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.

This month started with the Albert Clifford RIP (Subic Bay RSL Past President) Memorial Medical Mission which was conducted in Subic Bay on Sat 7th Jul. The entire RSL-AC Sub-Branch Committee, many wives and members, Doc De Guzman and wife June and the RBI Steakhouse team, all made the trip over there to ensure it was a resounding success. Thank you all most sincerely for making the effort, Albert would have been exceptionally pleased.

LEFT After a long drive to Subic Bay, chatting to the local RSL Sub Branch members, meeting the Hong Kong Fat Boys, thanking the medical volunteers and helping with the medicines, President Gary Barnes was exhausted and took a break on a wheelchair. He was back to normal later after taking some medicine as prescribed by Dr San Miguel and his assistant, Johnnie Walker.
We have confirmed that we will purchase a Mitsubishi FUSO Canter FE 71, which has been ordered, with delivery expected late August. Sincerest thanks to Dave Caracciolo and all the folks in Australia that have donated some serious money to assist with purchasing this much needed truck.

The formal plans for the new clubrooms and wheelchair storage and assembly facility, have been completed by our hard working secretary. An exceptionally professional job from someone who spent much of his working life in that type of work. Quite obviously we are very lucky to have Phil on the committee, and on behalf of you all, I would like to thank him for a great job. The committee has now ratified those plans and the owner of the Fenson Hotel has been given a formal briefing. He will inform us of his clearance of those plans, or any changes he requires, in the near future.

Hearing Aids, we still need as many as any of you out there can procure for us. If you can source any and need a way of getting them to us, just contact one of the committee members by Email and we will take it from there. A BIG thank you to Australian Hearing, based in Maroochydore, QLD, who have recently provided us with 34 devices.

Raffles - I raise this subject yet AGAIN. Our raffle sellers on Monday and Saturday nights need a hand. Just an hour a week for a few members would suffice and keep everyone in the regular team happy and sane. Drop into Emotions on a Monday or ENVY on a Saturday and see Dave or Graham. Your support will be very much appreciated.

Membership renewals and the generation of new members continues to concern the committee. We are working through the membership card issue with Victorian State Branch, however, that alone is not going to increase our membership.

I am concerned with some of the derogatory “rumours” that I hear out and around the place concerning your RSL Sub-Branch. If you are one of those folks, and I suspect that those spreading this malicious rubbish, do not read this newsletter, so I may well be wasting my time. However, if you do and you have concerns about how, we the committee, do business, then man up and give me or one of the two Vice Presidents a call. I/we are happy to discuss the working of the AC RSL Sub-Branch with anyone at a suitable time to both parties.

On a final note, two important dates are looming. Don’t forget Vietnam Veterans Day on Saturday the 18th Aug, the Australian Embassy will be represented by the Defence Attaché, who will be our guest for the day. And FIESTA 2019 is just around the corner, we need to appoint a Sub-Committee very soon to assist with the planning of this event. Anyone keen to lend a hand, please get in touch with any of the committee.

I hope this newsletter finds you all healthy, happy and now spending your tax return.

Best Regards,

Gary B
ABOVE: a busy time for Dr. Guzman who travelled from Angels for the mission. He issued several mozzie nets which exhausted our stocks. More are on order for the next mission.

BELOW: New wheelchair team leader Graham Crispin (still learning the job) issuing another wheelchair which will change the lives for the better of the entire family. Well done Graham, we are glad you are aboard.

BELOW: Preparing a wheelchair: VP Chris Weeks (former w/ chair team leader) with Graham Crispin, the new team leader under the watchful eye of two armed police women who often helped with the de-worming.

BELOW: No trip to Subic is complete unless you take a tour around the bay in a banker boat. As it is the wet season, the floating bars are taken away as a precaution in case of typhoons. There is so much to do in Subic and we look forward to the next visit and visit our friends from the local RSL.
LEFT: Wheelchair number 4 being issued under the watchful eyes of the local police force. Graham Crispin still wearing his “L” plate. Next mission he should wear “P” for provisional.

BELOW: Greg (Angeles) and David (Subic) taking appointments for hearing tests. A busy time ahead with 21 children to have the ear moulds and testing. 8 from Subic, 13 from Bulacan.

BELOW: Two ladies with “Certificates of Participation”. It’s interesting that medical staff must do an amount of community work which they need to prove. The certificates provide the proof and are always useful in a resume. Well done girls.

SUMMARY

Not as many children as expected, possibly due to the weather. The wheelchairs team were very busy and issued the following: 4 regular, 3 adult and appointment made for 4 special.

