AWM4

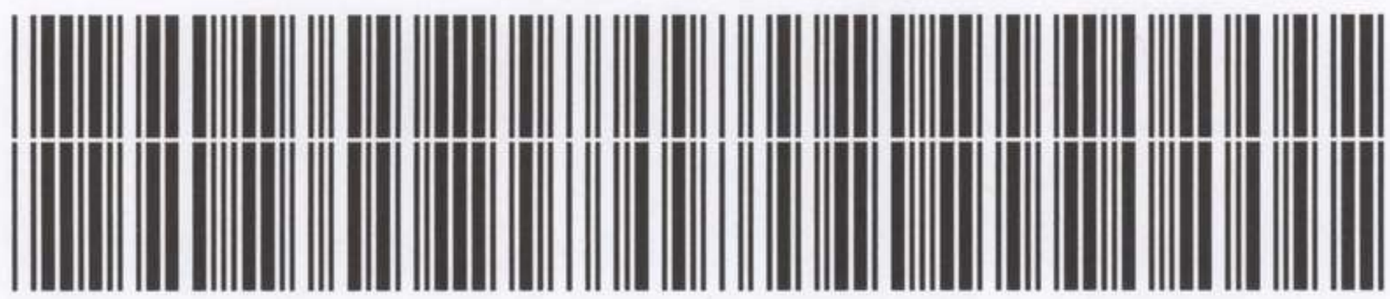
Australian Imperial Force unit war diaries, 1914-18 War

Flying Corps

Item number: 8/9/15 Part 2

Title: 6th Training Squadron, Australian Flying Corps

August 1918



AWM4-8/9/15PART2

AUSTRALIAN WAR MEMORIAL RCDIG1002232

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Australian Imperial Force.

WAR DIARY

OF

6th Training Squadron, Australian Flying Corps.

FOR

AUGUST 1918

Signature of Officer compiling .....
Captain,
Commanding 6th Training Squadron, A.F.C.

Signature of Officer Commanding ..... Lieut.
6th Training Squadron, A.F.C.

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WAR DIARY
or
INTELLIGENCE SUMMARY.

(*Erase heading not required.*)

Army Form C. 2118.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Minchinhampton, Glos. August 1918.	1st		Two Air Mechanics proceeded to Royal Aircraft Establishment, South Farnborough, for course on Hispano Suiza Engines. This course has been very beneficial to the general upkeep of the Hispano Suiza Engines at present running in the SE5s. Day's flying 24 hrs. 50 mins. Fine	
	2nd		Low clouds and rain all day. Time flown 8 hrs. 50 mins only.	
	3rd		Three SE5s received from ARS ready for air. Day's flying 13 hrs. 55 mins. Cloudy, calm, rain. The Y.M.C.A. was opened to-day and will be quite convenient to the Quarters of the men stationed on the Aerodrome.	
	4th		A Special War Service was held to-day by Chap. Rev. Durnford, MC, Wing Chaplain, in Y.M.C.A. Hut. A Body Guard was supplied by the Station to Cardinal Bourne at the unveiling of the Woodchester War Shrine. Day's flying 32 hrs. 15 mins. Rain all day.	
	5th		Two first solos on Sop. Scouts were carried out to-day. Day's flying 33 hrs. 45 mins. Calm, low clouds.	
	6th		A new "Aero Engine Starter" for aeroplanes, designed by Capt. C.T. Latch, R.A.F. (an Instructor attached to the 6th Squadron) was tried ans found to be very successful. (Photo. included in Appendix XI). Day's flying 44 hrs. Light rain.	
	7th		Fortnightly Holiday to-day. 400 Officers and other ranks went on leave. No flying. Fine, light breeze.	

