President’s Report

By: Gary Barnes – Sub-Branch President

Hi to all our members and everyone else around the world that takes the time to read our monthly newsletter. After a busy April which saw us consumed with Anzac Day, May has been a "relatively" quiet month.

Our Saturday night raffles at "ENVY" are continuing to flourish and the recent ENVY Golf Tournament, during the latter part of April, resulted in owner Mark Broom facilitating a fantastic donation of P100k from the participating golfers to the AC RSL Sub-Br. Mark, we all thank you and your golfers most sincerely for your generous donation. Furthermore, we also thank Keith and the other staff, who I am personally yet to meet, for the tremendous support that you are all providing in raising the important funds which allow us to run our monthly Medical Missions (MM's).

Which reminds me, the next MM is on Sat 2 Jun in the Clark Economic Zone, there is a Mud Map later in this newsletter.

I would like to thank the new owners of "Emotions" who have also come to the fore in allowing us to return to their establishment to facilitate our Monday night raffles. It has been a few years since we have had the opportunity to do so. Great to be back guys, thank you.

I encourage all you local members to drop into both the above mentioned establishments to catch up on a bit of sport and/or for a refreshing ale. Make yourselves known to the staff, they are all great people who do their best in supporting our activities.

Our exceptionally hardworking VP Chris Weeks, and his great group of wheelchair "experts", will fit
and issue the last of our "Special" wheelchairs during the last week of this month. That is a container load (166) of wheelchairs from the Perth based "Wheelchairs for Kids inc" organisation, that have been fitted and assembled over the last three + years. Well done to you guys and girls, hopefully we will have another container load delivered before the end of the year.

The fundraising to provide a new truck to support the MM's is progressing well, with approximately 80% of the needed funds raised, or at the very least, promised. I will update you all on the progress of both the delivery of next batch of wheelchairs and the procurement of the new truck on a monthly basis.

That is all from me this month,

Be happy, stay healthy and keep smiling.

Best regards to all,

*Gary B*

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**MEDIA RELEASE**

**The Hon Darren Chester MP**

Minister for Veterans’ Affairs  
Minister for Defence Personnel  
Minister Assisting the Prime Minister for the Centenary of ANZAC

22 May 2018

**Council of the Australian War Memorial appointments**

MINISTER for Veterans’ Affairs Darren Chester today announced Colonel Susan Neuhaus CSC (Ret’d) as a new appointee to the Council of the Australian War Memorial along with the reappointment of Major General Greg Melick AO.

Mr Chester said the appointments would ensure the continuation of high-quality guidance and leadership of the War Memorial and its vital programme of work in the years to come.

"Colonel Neuhaus and Major General Melick are part of a strong team and bring a wealth of experience in the medical and military professions and will have a key role to play in honouring the memory of our nation’s military history,” Mr Chester said.

"The work of Australian War Memorial and the Council is crucial in raising national awareness of the service and sacrifice offered by our current and former serving community.

“I am pleased the Australian Government will invest $13 million as announced in the Federal Budget to further preserve its National Collection and will ensure increased public access to the memorial and its exhibitions.

“I thank all Council members for their dedication and hard work in preserving and sharing our military history.”
RSL ANGELES CITY SUB BRANCH PHILIPPINES

RSL EVENTS SCHEDULE JUNE 2018
Monday night raffle at EMOTIONS BAR drawn at 6:00pm
15 draws, GREAT PRIZES

Saturday at 3:00pm
Raffle at ENVY BISTRO SPORTS SUITES

6th June 2018
102 years of the RSL & Anniversary of “D-DAY”

Tuesday 5th June 2018
2 pm COMMITTEE MEETING
2:00pm Social Tuesday at Hotel Fenson
4:00pm Drill Shack, Finnigans, Mischief

Tuesday 12th June 2018
2 pm WELFARE MEETING
2:00pm Social Tuesday at Hotel Fenson
4:00pm Aussie Shack, Robbie Burns, Moons Bar

Tuesday 19th June May 2018
2 pm GENERAL MEETING
2:00pm Social Tuesday at Hotel Fenson
4:00pm JD’s. Emotions, Touch of Class

Tuesday 26th June 2018
2 pm NO MEETING
2:00pm Social Tuesday at Hotel Fenson
4:00pm Hotel Fenson

A special thanks to the Blue-Book for advertising our events. We appreciate the help.

Check our web site www.rslangelescity.com
secretary@rslangelescity.com
or philsalmon@y7mail.com

Let’s welcome our new members’:-
Graham Patrick Social
Kristan Kent Social

And welcome back former member:-
John Philby Affiliate
Last month, envy bistro sports suites was voted to be the supporter of the month. This month, they proved how they deserved it. Pictured above is Mark Broom, CEO of envy presenting a giant check to RSL President Gary Barnes for 100,000 Peso. Envy organised golf tournaments and the entrance fees were donated to the RSL and also Thunder Motor Cycle Club who also look after children’s welfare. Also in the picture is Graham Crispin who conducts the Saturday afternoon raffles at envy. For a great afternoon, join in the raffles and support the Angeles City RSL and watch your favourite sports on the 26 TV’s at:-

envy bistro sports suites

Pictured left, sent by Ronald Baikie with a request to have it in the newsletter. We are happy to oblige and wish him well in the service of our great country.

Ronald’s wife’s cousin, Christian Hughes, born in Angeles is now a bombardier in the Royal Australian Artillery. A former student at Jocson Elementary who moved from Josefa Village, Hensonville to Brisbane 14 years ago. Picture taken early May 2018.

Note: he’s a pretty mean Rugby player as well as a great serviceman.
Midnight Cruiser Bar

Another bar wishes to support the RSL by offering a 10% discount to members and guests. The Midnight Cruiser Bar is the former Insomnia Bar in Walking Street. Great entertainment from 7:00pm to 4:00am.

