars was lower than most. This incident was in 1936 and we've lost (perhaps judiciously!) the identity of pilot and gunner. The fellow at the wingtip is trying to dig up the message pouch, which disappeared into the sand as the Audax came in too low, stalled and went down during a training flight.

The Hawker Audax began to replace the Armstrong-Whitworth Atlas in late 1934 and in its service with Army Co-op squadrons was found to need handling with great care. The Hart bomber, from which it was developed, was proudly proclaimed Britain's fastest bomber of the time, but "an 'Art wiv an 'ook" needed low speed for message pick-ups. The pick-up speed was too close to the stall speed and many young inexperienced pilots came very close to this situation. By 1939, the Audax was replaced with the Lysander, an aircraft that proved the ideal Army Co-op machine, with a stall speed well below the pick-up speed. It has been said that a Lysander has more than once been seen hovering as the headwind matched the air speed of the aircraft!

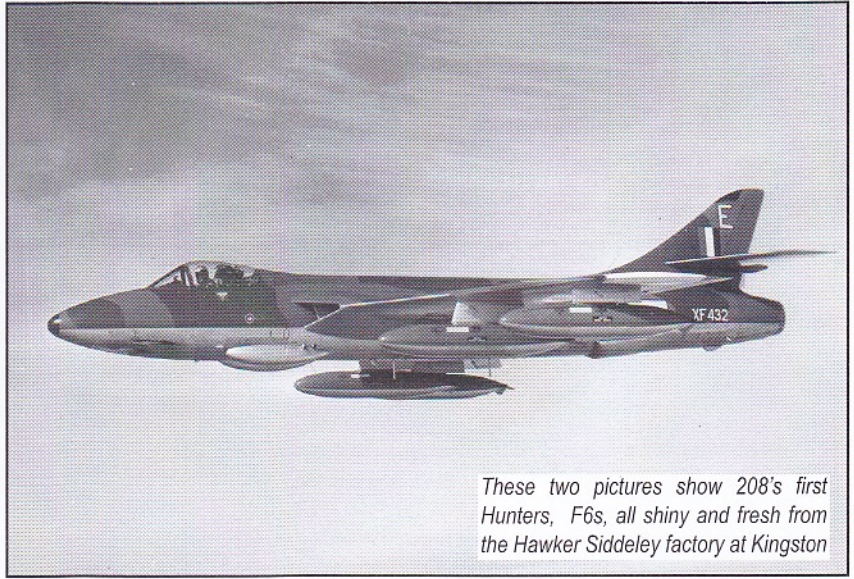


The lower left picture shows another Audax, after the Munich Crisis, when aircraft in the field were hurriedly camouflaged and national markings were subdued. You can see the uneven lower camouflage line and you can just discern the two tones on the rudder. The roundels were similar to those used on 208's Buccaneers of more recent years, though the blue was darker and the red more of a brick red. You can see from the flag in the top left hand corner that this picture was taken by another 208 aircraft as they flew along the North African coast.

The picture on the right is of an Avro Tutor, minus engine cowling (as was common in hot climes). It was taken in 1941 and is a bit of a puzzle. It carries a serial number R301, which bears no relationship to any RAF serial number of the period. The roundel seems to have the same coloured centre spot and outer circle and seemed to have three small spots in the white area. All this would suggest an aircraft of the Royal Egyptian Air Force, so how did 208 get possession of it? would there be anybody out there who might know?



50 Years Ago: "And Then Came the Mighty Hunter"



These two pictures show 208's first Hunters, F6s, all shiny and fresh from the Hawker Siddeley factory at Kingston

The year 1958 was a very significant year for Number 208 Squadron, for fifty years ago, this Squadron entered the swept wing jet era, having entered the first-generation jet age just eight years before. The Hawker Hunter was already the Royal Air Force's principal front-line fighter and 208 was selected to be the first squadron to operate the type in the Middle East, very soon after tropical and desert trials had been completed.

After the Suez Crisis, 208 Squadron relocated to Malta, retaining its Meteor FR9s and settling in at RAF Luqa. 39 Squadron was the other reconnaissance unit on that station, but it had handed in its Meteor PR10s in exchange for Canberras and soon, 13 Squadron was to do the same in Cyprus, so the reconnaissance requirement for the Middle East was changing and 208 was able to be re-assigned and re-equipped. That decision brought it into the long list of Hunter squadrons and moved its home from Malta to Cyprus.

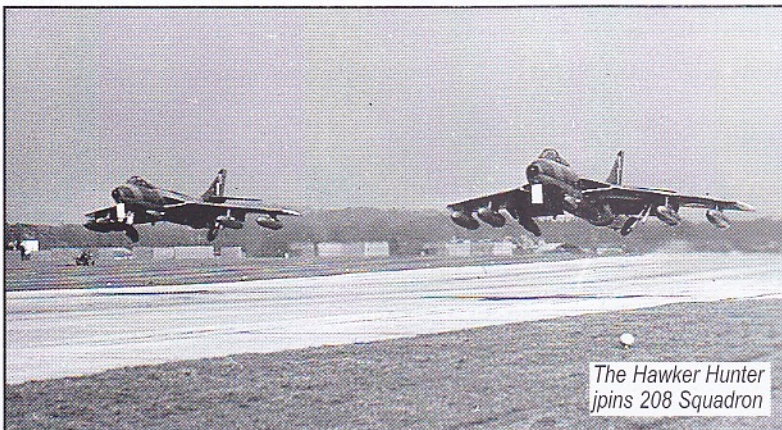
Re-equipment took place at Tangmere, where 34 Squadron was re-numbered 208 and its Hunter 5s were replaced with a mixture of newly-factory-converted and original build Hunter 6s, drawn from the factory lines at both Kingston and Bitteswell. It was a very mixed bag, but all were shiny and new as they arrived at RAF Nicosia.

