

AWM4
Australian Imperial Force unit war diaries,
1914-18 War

Flying Corps

Item number: 8/9/14 Part 2

Title: 6th Training Squadron, Australian
Flying Corps

July 1918



AWM4-8/9/14PART2

CONFIDENTIAL.

ORIGINAL.
DUPLICATE.
TRIPLICATE.

Australian Imperial Force.

WAR DIARY

OF

6TH (T) SQUADRON, AUSTRALIAN FLYING CORPS.

FOR

J U L Y 1918

Signature of Officer compiling

M. Hooper

Capt. & Adjt.
6th (T) Squadron, A.F.C.

Signature of Officer Commanding

M. C. C. C.

Major,
Commanding 6th (T) Squadron A.F.C.

WAR DIARY

Army Form C. 2118.

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INTELLIGENCE SUMMARY.

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(Erase heading not required.)

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
M'hampton	July 1st	1918	The Quarterly Stocktaking Board took stock of all stores, equipment, and Barrack furniture on this Station. Barrack Damages amounting to £16.7.0 were assessed by the Board. The first day of the month being the day on which Candidates in A.F.C. are called for but no vacancies were allotted this Squadron for July quota. Days flying 32 hrs. 25 mins. Weather, fine and calm.	W.H. Gifford
	2nd		During the temporary absence of Major G.A.C. Cowper, 6th T.S., Major R.S. Brown, 5th T.S. Will carry out duties of Station Commander. Lieut. R.S. Walker, as the result of a Medical Board at R.A.F. Hampstead will proceed to Australia for six months. Day's flying 22 hrs. 40 mins. Early mist, strong NE wind.	W.H. Gifford
	3rd		No. (Aus.) 434 2/AM J. Holdman reported back from Royal Aircraft Establishment, South Farnborough on completion of course of instruction on Hispano Engines. Day's flying 26 hrs. 25 mins. Fine, light NE breeze.	W.H. Gifford
	4th		Attention of all ranks has been called for the necessity of economy in petrol. No. (Aus.) 3184 and 6274 2/AM Armstrong J. proceeded to R.A.E. South Farnborough for course of instruction on Hispano Suiza Engines. Day's flying 27 hrs. 55 mins. Fine and calm.	W.H. Gifford
	5th		2/Lieut. E.K. Denton of this Squadron won the Weekly Camera Gun Competition (week ending 1.7.1918). 2/AM Daniells C.E. transferred from Headquarters Workshops to open air work in Station Transport Section. (Due to asthma.) Day's flying 30 hrs. 45 mins. Fine, with moderate east winds.	W.H. Gifford
	6th		2/Lieut. E.H. Rowe proceeded to No. 1 School of Aerial Gunnery and Fighting, Turnberry, for course. The Station cricket team played a game at Leighterton Station. The latter's team won by 16 runs. A return match to be played at Minchinhampton early in August was arranged. Day's flying 27 hrs. 30 mins. Fine and calm.	W.H. Gifford

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
M ¹ Hampton.	July 1918. 7th		A Church Parade was held at 12 midday. Days flying 32 hrs. 20 mins.. Fine, high clouds, light breeze.	<i>W.H. Gough</i>
	8th		Commencing to-day flying will begin at 4.30 a.m. daily and finish at 7.30 p.m. Arrangements have been made with the Stroud Laundry Ltd. for the washing of blankets on this Station. A congratulatory letter from O.C. 1st Wing A.F.C. was received to-day commenting on the Squadron's record flying time. A copy, marked Appendix X is attached. Day's flying 23 hrs. 5 mins. Fine and clear.	<i>W.H. Gough</i>
	9th		No.(Aus) 1352 Cpl. HA. Harding, Wireless Operator, proceeded to A.F.C. Depot for overseas. Day's flying 18 hrs. 55 mins. High clouds, light rain with NE Wind.	<i>W.H. Gough</i>
	10th		The fortnightly holiday too, place to-day. About 400 Officers and men proceeded on leave. Only guards and routine fatigues remained on the Station. Day's flying Nil. Showery, moderate winds.	<i>W.H. Gough</i>
	11th		All ranks warned against leaning on tail planes when engines are being run up on the ground. Several accidents have occurred through tail planes which have been strained giving away in the air. The Station Commander of R.A.F. Aerodrome at Gloster landed here to-day preparatory to taking over Gloster Aerodrome. Day's flying 8 hrs. 20 mins. Rain all day.	<i>W.H. Gough</i>
	12th		From to-day all pupils under instruction will have one half hour's physical training daily. A certain amount of unserviceable clothing was condemned to-day by a Clothing Board. Day's flying nil. Rain all day.	<i>W.H. Gough</i>
	13th		No.(Aus.) 1512 Sgt. Scott J.E. remustered as Sergeant Mechanic. Day's flying 22 hrs. 30 mins. Fine, west wind.	<i>W.H. Gough</i>