Introduce yourself to the owner, JONNIE TEE

EMOTIONS BAR & TOUCH OF CLASS

We are again conducting weekly raffles at EMOTIONS BAR every Monday at 5:00pm. (Not 6:00pm as previously advertised. 15 draws and great prizes to be won. The funds raised help us to continue our works with the Children’s Medical Missions.

Envy Bistro Sports Suites

For a great Saturday afternoon, go to Envy Bistro Sports Suites and support the RSL Children’s Medical Missions with the raffle while you watch your favourite teams on the 26 TV’s. Tickets on sale from 3:00pm. Unclaimed and donated prizes will be auctioned at the end of the raffle draw.

PICTURED LEFT: The CEO of Envy Bistro Sports Suites, Mr Mark Broom calling a lucky number in the Saturday Raffle. Assisted as always by Graham Crispin and the beautiful girls. Also helping with the ticket sales was Roo Schiller, David Shine and David Lynch. The President and committee thank Mark and his team for the ongoing support of our Sub Branch. The first draw takes place at the end of the first half of the rugby and the final draw at the end of the game. See you next Saturday at Envy Bistro Sports Suites.
WHEELCHAIRS 9th MAY

Two more happy customers with their wheelchairs, 1 regular and 1 special. Another win for the team.

PICTURED ABOVE. Long-time team member Peter Van Huisstede gets a happy smile from this youngster.

BELOW: Job complete, time for home.
National service recognises gallantry of Vietnam War diggers

Diggers who fought in the 26-day Battle of Coral-Balmoral during the Vietnam War were on Sunday honoured with the Unit Citation for Gallantry at a national service.

Hundreds gathered at the Australian Vietnam Forces National Memorial in Canberra on Sunday morning, where the unit citation was announced by Veterans’ Affairs Minister Darren Chester. “The men who fought at Fire Support Bases Coral and Balmoral displayed collective gallantry which is worthy of the Unit Citation for Gallantry,” Mr Chester said.

Hundreds applauded as veterans of the battle marched down Anzac Parade in front of the Australian Vietnam Forces National Memorial. Photo: Jamila Toderas

"This year sees the 50th anniversary of the Battles of Fire Support Bases Coral and Balmoral, and it is timely that we are able to recognise the courageous service displayed by the members of the units involved."

Members of the 1st Australian Task Force (Forward) and associated units were recognised, including:
- The 1st Battalion of the Royal Australian Regiment
- The 3rd Battalion of the Royal Australian Regiment
- A Squadron of the 3rd Cavalry Regiment
- C Squadron of the 1st Armoured Regiment
- The 12th Field Regiment of the Royal Regiment of Australian Artillery
- The 1st Field Squadron of the Royal Australian Engineers
- Also recognised were veterans of the Royal Australian Air Force’s No. 9 Squadron and 161 Reconnaissance Flight, who flew support missions during the Coral-Balmoral battle.
Saturday marked the 50th anniversary of the battle, in which a combined force of Australian and New Zealand soldiers repulsed the numerically superior North Vietnamese regular army force in some of the fiercest fighting of the "10,000 day war". Hundreds of veterans, family members and supporters gathered at the Australian Vietnam Forces National Memorial on Sunday to watch the commemoration.

A small number of soldiers representing the New Zealand Defence Force were present at the ceremony, although it is unclear how the unit citation might apply to Kiwi troops involved in Coral-Balmoral. Major William Burton (Ret'd), of the 1st Armoured Regiment's C Squadron, said the fighting at Coral and Balmoral was some of "largest, fiercest and bloodiest" experienced by Australian troops during the Vietnam War. "I can't help but think of those who are no longer with us, and who fought so valiantly during the war, but lost their lives, or those who died as a result of the war," he said.

The battle itself was a series of engagements involving a combined force of between 2500 and 3000 Australians and New Zealanders from May 12 to June 6, 1968. Coral and Balmoral were the names of two Australian Fire Support and Patrol Bases set up in a zone referred to by the Americans as "the catcher’s mitt". Twenty-six Australians were killed and 99 were wounded during the operations around Coral and Balmoral. While the known North Vietnamese and Viet Cong losses were 276 killed, nine wounded and 11 captured, Australian War Memorial military history head Ashley Ekins believed they would have been higher.

Chief of Army Lieutenant General Angus Campbell spoke at the commemoration, honouring those who had served Australia. "It's important that we recognise our history and the people who made that history," he said. "Australia, then and now, has been blessed to have incredibly dedicated individuals committed to serving our nation."
A great picture to record the end of a wonderful 'Coral-Balmoral 50 Years' Commemoration at the Australian War Memorial, Canberra

French President honours Australian veterans

The President of France Emmanuel Macron has personally thanked three Australian veterans of the Second World War during a ceremony in Sydney at which they were awarded the prestigious Legion of Honour for their service during the campaign to liberate France.

The Legion of Honour is the highest honour the people of the French Republic can award to a foreign national.

Monsieur Macron acknowledged the efforts of the three recipients, Bill Mackay, Norman (Sandy) Saunders and Louis Solomons, who enlisted in the British forces in the 1940s aged 16, 17 and 23 respectively.
‘It is with emotion and honour that I come to you on behalf of France to say merci,’ the President said to the three men in a stirring speech during a Commemoration Service at the Anzac Memorial in Hyde Park on 2 May 2018.

DVA historians’ research was used to support the nominations of the three recipients. Australian Prime Minister Malcolm Turnbull hosted the ceremony along with NSW Premier Gladys Berejiklian. Monsieur Macron was the guest of honour.

President Macron congratulates ‘Sandy’ Saunders

Repatriation Commissioner Major-General Mark Kelly AO DSC was master of ceremonies for the event, which was organised by the Department of the Prime Minister and Cabinet to commemorate the service and sacrifice of Australian and French men and women during the First and Second World Wars.