The Squadron was formally formed at Nicosia on the 40th birthday of the RAF itself, 1st April 1958, and on that same day, the Meteor FR9 unit at RAF Luqa was stood down. The new squadron was placed under the command of Squadron Leader John H Granville-White, who had already flown in anger the

Hunter's principal competitor, the North American F-86F Sabre, in Korea. He had combat experience, had shot down a MiG15, had been credited with a second "probable" and had been awarded the USAF's Air Medal and Distinguished Flying Cross. This was "GW's" first squadron command and the year ahead was to be an interesting year, beginning with an armament practice camp at Akrotiri, then shortly after that, in July 1958, the detachment with BRITFORJOR to Amman in Jordan, after the military coup initiated by General Kassem and the assassination of the whole Iraqi royal family, a tragic and barbaric event.

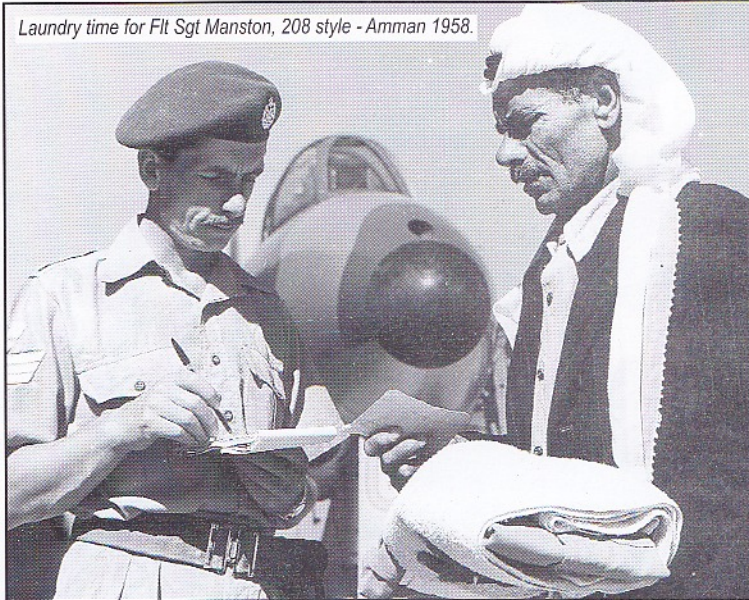
Returning to Cyprus, the Squadron was disbanded in March 1959 and re-formed out of 142 Squadron at RAF Eastleigh in Kenya, initially operating Venom FB4s and then converting to Hunter FGA9s. A detachment to Kuwait when the Iraqis laid claim to it in 1961 kept the Squadron on its toes and then, as Kenya achieved independence, 208 relocated to Khormaksar in Aden. Here, there were various activities, ranging from patrols across the Aden Protectorate to involvement in the Radfan skirmishes and then, eventually, a transfer to RAF Muharraq in Bahrain, as Aden became initially South Yemen, then merged with North Yemen to form the new Republic of Yemen.

Bahrain was a staunchly pro-British state, located in the Arabian Gulf, and 208 Squadron was to enjoy its stay there, celebrating its 50th Anniversary, with Sir Geoffrey Bromet, Naval Eight's founding Commanding Officer, and "Mad Major" Christopher Draper (first CO of 208 in 1918) in attendance. All good things come to an end, however, and following the Wilson government's decision to withdraw British forces east of Suez, 208 was to be disbanded in 1971 after establishing for itself the longest record of continuous service in the Middle East of any numbered squadron in the Royal Air Force - a record of fifty one and a half years that remains unbroken to this day. Squadron Leader Ian Dick, the last OC 208 in Bahrain, brought the Squadron Standard home and Number 208 Squadron's era of the Hunter was over. Three years later, the Squadron was re-formed under the command of Wg Cdr Peter Rogers, with the Buccaneer.

