

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

Flying Corps

Item number: 8/9/16 Part 2

Title: 6th Training Squadron, Australian
Flying Corps

September 1918



AWM4-8/9/16PART2

V439



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CONFIDENTIAL.

~~ORIGINAL.~~
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Australian Imperial Force.

WAR DIARY

OF

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

FOR

September 1918

Signature of Officer compiling.....

Signature of Officer Commanding.....



WAR DIARY

or

27.

Army Form C. 2118.

Instructions regarding War Diaries and Intelligence Summaries are contained in F. 1 Regs. Part II. and the Staff Manual respectively. They will be prepared in manuscript.

INTELLIGENCE SUMMARY.

(Erase heading not required.)

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Minchinhampton, Gloster.	September 1918.			
	1st		Officer Commanding 1st Wing A.F.C. inspected the Aerodrome to-day. Time flown 20hrs. 20 mins. Clouds and strong SW Wind.	
	2nd		No. 31 Cpl. Mech. Niskanen F. and Dvr. Jackson R. reported back to A.F.C. Depot, Wendover, for Courts-Martial. Time flown 23 hrs. 25 mins. High Clouds, showery, strong NW Wind.	
	3rd		Two first solos were flown on SE5s to-day. Time flown 36 hrs. 45 mins. Weather fine.	
	4th		Fortnightly holiday. Captain W.J. Cooper, Station Adjutant, proceeded on leave to-day prior to joining No. 4 Squadron, A.F.C., B.E.F. France. Time flown Nil. Low clouds with rain.	
	5th		Weather misty with rain in the morning, but cleared up in the afternoon. Clouds very low. Time flown 17 hrs. 10 mins.	
	6th		2/Lieuts. L. Kay, N. Judd, H.J.C. Fuller proceeded to No. 1 School of Aerial Fighting and Gunnery Turnberry, to-day. Nine other ranks marched out to A.F.C. Depot, Wendover. Time flown 6 hrs. 30 mins. Rain with low clouds.	
	7th		2/Lieut. Allen killed to-day flying a Camel. Time flown 24 hrs. 55 mins. Foggy, low clouds later.	
	8th		Weather showery all day. Time flown 18 hrs. 35 mins.	
	9th		Rain all day with strong SW wind. Time flown 11 hrs. 45 mins.	

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WAR DIARY

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Army Form C. 2118.

INTELLIGENCE SUMMARY.

(Erase heading not required.)

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
	10th		Lieut. H. Trevan proceeded to AFC Headquarters to-day for transfer to No. 1 Squadron, E.A.F. Time flown 23 hrs. 35 mins. Stormy, strong SW wind.	
	11th		2/Lieuts. E.W.J. Mastgate, C. Clark and E.H. Rowe transferred to Ferry Pool, R.A.F. Time flown 14 hrs. 30 mins. Low clouds.	
	12th		2/Lieut. G.F. Piper crashed in landing a SE5, but did not sustain any injuries. Six pupils flew first Solos on SE5s OK. Time flown 15 hrs. 35 mins. Showery, misty.	
	13th		Lieut. E.S. Astridge and 2/Lt. G.F. Piper proceeded to No. 1 School of Aerial Fighting and Gunnery, Turnbery, for course. Three first solos flown on SE5s OK. Time flown 27 hrs. 40 mins. Fine, light SW wind.	
	14th		Time flown 20 hrs. 25 mins. Low clouds with mist and rain.	
	15th		Captain W.J. Cooper returned from leave. Centralization of all workshops on station commenced. (See Appendix V.) Time flown 5 hrs. 45 mins. Low clouds, mist, heavy rain.	
	16th		Time flown 24 hrs. 55 mins. Early mist, fine later.	
	17th		2/Lieut. J. Sutton proceeded to AIF Headquarters for Medical Board. Lieut. H.H. Browning took over duties of P.M.C. from Captain W.J. Cooper. Time flown 21 hrs. Low clouds, strong SW winds.	
	18th		Fortnightly holiday. All ranks except fatigues proceeded on 24 hrs. leave. Time flown 4 hrs. Very strong Wind.	