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
	8th		Captain A.G. Clark and Capt. H.G. Forrest crashed in an Avro on Rodburgh Common. Captain sustained two fractures of right leg and was removed to Tetbury Hospital. Capt. Forrest was uninjured. Lieut.N.Qudd also crashed in an SE5, but was not injured. Lieut. P.H. Wright proceeded to No. 1 School of Aerial Fighting and Gunnery, Turnberry, for finishing course. Day's flying 34 hrs. 40 mins. Fine and clear.	
	9th		A general inspection of thee Aerodrome was made to-day by the Station Commander. Men's Hut and Messing Hut were found to be leaking badly. New roads were surveyed from the workshops sites. Day's flying 31 hrs. 5 mins. Fine, NW wind.	
	10th		Aus.840 1/AM Copping E.J. proceeded to School of Technical Training, Halton Camp East, for Special Rigging Course on SE5s. 2420 2/AM Machin S.F. proceeded to RAF Armament School, Uxbridge for Machine Gun Course. A Meeting of the Officers' Mess was held to-day when the Balance Sheet was adopted. Messing Rates were reduced by 3d per day. Day's flying 18 hrs. 35 mins. Fine, strong W. Wind.	
	11th		Major H.C. Brinsmead, MC, Staff Officer for Aviation inspected the Aerodrome to-day. It was decided that the unsatisfactory state of the Men's hut be reported. 2/Lieut. O.D. Sheppard was killed in an aeroplane accident to-day. Diving steeply at target on aerodrome whilst doing aerial gunnery, he pulled machine out of dive too quickly, the result being that the wings collapsed and machine crashed to ground. Death was instantaneous. Day's flying 27 hrs. 40 mins. Fine and clear.	
	12th		Major G.A.C. Cowper returned to-day for duty with BEF in France. Inquest on late 2/Lt. O.D. Sheppard was held to-day, verdict being "Accidently Killed". The Station Tennis Tournament was begun to-day. Day's flying 18 hrs. 5 mins. Fine, W. breeze.	
	13th		A detachment of Canadian Forestry Corps reported here to-day for the purpose of levelling a portion of the Aerodrome. Day's flying 28 hrs. 15 mins. Fine and clear.	

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
	14th		The Station Economy Committee held meeting to consider the best means of effecting further economy at the Aerodrome. The funeral of the late 2/Lt. O.D. Sheppard took place at Leighterton Cemetry to-day. It was attended seven Officers and twenty other ranks. Lieut. C.C. Lewis was killed this morning. Diving a Sopwith Scout at Tarmac in front of Hangars, he failed to pull machine out of dive in time and collided with ground, consequently crashing. Death was instantaneous. Time flown 33 hrs. 10 mins. Fine, light SW wind.	
	15th		The inquest was held on the death of the late Lieut. C.C. Lewis to-day, verdict being "Accidentally killed". Day's flying 29 hrs. 10 mins. Fine and clear.	
	16th		The weather to-day was exceptionally fine, flying time amounting to 34 hrs. 45 mins.	
	17th		The funeral of the late Lieut. C.C. Lewis took place at Leighterton Cemetry to-day. Seven Officers and Twenty other ranks attended. Captain E.J. McClotghry DFC, a late Instructor in this Squadron and who has been doing good work in No. 4 Squadron (France), flew over from France on leave and landed here to-day. He subsequently left for Seaplane Squadron on the Cornwall coast. A Medical Inspection of all other ranks was held to-day. No cases of contagious or infectious diseases were reported. Day's flying 14 hrs. 5 mins. Low clouds and rain.	
	18th		Low clouds and mist. Day's flying 13 hrs. 30 mins.	
	19th		Tennis finals of the Station are being played to-day. Day'f flying 22 hrs. 20 mins. Cloudy, bumpy, N. wind.	
	20th		A general inspection of the Aerodrome was held by th O.C. Station. The Barracks and Hutments have been considerably improved. Day's flying 10 hrs. 25 mins. Low clouds, bumpy winds.	