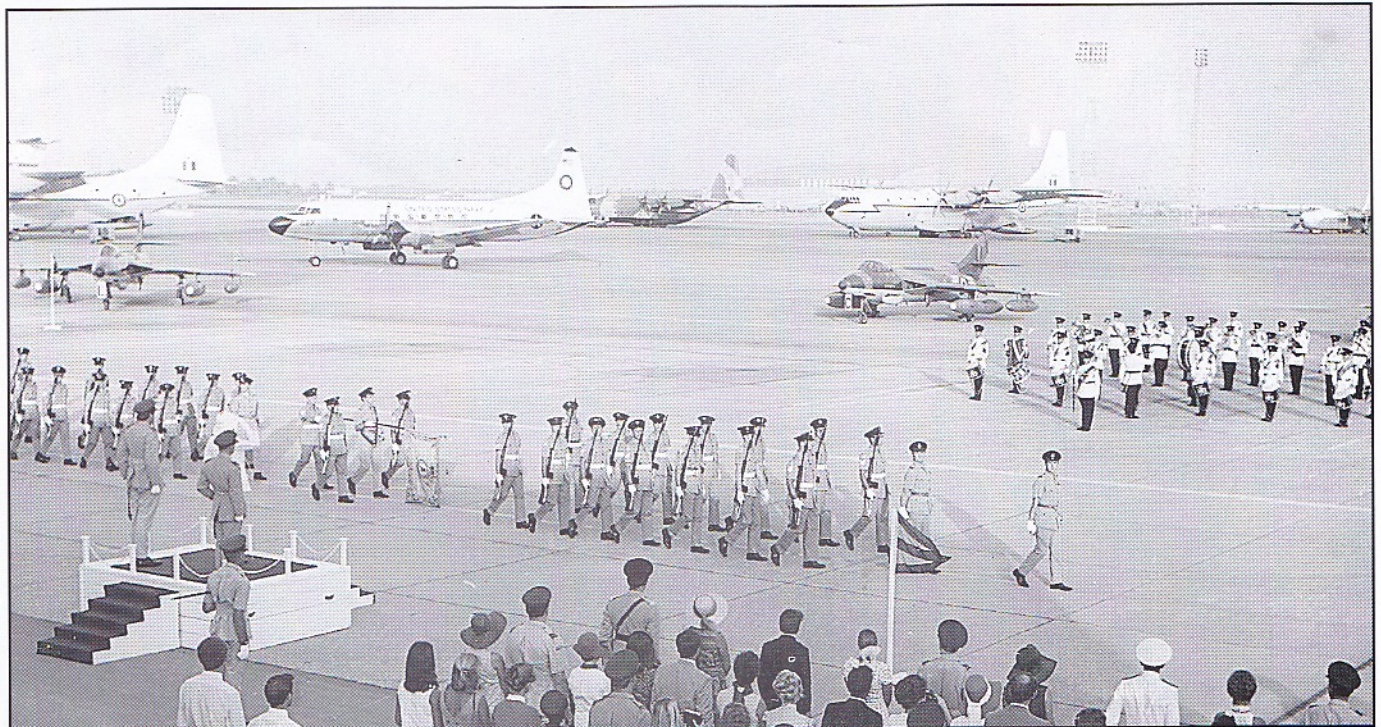


The Hawker Hunter joins 208 Squadron

Laundry time for Flt Sgt Manston, 208 style - Amman 1958.

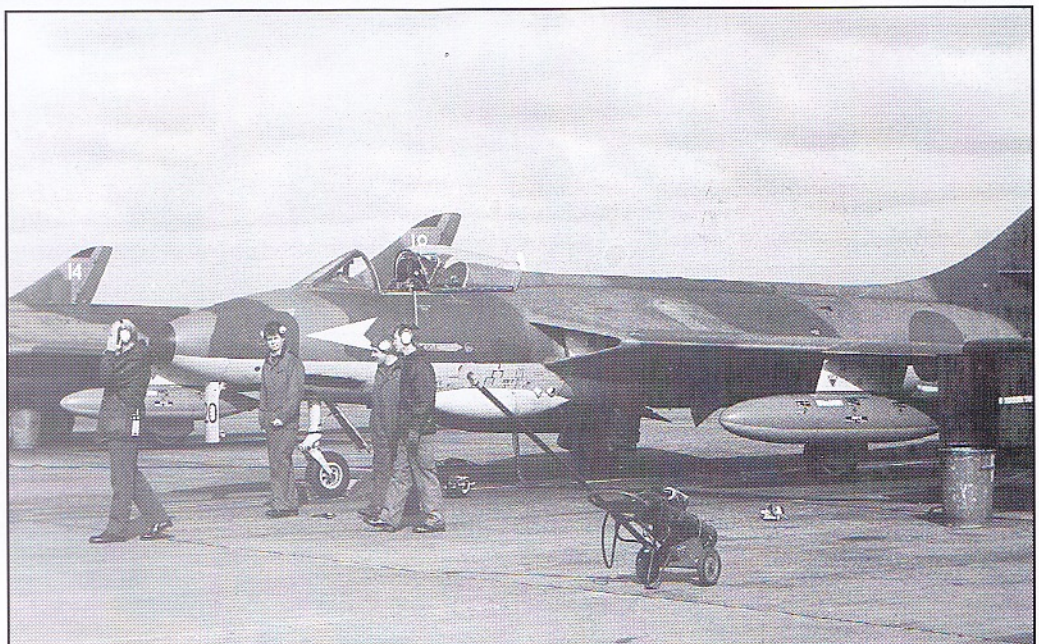


The disbandment cake marked the departure of 208 from the Middle East.



Above: the disbandment parade in September 1971 at RAF Muharraq. Number 208 Squadron had been an integral part of the Royal Air Force's various Middle Eastern commands since February 1920, firstly flying the RE8 for a few weeks only until the first of the refurbished (and some new) Bristol F2B "Brisfit" arrived at Heliopolis in Egypt. The Squadron's home base was Heliopolis for almost twenty years, hence the choice of the Gizah Sphinx as the official emblem when it was discovered that the "Flying Shufti" was unacceptable in heraldry.