We give special thanks to Malcolm Morris who organized this mission. He also provided a sausage sizzle after the mission at a local bar. Thanks Mal, a great job well done.
ABOVE: De-worming with Grace Canlas

RIGHT: Filling the bags with the medicine with the Hong Kong Fat Boys helping. Always good to see them, great supporters of our RSL. The Fat Boys sponsored this mission.

LEFT: Adult wheelchair number 3 being issued by Graham Crispin. The man in the chair is diabetic and now has gangrene which has not responded to treatment. Because of this, his leg will be amputated within two weeks of the mission. Failing that, he will die. At this stage we do not know if he will lose the limb above or below the knee. If it is below the knee, we may be able to help with an artificial leg in the future when his wound has healed sufficiently. With or without an artificial limb, the wheelchair will make his life and his families a lot easier.
<table>
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<th>RSL EVENTS SCHEDULE AUGUST 2018</th>
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<td><strong>Every Saturday at 3:00pm</strong></td>
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<td>Raffle at ENVY BISTRO SPORTS SUITES</td>
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<td>Saturday 4th August</td>
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| **MEDICAL MISSION**              | **Tuesday 7th August 2018**       |
| Saturday 4th August              | 2:00pm COMMITTEE MEETING         |
| Magalang                         | 2:00pm Social Tuesday at Hotel Fenson |
| Municipal Plaza                  | 4:00pm Drill Shack, Finnegan’s, Mischief |
| See mud map                      |                                           |

| **Tuesday 14th August 2018**     | **Saturday 18 August 2018**       |
| 2:00pm Welfare MEETING          | **VIETNAM VETERANS DAY**         |
| 2:00pm Social Tuesday at Hotel Fenson | 11am service at Clarke Veterans |
| 4:00pm Aussie Shack, Robbie Burns, Moons | cemetery followed by lunch at     |
|                                   | The Hotel Fenson                 |

| **Tuesday 21st August 2018**    | **Tuesday 27th August 2018**     |
| 2:00pm GENERAL MEETING         | 2:00pm NO MEETING                |
| 2:00pm Social Tuesday at Hotel Fenson | 2:00pm Social Tuesday at Hotel Fenson |
| 4:00pm JD’s, Emotions, Touch of Class | 4:00pm Hotel Fenson & free nibbles |

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

See our web site [www.rslangelescity.com](http://www.rslangelescity.com) or [secretary@rslangelescity.com](mailto:secretary@rslangelescity.com) or [philsalmon@y7mail.com](mailto:philsalmon@y7mail.com)
Saturday 18th August
1100hrs at
Clark Veterans Cemetery

Saturday 18th August
1100hrs at
Clark Veterans Cemetery

**Invitation:** Sub Branch President Gary Barnes invites you all to join us at Clark Veterans Cemetery and show respect for our Australian heroes that never returned. After the service, you are invited to the Hotel Fenson for lunch and camaraderie.

**LEST WE FORGET**

ADMISSION TO THE HOTEL FENSON 350 Php or 500 Php A DOUBLE WHICH INCLUDES 3 “FREE” RAFFLE TICKETS (CHILDREN FREE). INCLUDES FREE SAUSAGE SIZZLE AND LOCAL DRINKS (till 4:00pm). RAFFLES IN THE AFTERNOON.

BRING THE FAMILY CHILDREN WELCOME
This is serial part four of our series on the Royal Air Force (RAF). Serial part five will be in August edition. Ed

The Blitz

Following on from the end of the Battle of Britain in October 1940, the period known as ‘The Blitz’ commenced. This period saw a sustained attack by the Luftwaffe, mainly by night and predominantly against the cities, towns and industrial centres of Britain. It continued until May 1941. In all, some 43,000 civilians were killed, as many as 139,000 people were injured and the Blitz did enormous damage to British infrastructure and housing stock. London sustained 71 raids, in which 18,291 tons of bombs were dropped on the city, an average of 257 tons per raid. 28,556 civilians were killed there and 25,578 were wounded.

In mid-September 1940, about 150,000 people a night slept in the Underground, although by the winter and spring months the numbers had declined to 100,000 or less. Noises of battle were muffled and sleep was easier in the deepest stations but many people were killed from direct hits on stations.