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Army Form C. 2118.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
	21st.		Fortnightly Holiday to-day Ninety Officers and threehundred and eighty other ranks proceeded on leave. No flying. Moderate W. wind.	
	22nd		Lieut. F.L. Roberts, instructor in this Squadron, proceeded to B.E.F. to-day. Day's flying 19 hrs. 20 mins. Fine and clear.	
	23rd		Cadet I.A. MacDonald crashed a Sop. Scout on to the front of one of No. 5 T.S. Hangars. Machine hung by nose to hangar. Day's flying 21 hrs. 50 mins. SW wind.	
	24th		A Patriotic and Charity Carnival was held in Stroud to-day, and many representatives from the Station took part. Lieut. R.L. Clark acted as Sports Judge. A number of the A.F.C. gave exhibitions of horsemanship, and a decorated car (photograph included in Appendix XI) took part in the Procession. A return Cricket Match between the Station and the Gloucester Filling Factory took place at the latter's ground. The A.F.C. won by an innings and several runs. Day's flying 15 hrs.30 mins. Fine. SW wind.	
	25th		Low clouds, bumpy and SW wind. Day's flying 15 hrs. 25 mins.	
	26th		Capt. R.C. Phillips, MC, DFC, took over command of 6th T.S. A.F.C. from Major G.A.C. Cowper (to A.F.C. Hqrs.). Major R.S. Brown assumed command of the Station. Lieut. P.H. Wright returned from No. 1 School of Aerial Fighting and Gunnery, Turnberry, on completion of finishing course. Lieut. H. Trevan posted to 45th T.D.S. RAF Rendcomb to fly Bristol Fighters with a view to going to No. 1 Squadron A.F.C. E.E.F. Day's flying 6 hrs. 55 mins. Heavy rain all day.	
	27th		Rain all day with strong SW wind. Day's flying 15 hrs.	

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
	28th		Two other ranks proceeded to Royal Aircraft Establishment, Sth. Farnborough, for course on Hispano Suiza Engines. Cadet G.H. Jefferys was killed in an aeroplane accident to-day, two machines colliding in the air. Cadet Jefferys was in Avro D/6 solo, and the other machine, also an Avro, contained Lieut. Cummings (instructor) and Lieut. Scott, of 5th T.S. A.F.C. The three were killed. A Conference of Squadron Commanders was held at Wing Headquarters to-day to discuss the general training of the different Squadrons. Heavy rain all day with strong W. Wind. Day's flying one hour only.	
	29th		Inquest on the late Cadet G.H. Jefferys was held to-day, verdict being "Accidentally Killed". Day's flying 14 hrs. Low clouds, W. wind.	
	30th		A Meeting of the Officers' Mess was held to-day. Decided that Mess Bills be paid fortnightly, and not monthly as formerly. Day's flying 22 hrs. 20 mins. Fine, NW wind.	
	31st		Funeral of the late Cadet G.H. Jefferys took place at Leighterton Cemetry to-day. Seven Officers and twenty other ranks attended. The two Officers from 5th T.S. were buried at the same time. Captain Norman, MC, Chaplain, officiated at the graveside. Day's flying 15 hrs. Fine, west wind.	

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WAR DIARY

Duplicate

OF

6th Training Squadron, A.F.C.

FOR

AUGUST 1918

LIST OF APPENDICES.

No.	Subject.
I	Squadron Commanders Monthly Report.
II	Copy of Squadron Record Book.
III	Flying Graph.
IV	Weather Report.
V	Report of Equipment Officer.
VI	Armament Officer's Report.
VII	Wireless Officer's Report.
VIII	Station Transport Officer's Report.
IX	Sanitation and Health Report.
X	Strength Return.
XI	Photographs.
XII	Sample of Corps Note-paper.

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APPENDIX I

REPORT OF THE OFFICER COMMANDING.

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The month of August commenced with moderately fine weather but with only a few service machines available. This naturally caused a falling off of both flying time and in the output of pilots. On the 4th of the month three new machines arrived and training was proceeding better when unfortunately some fatal accidents occurred. 2/Lieut. O.D. Sheppard, a very promising pilot, was killed whilst doing his final aeriAL gunnery practice on an SE5 machine. Three days afterwards Lieut. C.C. Lewis, another very promising pilot, killed himself on a Sopwith Scout. He was practising diving, misjudged his distance, and on striking the ground was killed instantly. Both Officers were buried at Leighterton Cemetry. A slight gloom was cast over the Squadron by these two fatalities, but it soon passed off and training proceeded without hindrance.