Mr Turnbull and Monsieur Macron delivered moving commemorative addresses while Ms Berejiklian recited the poem ‘In Flanders Field’.

Schoolchildren from Australia and France also read letters written by Australian and French soldiers from the Western Front a century ago.
This is serial part two of our seven part series on the Royal Air Force (RAF). A bit long but to keep continuity we have kept them in order. Serial part three will be in June edition. Ed

Between the Wars

Following the end of the First World War this massive force of more than 23,000 aircraft could not be sustained. Most squadrons were rapidly disbanded and there was a huge contraction in the size of the RAF; men and women were demobilised and even Sir Hugh Trenchard lost his job. Thousands of aircraft were scrapped or, if possible, sold and converted to civilian roles. Outstanding contracts were cancelled and many companies in the aero industry faced closure or liquidation. There is little doubt that that, with hindsight, these measures were far too drastic, but the conflict was genuinely viewed as the ‘war to end all wars’ and everyone was sickened by the appalling loss of life and the maiming of an even greater number of men. In 1918 another major war seemed inconceivable and when today we talk about the inter-war years, we do so with the benefit of hindsight; in the 1920s and 1930s they were simply the post-war years.

Both the British Army and the Royal Navy were eyeing the RAF covetously, each with a view to expanding their own empires. Salvation for the RAF came in the unlikely form of Winston Churchill, in his newly-appointed role, in January 1919, as Secretary of State for War and Air. Churchill detested air warfare and in particular the bombing of civilians, but he was far-sighted enough to invite Trenchard back to his old position of Chief of the Air Staff, a position that he accepted on February 15 and took up on March 31, 1919, when aged 46; it was a stewardship that he was to hold for the next ten years.

Trenchard was a single-minded commander, highly determined and endowed with a strong sense of purpose. He had fought in the Boer War where, as a Captain of the Royal Scots Fusiliers, he commanded a mounted company of Australian volunteers. On October 9, 1900 he was shot in the chest by the Boers and sustained a serious lung injury and a partial spinal paralysis, which lasted for some months. After convalescence in Switzerland and England he had returned to active service in South Africa in July 1901.

Although he knew that the RAF was in danger of being broken up, Trenchard led a devoted team which set about putting the whole structure on a permanent basis. In 1920 he opened the RAF College at Cranwell, Lincolnshire, where suitable cadets underwent - and still undergo - a highly professional training before qualifying as officers. Cranwell had initially been chosen by the Admiralty Aerodrome Selection Committee in 1914 or 1915 as one of a chain of air stations along the east coast; by April 1916 all RNAS officers and men went to Cranwell to complete a finishing course and graduate. By the end of that year it was a fully established training base and by the Armistice it had become a vital source of trained aircrew and mechanics for the RNAS and one of the largest aerodromes in the world. Accommodation was basic, being simple temporary huts erected during the war. ‘Temporary’ was an elastic term; one of the structures survived as the College Post Office until as late as 1960!
The opening of the College in 1920 turned out to be well-timed, for interest in aviation had been reawakened in June the previous year by the first direct crossing of the Atlantic Ocean, by Alcock and Brown, in a modified Vickers Vimy bomber. John Alcock was a former RNAS and RAF officer, while Arthur Whitten Brown was a former Army officer, who served on secondment to No 2 Squadron RFC as an air observer.

A month after Alcock and Brown’s crossing, the RAF airship R34 departing on July 2, 1919 from East Fortune, near Edinburgh, made a double crossing of the Atlantic, with 31 people (one a stowaway) and a cat on board.

On November 12, 1919 another Vickers Vimy, this time flown by the Australian Flying Corps brothers Lt. Keith and Capt. Ross Smith, with Sergeants Jim Bennett and Wally Shiers as crewmen, flew from Hounslow, Middlesex (the site of today’s Heathrow airport) to Port Darwin, Australia, arriving on December 10. They had taken less than 28 days to do the journey, which was accomplished in 135 hours of actual flying time. In doing so, they became the first people to fly from England to Australia. Their aircraft (below) is in a museum at Adelaide Airport.

Keith and Ross Smith, with Wally Shiers and Jim Bennett stand in front of their Vickers Vimy in the UK, before their epic flight to Australia. It should be noted that this flight occurred just 16 years after the Wright brothers’ first powered flight. Some 20,000 people turned out to see them on their jubilant homecoming in Adelaide.
As technology advanced, the first all-metal aircraft in the RAF was the Armstrong Whitworth Siskin III and IIIA fighter (below). Powered initially by the unsuccessful ABC Dragonfly engine, the 1924 appearance of the 450hp Armstrong Siddeley Jaguar engine enabled this aircraft to become the mainstay of the fighter force in the 1920’s and early 1930’s. Some 485 were delivered and served between 1923 and 1932.

Churchill, in a seven-page government White Paper of December 11, 1919 had budgeted for only £15 million (£514 million at 2018 prices) and it was clear that the RAF would by no means find it easy to meet its commitments. Nearly half of the Paper’s length (which was prepared for Churchill by Trenchard), was devoted to the ‘extreme importance of training’, so as to create a cadre for the future. The provision for an Air Force Reserve and an Auxiliary Air Force (AAF) were included in the Paper, though the first of these squadrons, No 502 (Ulster) of the Special Reserve was initially equipped with just two Vickers Vimy bombers, in May 1925. There was a gradual increase in the number of squadrons during the 1930’s and at the outbreak of hostilities in 1939 there were 21 Auxiliary Air Force squadrons in existence.

