

ANZAC DAY

Tuesday 25 April 2023



Compliments of

GREG PIPER MP

INDEPENDENT MEMBER FOR LAKE MACQUARIE





A message from Greg

Eighty years ago it was a turbulent and worrying time for Australians at home and abroad.

The year was 1943 – virtually halfway through the Second World War – and Australia was vulnerable after the attacks on Darwin, Sydney Harbour and along the east coast of Australia.

The freedom we enjoy today is dedicated to so many men and women who served, fought and died in times of war.

The contribution our own community at Lake Macquarie and at the Catalina flying boats base at Rathmines is well documented, and continues to grow in stature as we honour and respect all those who served and flew there. They will not be forgotten.

This year's Spirit of ANZAC publication features another significant mission in World War Two and the efforts of a local aviator who had a leading role in changing the landscape of the war in Europe 80 years ago.

Flight Lieutenant Jack Leggo was among a handful of Australian airmen who flew with 617 Squadron in the famous Dambuster Raids on three storage facilities in Germany on 16-17 May 1943.

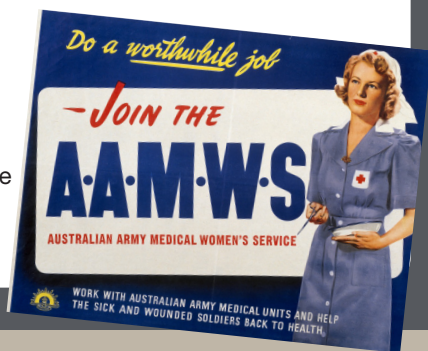
He was the squadron's chief navigator and used this great skill to help plot the successful raids on two of the three dam walls, flying in another great aircraft of the times - the giant Avro Lancaster bomber.

Jack Leggo won a Distinguished Flying Cross and bar, and went on to fly Sunderland seaplanes. He returned to Australia after the war and was knighted in 1982. Jack sadly passed away the following year.

I urge you to read his story and this year, on the 40th anniversary of his death, we think about Jack Leggo and the many thousands of others just like him, who fought for the freedom we all enjoy today.

Wherever you may be this ANZAC Day, I encourage you to take the time to stop and remember all our service personnel, past and present, for their sacrifice and service to Australia.

Greg Piper MP, Member for Lake Macquarie



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OF ANZAC



Our cover image on this year's Spirit of ANZAC features the iconic slouch hat resting in a sunlit field of red poppies. Both the hat and flower are symbolic of Australia's efforts while fighting on the Western Front in World War One.

The red poppy was a commemorative symbol of the many lives lost on the battlefields of northern France and Belgium in the Great War of 1914-18.

When the new growth of the poppies sprung to life amid the devastation of war, the soldiers viewed the vast red fields as being soaked in the blood of their fallen mates.

The poppies on the battlefield at Ypres in 1915 inspired Lieutenant Colonel John McCrae to write the poem, *In Flanders Fields*.

He was a Canadian surgeon who witnessed the atrocities of war. The death of a friend and his burial in a nearby cemetery inspired him to write the poem.

The poppy was accepted in Commonwealth countries as the flower of remembrance to be worn on Armistice Day, now also known as Remembrance Day, when the guns fell silent to end the Great War on 11 November 1918.

The Australian Returned Soldiers and Sailors Imperial League first sold poppies for Armistice Day in 1921. Silk poppies made in French homes for children were imported to Australia and each poppy sold for a shilling.

Poppies are still sold today to help raise funds for welfare work.



The Aussie icon revered by so many



The Australian Army's slouch hat, made famous by several generations of Diggers, has become a national symbol. All over the world Australian soldiers are recognised readily by the wide-brimmed felt hat with the left side cocked up and displaying the Rising Sun badge.

The history of the Australian slouch hat can be traced back for more than 100 years to colonial times. Like the pioneering squatters who adopted wide brimmed felt hats as protection from the harsh summer sun, several of Australia's colonial armies selected the slouch hat for the same reason.

The New South Wales Lancers, the New South Wales Mounted Rifles and the Victorian Mounted Rifles wore the slouch hat in the early 1880's.

In 1903, the slouch hat became the standard headdress in the reorganised Australian army and the hat appeared with the left side clipped up to enable the rifle to be carried at the slope without fouling the hat brim.