Towards the middle of the month a detachment of Canadian Forestry Corps arrived to level off a portion of the Aerodrome. This had been a bad patch for some time past and had given a lot of trouble to machines landing.

Great enthusiasmm has been created in the Station in the Tennis Championships. They have been played off with great keeness. The winners of the Station compete with the Wing winners for the Wing Championship.

On the 26th of the month I handed over Command of the Station to Major R.S. Brown and the Command of the Squadron to Captain R.C. Phillipps , M.C., D.F.C.

Major,
Commanding 6th Training Squadron, A.F.C.

I took over Command of the 6th T.S A.F.C. onnthe 26.8.1918 having been posted to this Squadron from No. 2 Squadron A.F.C., B.E.F. After being in Command for two days a fatal accident occurred, Cadet G.H. Jefferys being killed in an air collission.

Captain,
Commanding 6th Training Squadron, A.F.C.

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MONTHLY WEATHER REPORT.

May, 1918. appendix IV Minchinhampton, Gloster.

Day of Month.	Possible Flying Hours.	Weatherconditions making flying impossible during balance of daylight hours.	Remarks.
1	16		
2	9	Rain.	
3	9	Low clouds, rain.	
4	15	Low clouds.	
5	15	Light rain.	
6	12	Cloudy, misty, light rain.	Holiday.
7	13	Morning low clouds.	
8	16		
9	15	Low clouds.	
10	12	Strong NW wind.	
11	14	North wind.	
12	15	Morning, low clouds.	
13	15		
14	15		
15	15		
16	15		
17	8	Misty, low clouds.	
18	8	Low clouds, rain.	
19	10	Low clouds.	
20	12	Bumpy, West wind.	
21	15		
22	15		
23	15		
24	15		
25	4	Heavy rain all day.	
26	8	Low clouds, rain.	
27	10	Low clouds, rain.	
28	13	Morning misty.	
29	13	Low clouds.	
30	14		
31	14		

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APPENDIX V.

EQUIPMENT OFFICER'S REPORT.

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The month has been a very busy one for everyone as the weather has been fine and plenty of flying has been done. This naturally makes plenty of work for the workshops, especially in the engine shop. During the month twentyfive engines have been turned out as serviceable after complete overhaul and repair.

Each engine is dismantled to its smallest parts and is thoroughly examined, any worn or defective parts being replaced by new ones and the engine is then rebuilt completely.

The rotary engines take less time and trouble to overhaul than the stationary engines. This is especially so in the case of the old type of Hispano Duiza Engines which suffer from delay in obtaining the necessary spares which have become obsolete and are therefore extremely difficult to obtain.

The carpenters have also had a considerable amount of work on hand.

It is to be expected that in a new Aerodrome a large amount of office, workshop, and mess room fittings are required which makes a considerable amount of work in addition to the regular work of repairs to planes, etc. in the Squadron. Racks for the storage of planes, timber, sheet metal, tubing and other spares, have been built. A test bench for the running of stationary engines has been in constant use for several months, and a bench for the same purpose for rotary engines is now undwr construction. This will ~~xxxxxx~~ enable every engine to be run up and tested before being fitted to a machine and so ensure that any defects are discovered before the engine leaves the workshop.

The sailmakers have carried on as usual with the repair of fabric parts including recovering planes, making fuselage covers, and doping and painting same.

The coppersmiths have had an unusual amount of copper work in hand owing to the large amount of copper pipes required on new SE5 machines received during the month. This is in addition to the ordinary amount of work on cowlings, side panels, etc. for the rotary engined machines.

The blacksmiths have been making the iron framework for a rocking fuselage for ranhe gunnery purposes and have also repaired undercarriages and fittings on machines in service.