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WAR DIARY

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INTELLIGENCE SUMMARY.

(Erase heading not required.)

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
	19th		Two other ranks proceeded to Royal Aircraft Establishment, Sth. Farnborough for course on Hispano Suiza Engines. Time flown 11 hrs. 10 mins. Heavy rain, low clouds.	
	20th		Time flown 17 hrs. 55 mins. Strong SW Wind, showery.	
	21st		A Meeting of all Instructors was held to-day to discuss training in the Squadron. Time flown 21 hrs. 50 mins. Strong SW Wind.	
	22nd		2/Lieut. S.A. Round had forced landing in an SE5. Through engine failure, he tried to land in a field adjoining the aerodrome, but misjudging the distance crashed on a stonewall. He sustained abrasions to the face and was bruised about the body.. Time flown 14 hrs. 40 mins. Stormy, SW Wind.	
	23rd		1272 C/M A.E. Bult proceeded to N.C.Os. School of Instruction, Chelsea, for course of instruction. Time flown 33 hrs. 25 mins. Morning fine, cloudy later.	
	24th		Captain W.J. Cooper proceeded to AIF Headquarters for posting to No. 4 Squadron AFC Overseas. Time flown 35 hrs. Weather fine, light N. Wind.	
	25th		Lieut. E.L. Spragg taken on strength from 7th T.S. A.F.C. Leighterton for duty as Asst. Adjutant. 2/Lieut. B.L. James attached from No. 8 T.S. Leighterton to fly SE5s. Time flown 24 hrs. 45 mins. Weather fine and clear.	
	26th		Cadets T.L. Keen, M. Smith and H.G. Watkins reported from 1st Wing A.F.C. for instruction in aviation. Time flown 20 hrs. Strong W. Wind.	



WAR DIARY

Army Form C. 2118.

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INTELLIGENCE SUMMARY.

(Erase heading not required.)

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
	27th		Lieut. J.K. Stutterd proceeded to AIF Headquarters for Medical Board. Three ranks ranks proceeded to AFC Depot Wendover for overseas. Time flown 20 hrs. 30 mins. Weather cloudy.	
	28th		Two other ranks (wireless operators) proceeded to AFC Headquarters for overseas. 2/Lt. S.P. Calder proceeded to No. 1 School of Aerial Fighting and Gunnery Turnberry, for course. Time flown 23 hrs. 50 mins. Weather fine and clear.	
	29th		Five other ranks taken on strength from A.F.C. Depot Wendover. Time flown 20 hrs. 50 mins. Cloudy with showers.	
			2/Lieut. D.V. Dungey reported from 1st Wing Hqrs. for further instruction in aviation.. Time flown 12 hrs. 5 mins. Low clouds with rain.	

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WAR DIARY

OF

6th Training Sqdn. Australian Flying Corps.

FOR

S E P T E M B E R

1918

LIST OF APPENDICES.

No.	Subject.
I.	Squadron Commander's Monthly Report.
II.	Copy of Squadron Record Book.
III.	Flying and Weather Graph.
IV.	Weather Report.
V.	Scheme for the Centralization of Workshops.
VI.	Wireless Officer's Report.
VII.	Medical Statistics.
VIII.	Strength Return.



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APPENDIX I.

SQUADRON COMMANDER'S REPORT.

6th Training Squadron, A.F.C. Minchinhampton, Glos.
September 1918.

Weather throughout the month was ~~an~~ unsettled especially during the first two weeks when low fog and rain reduced considerably the number of flying hours.

However, mainly owing to the work done by all concerned in keeping the SE5s serviceable we were able to turn out a considerable number of finished pilots and got off ten first soloists on SE5s in two days.

Only one fatal flying accident occurred. Lieut. Allan, a most promising, almost brilliant pilot, of No. 5 Squadron, had been sent up on the evening of the 7th to practice aerobatics in a Camel. Having climbed to 4000' he tried a loop. The machine slipped into a flat spin upside-down, and crashed in a barn at the south end of the Aerodrome. Death was instantaneous. It was supposed that he was thrown out of his seat and got his feet off the rudder.