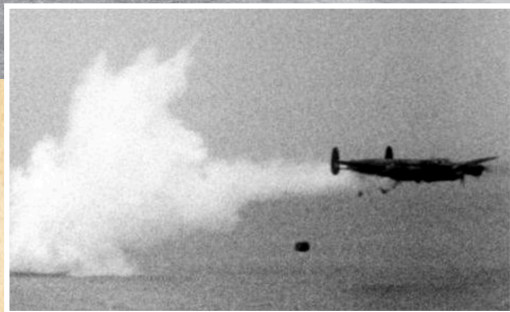
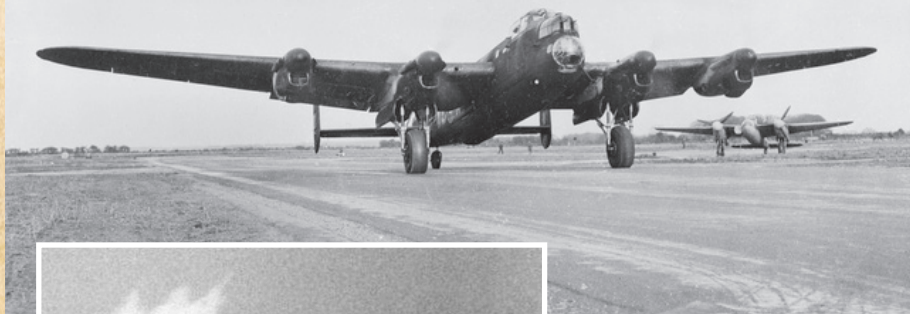
The slouch hat's mark in history is rooted in Australia's introduction to modern warfare at Gallipoli and the reputation established by the AIF on the Western Front. From that time the simple felt hat, with its side turned up, was an emblem of the courage of the Australian digger, and it became a national symbol.

The Diggers' hat has seen a lot of action since its introduction more than a century ago.

Many an enemy soldier has come to hate it ... and many an ally has come to revere it.



Local aviator flew in the



ABOVE: The Lancaster aircraft P for Peter (Popsie) flown by Jack Leggo's crew on the night of 16-17 May in 1943. The plane was one of 19 used in the Dambuster Raids. It was scrapped in 1947.

LEFT: A test run for the 'bouncing bomb' used in the Dambuster Raids.

Distinguished Flying Cross citations

... awarded to Jack Leggo and Harold Martin

"These two officers have flown together as captain and observer respectively of an outstandingly successful and efficient crew, who have consistently bombed the targets from a low altitude, returning with excellent photographs. On one occasion in August they spent 30 minutes locating the target in the face of intense opposition.

"The aircraft was hit in many places, and one engine caught fire; nevertheless, the attack was pressed home in the most resolute and determined manner.

"Again in August they were detailed for a mission calling for a high standard of navigation and crew co-operation, which was accomplished in a highly successful manner."



'The operation was one of great difficulty and hazard ...'

"On the night of 16th May, 1943, a force of Lancaster bombers was detailed to attack the Moehne, Eder and Sorpe dams in Germany.

"The operation was one of great difficulty and hazard, demanding a high degree of skill and courage and close co-operation between the crews of the aircraft engaged.

"Nevertheless, a telling blow was struck at the enemy by the successful breaching of the Mohne and Eder dams. This outstanding success reflects the greatest credit on the efforts of the following personnel who participated in the operation in various capacities as members of aircraft crew."

daring Dambuster Raids



The famous Dambuster Raids which took place 80 years ago this year were a significant turning point in World War Two and have a strong local link to Lake Macquarie.

Flight Lieutenant Jack Frederick Leggo, of Speers Point, flew with a Royal Australian Air Force crew who would be remembered in history for their skilful and daring feats in the skies over Europe.

Operation Chastise was an attack on three German dams carried out on 16-17 May 1943 by 19 giant Lancaster bombers using a specially developed "bouncing bomb".

The Möhne and Eder dams were breached, causing catastrophic flooding of the Ruhr valley and of villages in the Eder valley, while the Sorpe dam sustained only minor damage.

Leggo was the navigator in the bomber P for Peter (Popsie) which was the third plane in the first wave to make a run at the Möhne Dam wall. Eight planes from 617 Squadron were lost in the attacks.