The Central Flying School had already been established around seven years when Trenchard drew up his scheme in 1919, but he now stressed the importance of not only training pilots, but also of training instructors. Further, the RFC had established its Air Mechanics School at Halton, which had been opened in 1916 and this was enlarged by the 1922 relocation from Cranwell of the RAF Aircraft Apprentice Scheme, which ran from 1920 to 1966. These boys, like those of the RAF Boy Entrants Training Scheme, whose similar Scheme ran between 1934 and 1965, were often referred to as ‘Trenchard’s Brats’, a sobriquet worn with great pride. Apprentices generally did 3 years training, though some did only 2 years training; Boy Entrants - who trained at a number of different locations - did 18 months. All were on a long-service engagement which, in 1961, was of at least 9 years duration, followed by 3 years in the Reserve. The alternative option was for 12 years Regular service. Commencement of either option did not start until their 18th birthday. The schemes took boys aged between 15½/2 and 16½/2. Both groups were widely regarded as being the backbone of the RAF and many ‘Brats’ attained high rank. Graduates of these schemes include several former officers of Air rank, including father of the jet engine, Air Commodore Sir Frank Whittle, Air Chief Marshal Sir Mike Armitage and Marshal of the Royal Air Force Sir Keith Williamson.
But it was to overseas, rather than at home, that the RAF had to turn the majority of its attention. With regard to operational requirements, the Paper referred to Egypt as the Clapham Junction of the air between east and west which, it continued, was ‘situated within comparatively easy reach of the most probable centres of unrest... making it the obvious locality for a small Royal Air Force reserve’. The greater part of the RAF was despatched on deployment overseas.

In May 1919, following on from skirmishes in 1915, the Third Afghan War broke out. Nos.31 and 114 Squadrons were deployed to India and on May 25 a Vickers V/1500 bomber dropped four bombs on Amir Ammannullah’s palace. Duly impressed by this and other military action against him, the Amir himself sued for peace. The same year saw the use of RAF aircraft against tribesmen in British Somaliland. During the years of the Great War, a tribal leader, Mohammed bin Abdulla Hassan, know to the British as the Mad Mullah, had extended his activities and four Army expeditions had failed to remove him from the scene. In December 1919 eight Airco (de Havilland) DH.9A’s (below) were shipped out aboard HMS Ark Royal and from January 21, 1920 the Mullah’s main camp was bombed, with the Camel Corps following up on the ground. As the dissidents retreated they were harassed from the air and on the ground, forcing the Mullah to flee to Abyssinia, where he was killed in 1921.

The rapid success prompted the Colonial Secretary to say, “All over in three weeks. The total cost, including transport of The King’s African Rifles, extra pay for the Camel Corps and petrol for the Royal Air Force, worked out at £77,000, the cheapest war in history.” That’s just £2.6 million in 2018 money; cheap indeed!

The DH 9A light bomber had a Liberty L-12, an American 27-litre (1,649 cubic inch) water-cooled 45° V-12 aircraft engine of 400 hp, made by the Ford Motor Company in Detroit.

Further actions were undertaken in Mesopotamia – Iraq, as it was renamed in 1922 – and in the area around Persia (today’s Iran). In 1923 operations in northern Iraq came to a successful end; the 5-month campaign had cost the remarkably modest sum of £100,000 (£4.2 million at 2018 prices). RAF Squadrons also saw service in Malta, Cyprus, Egypt, Palestine, Transjordan, Kenya, Aden Protectorate, Afghanistan, India, Ceylon (Sri Lanka), Malaya, Singapore and other places.

Incidentally, QANTAS’s first fatal accident was an Airco DH.9C, which crashed on 24 March 24, 1927 with the loss of three lives, after the plane stalled while landing at Tambo in Queensland.

The Supermarine Southampton, designed by Reginald J. Mitchell, later to become famous as the creator of the legendary Spitfire, was one of the longest-serving flying boats in the RAF, serving from 1925 to 1936. It was involved in numerous long-distance flights including one by the Far East Flight, which in 1927 travelled out to Singapore via India, then went on to Hong Kong and Australia before returning to Singapore where it remained to form 205 Squadron in January 1929.

Supermarine Southampton was powered by two Napier Lion VA inline W-block engines of 500 hp each. Maximum speed was a gentle 95 mph and ceiling 5,950 ft. Range was 544 miles at 86 mph cruise and 2,000 ft altitude.
Aircraft and equipment, especially overseas, were, following years of parsimony by the Government, only very slowly updated. In May 1929 a number of long-overdue improvements arrived, including aircrew oxygen equipment, and WT and RT radios (used mainly for improved communication with units on the ground). In common with the rest of the Service world-wide, the first general issue of parachutes was made at this time. (It is of passing interest that the first emergency use of a parachute in the RAF was not made until June 17, 1926, when Pilot Officer E Pentland abandoned his aircraft from an inverted spin.) On the North-West Frontier, four squadrons were still operating the Bristol F.2B, of First World War vintage, as late as early 1931. Three squadrons in India, Nos. 5, 28 and 31 finally exchanged their F.2B’s for Westland Wapitis in February 1932. Two other squadrons, Nos. 11 and 39 exchanged their Wapitis for Hawker Harts, which was a considerable improvement.

The Hawker Hart light bomber was powered by a Rolls-Royce Kestrel IB water-cooled V12 engine, 510 hp. Maximum speed was 185 mph and service ceiling was 22,800 feet. Its performance was greater than most contemporary fighters. Introduced in 1930, a total of 962 were built in Britain, with Armstrong Whitworth producing 456 of them.

During these years, there were many attempts during the first half of the 1920’s by the Army and the Royal Navy to take over the RAF. Numerous investigations were made by a variety of Committees, all of which came down on the side of an independent RAF. Various concessions were made by Trenchard, including that up to 70% of the pilots in the Fleet Air Arm would be naval officers, but the main principle was established. However, the issue was still not settled, being revived again late 1927 by the incoming Sea Lord, Sir Charles Maddern. Lord Salisbury, as arbitrator, again rejected the naval case and for the next nine years the arrangement whereby the Royal Navy operated the carriers but the RAF was responsible for the aircraft worked well, as it had from the first. In 1937 Sir Thomas Inskip, in the newly-established post as Minister for the Co-ordination of Defence reviewed the decision, which this time went to the Royal Navy, in what was known as the Inskip Award, dated July 21, 1937. The decision was not fully implemented until May 24, 1939, at which point the Fleet Air Arm was no longer under the control of the RAF.