In the raid on Coventry on the night of November 14/15, code-named Operation Moonlight Sonata, some 515 bombers delivered about 500 tons of high explosive bombs, 50 parachute mines (20 of these were petroleum incendiaries mines) and some 36,000 incendiaries. More than 4,300 homes were destroyed, with more than 50 per cent of the housing stock in the city either destroyed or damaged. One third of the city’s factories were destroyed or severely damaged, with another third badly damaged and the remainder slightly damaged. Officially, the death toll was 568, but as these were only the bodies taken to the city morgue, the actual number is suspected as being as much as three times that. Most Luftwaffe crews, guided to the target by the radio beams of the X-Gerät system, flew multiple sorties that night, in a raid that continued for 11 hours. It was, at that time, the world’s heaviest air raid. Only one German aircraft was brought down, that by anti-aircraft fire which, at that juncture, achieved one kill for every 18,000 shells fired. RAF night fighters at that time had to rely largely on eyesight alone and the sky is very large and empty at night. In November and December 1940, for example, the Luftwaffe flew 9,000 sorties against British targets and RAF night fighters claimed only six shot down.
The Turn of the Tide

At sea, maritime reconnaissance/attack had, in the form of Coastal Command, been a perpetual bridesmaid. Equipped with the worthy but slow Avro Anson, which had a top speed of only 178 mph, a range of 250 miles and an undercarriage that had to cranked up or down by hand for some 130 turns, it was hardly a potent force. Better aircraft, in the shape of the Lockheed Hudson, the Catalina, the outstanding Consolidated Liberator and the Short Sunderland – nicknamed the ‘Flying Porcupine’ by the Germans, due to its armament of up to sixteen .303 machine guns and two more of .50 calibre – plus ASV radar - changed the game. The first unassisted U-boat kill by a Sunderland (below, left) was by an aircraft belonging to No. 10 Squadron RAAF, on July 17, 1940. The type remained in RAF service until 1959; the RNZAF finally retired theirs in 1967. The black Catalina (below) is called Felix and is owned and operated by the Historic Aircraft Restoration Society (HARS), at Albion Park, near Wollongong, NSW.

The Battle of the Atlantic against the German U-boat fleet was long and costly for both sides. The Allies gradually gained the upper hand, overcoming German surface raiders by the end of 1942 and defeating the U-boats by mid-1943, though losses due to U-boats continued until war’s end. The closing of the ‘Atlantic Gap’ by better aircraft with extended range and endurance was crucial in this. Victory was achieved at a huge cost: between 1939 and 1945, 3,500 Allied merchant ships (totalling 14.5 million gross tons) were sunk. A total of 175 Allied warships were also sunk and some 72,200 Allied naval and merchant seamen lost their lives. The Germans lost 783 U-boats and approximately 30,000 sailors killed; that amounted to three-quarters of Germany’s 40,000-man U-boat fleet. The RAF lost 741 aircraft in anti-submarine sorties.

Winter 1940/41 brought a gradual slowing of activity over Britain, as the Luftwaffe licked its wounds and attempted to rebuild in preparation for the forthcoming invasion of Soviet-occupied territory. The initial invasion operation was named Barbarossa, which commenced on June 22, 1941 and was eventually to bleed the Luftwaffe of a huge amount of men and materiel. The OKL also had other theatres to worry about, too.

The Far East

The Japanese entry into the war on December 7, 1941 triggered an impossible situation for the RAF. Heavily committed elsewhere, it simply didn’t have enough men or equipment to stretch halfway around the globe. Such RAF resources as existed in the Far East were largely obsolete, inadequate and unable to take the fight to the enemy, who quickly shot the RAF and the Royal Australian Air Force (RAAF) Brewster Buffalo (US example, left) aircraft out of the skies, being hopelessly outclassed by the excellent Japanese Mitsubishi A6M Zero fighter On February 15, 1942, Singapore surrendered. It was an ignominious defeat.
The A6M2 (right) was powered by a Nakajima Sakae 12 radial engine of 940 hp giving 346 mph and a ceiling of 32,810 ft. Armed with two 20mm cannon and two 7.7mm machine guns, it had the best rate of turn of any WWII fighter, but was fragile and ignited easily. Some 10,939 Zeros were made.

The Mediterranean

The Italian and German invasion of Greece on October 28, 1939 and April 6, 1941 respectively, was largely unopposed by the RAF, being more than a little occupied elsewhere. What units that were there were quickly decimated. The German invasion of Crete (May 20 to June 1, 1941) was opposed by a total of 24 aircraft of the RAF and the FAA. This lack of air cover made the Luftwaffe’s job easier, but they still lost 284 aircraft destroyed or written off, with several hundred damaged, due largely to ship and ground fire as the airborne invasion continued. A high percentage of these losses were Ju 52/3 transports (below), a loss that crippled the Luftwaffe’s transport fleet and made the 1942 possible relief of Stalingrad unachievable.