Significantly, he was part of an all-ANZAC crew (one of the seven-man crew was a New Zealander) taking part in the low-level and highly risky raid.

Leggo was a decorated airman, awarded a Distinguished Flying Cross along with Flying Officer Harold Martin for displaying "valour and courage of the highest order in the face of the enemy".

On this occasion their plane was hit many times and an engine caught fire, but they continued with success.

Part of their mission was low altitude flying to secure photographs on reconnaissance missions.

Leggo received the DFC and Bar for his work over Europe and the Dambuster mission (see citations opposite page).

Leggo qualified as a pilot and moved to 10 Squadron in Coastal Command, where he flew Sunderland flying boats for the rest of the war.

He returned to Australia after the war and went into the sugar industry in Queensland. He married Mary Best in 1947 and they had three children. After a successful business career, he was knighted in 1982. Jack Leggo died in Brisbane in 1983. Lest We Forget.



Flt Lt Jack Leggo (left) and pilot Harold Martin in London to receive their DFC.

Heroes in the sky

- The Lancaster was one of the most dangerous places to be in World War Two - the life expectancy of a new recruit was just two weeks.
- Lancaster crews took part in 156,000 missions and dropped 618,378 tons of bombs on targets in Germany and Nazi-occupied Europe.
- On 16 and 17 May 1943, the Dambusters - a squadron of 19 Lancasters - attacked dams across Germany. The mission became legendary and was a great boost to morale.



P for Popsie crew (from left) Flt Lt JF Leggo of Lake Macquarie, Flt Sgt TD Simpson of Hobart, Flt Lt RC Hay of Malvern (SA), Pilot Officer BT Foxlee of Brisbane and Flt Lt HB Martin of Randwick, NSW.



Catalina's famous flights

A toy cat with a red silk ribbon around its neck was a special mascot bringing much luck for World War One pilot Patrick Taylor.

The black cotton velvet cat, missing its ears and whiskers, (pictured) is now part of the Australian War Memorial's collection.

Captain Patrick Gordon "PG" Taylor was given this cat by his mother as a mascot and he flew with it attached to his aircraft's instrument panel during the Great War of 1914-18.

Taylor went on to write himself into international aviation history, and the RAAF base at Rathmines on Lake Macquarie featured in it.

Taylor was born in Mosman, Sydney, and was 18 years old when he enlisted in the Australian Imperial Force.

In 1915, Taylor requested a transfer to the Australian Flying Corps but was rejected.

However he successfully applied for leave to travel to England at his own expense, to join the Royal Flying Corps (RFC).

After pilot training, he proceeded to France in 1917 with 66 Squadron, RFC.

On 26 July 1917 he was awarded the Military Cross for "conspicuous



gallantry and devotion to duty".

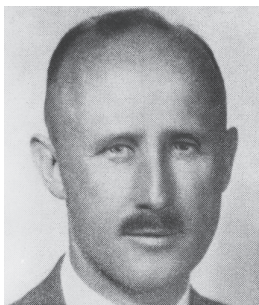
"He has taken part in over forty offensive patrols at low altitudes and under heavy fire from the ground. He has always shown exceptional dash and gallantry in attacking large formations of hostile machines, setting a very fine example to all his comrades," his citation read.

During the Second World War, Taylor ferried aircraft from Canada to Britain and flying boats from the USA to Australia.

Taylor flew into Lake Macquarie at various times over many years and knew the Rathmines base well.

One of his most significant visits was in July 1951 when his *Catalina Frigate Bird II* landed on Lake Macquarie after a proving flight for Qantas across the Pacific Ocean from South America.

Aviation pioneer's mid-air



Patrick Taylor

After the war Patrick Taylor returned to Australia and went on to have an outstanding career in civil aviation.

He was second pilot and navigator in the *Southern Cross* on Sir Charles Kingsford Smith's 1933 and 1934 flights between Australia and New

Zealand and navigator aboard Charles Ulm's *Faith in Australia* for two flights in 1933 between Australia and England.