To the right: the last use of the Hunter (or perhaps "re-use" would be appropriate) was in the UK, at RAF Honington, during Graham Pitchfork's term of command, when Buccaneers were grounded for major "surgery"



Naval Eight / 208 in Pictures

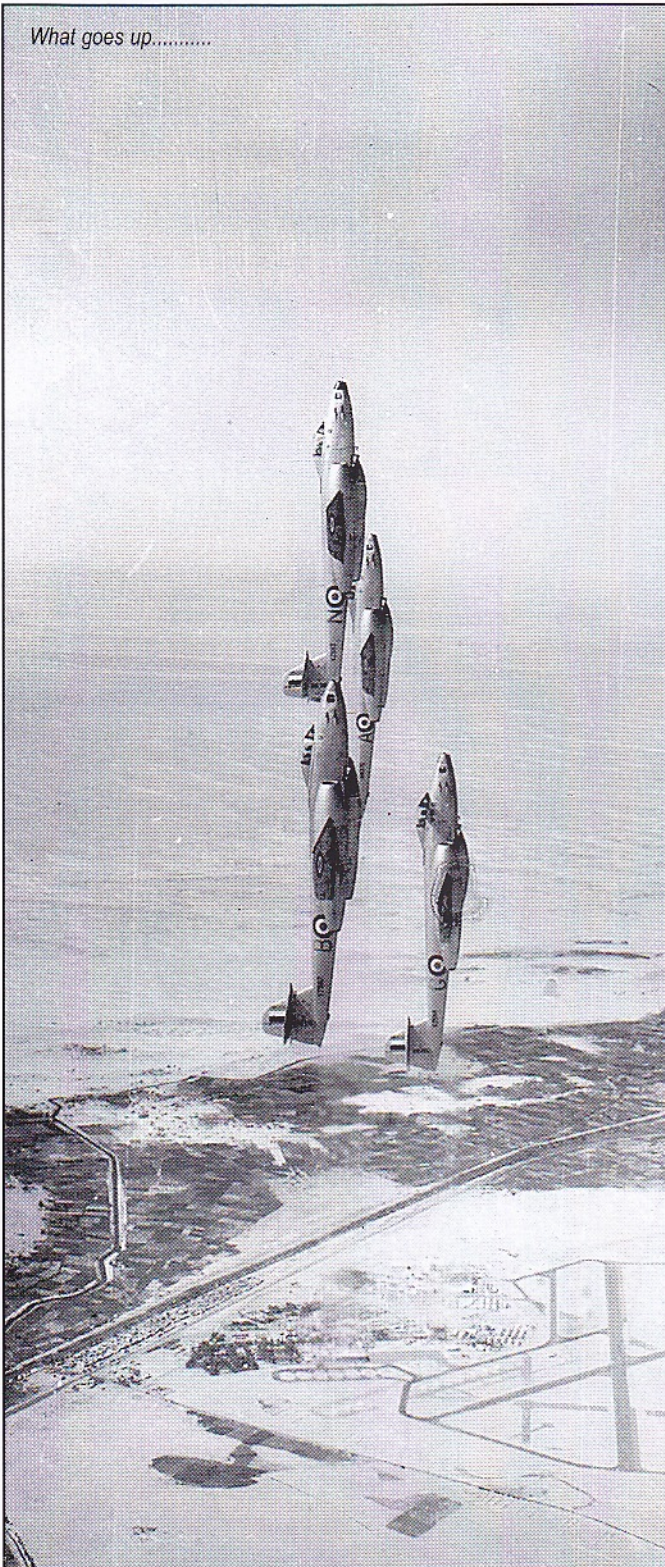




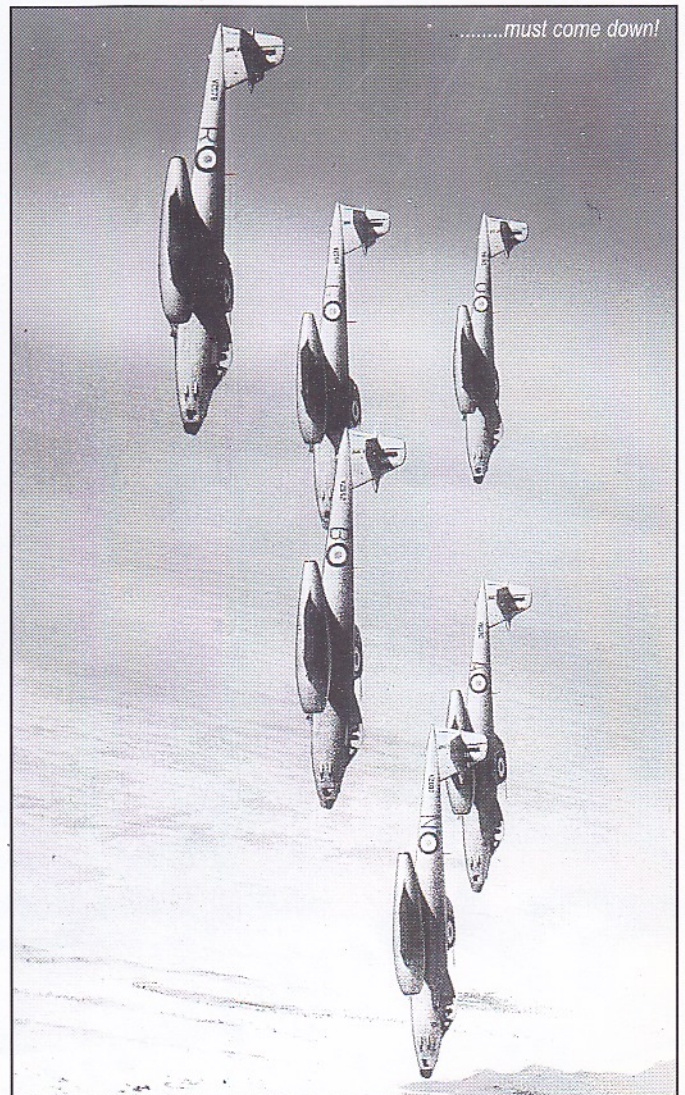
2007 Guest of Honour - Mike Bradley

In the early to mid 1950s, Flt Lt Mike Bradley was a flight commander with 208 Squadron, flying the Meteor FR9. Mike was a member of the Squadron when it fielded an aerobatic display team. His presentation at last year's Reunion Dinner was typically humorous and entertaining - and ad-libbed! So we have no transcript to publish in this issue of Naval Eight/208 News - instead, a few photos of 208 in Egypt. Mike is seen at the right making his delivery.....

What goes up.....



.....must come down!



On the left, the 208 Meteors in an aerobatic practice. The left-hand picture of these two shots shows the aircraft above Fayid airfield. The picture on the right here shows a Meteor doing its more normal everyday job - on patrol.



Below: Not every landing was a perfect one. There were very few such incidents on 208 Squadron, but this one went in at Fayid in April 1953



Naval Eight/208 Reunion 2009

MAKE A NOTE IN YOUR DIARY NOW!

**THE NAVAL EIGHT/208 SQUADRON ASSOCIATION ANNUAL
REUNION DINNER IN 2009**

WILL BE HELD ON 24TH OCTOBER 2009

**THE VENUE REMAINS THE ROYAL AIR FORCE CLUB,
128 PICCADILLY, LONDON W1J 7PY**

AT 6.30PM FOR 7.30PM

Letter From the Squadron

This is my final letter from the Squadron as the Officer Commanding...