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
M'hampton.	July 1918. 14th		A Church Parade was held at midday in Regimental Institute, Chaplain The Rev. J. Durnford MC being in charge. A large number of civilian visitors watched the flying during the afternoon and evening. Day's flying 7 hrs. 20 mins. Low Clouds, and continuous rain.	<i>W. H. G. G. G.</i>
	15th		Lieut. A.G. Clark proceeded to No. 1 School of Special Flying, Gosport, for course of instruction. The first General Meeting of the Station Officers' Mess was held to-day and a Committee elected. The general rules and procedure of the mess were explained to the Members. Day's flying 18 hrs. 20 mins. Cloudy, light rain, SW wind.	<i>W. H. G. G. G.</i>
	16th		Lieut. G.H. Leslie MC reported to this Squadron from 1st Wing A.F.C. as Assistant Adjutant. Major G.A.C. Cowper and Lieut. RQ Douglas, MC, DCM, reported back from No. 1 School of Special Flying Gosport on completion of course of instruction. Day's flying 30 hrs. 20 mins. High clouds, SW breeze.	<i>W. H. G. G. G.</i>
	17th		No. (Aus.) 1502 2/AM R.L.P. Smith admitted to Beaufort War Hospital. He broke a bone in right arm through accidentally falling off his bed. Day's flying 24 hrs. 20 mins. Low clouds, bumpy, light rain.	<i>W. H. G. G. G.</i>
	18th		No. (Aus.) 3184 1/AM Maher LL.M. and 6274 2/AM Armstrong J. reported back to this Squadron on completion of course of instruction on Hispano Suiza Engines at R.A.E. Farnborough. Day's flying 5 hrs. 55 mins. Low Clouds, rain, SW wind.	<i>W. H. G. G. G.</i>
	19th		Twentyseven (27) other ranks, - batmen, cooks, clerks, and men employed on Regimental duties, - struck off strength of 6th T.S. A.F.C. to Minchinhampton Station strength. Day's flying 19 hrs. 20 mins. Low clouds, rain, moderate SW wind.	<i>W. H. G. G. G.</i>

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
M'hampton.	July 1918.	20th	Brigadier General T. Griffiths, CMG, DSO, accompanied by Major H.C. Brinsmead MC, Staff Officer for Aviation, inspected the Aerodrome to-day. The party flew over from Leighterton Aerodrome, and were met by a large formation from this Station. Day's flying 26 hrs. 50 mins. Low clouds, stormy. SW wind bumpy.	<i>W.H. Cooper</i>
	21st		To-days flying time was 22 hrs. 20 mins. It was interrupted in the afternoon by a very heavy thunder storm accompanied by rain.	<i>W.H. Cooper</i>
	22nd		During the temporary absence of Major G.A.C. Cowper (seconded for duty with BEF France), Captain L.H. Holden will command 6th T.S. A.F.C. Day's flying 21 hrs. 10 mins. Low clouds, mist, rain, bumpy east wind.	<i>W.H. Cooper</i>
	23rd		Lieut. R. Douglas, MC, DCM, posted to this Squadron as Assistant Instructor. Major R.E. Brown, 5th T.S. A.F.C. will perform the duties of Station Commander during the absence of Major G.A.C. Cowper. Day's flying 1 hr. 30 mins. Mist, low clouds, continuous rain.	<i>W.H. Cooper</i>
	24th		Fortnightly holiday to-day. Most of the machines are taken away by Instructors and Pupils on long cross country flights. Major G.A.C. Cowper proceeded to A.I.F. Headquarters London preparatory to reporting to B.E.F. France. Days flying Nil. Cloudy NE wind.	<i>W.H. Cooper</i>
	25th		Order issued to-day abolishing the left hand salute of Warrant, Non-Commissioned Officers and men. The weekly Camera Gun Competition (week ending 21.7.1918) resulted in Lieut. H.W. Miller, 6th T.S. A.F.C. and Cadet T.H. Barkell, 8th T.S. A.F.C. being equal. Day's flying 21 hrs. 45 mins. Strong NW Wind with showers.	<i>W.H. Cooper</i>
	26th		2/Lieut. H.A. Fisher Webster proceeded to No. 1 School of Aerial Fighting and Gunnery, Turnberry for finishing course. No. (Aus.) 7152 Sgt. Harrison and 7360 1/AM Gilkes E.J. proceeded to Wendover for overseas. Day's flying 9 hrs. 10 mins. Thunder storms with rain.	<i>W.H. Cooper</i>