In February 1933 the world non-stop long-distance record was broken by Squadron Leader Gayford and Flt. Lt. Nicholetts who flew a specially designed Fairey Long Range Monoplane from Cranwell to Walvis Bay in South Africa, having covered 5,309 miles in 57 hours 25 minutes. Three years later, in September 1936, Squadron Leader F.R.D. Swain, flying a specially built Bristol 138A monoplane set a world altitude record of 49,967ft and nine months later, Flight Lieutenant M.J. Adam, flying the same aircraft, raised the record to a remarkable 53,937ft.

Bristol 138A monoplane. It was powered by a Bristol Pegasus P.E.65 radial of 500 hp, giving 123 mph. Wingspan was 66 feet.
With storm clouds beginning to gather in Europe - incidentally, British War Plans as late as 1932 were predicated on war with France – and the emergence to power in 1933 of the Nazi Party in Germany, the British Government was forced into a rethink on defence strategy. It was quickly realised that Britain was woefully underprepared, should a conflict arise. The German government, under the newly-elected Chancellor Adolf Hitler, embarked on an immediate and extensive re-armament program, including the creation of an air force, in direct contravention of the 1919 Treaty of Versailles. By the mid 1930’s there was a great deal of lost ground to be made up by the British, but the emphasis was placed more on numerical equality, rather than very high quality, in a misguided attempt to discourage German re-armament. The first of eight pre-war rearmament schemes, Scheme A was drawn up and approved by Cabinet in July 1934. The scheme called for a total force of 138 squadrons with 1,544 aircraft; 41 bomber squadrons and 28 fighter units. Some 25 of the 41 bomber squadrons would be light bombers, as they were cheaper and faster to produce. Unfortunately, the Scheme suffered a setback in March 1935 when Hitler announced to the Foreign Secretary, Sir John Simon, that he already reached parity with Britain, and that the Luftwaffe, formed just one month earlier with 1,888 aircraft of all types, was programmed to expand even further. Scheme C was the hasty response in May 1935, but again the emphasis was on light bombers, some 360 of them. There was little available to go into production so the choice fell on the Hawker Hind which had an ancestry going back to the First World War. It was destined to equip 30 squadrons before the introduction of more advanced designs in the shape of the Bristol Blenheim medium bomber and the Fairey Battle light bomber.

The Hind (left), introduced in 1935, was a development of the earlier Hawker Hart. Its Rolls-Royce Kestrel V water-cooled V-12 gave 640 hp. Top speed was 185 mph and ceiling was 27,400 ft.

The Blenheim (Mk.1 shown, right) introduced in 1937 was faster than most fighters. Powered by two 840 hp Bristol Mercury VIII radial piston engines it had a 307 mph top speed and was armed with a 0.303 in machine gun in the port wing, plus a 0.303 in Vickers K gun in the dorsal turret. Bomb-load was 1,000 lb (450 kg). 1,552 built.

Scheme F of February 1936 shifted the emphasis from light to medium bombers. Day bomber Specifications 29/36 and 30/36 of 1936 became respectively the Handley Page Hampden and the Vickers Wellington, which came into service in October 1938. The Wellington’s immensely strong geodetic construction fuselage was designed by the brilliant Barnes Wallis, who would later design the bouncing bomb used to destroy the Ruhr dams. It became the most-produced twin-engine British aircraft of the Second World War, with 11,461 examples being delivered. An earlier aircraft, designed to meet Specification B.3/34 of 1934, which called for a night bomber, was the Armstrong Whitworth Whitley. This aircraft, which entered service in March 1937, equipped all of No. 4 Group which was, at the outbreak of the war, the only trained night bomber force in the world. The training was rather rudimentary and night navigation in icing conditions plus the usual heavy cloud meant that early raids on Germany were lucky to
get within ten miles of the target. The rugged Whitley could, however, lift 7,000 lbs of bombs, as against 4,500 lbs for the Wellington and only 4,000 lbs for the Hampden.

The Wellington was powered by two Bristol Pegasus Mark XVIII radial engines of 1,050 hp each. Maximum speed was 235 mph at 15,500 ft, ceiling was 18,000 ft and range 2,550 miles. Some 11,462 were built, the highest number of any British-built twin engine aircraft of WWII.

The Whitley Mk I was fitted with Armstrong Siddeley Tiger IX radial engines of 795 hp but the most numerous version, the Mk V (left), was powered by a pair of 1,030 hp Rolls-Royce Merlin IV V12 engines. Maximum speed was 230 mph at 16,000 ft, ceiling 26,000 ft, range 1,650 miles. Its main armament was a .303 Browning 4-gun Nash & Thompson power operated rear turret.

Scheme F also called for an increase in manpower and aircraft reserves, the planned figure for aircraft being 225 per cent of the front-line strength by 1941, with 75 per cent of it either with squadrons or in the supporting engineering units. As to personnel, it was by now clear that the AAF on their own would not meet the likely needs of war and the Royal Air Force Volunteer Reserve (RAFVR) was officially formed in July 1936, though it took until April 1937 before recruits were being sought to train as pilots, observers and wireless operators in their spare time. By the time that war broke out in September 1939, the RAFVR stood at more than 10,200 men in these aircrew categories, the majority being pilots.

