

208 Squadron News

Writing the *Valley Wings* article for the Squadron is very much like writing up a General Handling sortie tick sheet: it can pretty much follow the same template. All you have to do is change the names and amend the dates that everything happened. Events can perhaps be compared to the following:

General Handling Sortie	<i>Valley Wings</i> Equivalent
Extend upwind on the HWC' give yourself time.	It's been a busy couple of months
Get en route sooner	Mention how late I am submitting the article
Be more aggressive to enter the spin	Deano came back from leave
Hunting for correct MRT stable attitude	Complain about any bad weather
More light buffet needed for aeros	Too much drinking on social events
Don't let the nose rise as you tighten in the finals turn stall	Mention new arrivals
Always get your FRCs out in an emergency	Don't forget to mention any leavers
Too late with flap decision on PFL	Summer is taking a while to arrive
190kts is the key to the upwind turn	Begin to end the article

Social

At the time of press, 208 were gearing themselves up for the Murder Mystery Night dinner at the Treardur Bay Hotel. The theme was 1920s gangsters and it was a superb night. Well done Chris for organising it and well done the Post Office Flat boys for keeping up the 'post-party continuation party' in Rhosneigr.

Steve is cracking on with his aeros work-up, now down to 500ft. Early morning practice sessions serve two purposes: to act as an alarm clock and, secondly, to make us all very envious! By the time this is printed, I'm sure Steve will have achieved his PDA and perhaps have a few displays under his belt.

Arrivals

The need for Target 160 means a mass of new arrivals pitch up every six weeks or so. That's both studes and staff. Some internal remodelling is taking place to increase the number of briefing rooms now that some 80 people are involved in flying every day What's interesting, however, is that whilst

everybody else's working space has got busier (and effectively smaller), the empire on CFS remains untouched. For those who don't know, they have the smallest Flight, but somehow find the excuse to hold onto the biggest, most spacious and comfortable office - hmmm!

On the staff, we are joined by Phil 'Joey' Diacon from the GR4, and Pat Barnes from the Navy rotary world. The two new creamies keeping them on the straight and narrow through CFS are John 'Eggman' Egging and Planky. After the V70 Course Graduation at the end of February, we will soon be joined by our first ex-RNZAF creamie, James McMillan, while Ben Mark joins our turbo-propped brethren at Linton!

Steve Richings, Giz Taylor and Whits are all cutting the mustard after getting their B2s in March. On the re-cat side, Monty and Newbs got their B1s. At the time of press, Galey was sweating his way through his A2 work-up(not a pretty sight!).

Leavers

Even though we still see him around the Squadron as he keeps current, we will soon be saying 'bye' to Old Dan 'Feared' Beard. He's off to fly the AMX with the Italian Air Force and learning the language in Coleg Menai. It's easy he says.... "Ravioli, Fettucine, Macaroni....". Have a cracking time Dan and congratulations on your recent marriage to Lynne!

Upwind Turn

Well, we're now back in the circuit and so time to wrap things up. Happy Easter everyone, and bring on the summer!