Malta, in 1940, was initially defended against the Italian Air Force by ten Gloster Sea Gladiator biplanes of the Hal Far Fighter Flight, though legend has it that there were only three, called Faith, Hope and Charity. This came about because only three were despatched at a time, to conserve resources. Four Hawker Hurricanes joined the Sea Gladiators at the end of June and the flight became part of No. 261 Squadron RAF. Charity was shot down on July 29, 1940 and its pilot, Flying Officer (F/O) P. W. Hartley, was badly burned. Hope was destroyed in an air raid on February 4, 1941 and Faith survived the war. The fate of at least five more Gladiators that saw action over Malta is not as well documented. Sea Gladiators N5513 and N5535 were taken over by No. 33 Squadron RAF, in May 1941. The fuselage of Faith (N5520, below) is on display at the National War Museum, Fort St Elmo, Valletta.
The arrival over Malta of the Luftwaffe’s Bf 109 fighters and Ju 87 dive bombers in January 1941 signalled an escalation of the conflict, which lasted from June 11, 1940 to November 20, 1942. Initially, there were no RAF airfields on Malta; Hal Far was a Fleet Air Arm airfield. Whilst the conflict was happening, the RAF airfields at Ta’ Kali and Luqa were built, effectively turning the island into an unsinkable aircraft carrier and Hurricanes and Spitfires slowly arrived to defend the island from attack.

Offensive aircraft also gradually arrived on the island; FAA Swordfish torpedo bombers, RAF Wellingsons, Sunderlands, Blenheims and Beaufighters. These aircraft formed a strike force that, in concert with RN ships and submarines of the 10th Submarine Flotilla - comprising mainly the ‘U’-class boats, because of their smaller size - attacked the Axis convoys taking supplies across the Mediterranean to Generalleutnant Erwin Rommel’s Afrika Korps. The Flotilla never numbered more than 12 submarines, but this small force between January 1941 and December 1942, sank 412,575 tons of Axis shipping. Malta was a huge thorn in the Axis side and despite considerable effort to bomb and starve the island into submission, Malta held out. It was awarded a collective George Cross for its courage.

Sand with everything; War in the Desert

The North African campaign ran from June 1940 until May 1943. Libya was an Italian colony and when Italy entered the war on June 10, 1940, they began to look eastwards with a view to attacking British forces in Egypt. The RAF was equipped with largely obsolete aircraft and, with the Mediterranean being effectively closed to shipping because of Axis air power, an alternative supply line was established. This was via the port of Takoradi, located in the Gold Coast (today, Ghana). Most aircraft where shipped out in crated form, assembled at Takoradi and then flown across to Khartoum, thence north to Cairo on an almost 4,000-mile route across Africa. It became known as the ‘Takoradi Run.’

Thanks to British decrypts of German signals traffic by ‘Ultra’ at Bletchley Park, the time, place and composition of Axis Mediterranean convoys to supply Generalleutnant Erwin Rommel’s Deutsche Afrika Korps (DAK) were known to the Allies. Strike forces were assembled, mainly from Malta, to intercept and destroy the convoys. In November 1941, for example, fourteen of the twenty-two supply vessels sent from Italy were sunk. These losses severely affected Rommel’s offensive and defensive capacity.

In October 1941, the Western Desert Air Forces had 16 squadrons of aircraft (nine fighter, six medium bomber and one tactical reconnaissance) and fielded approximately 1,000 combat aircraft by late 1941. By October 23, 1942 when the Second Battle of Alamein commenced, Allied aircraft of the Desert Air Force (DAF) numbered in excess of 1,500, twice the number that the Luftwaffe could field. Aggressive tactics on the part of the DAF’s commander, Air Vice-Marshal Arthur Coningham and his successor, Air Vice-Marshal Harry Broadhurst, meant that the Luftwaffe was pursued on the ground as well as in the air and the Afrika Korps was harassed by fighters, bombers and fighter-bombers everywhere.

With opening of Operation Torch, the Allied invasion of Morocco and Algeria on November 8, 1942, things were starting to look bleak for the Germans. Rommel was progressively pushed across Libya back into Tunisia, where the Axis North African forces would surrender on May 13, 1943.

