



War Veterans Village [Narrabeen] RSL Sub-Branch

Through an active membership we keep the ANZAC spirit alive and growing

JUNE 2016

Editor Doug Smyth – email rsesubbranch@rslifecare.org.au or mail to PO Box 56, Narrabeen, NSW
Sub-Branch Office Hours. Monday and Thursday 9am – noon. Phone: 8978 4266

“Blessed are those who can give without remembering and take without forgetting”

The President's Message

ANZAC DAY

This year's ANZAC Day Appeal was another financial success. A special thanks to all involved especially Stu & Neil who coordinated the appeal. Guess who raised the most money? Yes, once again our mate and record seller Alf. Total monies raised for the appeal was \$6650.45. Our share in the profits was \$3472.95. Of this \$3177.50 was from badges and \$295.45 from donations received.

The ANZAC Day Appeal and the Remembrance Day Poppy Appeal are our major fund raisers for the year.

Investment Accounts



A motion was passed at our General Meeting in March 2016 to invest \$5,000 of our working capital. The Treasurer has investigated the various interest rates on offer from the many financial institutions and as a result the Committee has transferred \$5,000 from our working account to our current ING term deposit account. The total invested with ING is now \$16,196.28. We also have \$5,231.77 invested with the Rural Bank South Australia. Total investments are \$21,428.05.



Our next General Meeting is scheduled for the 9th June 2016. Please remind your fellow Sub-Branch members. There will be a guest speaker and a light lunch will be served at the conclusion of the meeting.

Looking forward to catching up with you.

George Main
President

Chaplain's Corner

Are You Prepared (Or More Importantly - Is Your Family)?

Well before I commenced my role here as Chaplain I was dealing with families of the deceased. We all deal with death in our own unique way; but deal with it we must.

“Like so many others, we have been challenged by death and what lies beyond it. People have always lived with death - immediate, visible, an inseparable part of life. Death and its rituals have been played out in private and in public, as part of the language and experience of all.

But for many of us today, death is feared and has become, somewhat ironically in this permissive age, a modern taboo. We push away all signs of encroaching mortality and increasingly relegate older people to the fringes of our society, their collective wisdom wasted.” Dying To Know - Pilotlight Australia 2007

All too often I sit with families who don't know their loved one's wishes, not just for the 'funeral service' but also so many other matters, even organ donation. As much as many would like to ignore death, both theirs and of the ones they love, great comfort and peace can come when it is spoken about. The weeks surrounding death are hard enough without adding to it. We all have wills, Power of Attorney, lists of people to contact etc; why not a funeral plan which brings it all together?

There are many booklets available and I am happy to provide one to you if needed. I encourage each of you to consider this, for yourself and for those you love, in reducing and managing the pain of loss.

Grace & Peace
Bob Durbin
Chaplain

CHRISTMAS IN JULY 2016

Waterview Restaurant Berowra.

Thursday 21st July 2016, 12.00pm.

Bus leaves 9.45am from Colooli Road
in front of the Gallipoli Centre

\$60 per person. Max.50 people

Envelope for your payment available at the June
General Meeting or the Sub-Branch office.

The Famous Spitfire



Spitfire also called Supermarine Spitfire, the most widely produced and strategically important British single-seat fighter of World War II. The Spitfire, renowned for winning victory laurels in the Battle of Britain (1940-41) along with the Hawker Hurricane, served in every theatre of the war and was produced in more variants than any other British aircraft.

The Spitfire was designed by Reginald Mitchell of Supermarine Ltd., in response to a 1934 Air Ministry specification calling for a high-performance fighter with an armament of eight wing-mounted 0.303-inch (7.7-mm) machine guns. The airplane was a direct descendant of a series of floatplanes designed by Mitchell to compete for the coveted Schneider Trophy in the 1920s. One of these racers, the S.6, set a world speed record of 357 miles (574 km) per hour in 1929. Designed around a 1,000-horsepower, 12-cylinder, liquid-cooled Rolls-Royce PV-12 engine (later dubbed the Merlin), the Spitfire first flew in March 1935. It had superb performance and flight characteristics, and deliveries to operational Royal Air Force (RAF) squadrons commenced in the summer of 1938. A more radical design than the Hurricane, the Spitfire had a stressed-skin aluminium structure and a graceful elliptical wing with a thin airfoil that, in combination with the Merlin's efficient two-stage supercharger, gave it exceptional performance at high altitudes.