Schemes H, J, K and L followed rapidly and brought ever-larger requirements in men and materials, with the emphasis of the first two being on three heavy bombers, the Short Stirling, which became operational in January 1941, the Avro Manchester (February 1941) and the Handley Page Halifax (March 1942), all being capable of reaching Germany. Scheme K reversed direction, stipulating that fighters – particularly the Hurricane, the Spitfire and the Defiant - were now urgently needed to prevent a knock-out blow by the Luftwaffe. Scheme H followed the German annexation of Czechoslovakia in February 1938 and the ‘Peace for our time’ paper, for which Prime Minister Neville Chamberlain (below) has been widely and somewhat unfairly castigated. It is often misquoted as ‘Peace in our time’. The reality however, is that it bought Britain an invaluable additional eleven months of peace, during which the scramble to rearm continued apace.

“Peace for our time.” British Prime Minister Neville Chamberlain arrives back at Heston Aerodrome on September 30, 1938 and holds aloft the Munich Agreement signed by himself and Adolf Hitler after their third meeting that month, following the German invasion of Czechoslovakia.
A special day for the wheelchair team as they assembled the last chair from Wheelchairs for Kids, Perth, Australia. The new team leader, Graham Crispin will order another 164 chairs soon when we have established suitable storage area for them. Top left: President Gary Barnes presenting a certificate of appreciation to Graham. Top right: this fella had a bad start to life, one arm is missing, club feet and in need of facial operations but he can chat and as you can see, he is a happy youngster. Bottom pictures: assembly of a chair and one of the children we have helped today.
President Gary Barnes presented certificates of appreciation to the wheelchair team. Unfortunately, some members could not attend. Arthur Quinn sent an apology as did Steve Innes. It is worth noting that Steve along with Chris Weeks are the only two remaining from the original line up that took the training course 4 year ago. The team can have a well-deserved rest until the next container arrives with new wheelchairs. As he presented the certificates, President Gary Barnes thanked Graham Crispin for taking over as the team leader.
FILIPINO AIF VOLUNTEERS: IN THE TRADITION OF JOSÉ RIZAL

Part 5 : Active service, phase 1 – 4417 Private Glamor Garr MM

This year marks the 120th anniversary of the Proclamation of Independence of the Filipino nation, and we also mark the centenary of Armistice Day when the guns fell silent on the Western Front in 1918. Among those who volunteered to serve during WWI were the four sons of a Filipino-Australian family from Darwin, whose service and sacrifice could be seen to be in the tradition of the martyr and Filipino national hero Dr José Rizal.

Patriotic Enlistment

Widely regarded as the greatest national hero of the Philippines, José Rizal authored two books and a number of essays and poems. The first novel, Noli Me Tángere (‘Touch me Not’, 1887), is noted as having a hopeful and romantic atmosphere.

That same uplifting atmosphere surrounded the brothers William, Matthew, Paulincho and Guillermo from Darwin in the first phase of their war experience – heady excitement, laden with looming expectation – the enthusiastic and patriotic enlistment, the ceremonious farewells and, for three of them, the cheering adventure of embarkation in a crowded troopship.

Guillermo Gah (1892-1973)

The Filipino pearshell diver Carlos Ga and his Welsh wife Mary Anne came from Thursday Island to live in Palmerston (as Darwin was then known), during the period when the Northern Territory was administered by South Australia. On 2 December 1892 their fifth child and third son was born: he was christened ‘Guillermo Gah’, but as a boy was known as ‘Glomo’.

Guillermo worked as a labourer and pearshell diver in Palmerston. By 1911, when responsibility for the Northern Territory was transferred to the Commonwealth, there were 52 Filipinos recorded as living in Darwin and there were 31 pearling boats operating from Port Darwin, employing 138 men.

Guillermo’s eldest brother William Ga (1891-1916) was the first Filipino from Darwin to apply for the AIF, eventually sailing with the Fifth Northern Territory Contingent. After training in Brisbane, he embarked on the troopship A69 HMAT Warilda with a reinforcement detail for the 9th Battalion AIF, aged 23.

Martien Mateo Ga (1889-1917) and Paulincho Nulinimko Gah (1893-1946) were the next to volunteer in 1915, giving their names as ‘Matthew Garr’ and ‘Palencio Gar’. They were members of the Fourth Northern Territory Contingent which arrived at Brisbane on 20 October 1915. Palencio Gar did not serve overseas with the AIF, while Private Matthew Garr embarked in Sydney on A64 HMAT Demosthenes on 18 May 1916 with a reinforcement detail for the 41st Battalion AIF, aged 26.

4417 Private Glamor Garr MM

When he applied to join the AIF on 23 November 1915, aged 22, Guillermo used the name ‘Glamor Garr’. He gave his occupation as ‘Labourer and Diver’ – but this was wrongly transcribed by an army clerk as ‘Driver’.

Like his brothers, Glamor Garr trained in Brisbane, and then embarked on A16 HMAT Star of Victoria on 30 March 1916 with the 11th Reinforcements for the 26th Battalion AIF. Another four Territorians are known to have served with the 26th Battalion: Neil Boyle and Bert Borella (in Egypt and then at Gallipoli), James Dymock, and another Filipino-Australian from Darwin, Elias Conanan.

Through their letters, the Territory boys gave the families at home glimpses of their adventures. Writing from Polygon Camp 5 miles from Cairo, for example, Bert Borella observed that through their training in the desert, “we have developed the wind of an ostrich and the knees of a camel”. In the course of the war Borella was wounded, commissioned, awarded the Military Medal, mentioned-in-despatches and became the Northern Territory’s only Victoria Cross recipient.

From Egypt, Private Glamor Garr went to France with the 26th Battalion AIF (2nd Australian Division). He participated in the attack on Pozières between 27 July and 7 August 1916, a mighty struggle to gain control of the French village and the ridge on which it stood in the centre of what was the British sector of the Somme battlefield.

Active service, phase 1

This first phase of Glamor Garr’s war service mirrored the atmosphere portrayed in José Rizal’s first novel Noli Me Tángere – enthusiastic, celebratory and uplifting, a march toward adventure.