The Hawker Hurricane IIC (left) was much improved to the original Mk. I. Powered by the Merlin XX with 1,280 hp (1,490 hp at full boost) and armed with four 20mm Hispano cannons and carrying a 250lb bomb under each wing, it was an effective ground-attack aircraft. The slightly later Mk.IID had two 40mm cannon and was a very effective tank-buster, as the pilots of No.6 Squadron discovered. They called themselves the ‘Flying Can Openers.’
The Curtiss P-40E Kittyhawk (above) had the Allison V-1710-39, 1,050 hp engine, which performed best below 15,000 ft, giving 362 mph. Early versions of the P-40 series were lightly armed, carrying only four machine guns.

One of the best-known RAAF P-40 pilots was Keith William "Bluey" Truscott, DFC & Bar (May 17, 1916 – March 28, 1943), who was an Australian Rules footballer with the Melbourne Football Club. After joining the Royal Australian Air Force in 1940 and serving in England and the South West Pacific, he became the second highest Australian World War II ace, credited with 20 confirmed victories (16 against the Luftwaffe) and 5 unconfirmed victories.

**Sicily**

The Allied airborne and seaborne landing and occupation of Sicily - Operation *Husky* - commenced on July 9, 1943. Unfortunately, an Axis air attack arrived at the same time as the 144 Douglas C-47 Dakota, carrying Allied paratroopers and allied shipping mistakenly fired on the Dakotas, downing 23 of them. Allied aircraft mounted a sustained attack on Axis airfields in Sicily, Sardinia and southern Italy. The U.S. Army Air Force 9th Air Force's medium bombers and P-40 fighters that were detached to the Northwest African Tactical Air Force (NAAF) under the command of Air Marshal Arthur ‘Mary’ Coningham, moved to southern airfields on Sicily as soon they were secured, as did many aircraft from the Desert Air Force. Other groups from the US 9th Air Force under Lieutenant General Lewis H. Brereton operating from Tunisia and Egypt, and RAF aircraft from Air H.Q. Malta, under Air Vice-Marshal Sir Keith Park operating from the island of Malta, also provided important air support. The Sicilian campaign ended on August 17, 1943.

Air Marshal Sir Arthur ‘Mary’ Coningham, KCB, KBE, DSO, MC, DFC, AFC (January 19, 1895 – presumably January 30, 1948) was a senior officer in the Royal Air Force. He was Brisbane-born, but the family moved to New Zealand when he was young. The nickname ‘Mary’ is a corruption of "Maori" as a play on his earlier life in New Zealand.

During the First World War, he was at Gallipoli with the New Zealand Expeditionary Force, was discharged in New Zealand as medically unfit for active service, and journeyed to Britain at his own expense to join the Royal Flying Corps, where he became a flying ace. Coningham was later a senior Royal Air Force commander during the Second World War, as Air Officer Commanding-in-Chief (AOC-in-C) 2nd Tactical Air Force and subsequently the Air Officer Commanding-in-Chief Flying Training Command.

Coningham is chiefly remembered as the person most responsible for the development of forward air control parties directing close air support, which he developed as commander of the Western Desert Air Force between 1941 and 1943, and as commander of the tactical air forces in the Normandy campaign in 1944. However, he is frequently lauded as the "architect of modern air power doctrine regarding tactical air operations," based on three principles: necessity of air superiority as first priority, centralised command of air operations co-equal with ground leadership, and innovative tactics in support of ground operations.

On January 30, 1948, he disappeared along with all the other passengers and crew of G-AHMP, the Avro Tudor airliner *Star Tiger* of British South American Airways, when it vanished without a trace somewhere off the eastern coast of the United States, in the Bermuda Triangle.
Italy

The invasion of Italy was a wholly amphibious attack, launched at Salerno, Calabria and Taranto between September 3 and 17, 1943. Allied aircraft continued their attack along similar lines as they had in Sicily. Eighty-five Allied vessels were hit by German bombs off Salerno. The Allies entered Rome on June 4, 1944.

Amongst the weapons used by the Luftwaffe was Fritz X, first deployed on July 21, 1943, in a raid on Augusta harbour in Sicily. A number of additional attacks around Sicily and Messina followed, though no confirmed hits were made; it appears the Allies were unaware that the large bombs being dropped were radio-guided weapons. It was among the forerunners of anti-ship missiles and precision-guided weapons.