Taylor was also navigator for the *Lady Southern Cross* and completed the first Australia to USA flight with Kingsford Smith in 1934.

into world aviation history



Catalina flying boat *Frigate Bird II* touched down on Lake Macquarie near the Rathmines RAAF base in July 1951 and became part of aviation history. The aircraft was piloted by Sir Patrick G. Taylor GC MC who pioneered trans Pacific, Tasman and Indian Ocean routes before and during the Second World War.

Frigate Bird II arrived in Australia after a proving flight for Qantas across the Pacific Ocean from South America.

It is now displayed at the Powerhouse Museum in Sydney.

Patrick Taylor was pictured standing on one of the cockpit seats of the "Frigate Bird II" while a crew member checks the aircraft through a hatch below the pilot's window. *AWM*

heroism saves mail plane

He was awarded the Empire Gallantry Medal in 1937 for his resourcefulness and courage during the King George V Jubilee airmail flight from Australia to New Zealand in 1935.

Six hours into the flight, the starboard engine failed and the aircraft

turned back.

When the oil pressure dropped on the port engine Taylor saved the flight by climbing out of the fuselage, edging along the engine connecting strut to collect oil from the starboard engine which he then transferred to

the port engine using the case of a hot water flask.

He repeated the process five times and the plane returned safely.

Taylor was knighted in 1954 and died in Hawaii on 15 December 1966. He is honoured in the Australian Aviation Hall of Fame.



THE SPIRIT OF ANZAC

ANZAC legend born at Gallipoli

ANZAC Day is commemorated by Australia and New Zealand each year in remembrance of members of the Australian and New Zealand Army Corps (ANZAC) who landed at Gallipoli in Turkey in 1915.

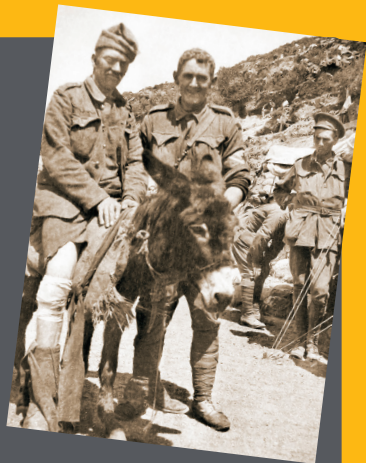
At dawn on Sunday 25 April 1915, thousands of young men charged ashore at Gallipoli.

It was the largest amphibious invasion in history. More than 75,000 men from Australia, New Zealand, Britain and France invaded the peninsula.

As a result of the failed campaign, 8709 Australians and 2700 New Zealanders died.

The sacrifices and acts of courage at Gallipoli drove patriotism back home. The ANZAC legend was born.

April 25 was officially named ANZAC Day in 1916 and was marked by a wide variety of ceremonies and services in Australia, London and Egypt.



2023 ANZAC Day activities

BOULAROO-SPEERS POINT

6.00am - Dawn service at the rotunda in Speers Point Park.

CARDIFF

5.00am - Dawn Service at the cenotaph, Cardiff RSL Club.

4.50am - March starting at the corner of Main and Macquarie roads, proceeding to memorial at Cardiff RSL.

DOYALSON-WYEE

5.00am - Dawn service at the cenotaph outside the club.

8.30am - March starting within the grounds followed by main service at the cenotaph about 9am.

MORISSET

6.00am - Dawn service at Neville Thompson Oval, Dora Creek (behind Dora Creek Workers Club).

9.30am - March commences
10.00am - Main service

RATHMINES

12.30pm - March to memorial followed by service commencing at 12.45pm

PLEASE NOTE: All times and venues have been supplied by various RSL sub-branch officials. Care has been taken to ensure as many services as possible have been included and were correct at the time of publication. For verification of other services please contact your local RSL sub-branch.

TERALBA

8.00am - Service in Teralba Anzac Park.

TORONTO

6.00am - Dawn service in Goffett Park at Toronto.

10.50am - March from outside Toronto Diggers Club proceeding down The Boulevard, turn right into Victory Parade and proceed to Goffett Park, Toronto.

11.00am - Main Service at Goffett Park.

WANGI WANGI

5.30am - Dawn service at the War Memorial outside Wangi RSL Club.

9.45am - Parade of military vehicles starts at Puna Road followed by the march which will leave from Kent Place at approximately 10am.

10.30am - Main service will follow the march at the RSL club memorial.

All day - Historic vehicle display on the foreshore in front of the RSL.