

**AWM4**

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

Flying Corps

**Item number: 8/11/4**

**Title: 8th Training Squadron, Australian  
Flying Corps**

August 1918



AWM4-8/11/4

WAR DIARY

or

INTELLIGENCE SUMMARY.

(Erase heading not required.)



Army Form C. 2118.

441

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Leighterton	1.8.18		One Officer having Graduated "A" and appointed Flying Officer (Pilot) is granted Graduation Leave from 1.8.18 to 4.8.18.	
do.	2.8.18		Although dull and breezy the weather proved excellent for flying and the total flying hours amounted to 39hrs. 55mins.	
do.	2.8.18		Two men reported back from A.I.F. Headquarters after being medically examined by the Air Board Staff. Aus. 2277. 2a/m. Thomas. R. - Aus. 2320. 2a/m. Benville. W. A. These men failed to pass the Medical tests for employment as Pilots.	
do.	3.8.18.		On account of rain the flying time only totalled 12hrs. 35mins. Daily Routine hours were changed :- Reveille 6.0am, Breakfast at 6.45am instead of previous times which were at 6.30am and 7.0am respectively. Also an extra Drill parade was ordered from 7.30am to 8.0am commencing on 4.8.18. All work proceeding satisfactorily. Cloudy weather but good flying times - Total time 29hrs. 45mins.	
do.	4.8.18		Sunday:- Church Parade for all except R.C.'s held in the Y.M.C.A. ending at 10.15am. The day being fine the work was proceeded with and as a result the days flying time totalled 26hrs. 30mins.	
do.	5.8.18		Cloudy but fine weather :- Favourable conditions for flying. Total flying time - 32hrs. 55mins. One Air Mechanic was admitted to the Cottage Hospital, Tetbury (Natural Causes).	
do.	6.8.18		Cloudy weather inclined to rain. Flying times 25hrs. 5mins. A very serious Aeroplane accident happened on Rencombe Aerodrome near Cirencester - Lieut. W. A. Holtham of No. 8 T.S.A.F.C. soon after taking off crashed in a Sopwith Camel. This Officer sustained very serious injuries and for a time his life hung in the balance, but subsequently through skilled Medical aid he was pronounced out of danger. Lieut. Holtham was first admitted to the Cottage Hospital, Tetbury and later to No. 2 Southern General Hospital (Southmead Section), Bristol.	
do.	7.8.18		Squadron fortnightly holiday. All ranks (except necessary duties) proceeded on leave from After duty 6.8.18 till 0900 8.8.18.	
do.	8.8.18		All ranks returned from leave and work was proceeded with. Fine weather with a light breeze made flying conditions favourable and the days flying time totalled 29hrs. 5mins. The necessary Courts of Enquiry on Lieut. W. A. Holtham's "Crash" were ordered for 9.8.18 by the Squadron Commander.	
do.	9.8.18		Three Officers proceeded to No. 1 School of Aerial Fighting R.A.F. Turnberry (Finishing School) prior to being posted as Service Pilots for Overseas. - 2/Lieut. Symons. P. W., 2/Lieut. Truby. T. H., 2/Lieut. Ryrle. C. V.	
do.	9.8.18		Cloudy but fine weather. This was a record day for flying as the Squadron's total time was 42hrs. 45mins. Six Cadets were taken on the strength of No. 8 T.S.A.F.C. from 1st Wing A.F.C. ex A.F.C. Depot.	
do.	10.8.18		Cadets - Exton. C. W., Skitch. R. A., Fraser. W. E., Chapman. L. F., Randall. S. L., Varley. C. Commencing on 10.8.18 the following routine was ordered :- Reveille 6.30am, Breakfast 7.0am, Parade (Monday, Tuesday, Friday) 7.45am, (Sunday, Wednesday, Thursday) and Saturday) 8.0am.	