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
M'hampton.	July 1918. 27th		Owing to the difficulty of getting spares, there was not much flying done by SE5s. The bulk of the flying time was done by Avros. Day's flying 20 hrs. 15 mins. Cloudy, NW Wind.2	
	28th		A Cricket match between Officer a and other ranks of this Station took place on the aerodrome this afternoon. The weather was fine and the cricket of a very high order. The Officers won by 20 runs. An Aeroplane accident resulting in Lieut. H.W. Miller being admitted to 2nd Southern General Hospital Bristol, happened about 8.30 p.m. He was flying an SE5, and had been up for about one hour when on landing, he misjudged the distance, and to avoid crashing into the Hangars, tried to "zoom" up over them. The plane hit the top of one of the Bessomeaux, and crashed on to the ground. The machine was a "write-Off". No.(Aus.) 2774 2/AM Whyte D.S. was hit with a propeller when trying to swing it this afternoon, and as a result was admitted to No. 2 Southern General Hospital Bristol. Day's flying 32 hrs. 30 mins. Fine, strong NW wind.	
	29th		A Nominal Roll of inefficient mechanics was submitted to 1st Wing A.F.C. to-day to be dealt with as set out in A.I.F. Orders. Day's flying 33 hrs. 10 mins. Fine, NW breeze.	
	30th		A Court of Inquiry consisting of Capt. E.W.Cornish MC President, and Lieut. E.S. Astridge and 2/Lieut. J. Sutton as Members constituted to inquire into and report upon accident to Lieut. H.W. Miller who crashed on 28.7.1918. Day's flying 37 hrs. 35 mins. Calm, fine and clear.	
	31st		A meeting of the Station Officers Mess was held to-day. It was decided to hold opening of Mess on the night of 14.8.1918. A Cricket match was played between Leighterton Station team and Minchinhampton Officers Team on the latter's Aerodrome. Rain fell during the whole of the game. Minchinhampton won by four runs. Day's flying 39 hrs. 15 mins. Fine clear, and calm; rain during afternoon.	

WAR DIARY

OF

6th (T) Squadron, A. F. C.

FOR

J U L Y

1918.

LIST OF APPENDICES.

No.	Subject.
I.	Squadron Commander's Monthly Report. ✓
II.	Weather Report. ✓
III.	Strength Return. ✓
IV.	Equipment Departmental Report. ✓
V.	Armament Departmental Report. ✓
VI.	Wireless Report. ✓
VII.	Medical Statistics. ✓
VIII.	Station Transport Report. ✓
IX.	Flying Graph. ✓
X.	Copy of Complimentary Communication from Officer Commanding 1st Wing, A.F.C.
XI.	Photographs.

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APPENDIX I.

Report of Commanding Officer 6th T.S. A.F.C.

During the month of July the work of the Squadron has been very satisfactory. Good progress has been made with Dual flying but the solo flying with the service machine, i.e. SE5, has not been nearly as good as it ought to have been. This is owing to the lack of spares for this type of machine. One new SE5 was crashed during delivery from Brooklands by a former Pupil of this Squadron.

The training of a service pilot of to-day is far more complete than twelve months ago. Some of the pupils put in 70 and 80 hours flying before going to finishing schools. Graduations for the month were seven, and two Pupils were sent away as Service Pilots. Captain E.J. McCloughry, a former Instructor in this Squadron, has been awarded the Distinguished Flying Cross for work done with No. 4 Sqn. A.F.C., B.E.F.

Navigation Classes have now been commenced. This is rather important as it gives the pupil a chance of thoroughly learning the art of steering his machine solely by the Compass.