Since my last newsletter we have welcomed a total of 7 RN/RAF and the final 3 IAF courses to begin their training as fast-jet pilots. Of the 33 RAF, 7 RN and 1 RM students the majority have graduated to Tactical Weapons Training on 19 Squadron, 3 have been creamed off to remain here as instructors, 1 will instruct on the Tucano at RAF Linton-on-Ouse and, sadly, 2 students have been withdrawn from fast-jet training.

As I am sure you are aware, in the past we have sent students to the NATO Flying Training Course in Canada. This programme is now coming to a close and the final graduation will take place on 18 April this year. Flight Lieutenant Mike "Chikey" Child, our 2007 Display Pilot will be one of the 4 graduates.

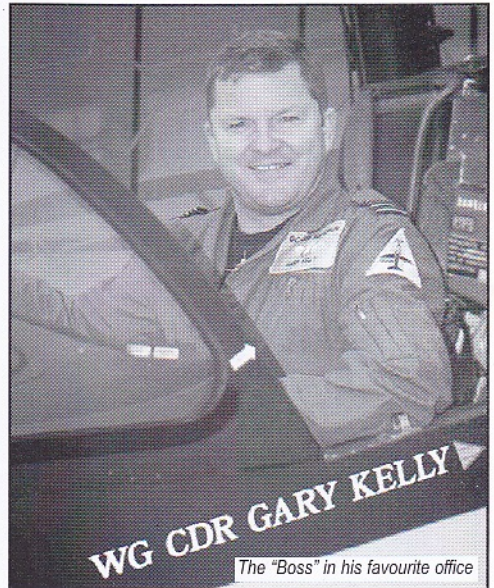
Another programme also closed for us on 1 February when we graduated our final Indian Air Force course. Since the scheme began on 31 January 2005 we have seen IAF 63 pilots train on 208 Squadron with very few failures. Indeed, due to its success an additional course of 6 of their Squadron Leader QFIs spent time with us and learned a great deal about how our QFIs work and teach. These young men have proved to be fine ambassadors for their country and flying with them has been interesting. The last course leaves 19 Squadron on 22 May and a Hangar Party will see them on their way.

However, our contact with the sub-continent has not ended as we are involved in the ferrying of new Hawk 132 aircraft to Bidar. This is a tremendous opportunity for our QFIs, in particular our Creamies, to fly a fast-jet trail, spend a few days in India and fly back business class (at BAE Systems expense)!