On September 9, the Luftwaffe achieved their greatest success with the weapon. After Pietro Badoglio publicly announced the Italian armistice with the Allies on September 8, 1943, the Italian fleet had steam ed out from La Spezia and headed to Sardinia and thence to Malta. To prevent the ships from falling into Allied hands, six Do 217K-2s from III Gruppe of KG 100 (III/KG 100) took off, each carrying a single Fritz X. The Italian Littorio-class 15”-gun battleship Roma, flagship of the Italian fleet (below), received two hits and one near miss, sank after her magazines exploded. Roma, a 46,215 tonne vessel, had 2,021 people aboard and some 1,393 men, including Admiral Carlo Bergamini, died. Her sister ship, Italia, was also seriously damaged but reached Tunisia. It again proved, if more proof were ever needed, that ships are vulnerable to air attack. The surviving ships eventually anchored in St. Paul’s Bay, Malta and surrendered.

Fritz X. Weight was 1,362 kg (3,003 lbs) and its speed was 1,235 km/h (767 mph). Its length was 10.9 ft and width was 4.6 ft. Range, once launched from the carrying aircraft, was 5 km (3.1 miles).

Roma was 789.6 ft long overall with a beam of 107.7 ft and a draft of 31 ft. At full combat loading she displaced 45,485 long tons. The ship was powered by four Belluzzo geared steam turbines rated at 128,000 shaft horsepower. Steam was provided by eight oil-fired Yarrow boilers. The engines provided a top speed of 30 knots and a range of 3,410 nautical miles at 20 knots.

The Balkans

The Balkan Air Force (BAF) was an Allied air formation operating in the Balkans during World War II. Composed of units of the Royal Air Force and South African Air Force under the Mediterranean Allied Air Forces command, it was active from June 7, 1944 until July 15, 1945. Air Vice-Marshall William Elliot and then George Mills, both RAF officers, were its Air Officer Commanding (AOC). The Balkan Air Force was a multinational unit, with 15 types of aircraft and men from eight nations: Greece, co-belligerent Italy, Poland, South Africa, Yugoslavia, the UK, USA and USSR (a transport squadron). Between its inception and
May 1945 the BAF flew 38,340 sorties, dropped 6,650 tons of bombs, delivered 16,440 tons of supplies and flew 2,500 individuals into Yugoslavia and 19,000 (mostly wounded) out.

Spitfire Vs's of the Yugoslav-manned No. 352 (Y) Squadron RAF
FILIPINO AIF VOLUNTEERS: IN THE TRADITION OF JOSÉ RIZAL

Part 7: Active service, phase 2 – 3051 Private William Gar (1891-1916)

This year, as we mark the centenary of Armistice Day when the guns fell silent on the Western Front in 1918, we also honour the 120th anniversary of the Proclamation of Independence of the Filipino nation. The four sons of a Filipino-Australian family from Darwin were among those who volunteered during WW1, and their service and sacrifice could be seen to be in the tradition of the Filipino martyr and national hero Dr José Rizal.

War Service

José Rizal's first novel Noli Me Tángere ('Touch me Not', 1887) was primarily noted as having a hopeful and uplifting atmosphere. This was mirrored in 1915 for the brothers William, Mateo (Matthew), Palencio (Paulincho) and Guillermo (Glamor) from Darwin in their patriotic enlistment, their ceremonial farewells and, for three of them, the cheering adventure of embarkation in a crowded troopship.

Rizal’s sequel however, El Filibusterismo ('The Reign of Greed', 1891), was dark and foreboding with a heavy overlay of intense and dramatic violence. This again was very much the experience of the Garr brothers in the second phase of their war experience, deployment into the battlefields of Europe.

3051 Private William Gar (1891-1916)

William Ga, born on Thursday Island on 26 November 1891, was a labourer with the Public Works Department in Darwin in 1915. He was the first Filipino from Darwin to apply for the Australian Imperial Force, although he actually departed with the Fifth Northern Territory Contingent on 16 August 1915. After training in Brisbane, he embarked for Egypt with a reinforcement detail for the 9th Battalion AIF. William transferred to the 4th Pioneer Battalion AIF at Tel-el-Kebir, and then joined the 4th Australian Division in France with the 1st ANZAC Corps.

Active service, phase 2

The second phase of William Gar’s war service reflected the themes of Rizal’s second novel El Filibusterismo: beginning with the foreboding intensity of training and security duties on the Suez Canal, and then with the 4th Australian Division’s dramatic confrontation with the enemy.

William Gar entered the line near Armentieres in June 1916, where the 4th Pioneers were first engaged on defensive works at Bois Grenier. They were immediately engaged by the enemy – in their first three days, 25 to 27 June, the battalion lost one killed and seven wounded.