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Leighterton	10.8.18		General Inspection on 7.45am parade on Mondays. The days flying included two (2) 1st Solo flights and two (2) 1st Solos on Camels. Total flying time for day - 44hrs. 30mins. Two Officers proceeded on Command to No. 1 School of Special Flying, Gosport - Lieut. Mellish. J.S., Lieut. P.G. Walsh.	
do.	11.8.18		Sunday - Church parade at Y.M.C.A. for all ranks except R.C.'s. A fine, cloudy day. Total flying time - 46hrs. 45mins. One Air Mechanic was admitted to Tetbury Cottage Hospital as the result of an accident with an Aeroplane propeller.	
do.	12.8.18		Four Officers proceeded to No. 1 School of Aerial Fighting, R.A.F. Turnberry (Finishing School) - Lieut. Humble, T.A., 2/Lieuts. Palliser, A.J., Cameron, A.G., Barkell, T.H. Weather - Fine. Total flying time - 46hrs. 20mins.	
do.	13.8.18		Fine weather continued and flying times remained at a satisfactory total viz., 51hrs. 20mins. At 6.30pm an Aeroplane accident occurred which resulted in the death of Lieut. R.A. Dunn and serious injuries to Capt. R. W. McKenzie, M.C. From those who saw the accident it appears that whilst doing a climbing turn off the ground the engine stalled and the machine dived 100ft. to earth. Almost simultaneously 2/Lieut. D.N. Rees, who was flying just above Capt. McKenzie's Avro in a Sop Scout hit a tree and crashed in a field. Although the machine was wrecked the Pilot luckily escaped with a broken collar bone and a severe shaking. All necessary Courts of Enquiry and Adjustment were duly ordered by the Squadron Commander.	
do.	14.8.18		Weather fine - Flying time 30hrs. 35mins. All work proceeding satisfactorily. Three other ranks marched in from A.F.C. Depot and were taken on strength - Aus. 4864. 2nd. Class Clerk. Lythgoe, R. Aus. 2781. 2a/m. Hindson, C. F., Aus. 3051. 2a/m. Caesar, R. Two men marched in from Beaufort War Hospital.	
do.	15.8.18		Flying hours much decreased on account of wind. Total flying hours for the day :- 7hrs. 35mins. One Sailmaker taken on the strength from A.F.C. Depot.	
do.	16.8.18		Cloudy weather. Favourable for flying. Total time - 29hrs. 10mins.	
do.	17.8.18		The late Lieut. R. A. Dunn was buried at Leighterton Cemetery at 3.0pm. Flying times totalled - 15hrs. 55mins. This included two 1st solo in a Sop Scout. One man was marched out to A.I.F. Headquarters for transfer to the Staff of the Commonwealth Bank, London Aus. 2173 2a/m. Johns, H.V. Capt. W.A. Robertson was taken on the strength of No. 8 T.S.A.F.C. as Flight Commander.	
do.	18.8.18		Sunday. Church parade was held in the Y.M.C.A. for all except R.C.'s. Cloudy weather. Total flying time - 8hrs. 5mins. A very bad Aeroplane accident took place at 6.0pm which resulted in the death of Lieut. H. Taylor, M.C., M.M. and of 2/Lieut. Ferguson, D. A. This accident occurred whilst Lieut Taylor was instructing 2/Lieut. Ferguson in Aerial Fighting. It was stated at the Enquiry later that the machines collided in mid-air. Lieut. Taylor was flying a Sop Scout and 2/Lieut. Ferguson a Sop	

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Leighterton	18.8.18		Camel. All necessary notifications were made by wire and the Squadron Commander ordered the various Courts of Enquiry to assemble on 19.8.18.	
do.	19.8.18		Although the weather turned out dull, flying times greatly increased and the day's total was 18hrs. 45mins. Capt. W. A. Robertson was posted as Flight Commander of "B" Flight. Four Officers proceeded to R.A.F. Finishing School, Bircham Newton - 2/Lieuts. Sims. P.J., Keane. J., Packer. A.G., Thornton. V.H.	
do.	20.8.18		Fine day with a slight breeze. Total flying time 9hrs. 15mins. All ranks except necessary duties proceeded on the Squadron fortnightly holiday from After Duty 20.8.18 till 0900 22.8.18. One man reported back from No. 2 Southern General Hospital, Bristol.	
do.	21.8.18		Squadron fortnightly holiday.	
do.	22.8.18		All ranks returned from leave. Two Officers - Capt. R.W. McKenzie. M.C. and 2/Lieut. D.N. Rees were struck off the strength of No. 8 T.S. and posted to 1st Wing Non-Effective Officers Pool. Fine weather - Total flying hours - 12hrs. 15mins. Lieut. Humble. T.A. reported back from No. 1 School of Aerial Fighting R.A.F. Turnberry and was posted to Effective Officers Pool 1st Wing A.F.C.	
do.	23.8.18		Cloudy weather. Total Flying times - 14hrs. 35mins. All work proceeding satisfactorily. One Air Mechanic proceeded to A.F.C. Depot for Overseas.	
do.	24.8.18		Fine weather, favourable for flying. Total flying hours - 27hrs. 40mins. At noon a fatal Aeroplane accident occurred. 2/Lieut. S. C. Fry who was doing his 1st Camel Flight had only been in the air five minutes when the machine was seen to go into a slow spin and crash. Medical opinion states that death must have been instantaneous to the Pilot.	
do.	25.8.18		Dull and wet weather prevailed. Total flying hours - 15hrs. 10mins. Sunday - General Church parade for all denominations except R.C.'s.	
do.	26.8.18		Lieuts. J.S. Mellish and P.G. Walsh reported back from No. 1 School of Special Flying, Gosport. Weather - Showery, strong breeze. Total flying times - 6hrs. 0mins. Lieut. O. Vincent proceeded to R.A.F. Station Rencombe for a Finishing Course on Bristol Fighters. Capt. W.A. Robertson and Lieut. E. Francis proceeded to No. 1 School of Special Flying, Gosport.	
do.	27.8.18		Wet weather hindered flying. Total hours - 17hrs. 55mins. One N.C.O. marched in from 1st Wing Headquarters. A.F.C. ex Depot, and was temporarily attached for duty.	
do.	28.8.18		Received notification ex A.F.C. Daily Memorandum that six Officers who marched out on Command to No. 1 School of Aerial Fighting, Turnberry were on completion of course posted Overseas to No. 4 Squadron. on 21.8.18. They were accordingly struck off strength of No. 8 T.S. Dull weather flying time - 11hrs. 25mins.	
do.	29.8.18		Lieut. G.J. King was admitted to No. 2 Southern General Hospital, Bristol (Southmead Section) as the result of slight injuries received in an Aeroplane accident. Fine weather made flying times rise :- Total time 21hrs. 0mins.	