The building of the Aerodrome Station is gradually nearing completion, and it is expected to take over the new flight sheds about the middle of September. The removal of the existing Hangars will make a great difference to the available landing space on the Aerodrome.

The Messing arrangements are improving both for the Officers and other ranks. Two tennis Courts are being completed for the men and one for the Officers. Mr. T.H. Rowbotham, the Government Contractor for the Aerodrome, has kindly presented two Cups to be played for as Tennis Challenge Cups for the Station. The Sport on the Station has improved during the month and the Cricket team promises to make a very good showing. Boxing is now in progress preparatory to sending two men down to the National Sports Club to

competing in the Area Contests.

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The Regimental Gardens are doing not so well as was expected. However, a fair crop of potatoes will be produced.

McLagan

Major,

Commanding 6th (T) Sqdn. A. F.C.

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APPENDIX III.

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STRENGTH

RETURN, JULY 1918

Day of Mth.	6th TS	Officers. A.F.C. Station.	Other Ranks. 6th T.S. A.F.C. Station.	T O T A L Offs. O. Ranks.
1	51	6	177	111 57 288
2	54	6	177	111 60 288
3	54	6	177	111 60 288
4	53	6	177	111 59 288
5	53	6	177	111 59 288
6	53	6	177	111 59 288
7	53	6	179	111 59 290
8	53	7	179	111 60 290
9	53	7	178	113 60 291
10	53	7	179	113 60 292
11	53	7	179	114 60 293
12	53	7	179	114 60 293
13	53	7	158	114 60 272
14	54	7	158	136 61 294
15	55	7	158	134 62 292
16	55	7	159	134 62 293
17	57	7	159	136 64 295
18	57	7	159	138 64 297
19	57	7	159	138 64 297
20	57	7	159	138 64 297
21	57	7	159	138 64 297
22	57	7	159	138 64 297
23	57	7	159	138 64 297
24	57	7	160	138 64 298
25	57	7	159	138 64 297
26	61	7	158	139 68 297
27	61	7	158	135 68 293
28	60	7	158	146 67 304
29	62	7	158	146 69 304
30	62	7	158	146 69 304
31	62	7	158	146 69 304

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APPENDIX IV.

EQUIPMENT DEPARTMENT REPORT.

The engines turned out during July 1918 from workshops include Hispano Suizas (both 180 HP and 200 HP types), Le Rhones (80 HP and 100 HP), and 100 HP Monosoupape Gnomes. The overhauling of the rotary engines, Le Rhones and Monos. , is a work that is always going on as the rotary engines do not as a rule run for more than 60 hours flying, after which a complete overhaul is necessary to enable new parts, etc. to be fitted. The supply of spares for these engines is good, and work is not held up in consequence.

The Hispano Suiza engines, however, are a more different type to make serviceable as the supply of spares is bad owing to two factors. Firstly some of our engines are of old types and spares are very scarce and in some cases unobtainable. Secondly this engine is used in service type machines which creates a shortage in spares on supply to Training Squadrons.

Sometimes it has been possible to make spares in the Squadron by first of all making a pattern and then getting a local foundry to make castings from it. The castings are then turned up in the Squadron Workshops. This has been done in the case of oil pumps, phosphor bronze bearings, jig plates, etc. supplies of which are not available through the ordinary channels. In this way several engines have been made serviceable which were held up for want of one unobtainable item such as an oil pump or bearing..

The work carried out by the carpenters has been chiefly repairing wood-work in planes, making and fitting struts, repairing propellers. Amongst the rougher work is the making of many notice boards, targets for the gunnery Officer, test benches, etc.

The sailmakers have been busy recovering repaired planes with fabric and then doping them, also in painting identification circles on the planes and fuselages of the machines.

Coppersmiths have had a lot of copper pipe work on hand, mostly oil pipes for the different types of engines, repairing and test-

Appendix IV (Ctd.)

ing radiators, repairing aluminium cowlings and making new ones.

The blacksmiths work has included making testing stands for Hispano Suiza engines. These are used in the workshops, and a heavy engine can be manipulated by one man using a tilting stand, whereas at least four men would be required to turn an engine over bodily by hand.

The Vulcanizer has repaired tyres and tubes, both for the aeroplanes and Transport vehicles.