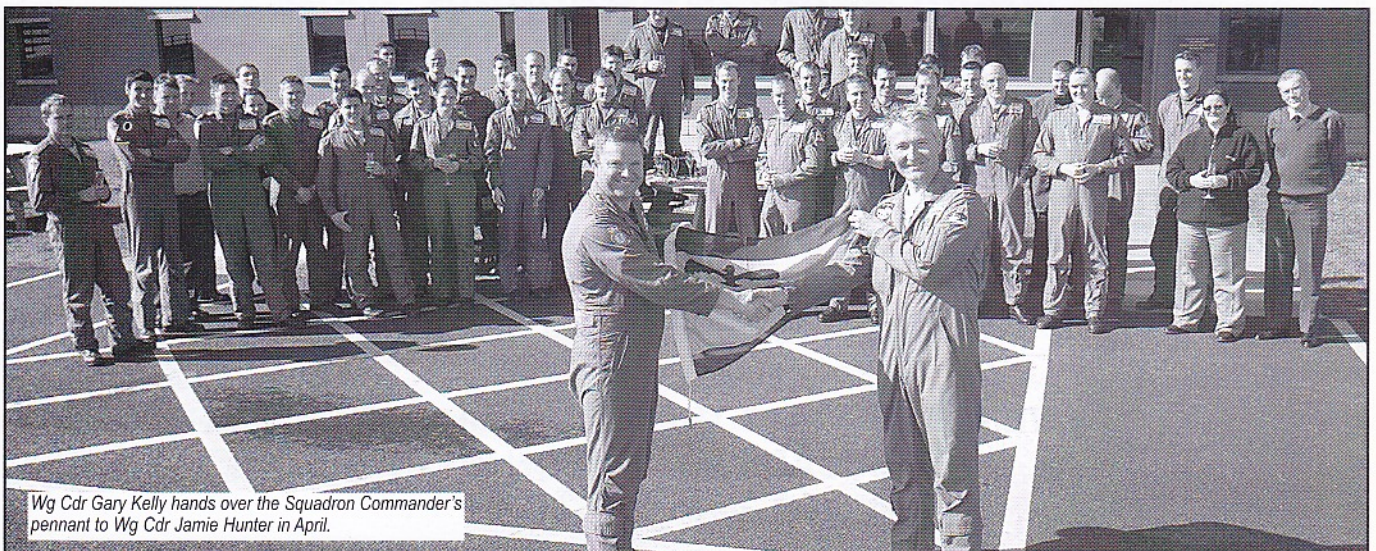
The 2007 Display Season was a great success and Chikey was instrumental in ensuring the good name of 208 Squadron was seen in over 50 displays both at home and abroad. As you know, Chikey won the Wright Jubilee Aerobatic Trophy when he gained his Public Display Authority at RAFC Cranwell. He finished his season at the Southport Air Show and hands the reins to Flight Lieutenant Dave "Horse" Davies (no pun intended). Sadly, due to funding issues this could be the last time we undertake such a display season. A great pity not only for us but for the Royal Air Force and the millions of people that enjoy watching the Service at its best. Horse, together with Flight Lieutenant Chris Lyndon-Smith, has been short listed for Royal Air Force Aerobatic Team membership. The list contained 4 recent Squadron members, 2 of whom have flown as our Display Pilot. We wish them all every success in their endeavour to join what is acknowledged as the finest display team in aviation.

On 20 April 2007 one of our aircraft crashed at RAF Mona. The student pilot,

who was flying solo successfully ejected and was taken by Sea King to the Spinal Injuries Unit in Nottingham. I'm happy to report that 5 days later he was present at his course solo drinks party, where he received his Martin Baker badge, tie and certificate (and a considerable amount of banter from his course mates). recovery was swift and he graduated in the autumn and began Tactical Weapons Training in March 2008.



The Squadron was involved in a busy visits programme over the year. The Valley Aviation Society organised their annual photo shoot in the summer and raised £5000 for RAF Valley charities. Several high-ranking Service visitors were welcomed here including Air Chief Marshal Major, Chief of Staff Indian Air Force, who was Reviewing Officer at the graduation of Indian Air Force 9 and V107. Not to be outdone, our Chief of the Air Staff, Air Chief Marshal Sir Glenn Torpy was a recent visitor and Reviewing Officer. We have also received the Commander-in-Chief of the newly formed Air Command, Air Chief Marshal Sir Clive Loader who briefed the Station personnel on Service-related topics. Air Commodore Newby, Director of Flying Training, hosted a visit by members of the UK Military Flying Training System (MFTS). This is an organisation that will grow in importance at RAF Valley over the coming years and I am sure that my replacement, Wg Cdr Jamie Hunter, will keep you well informed in future newsletters. Other notable visitors included a delegation from the Chilean Air Force and Air Traffic Controllers based at Manchester Airport;





we reciprocated the latter's visit at the end of February this year.

We continued our active social programme over the year. Notable events included a very successful lunch of the month featuring a film and TV fancy dress theme, a trip to Chester races and numerous Mess functions. A highlight this year was an RAF Valley all-ranks dinner in the Officers' Mess celebrating the 90th Anniversary of the formation of the Royal Air Force which is being organised by a committee headed by our Squadron Adjutant, Flight Lieutenant Kevin Brown.

We are also planning a Battlefield Tour in April to Berlin, Dresden and Colditz Castle. This is something that the Squadron is anticipating with relish, and, to the best of my knowledge, has not been done before.