A non-fatal accident occurred on the 22nd. When circling near the aerodrome at 2000' in an SE5, Lieut. S.A. Round had trouble with his engine, which cut out. He then lost height and direction in attempting to pick up his engine, with the result that he could not land in the Aerodrome. He undershot the aerodrome and landed in another field nearby and crashed. The machine was a write-off and Lieut. Round received lacerations on the nose and was otherwise badly bruised and shaken.

Captain W.J. Cooper, Station Adjutant, proceeded on leave on the 4th prior to being posted overseas to No. 4 Sqdn. He is a great loss to the Squadron as he had been Adjutant for 12 months and had all the routine at his fingerends.

Of the nine pupils sent to Finishing Schools at Turnberry and Marske, all topped the list, which speaks well for their instruction here.

W. H. Hill
Major,
Commanding 6th Training Squadron A.F.C.

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MONTHLY WEATHER REPORT

6th Trng. Sqdn. A.F.C.

Minchinhampton, Glos.

September 1918.

Day of month.	Possible flying Hours.	Weather Conditions.	Remarks.
1st	14	Cloudy, strong SW wind.	
2nd	14	High clouds, showery.	
3rd	15	Fine and clear.	
4th	8	Low clouds with rain.	
5th	8	Early mist, fine later.	
6th	8	Low clouds with rain.	
7th	5	Fog, low clouds later.	
8th	5	Very low clouds, strong S. Wind.	
9th	5	Low clouds, strong SW wind.	
10th	8	Stormy, strong SW wind.	
11th	9	Low clouds.	
12th	9	Showery.	
13th	12	Moderate SW wind.	
14th	6.30	Low clouds, mist and rain.	
15th	2	Low clouds, mist, heavy rain.	
16th	9	Early mist, fine later.	
17th	10.30	Low clouds, strong SW wind.	
18th	2	Very strong W. Wind.	
19th	5	Heavy rain, low clouds.	
20th	7.30	Showery, strong SW wind.	
21st	9	Strong SW wind.	
22nd	9.30	Stormy, S. wind.	
23rd	12	Morning fine, cloudy later.	
24th	12	Fine, light N. Wind.	
25th	12	Fine and clear.	
26th	8	Strong W. Wind.	
27th	10	Low clouds early - fine later.	
28th	11	Fine and clear.	
29th	8	Cloudy, showers.	
30th	5.30	Low clouds with rain.	
1st	14	High clouds, showery.	
3rd	15	Fine and clear.	Lieut. and Adjt. 6th Training Squadron, A.F.C.
4th	8	Low clouds with rain.	
5th	8		

REPORT OF WIRELESS OFFICER.

6th Training Squadron, A.F.C.

September 1918.

Minchinhampton Glos.

During the month of September 1918, forty pupils (Officers and Cadets) were training in Morse for both sending and receiving on Buzzer Circuits. This also included instruction on both Silenced Keys and Morse Inker Machine.

Attendance at Classes by all pupils was both good and punctual, and a keen interest was shown by all. Many pupils passed out considerably higher than the standard required.

Good work has been done by the Wireless Personnel in instructing pupils in Morse, and the mechanics have worked well in maintaining the efficiency of the wireless Station.

French Official Press has been taken daily from the Eiffel Tower and copies distributed to both Squadrons.

Lieut. and Adj. Lt.
6th Training Squadron, A.F.C.

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CENTRALIZATION OF ENGINE SHOPS.

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In continuation of the general scheme for centralization it has been decided to bring the various workshops under one Central control. The Officer in Charge will be directly responsible to the Officer Commanding the Station and the Liaison between the Workshops and the Squadron Commander and A.R.S. This Officer will rank as the Station Technical Officer. The following Departments will come under the control of the Technical Officer and be administered by him:-

- | | |
|----------------------|--------------|
| Engine fitting shops | Blacksmiths |
| Machine shops | Coppersmiths |
| Metal working shops | Electricians |
| Carpenters shops | |
| Acetylene Welders | |
| Vulcanizers | |

At LEIGHTERTON Station, these Departments will be divided into two groups as follows :-

No. 1 Group, T.W.O. in charge.