The Acetylene Welder has repaired large numbers of small fittings that have been broken or strained in crashes of machines.

The turners in the workshop lorry have been turning up bushes of phosphor bronze, also the locally made castings mentioned above. They also have had a large lot of small jobs in turning down to fit accurately many of the spare parts supplied which are often a little over size to allow for accurate fitting.

Captain,
6th (T) Squadron Australian Flying Corps.

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APPENDIX V.

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ARMAMENT AND GUNNERY.

During the month of July a considerable amount of Aerial Firing took place. Pupils of the 6th Squadron have been rather handicapped by the shortage of SE5s. Some very good Camera Gun films were taken. One exceptionally good fighting film was taken of one of the machines from Leighterton.

The range is not yet completed which handicaps outdoor work in wet weather. The facilities for Gunnery Training will be much improved when the Station is completed.

The Camera Gun has proved a great help to the explaining of faults, etc. in aiming. The Wing Camera Gun competition, i.e. the best film of Camera Gun photos. taken during each week has been won by members of this Station twice during the past month,-- once by 5th T.S. and once by 6th T.S. This has proved an excellent idea, increasing the interest of all pupils in Aerial Gunnery.

The following is a report of the Month's operations:-

Highest number of Pupils,	50
Number of Classes.	6
Average number of pupils attending daily	40
Total Number of tests passed,	38
Total number of rounds fired, Vickers	7587
" " " " " Lewis	6840
30 hrs. instruction given on ring sights and range finding,	
15 hrs. instruction on CC gears.	
80 hrs. range practice.	
Number of camera gun films taken,	1718
Number of camera gun hits,	1057
Number of rounds fired on practice target, (Aerial Firing),	465
Number of rounds fired on test target, (Aerial Gunnery),	3800
Number of hits on test target,	286

Captain,
6th Training Squadron Australian Flying Corps

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APPENDIX VI

REPORT ON WIRELESS TRAINING.

During the month of July eightytwo (82) pupils were trained in sending and receiving on the Buzzer Circuits, including instruction on the silenced key.

Of this number, (82), seventyfour (74) have reached the required standard, viz., 8 words perminute both receiving and sending. These 74 pupils are still being instructed in order to keep up the standard required. The balance are attending daily at the class room and show good progress, and it is anticipated they will be fully qualified in this particular branch during the present month.

The standard generally speaking is excellent, and in most cases great interest has been shewn by the pupils.

Regarding the Wireless Personnel, instruction has been carried out in sending and receiving, and Artillery Co-operation, and satisfactory progress has been made.

Captain,
6th (T) Squadron Australian Flying Corps.

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APPENDIX VII

REPORT ON SANITATION AND HEALTH.

HEALTH.

During the month of July the health of all ranks has been good. Early in the month a mild epidemic of influenza occurred but this has been checked. There have been no cases of scabies or infectious disease.

SANITATION.

There has been a marked improvement. The temporary system (the septic tank system being uncompleted) is proving adequate. The tidiness of latrines has improved. Accommodation for Officers and men is adequate. The areas round the buildings are now tidy and in good order.

Food on the whole is good, but on two occasions portions of the meat issue have been condemned as unfit for human consumption.

The recognised personnel squad attached to this Station is inadequate, and a permanent sanitary squad of six men is being applied for from amongst P.B. men in A.I.F. Camps.

Captain,
6th (T) Squadron, Australian Flying Corps

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Appendix VII (Ctd.)

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ADMISSIONS AND DISCHARGES FROM HOSPITAL.

No.	Rank	N a m e	Hospital		Date	
			Admitted to		Admitted	Discharged.
	Lieut.	Benjamin L.	2nd S.General		6.7.1918	
	Lieut.	Miller H.W.	- do -		28.7.1918	
663	Cpl.	Clemson J.K.	Beaufort War Hosp.		2.7.1918	
1948	1/AM	Trevethan H.	- do -		2.7.1918	5.7.1918
753	2/AM	Bunbury H.F.	- do -		8.7.1918	30.7.1918
215	2/AM	Stone F.A.	- do -		3.7.1918	
54	2/AM	Frank J.F.	Tetbury Hospital		22.7.1918	
2774	2/AM	Whyte D.S.	2nd S. General		28.7.1918.	

Captain,
6th Training Squadron, Australian Flying Corps.