The vulcanizers have had a number of tyres under repair, both aeroplane and M.T. The tyres supplied at present for the latter are of poor quality and do not last long on rough roads.

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APPENDIX IV

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APPENDIX VI

GUNNERY OFFICER'S REPORT.

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1. The total strength of pupils attending classes on the 14th of the month was forty. This number increased in the last fortnight to fortysix. Most of these pupils had passed out in Gunnery at the beginning of the month. Pupils up to the 26.8.1918 were divided into two groups of three classes each. On that date groups and classes were altered as follows:-

RED GROUP I.
10 pupils. 1030 to 1130.a.m.

RED GROUP II.
10 pupils. 930 to 1030 a.m.

RED GROUP III.
9 pupils. 1130 to 1230. a.m.

BLUE GROUP 1.
9 pupils. 300 to 400 p.m.

BLUE GROUP II.
9 pupils. 200 to 300 p.m.

These classes alternate weekly.

2. The average number of pupils attending daily was 35. This was slightly lower than eht month of July on acqount of the great number of pupils being on leave. The time spent on the various subjects of each pupil was as follows:-

Range Practices, Vickers and Lewis,	13 hrs.
Ring Sight practice and range finding,	7 hrs.
C.C. Gears (indoor)	4 hrs.
Lewis Mechanicsm and Stoppages (indoor)	2 hrs.
Vickers stoppages (indoor)	1 hr.
Vickers stripping (indoor)	1 hr.
Vickers Mechanicsm, care and cleaning,	1 hr.

3. The Range Practices carried out were "A", Surprise Deflection, (with .303 ammunition), "C" Drill and stoppages, "D" Lewis Grouping, and "E" Stoppages. The total number of rounds fired were as follows:-

Vickers, ground,	8500	U.S. and R.L.
Lewis, ground	5500	- do -
Vickers, aerial	2635	R.L.
Lewis, aerial	3000	-do-

Total number of rounds fired, 19636.

Of the5635 rounds fired from the air 467 hits were registered.

4. The number of camera gun exposures taken from the ground was 1654 of which 950 were successful exposures and 950 were hits. The number taken in the air was 1374 of which 860 were successful exposures and 860 were hits. The Wing Weekly camera gun competition was won for the week ending 18.8.1918 by 2/Lieut. H.G. Bryan with 12 exposures, 12 hits. (100%). The scarcity of machines in the Squadron and the number of Officers in Squadron Pool to a great extent restricted camera gun practice in the air. During the month 50 ground tests were passed and also 16 aerial tests.

All pupils made satisfactory progress and at the end of the month 32 pupilshad passed out in all ground tests A, B, C, D, and E. These tests are repeated weekly and all pupils must pass them satisfactorily. Six pupils pssed out in all ground and aerial tests. No single breakage on the Vickers Gun on the range occurred but breakages on the Lewis gun were frequent probably due to the extansive use of inferior U.S. ammunition. Attendance was most regular at range practices and ring sight practices. All ring sight practices as each pupil advances are carried out under a time limit and a marked improvement has resulted in Surprise Deflection. The number of hits scored from the air with Camera Gun, Lewis and

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Vickers Guns was exceptionally good as compared with previous months (on ground target).

5. A considerable amount of trouble in being experienced with camera Guns on machines due chiefly to vibration, resulting in some cases in very much under exposed films and occassionally in blanks. This difficulty however is oversome by constant attention to cameras and changing as soon as trouble arises.

6. One side of the Machine Gun range is now complete and will be in use in a course of a few days. The new side for aerial gunnery, if granted, will greatly facilitate these practices.

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APPENDIX VII.

REPORT OF THE WERELESS EQUIPMENT OFFICER.

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During the month of August 101 pupils were trained in receiving and sending on the Buzzer Circuits, including instruction on the silenced key and sending from the Escargotengine while engine running, which is practically equivilant to sending from the air. The results obtained were very gratifying and marked progress has been made inall branches. Keen interest has been taken by the pupils under instruction and the standard of efficiency has been well maintained.