As each of these Filipino-Australians had left Darwin to join a depot battalion in Brisbane for training, they might have quietly recited the lines of Rizal from his final farewell, Mi Ultimo Adios, which he wrote on the eve of his execution: “Farewell, my adored Land, region of the sun caress’d, . . . our Eden lost”.

Then, as each of them completed their basic military training and musketry courses, perhaps they again whispered a final farewell as they climbed aboard their troopships, clad in khaki, “With gladness I give thee my Life, sad and repress’d” – expecting an adventure but prepared to sacrifice their life if necessary.

* * * * *

In the tradition of the martyr and Filipino national hero José Rizal – Non Omnis Moriar (‘I shall not wholly die’) – the Garr brothers are remembered today because their names appear on monuments and honour rolls throughout Australia and overseas. Their mortal lives may have passed, but they have ‘not altogether died’.
Paul A Rosenzweig

ThanksDigger@gmail.com

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The ‘Thanks Digger’ Facebook page has been established as a tribute to all Australian Service personnel and others who have served in the defence of Australia and Australia’s interests.

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Captions

Image 1: Guillermo Gah (1892-1973) in 1915 – he served overseas as 4417 Private Glamor Garr MM, 26th Battalion AIF.

Image 2: Private Glamor Garr sent this portrait photo of himself to his elder sister Mary Elizabeth Ga in 1916; she raised the only daughter of their brother Matthew Ga after his death in WW1.

Image 3: The name of Private Glamor Garr MM was included on the Thursday Island Honour Board, which lists the names of 62 citizens from the Torres Strait area who served during the Great War – he married and settled there after the war.
SIMPACITY EXPLAINED

A friend once told me he didn’t understand the military system. Dumb civilian, I said to myself, but openly I said, “The system is really quite simple.”

You see, all people in the Army are soldiers, all privates are soldiers, but not all soldiers are privates. Some are officers who are commissioned, but some are officers who are not commissioned. Obviously if every private was called private it would be confusing, so some privates are called things like trooper, driver, gunner, craftsman, sapper or signaller. Not all of the drivers actually drive because some of them cook, but we don’t call them cooks, for that matter, not all drivers are called drivers – some of them are privates or gunners.

Gunners as I’m sure you know are the blokes that fire guns, unless of course they are drivers or signallers in which case we call them gunners rather than drivers or signallers just to make it clearer. All gunners belong to the artillery, except that in the infantry we have gunners who are called privates because they fire a different sort of gun, for the same reason we call our drivers and signallers private as well.

A Lance Corporal is called Corporal, unless he is a Lance Bombardier then we call him Bombardier to distinguish him from a full Bombardier, who is just like a Corporal.
All other ranks are called by their rank for the sake of simplicity except that Staff Sergeants are called Staff, but they are not on the staff, some Warrant Officers, who are not officers, are called Sergeant Major although they are not Sergeants or Majors.
Some Warrant Officers are called Mister which is the same thing that we call some officers but they are not Warrant Officers. A Lieutenant is also called Mister because they are subalterns, but we always write their rank as Lieutenant or Second Lieutenant, and second comes before first.

When we talk about groups of soldiers there obviously has to be clear distinction. We call them Officers and Soldiers although we know that officers are soldiers too, sometimes we talk about officers and other ranks which is the same as calling them soldiers. I guess it is easiest when we talk about rank and file which is all the troops on parade except the officers and some of the NCOs - - and a few of the privates – and the term is used whether everyone is on parade or not.

A large unit is called a battalion, unless it is a regiment but sometimes a regiment is much bigger than a battalion and then it has nothing to do with the other sort of regiment. Sub units are called companies unless they are squadrons or troops or batteries for that matter. That is not radio batteries and don’t confuse this type of troop with the type who are soldiers but not officers.

Mostly the Army is divided into Corps as well as units, not the sort of Corps which is a couple of divisions but the sort which tells you straight away what trade each man performs, whether he is a tradesmen or not. The Infantry Corps has all the infantrymen for example and the Artillery Corps has all the gunners. Both these Corps also have signallers and drivers except those who are in the Signals or Transport Corps. In fact the Signals Corps is not a service at all because it is an Arm. Arms do all the fighting, although Signals don’t have to fight too much, rather like the Engineers who are also an Arm but they don’t fight too much either,

So you see, it’s really quite simple.

Ed comment. This applies to the Australian Army, maybe the NZ and British as well

ANOTHER MOUSE JOKE

A mother mouse and baby mouse are walking along when suddenly they are attacked by a cat. The mother mouse shouts “BARK” and the cat runs away. “See?” the mother mouse says to her baby. “Now do you see why it is important to learn a foreign language”.

Dead Penguins - I never knew this!

Did you ever wonder why there are no dead penguins on the ice in Antarctica? Where do they all go?

Wonder no more! It is a known fact that the penguin is a very ritualistic bird and lives an extremely ordered and complex life. Penguins are extremely committed to their family and will mate for life, as well as maintain a form of compassionate contact with their offspring throughout the remainder of their life.

If a penguin is found dead on the ice surface, other members of the family and their social circle have
been known to dig holes in the ice, using only their vestigial wings and beaks, until the hole is deep enough for the dead bird to be rolled into, and buried. After packing the ice back in the hole, the male penguins then gather in a circle around the fresh grave and sing:

“Freeze a jolly good fellow.”
"Freeze a jolly good fellow."

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Mother India
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Tel: 0939174757228 | Email: inquiry@motherindiancuisine.com

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The doorman placed the "do not enter" sign on the door.

The President asked the members to turn off all phones recorders etc.