- Engine cleaning
- Dismantling
- Fitting
- Erecting
- Testing

No. 2 Group, T.W.O. in charge.

- Machine Shop
- Carpenters' Shop
- Metal working shop
- Blacksmiths
- Coppersmiths
- Electricians
- Acetylene Welders
- Vulcanizers
- Sailmakers
- Tinsmiths.

Each of the above Groups will be under a T.W.O. who will be directly responsible to the Technical Officer.

AEROPLANE REPAIR SECTION.

The A.R.S. Woodworking machine shop
Carpenters' Shop
Sailmakers' Shop
will remain under the control of the O.C. A.R.S.

MINCHINHAMPTON.

At Minchinhampton the two Groups will comprise -

No. 1 Group, T.W.O. in charge.

- Engine Dismantling
- cleaning
- fitting
- erecting
- testing.

No. 2 Group, T.W.O. in charge.

- Machine shop
- Blacksmiths
- Coppersmiths
- Acetylene Welders

No. 2 Group, (Minchinhampton) Ctd.

- Electricians
- Vulcanizers
- Carpenters
- Sailmakers
- Tinsmiths.

Each of the above groups will be under a T.W.O. who will be directly responsible to the Technical Officer.

In each of the above mentioned Shops a Sergeant will be in charge with the exception of the Acetylene Welders and Vulcanizers; these will have a Corporal in charge. These Departmental N.C.Os will be directly responsible to the T.W.O. in charge of the Group in which the Shops are placed.

PERSONNEL.

The Personnel drawn from the Squadrons and A.R.S. will come under the Control of the Technical Officer for duty only; this will commence from the first daily working parade and end when dismissed from the workshops.

The N.C.Os and men will parade with their own Units and will be marched off to the Central workshops parade ground by the Senior workshops N.C.O. or man present.

The roll will be called on this parade ground and the various parties marched off to their work under their own N.C.O. On dismissal the men will form up on the workshops parade ground and be marched off by the Senior N.C.O. present.

FATIGUES.

Fatigue parties are to be detailed by the Technical Officer only; on no accounts are units to do this.

The Technical Officer is to supply men for fatigues on a percentage basis.

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APPENDIX VIII.

MEDICAL STATISTICS.

6th Training Sqdn. A.F.C. Minchinhampton, Glos.
September 1918.

Reg. No.	Rank	Name	Hosp. Admitted to and date.	Date Discharged.	Remarks.
-	2/Lt.	Round S.A.	2nd Southern General, B'tel 22.9.1918.	-	Aere. Accdt.
1974	2/AM	Watson F.G.	2nd Southern General, B'tel 27.9.1918.	-	Nat. causes.

Lieut. and Adjnt.
6th Training Squadron, A.F.C.

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MONTHLY STRENGTH RETURN.

6th T.S. A.F.C.

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Minchinhampton, Glos.

SEPTEMBER 1918.

Day of Month.	N.C.O's and A/Ms.			Total
	Officers.	Sergts.	Other Ranks.	
1st	52	12	128	140
2nd	56	12	129	141
3rd	53	12	129	141
4th	53	12	129	141
5th	56	11	127	138
6th	54	12	132	144
7th	54	11	121	132
8th	54	11	121	132 ✓
9th	54	11	124	135
10th	55	9	127	136
11th	57	11	131	142
12th	55	12	123	135
13th	55	14	127	141
14th	53	14	127	141
15th	53	14	127	141
16th	53	15	125	140
17th	53	15	125	140
18th	53	15	125	140
19th	53	15	125	140
20th	53	15	121	136
21st	53	15	121	136
22nd	53	15	121	136
23rd	46	14	123	137
24th	46	13	123	136
25th	46	12	130	142
26th	60	12	129	141
27th	60	12	129	141
28th	48	13	139	142
29th	48	13	139	142
30th	55	13	138	141

Lieut. and Adjt.
~~Serjeant~~ 6th Training Squadron, A.F.C.