In July the pioneers moved to Fleurbaix where they were engaged in night work, suffering further casualties. At the end of the month they were at Albert, constructing a road through La Boiselle and communications trenches, wire entanglements and a strong-point near Pozières. A total of ten men were wounded during that month. The casualty list continued to grow dramatically, running to eight pages in the battalion’s War Diary for August.

By November the battalion was working on the Somme east of Albert on the Decauville Tramlines, between Mametz and Longueval, establishing cuttings, plate-laying, ballasting and regrading. The battalion lost five killed and seven wounded in that month – including 3051 Private William Gar and 3441 Corporal Robert Owen, killed on 30 November when a high explosive shell fell on them.

During this artillery bombardment William, aged 25, ‘gave his life without hesitancy’ in the words of Rizal. His thoughts might have mirrored those of the dying Elias in Noli Me Tángere, a character representative of the common Filipino which Rizal used to personify himself (foreshadowing his own execution):

I shall die without seeing the dawn break upon my homeland. You, who shall see it, salute it!

Do not forget those who have fallen during the night.

Gar and Owen were buried beside each other in a cemetery which had been established along the Longueval-Maricourt Road, south of the village of Longueval.

Carlos Ga first publicly mourned the loss of his son William during a memorial service to the fallen at Christ Church in Darwin on the second anniversary of the Gallipoli landing.

After the war, a Soldiers’ Monument Committee in Darwin established a memorial to honour the Northern Territory men who had died on war service, which was unveiled on Sunday 24 April 1921. The Soldiers’ Monument was a polished grey granite column standing upon a red granite base, erected in ‘Liberty Square’ opposite Government House. This memorial (today called the Darwin Cenotaph, located in Bicentennial Park) bears the names of William Gar and his brother Matthew (Martien Mateo Ga, 1889-1917) – although both were listed under the surname ‘Garr’.

A regular attender at commemoration ceremonies each following year was the old Manilaman Carlos Ga, until his death on 16 February 1931. The local newspaper noted: ‘The old man was a familiar figure at Anzac and Armistice Day celebrations for he never failed to deposit his wreath in memory of his lost ones’.

It has been at this cenotaph every year on Anzac Day and Remembrance Day that the citizens of multicultural Darwin show that these Anzacs are not forgotten – to paraphrase Rizal’s words in Mi Último Adios: with vibrant and clear notes of song and prayer we are ‘constantly repeating the essence of the faith’ these fallen heroes keep.
While Carlos Ga and the other families in attendance mourned on these solemn occasions, perhaps too they heard their loved one echoing Rizal's plea on the eve of his death: "Give thanks that now I rest from the wearisome day . . . to die is to rest".

* * * * *

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’.

Lest we Forget

Paul A Rosenzweig

ThanksDigger@gmail.com


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**Thanks Digger**

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.

[https://www.facebook.com/Thanks.Digger](https://www.facebook.com/Thanks.Digger) | ThanksDigger@gmail.com

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**Captions**

**Image 1:** The Darwin Soldiers’ Monument was unveiled on 24 April 1921 in ‘Liberty Square’ outside Government House (‘The House of Seven Gables’). This is an original photo from 1937 with the Darwin Garrison on parade.

**Image 2:** This photograph from 1984 shows the Darwin Soldiers’ Monument in the grounds of the Darwin Civic Centre, near the Darwin City Council offices. The cenotaph was relocated to the Civic Centre in 1970, and remained there until 1992.

**Image 3:** The name of 3051 Private William Gar (1891-1916) was commemorated on the Darwin Soldiers’ Monument (although his name was recorded as ‘Garr’).
LEXOPHILIA

Velcro - what a rip off!

How does Moses make tea?
Hebrews it!

Venison for dinner again?
Oh deer!

A cartoonist was found dead in his home.
Details are sketchy.

Haunted French pancakes give me the crêpes.

England has no kidney bank, but it does have a Liverpool.

I tried to catch some fog, but I mist.

They told me I had type-A blood, but it was a Typo.

I changed my iPod's name to Titanic. It's syncing now.

Jokes about German sausage are the wurst.

I know a guy who's addicted to brake fluid, but he says he can stop any time.

I stayed up all night to see where the sun went, and then it dawned on me.

This girl said she recognized me from the vegetarian club, but I'd never met herbivore

When chemists die, they barium.

I'm reading a book about anti-gravity. I just can't put it down.

I did a theatrical performance about puns. It was a play on words.

Why were the Indians here first? They had reservations.

I didn't like my beard at first. Then it grew on me.

Did you hear about the cross-eyed teacher who lost her job because she couldn't control her pupils?

When you get a bladder infection, urine trouble.