At the time of the commencement of the meeting, the secretary confirmed we had a quorum

Ode to the fallen Recited by President Gary Barnes

Attendance as registered

Visitor/s: Keran Oweens

Apologies: Peter Renton, Ron Parrott, Tony Bamford

New members/transfer: None in attendance

Late attendances: Bob Barnes and Rudolf Schiller

Secretary:-
As usual, the minutes of the last General Meeting were in the newsletter.

Motion: The minutes of the General Meeting held 17th April 2018 be accepted as a true and accurate record.

MOVED Philip Salmon                SECONDED Steve Innes    CARRIED

Matters arising from minutes:-
A typo has been found in the minutes of the AGM. It showed Peter Henderson being a committee member which is incorrect. It should read Peter Renton. This will be corrected at the next AGM.
Correspondence:-

The inward/outward correspondence has been attend to at committee level with the exception of the following:-

Inward Correspondence:-
State Branch Pocket diaries are available for 2019 ****
Graham Crispin Advised of a donation of $1,000 for the transportation of the wheelchairs.

Outward Correspondence:-
State Branch have been advised of the new committee for 2018.

Motion: The inward correspondence be accepted and the outgoing correspondence be endorsed.

MOVED Philip Salmon SENCONDED Greg Mann CARRIED

**** The diaries are AU $7:00 plus postage. Philippine residents must order via the Secretary, Australian residents should contact the Victoria State Branch to order.

Treasurers Report:-
In the absence of the Treasurer, VP Chris Weeks read and tabled the treasurer’s report for April (copy with the original minutes).

Motion: The treasurer’s report be accepted as read and tabled.

MOVED Chris Weeks SENCONDED Rudolf Schiller CARRIED

President Gary Barnes presented the audit report for 2017 and read the covering letter. The report was placed on the notice board.

Motion: The auditor’s report be accepted as read and tabled.

MOVED Philip Salmon SENCONDED Chris Weeks CARRIED

Matters arising from the treasures report:-
President Gary explained that we had a smaller attendance on ANZAC Day and the treasurer’s report showed a 37k Php loss for the day which is considered a good result.
Next month’s report will show a donation of 100,000 peso from the Envy bistro sports suites golf tournament.

Welfare report:-
VP Chris Weeks explained the number of wheelchairs issued since the last meeting. He also has concerns re: artificial limbs as the VFW that have been instrumental in the supply and fitting etc, however, in future may not be in a position to help us. (Note: at committee level, Chris suggested we stop advertising artificial limbs).
Greg Mann who is the contact for the hearing aid program is going to the USA for a holiday (3rd June – 3rd July) anyone requiring a hearing aid appointment must contact Greg before he leaves.

President Gary explained that we have not had contact with hearing centres in Adelaide, any member who is going to Adelaide is asked to try to get a supply of used aids. Our visitor, Mr Keran Oweens agreed to approach his local RSL Club.

Still on welfare but a different subject, Gary explained that in the last month, we had received calls for help, one was from a Vietnam Veteran in hospital in Mindanao who is not a member of Angeles. This is part of what the committee attends to behind the scenes.

Medical Missions report:-
No mission was held in May due to the local elections being held.
The next mission will be held Saturday 2nd June in Clark Economic Zone at the basketball area on the Road to Paradise Ranch. David Shine handed out mud maps to the members that wanted one.

Membership report:-
David Shine stated we have 281 financial members. (Note: members who had not paid the renewal by the end of April are unfinancial and not counted as members).

President Gary explained that the committee has contacted the State Branch with our concerns regarding the membership cards not being received along with some other long standing issues. Treasurer Ron Parrott will endeavour to attend to some of our concerns when he visits the State Branch. Hopefully, we will be able to print our own cards.

General Business:-
Colin Hurley asked about the bar hops and the Fenton bus. It was explained that the Jeepney is being repaired.

Kevin Coillett advised that our web site shows only January and February newsletters. (Note: Scott Chambers checked and confirmed that the site need to be up-dated)

Kevin asked about the progress on the proposed new truck. President Gary explained that Keith Payne VC along with David Caracciolo are working behind the scenes to raise the required funds, they are still having meetings with business houses and organizations. He added that we hope to order one soon.

David Lynch asked if we will have a sign at Emotions advertising the Monday raffles. This will be followed up by the Committee.

Bob Barnes has made two new barrels for the raffles, one is at Envy and the other is for Emotions. President thanked Bob for his work.
Greg Mann advised that a scholarship luncheon has been organized for Sgt Angels from Station 4. This will take place at Bretto’s Friday 18th May at 1:00pm. The President and VP Chris Weeks will attend the luncheon.

Peter Henderson would like to see Mal Morris receive recognition for his work involved with organizing the “Albert Clifford Memorial Medical Mission” in July. Tabled for the next Committee meeting.

The raffle was drawn by our visitor and won by ticket No 12: Peter Henderson.

BEING NO MORE BUSINESS, THE MEETING CLOSED AT 1450 HRS

www.beyondtheblackstump.com
Clubhouse: Hotel Fenson
1734 San Pablo St.,
Mt. View Balibago, Angeles City 2009, Philippines

President
Gary Barnes
Mobile: + 63-995-052-8994
Email: garylbarnes86@gmail.com

Vice Presidents
Chris Weeks
Mobile: +63-927-320-4194
Email: chris.weeks@hotmail.com

Scott Chambers
Mobile: +63-998-561-1744
Email: wine.guy321@yahoo.com.au

Secretary
Philip Salmon
Mobile: +63-9287424628
Email: secretary@rslangelescity.com

Treasurer
Ron Parrott
Mobile: +63-939-936-5939
Email: treasurer@rslangelescity.com

Membership Officer
David Shine
Mobile: +63 0939 853 8168
Email: david.shine60@yahoo.com
tassiedevil47@gmail.com

Editor
Larry Smith
Mobile: +61- 423-238-620
Email:

Quartermaster
Vacant
Mobile: +63-9
Email:

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