The version of the Spitfire that fought in the Battle of Britain was powered by a Merlin engine of 1,030 horsepower. The plane had a wingspan of 36 feet 10 inches (11.2 metres), was 29 feet 11 inches (9.1 metres) long, and reached a maximum speed of 360 miles (580 km) per hour and a ceiling of 34,000 feet (10,400 metres). Faster than its formidable German opponent the Bf109 at altitudes above 15,000 feet (4,600 metres) and just as manoeuvrable, Spitfires were sent by preference to engage German fighters while the slower Hurricanes went for the bombers. More Hurricanes than Spitfires served in the Battle of Britain, and they were credited with more "kills," but it can be argued that the Spitfire's superior high-altitude performance provided the margin of victory.

Meanwhile, Supermarine was developing more-capable versions of the Spitfire driven by progressively more-powerful Merlins. The eight 0.303-inch machine guns gave way to four 0.8-inch (20-mm) automatic cannons, and by war's end the Spitfire had been produced in more than 20 fighter versions alone, powered by Merlins of up to 1,760 horsepower.

Though outperformed by the German Fw190 upon that aircraft's introduction in 1941, the Spitfire restored parity the following year and eventually regained the advantage.

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It remained a first-line air-to-air fighter throughout the war. Spitfires were used in the defence of Malta, in North Africa and Italy, and, fitted with tail hooks and strengthened tail sections, as Seafires from Royal Navy aircraft carriers from June 1942. Spitfires helped to provide air superiority over the Sicily, Italy, and Normandy beachheads and served in the Far East from the spring of 1943.

Fighter-bomber versions could carry a 250- or 500-pound (115- or 230-kg) bomb beneath the fuselage and a 250-pound bomb under each wing.

One of the Spitfire's most important contributions to Allied victory was as a photo-reconnaissance aircraft from early 1941. Superior high-altitude performance rendered it all but immune from interception and the fuel tanks that replaced wing-mounted machine guns and ammunition bays gave it sufficient range to probe western Germany from British bases.

In late 1943 Spitfires powered by Rolls-Royce Griffon engines developing as much as 2,050 horsepower began entering service. Capable of top speeds of 440 miles (710 km) per hour and ceilings of 40,000 feet (12,200 metres), these were used to shoot down V-1 "buzz bombs." During World War II, Spitfires were exported in small numbers to Portugal, Turkey, and the Soviet Union, and they were flown by the U.S. Army Air Forces in Europe. When production ceased in 1947, 20,334 Spitfires of all versions had been produced, 2,053 of them Griffon-powered versions.

Fighter versions of the Spitfire were dropped from RAF service during the early 1950s, while photo-reconnaissance Spitfires continued in service until 1954.

Written for Encyclopaedia Britannica by John F Guilmartin

Dates to Remember

Monday 6th June Committee Meeting 11.00am
(Stephen Stack Room)

Thursday 9th June General Meeting 9.30am
(Montgomery Centre)

Monday 11th July Committee Meeting 11.00am
(Stephen Stack Room)

Thursday 14th July General Meeting 9.30am
(Montgomery Centre)

Monday 8th August Committee Meeting 11.00am
(Stephen Stack Room)

Thursday 11th August General Meeting 9.30am
(Montgomery Centre)

Membership

Life Member	= 1
Life Subscribers	=12
Service Members	=62
Associate Members (belonging to other sub-Branches	=39
Affiliate Members	=21
Our strength at 27 th May 2016	=135