Also, we hope to organise a major expedition along the lines of Exercise Valley Trek, which saw 11 Squadron personnel tour Yosemite National Park, California. Nine months planning enabled me, staff and students participate in

trekking, rock climbing and white-water rafting. The hardy group tackled a 16 mile trek that involved 6000 ft of climbing and a 30degC change of temperature to conquer El Capitan. A great success, we hope, as mentioned above, to undergo a similar trip in the late summer.

As I close, I wish to thank the 208 Squadron Association members for their continued support. As I hope you are aware, I have made it a specific task during my command to ensure that those entering the Service, through the fast jet portal that is 208 Squadron, do so with an understanding and appreciation of our history. The strong links between you and current Squadron members has made this task both easier and more enjoyable. I move on to MOD Main Building where no doubt I will turn from being a rather large fish in a small pond into a minnow...



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: _____ email: _____

ADDRESS: _____

You can contact the Membership Secretary, BC Laite, by email at:

CHAPTER REPRESENTATIVES' NAMES AND ADDRESSES

NAVAL EIGHT/208 SQUADRON ASSOCIATION

CHAIRMAN Wg Cdr D J Trembaczowski-Ryder BSc RAF,
HURRICANE/SPITFIRE SE Jefford BSc,
METEOR JD Penrose,
HUNTER TM Webb AFC
BUCCANEER Wg Cdr M Ward,
HON SEC MW Brown,
HAWK Flt Lt Wurwal, c/o 208 Sqn, RAF Valley,
GROUNDCREW P Steele Esq,
HISTORIAN/EDITOR Dr DG Styles MBA PhD FBIM FInstSMM FIMI,

MEMBERSHIP SEC Air Cdre Ben Laite
 (Information on potential new members and existing members seeking contacts should be addressed to the Membership Secretary)

2008 NAVAL EIGHT/208 SQUADRON ASSOCIATION REUNION DINNER RESPONSES FROM MEMBERS

The following Members and their Guests were present at the 2007 Reunion Dinner:

MRS J ABELL	MR HO FIELD	FLT LT M KENDALL	MR N RIVETT	MR M TAYLOR
FLT LT P BEILBY	MRS J FIELD	MR AR KING	MRS R RIVETT	MRS K TAYLOR
FLT LT M BOWDEN	MR G GOODMAN	MRS SE KING	FG OFF S ROE	WG CDR D T-RYDER
MR MG BRADLEY	MR G GREEN	FLT LT D LAISNEY	FG OFF J SIMCOX	WG CDR M WARD
MRS DL BRADLEY	MR D HALL	MR B MAHAFFEY	MR AG SMITH	MRS L WARD
MR MW BROWN	MRS P HALL	MRS J MAHAFFEY	MR P SMITH	MR TM WEBB
MRS H BROWN	MRS L HANSEN RYDER	MR ED MEE	MS A SMITH	MRS S WEBB
MR CK BUSHE	FLT LT V HARGREAVES	MRS J MEE	ACM SIR M STEAR	MS C WELSFORD
MR P CARROLL	MR R HYMANS	FLT LT S MORRIS	LADY STEAR	MR KM WHILEY
MRS B CARROLL	MRS H HYMANS	MR FJ NICOLL	MR P STEELE	MR J WHITE
MR B CROSS	MR I JOHNSTON	MR JI PARKER	MRS M STEELE	MRS G WHITE
MRS A CROSS	MRS J JOHNSTON	MR J PASCOE-WATSON	MR GJ STOREY	MRS M WILSON
FLT LT D DAVIES	MR J JOHNSTON	MR RG PAYNE	MR R STOREY	AM SIR R A WRIGHT
MR D DRAKE	WG CDR GS KELLY OC 208	MR JD PENROSE	DR DG STYLES	LADY WRIGHT
FG OFF S ECCLES	MR M KEMP	MR G PITCHFORK	MRS A STYLES	

The following Members sent their greetings to the 2007 Reunion, as they were unable to attend:

SM AGER	AW COPE	T HARRIS	K OLIVER	H TAPNER
K ALLEN	JD CRANK	WF HENDERSON	DF PERRENS	AL THOMAS
HW BARBER	JH DEANE	KG HODSON	P PINNEY	E A THOMSON
A BEATON	AB DICKEN	CB HOLROYD	WF PLUMPTON	AR THOMSON
E BEEDHAM	CM DRAPER	SE JEFFORD	J PRATT	T THORNTON
N BENSON	BA EDSON	D JOHNS	JKT PUGH	IDC TITE
LF BOYCE	E ERSKINE-LEGGET	G C W JONES	G ROBERTSON	K TROW
GK BRADSHAW	K EVANS	J KERSHAW	B ROBINSON	R TURNER
WG BROOKS	J FORDHAM	BC LAITE	I ROSS	PJ WALLACE
JW BURTON	J FRAZER	MRS H LAITE	IL SCHWAIGER	P WALTERS
R CALVERT	J FRYER	P LARGE	E SHARP	B WESKETT
N CHAMPNESS	F GIBBS	D MASON	GH SLANEY	
JR J CLARK	C GRANVILLE-WHITE	JM MASON	AH SMITH	
J CLARK	DL GROOM	G MOODIE	GH SMITH	

Naval Eight/208 Squadron Association - Reunion Booking Slip - 2008

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

Full Address..... 2009 same? or.....