Broken pencils are pointless.

What do you call a dinosaur with an extensive vocabulary? A thesaurus.

I dropped out of communism class because of lousy Marx.

All the toilets in New York's police stations have been stolen. The police have nothing to go on.

I got a job at a bakery because I kneaded dough.

Don't worry about old age; it doesn't last.

Thanks to member Vic Meller for this contribution. If you don't like them, take it out on him. Ed
Vietnam Veterans Day

Tickets on sale at the Hotel Fenson

Saturday 18th August

Tickets will be available at the Hotel Fenson from Tuesday 24th July

350 Php single, 500 Php Double, Children under 12 free
Includes 3 free raffle tickets, sausage sizzle & local drinks till 4:00pm
Bring the family. Children welcome

Ah yes... there's nothing quite as exciting as a young bird's first flight...

www.beyondtheblackstump.com
People born in the 50's have lived in 7 decades, 2 centuries & 2 millenniums. We had the best music, fastest cars, drive-in theaters, soda fountains & happy days. And we are not even that old yet, we’re just that cool.

Our blood bank coordinators have resigned due to personal reasons. We are seeking volunteer/s to fill this vital role. It takes very little time but your help could save a life. If anyone is interested, please contact any committee member, contact details are in the newsletter.

The annual “Australia Day Fiesta” will be held 27th January which is the closest Sunday to the 26th. To make this event a great success, we are going to need your help with organising booth sales, tee shirts, permits etc. We are in the process of forming a subcommittee and are calling for volunteers to get involve and support your RSL. Please contact any committee member or attend the social Tuesday afternoons at the Hotel Fenson.
This month the selection committee has chosen **David Shine** as the member of the month for his many hours of work behind the scenes. David is:-

- A valued hard working committee member.
- Medical mission coordinator.
- The unofficial quartermaster.
- The membership officer.
- In charge of medicine supply.
- Saturdays and Mondays raffle sales assistant.

While the rest of us are enjoying a nice cold beer or a game of pool at the Hotel Fenson on a Tuesday afternoon, David is in the meeting room attending to medicine and merchandising sales. Thanks David, we all appreciate your input.

Just had an email from **Roo Schiller**, a committee member. Recently Roo had a computer problem, his system crashed in the evening. Roo made contact with a CCTV specialist who also repairs computers. His name is **Kevin Vino Canlas** who specialises in assembly, maintenance. Computer sales and a home service. Kevin started work on Roo’s computer at 8:00pm and after two trips to his works, he completed the works at 2:15am. Roo is very impressed with his work and would like to show his appreciation in the newsletter and naturally suggests that members/guests use Kevin’s service. Contact details for Kevin are below. Kevin runs a family business which guarantees personal service with his speciality: CCTV installations or computer repairs/service.

**Cell:** 09279358684.  
**Email:** kevinvinocanlas@gmail.com

**GENERAL MEETINGS**

You will note in the minutes that the Vice President had to adjourn the monthly general meeting as we did not have a quorum. Members, this is your RSL and the meetings are where your ideas and suggestions can be voiced. You are also informed what the committee is doing on your behalf. A lot of work takes place preparing for the meetings which is a waste of time if we cannot have a quorum. Please support your Sub Branch and attend the general meetings.
A soldier’s philosophy on life in the armed forces
This seems appropriate being the 100th Anniversary of the RAF.
Clubhouse: Hotel Fenson
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Do not forget, if dialing ‘in-country’ add in a 0 (zero) before the number

“The price of liberty is eternal vigilance”
Lest We Forget
Call to order: at 1404hrs. by Vice President Chris Weeks

Ode to the fallen Recited by Vice President Chris Weeks

Attendance 10 as registered

Visitor/s: None present

New members/transfers: None present

Apologies: President Gary Barnes

The secretary informed the Vice President that we did not have a quorum.

The secretary quoted (in part) 13,9B (c) (2) from the State Rules and By-Laws:-

If within half an hour after the appointed time for the commencement of the Ordinary General Meeting a quorum is not present, the chairman must adjourn the Ordinary General Meeting to a date not less than twenty one (21) days from the original meeting........

It was agreed by all that the inclement weather may have prevented members from attending.

The Vice President called for the raffle to be drawn, winner: #9. Lucky Ron Parrott

Vice President Chris Weeks thanked the members that attended and adjourned the Ordinary General Meeting at 1430 hrs.

CLOSED AT 1430 HRS

This cartoon refers to our advert on page 19

Thanks to Dave Donney for the cartoon.