As regards the wireless personnal theoretical lectures and instruction in practical work has been given and examination results shewa very high percentage.

French Press has been taken from Paris daily, and the news distributed.

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APPENDIX VIII

REPORT OF THE STATION TRANSPORT OFFICER.

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The mileage for the month, 16056 miles, is an increase of 1100 on last months figures, the greater part of which is due to extra mileage run by the Leyland lorries in carrying aeroplane parts, oil, coal, etc.

The Ford Touring car which has been unserviceable since an accident in July, is now serviceable again, - the Hood, windscreen, lamps and other parts having been received after much delay. A commencement has been made to repaint the Motor Transport, a bay of the garage having been partitioned off as a paint and varnish shop.

The vehicles, particularly the Motor Cycles, are now shewing signs of wear, due no doubt chiefly to the abnormal state of the roads in the vicinity of the Aerodrome.

In the absence of an M.T. Workshop, it is extremely difficult to keep these machihes in repair, as every bearing, bolt, nut, washer, etc. as it becomes worn out has to be indented for, whereas with a workshop it would be an easy matter to make any of these things.

The De Dion 8 Cyl. Touring Car on loan from the A.M.T.S. is again out of Commission, the trouble being centred in the gear b box, a new first gear and ball bearing being required.

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APPENDIX IX

REPORT ON SANITATION AND HEALTH.

HEALTH. - Has been universally good. No epidemics or cases of severe illness. The only cases evacuated to hospital have been the result of accidents. Sick parades small. Inoculation is being proceeded with and a weekly inspection of all ranks is made.

SANITATION. - An improvement has been seen during the past month. Hot and cold baths are now working, also water-flushed urinals. Accommodation of men is better and the huts are tidier than before. Cookhouses are tidy and clean and pantries have temporary protection against flies. The conditions of the workmen's area are very bad, no attempt being made to clean up the locality and no notice has been taken of the order to close up the pit latrine which is a menace to the whole camp's health. A temporary incinerator has been erected and is working well.

FOOD. - Twice during the past month certain quantities of meat have been condemned being decomposed and unfit for human consumption. Bread on the whole is of poor standard. The personnel of the men's cookhouse are keen and have the men's interests at heart, whilst in the Officer's Mess the opposite condition prevails and the food is very often spoilt by carelessness in cooking.

The number of men in the Sanitary Squad is still inadequate and it is again recommended that a permanent sanitary squad of at least six men be obtained. These men are all available at Depots on Salisbury Plains.

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APPENDIX X

STRENGTH RETURN.

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AUGUST 1918.

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Day of Month.	Officers 6th TS AFC	Officers Station.	Other Ranks 6th TS AFC	Other Ranks Station	Total Officers	Total O. Ranks.
1	62	6	158	118	68	276
2	62	6	159	118	68	277
3	62	6	157	120	68	277
4	62	7	157	120	69	277
5	62	7	157	120	69	277
6	62	7	154	120	69	274
7	62	7	154	120	69	274
8	62	7	157	120	69	277
9	62	7	154	120	69	274
10	61	8	154	118	69	272
11	61	8	154	118	69	272
12	61	8	154	118	69	272
13	59	8	157	117	67	274
14	62	8	157	117	70	274
15	61	8	152	118	69	270
16	61	8	155	126	69	281
17.	59	8	157	126	67	283
18	61	7	154	126	68	280
19	60	8	154	121	68	275
20	60	8	154	121	68	275
21	60	8	154	121	68	275
22	60	8	151	121	68	272
23	59	8	150	123	67	273
24	59	8	150	124	67	274
25	59	8	150	124	67	274
26	55	10	152	124	65	276
27	55	10	152	124	65	276
28	59	10	150	123	69	273
29	58	10	153	123	68	276
30	58	10	151	125	68	276.
31	56	11	151	125	67	276.

AUSTRALIAN WAR MEMORIAL

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