.....

I will/will not be attending the 2008 Reunion Dinner on Saturday 25th October and require.....places at £36 per head.

I enclose my cheque/postal order* for Reunion Dinner (£38.00 each) £.....

Total for Reunion Dinners £.....

Name(s) of Guest(s).....

I also wish to make a donation to the Squadron Association Funds £.....

Total cheque/postal order/money order value £.....

*Please delete as necessary.

Please make cheques payable to: 208 Squadron Association

Please return booking slip to the Hon Sec: MW Brown Esq, Greenhaigh, 14 Woodham Road, Horsell, Woking, GU21 4DL.

The 2007 Display Hawk, flown by
Flt Lt Mike "Chikey" Child.



Recalling a Trip to Cyprus

by Dave Gill



21st April 2008

ROYAL AIR FORCE **RED**
ARROWS

In the spring of 1958 208 (F) Squadron, newly equipped with Hunter F Mk 6s, left RAF Tangmere to start a tour of duty in Cyprus. In the spring of 2008 eight members of the 208 Squadron (Cyprus) Association together with wives, widows, sons and friends made a return visit to celebrate The 50th anniversary of our arrival in Cyprus.

The reunion proper was over a 4-day weekend although our stay on Cyprus was for a week. The flights, hotel, all meals and booze were organised by Ron Howland. Our tour operator was Saga.

On the Friday Terry Gibson organised a coach trip into Turkish Cyprus to visit Kyrenia, our old stomping ground in the north. We passed by our main base at RAF Nicosia, now a UN base, I think. We were very suprised to see a large 208 painted on a watchtower., lots of clicking of cameras. The harbour area at Kyrenia was very much as I remembered it 50 years ago, but instead of a sleepy old fishing village it is now a bustling tourist trap. And the old NAAFI R&R hotel, which I remember having sandbag defences, is now a casino.

Saturday and Sunday were spent relaxing in the sun prior to two reunion dinners with subsequent partying afterward. With

all of us now in our 70's I was suprised at our stamina.

Before leaving for Cyprus I had been in touch with the Red Arrows, who I knew would arrive at RAF Akrotiri only 3 days prior to our already arranged Akrotiri visit. Just before we left I had e-mail from the Arrows saying that they would be delighted to host the 208 Squadron Association. I hurriedly contacted RAFA at Akrotiri and they very obligingly rescheduled our visit to include the Arrows programme. The day finally arrived and after clearing security we had a tour of the base, which included a visit to the station museum and then we were driven to the Arrows dispersal. We sat in on the next practice sortie briefing, then watched them taxi out and take off. We were hurried into 4x4 vehicles and rushed up to the Cape Gata cliff top, where the Arrows did a practise display using our location as a datum. It may have been a routine practice for them but it felt as if the display was laid on exclusively for us. It was fantastic. Then it was back to the dispersal for photos with the pilots and aircraft before we had to leave. Wow what a day, what a trip.

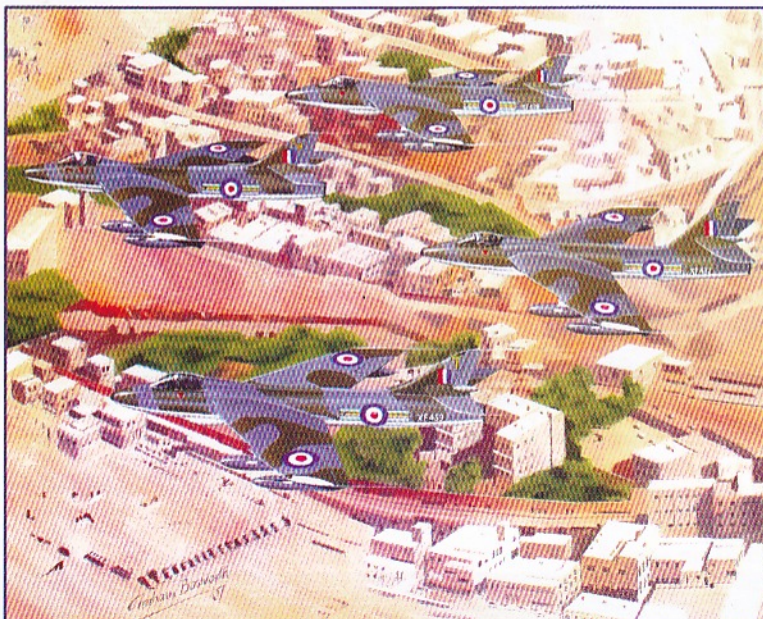
Sorry about the picture quality for this article, but it was all we could get in time - Ed



Another striking colour scheme for the 208 Squadron Solo Display Hawk - this one for the 2008 Season.



Below: here is a preview of the painting "Hunters Over Amman", which will be on display and on sale at the forthcoming Reunion Dinner in the Royal Air Force Club. The photograph used as the basis for the painting did not feature these particular four aircraft, but all four were in Amman during the Squadron's attachment there. The aircraft in the lead is Sqn Ldr John Granville-White's "G-W", which had, only a short time before the Jordan detachment, been repaired after a pencil bomb attack had damaged the nose. The print price is £40 post-paid in UK and can be ordered from David Styles, whose address appears on Page 14



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