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Leighterton	30.8.18		Cloudy weather, favourable for flying. Total time - 23hrs. 0mins.	
do.	31.8.18		One Air Mechanic reported back from Cottage Hospital Tetbury, Aus. 1503. 2a/m. Tredinnick.C. Fine weather :- Total flying hours :- 10hrs. 55mins.  Strength of Squadron as at midnight 31.8.18. Officers.                   25. Cadets,                     18. Other ranks.           105.) attached.                2.) 107.	

W A R D I A R Y.

O F

NO. 8 TRAINING SQUADRON. A. F. C.

F O R

A U G U S T 1 9 1 8.

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LIST OF APPENDICES.

<u>Number.</u>	<u>Subject.</u>
(1)	Squadron Commander's report.
(2)	Pupil's Daily Flying Times.
(3)	Tests passed during month.
(4)	Copy of Squadron note paper.
(5)	Humourous Report on a crash by the Late Lieut. H. Taylor. M.C., M.M.
(6)	Graph of Flying Times.

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REPORT BY SQUADRON COMMANDER.

The work of the Squadron this month has been seriously hampered by a number of accidents in most cases fatal.

Captain. R.W.McKenzie. M.C. Commanding "B" Flight met with a serious accident which will incapacitate him for some months, and Lieut. Harry. Taylor. M.C., M.M. was killed. The latter was responsible for a very important branch of training viz., Aerial Fighting. His loss is a severe one to the Flying Corps. Four pupils who had nearly completed their training have been killed and two in the same category seriously injured.

Naturally the Squadron has been seriously affected by these losses and the number of finished pilots considerably diminished.

The health of the Squadron has been excellent.

Further a shortage of machines due to the unfortunate series of accidents which have occurred has not improved flying times. The total flying time for the month was 697hrs. 45mins - Pupils Flying time 612hrs. 45mins and a total of 100hrs. 55mins Formation flying has been done.

Ten Officers from this Squadron are now overseas and a report of their progress is eagerly awaited.

Aerial Firing has gone on regularly and a total of 9988 rounds have been fired with 937 hits.

79 Camera Gun films have been taken with 212 successful shots.

13 fully trained Service Pilots and 6 Graduated "A" pilots have been turned out for the month.

Two pupils of the Squadron were chosen to be Instructors and successfully passed the Instructor's Course at Gosport, and one Flight Commander and another pupil are now at the same School.

The new Officer's Mess on the Aerodrome has been occupied and has proved a great boon to all concerned.

The Instructors have all had leave which was well merited by their splendid work.

Crime has been conspicuous by its absence and the interest taken in sport increases daily under the supervision of Captain. Normand the Padre.

Strength of the Unit on 31st August :-

Officers - 25.

Cadets - 18.

Other ranks 107.

Number of new machines received during the month :-

Camels. 2.

Leighterton.  
9.9.1918.

*W. E. G. G. G.*  
.....Major.  
O. C. No. 8 Training Squadron. A.F.C.



PUPILS DAILY FLYING TIMES FOR AUGUST 1918.

Date.	Hours.	Minutes.
1.8.18.	34	20
2.8.18.	10	55.
3.8.18.	27	20
4.8.18.	23	25
5.8.18.	27	55
6.8.18.	21	15.
7.8.18.	5	30
8.8.18.	23	45
9.8.18.	37	10
10.8.18.	38	0
11.8.18.	43	0
12.8.18.	40	20
13.8.18.	26	40
14.8.18.	24	0
15.8.18.	5	45
16.8.18.	24	45
17.8.18.	15	10
18.8.18.	7	20
19.8.18.	14	25
20.8.18.	5	5
21.8.18.	2	35
22.8.18.	5	45.
23.8.18.	11	25
24.8.18.	26	20
25.8.18.	13	35
26.8.18.	5	15
27.8.18.	16	45
28.8.18.	11	25
29.8.18.	26	55
30.8.18.	26	35
31.8.18.	10	5

Leighterton.  
9.9.1918.





THE FOLLOWING IS A SUMMARY OF TESTS PASSED BY PUPILS  
OF NO. 8 TRAINING SQUADRON.A.F.C. FOR AUGUST 1918.

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T e s t.	No. of Pupils passed.
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Category "A"

Aerial Gunnery.	9.
Formation Flying.	6.
Forced landings.	8.
Cloud Flying.	10.
Graduated "A"	7.

Category "B"

Formation Flying.	5.
Cross Country and Map Reading.	8.
Cloud Flying.	3.
Reconnaissance.	9.
Aerial Fighting.	4.
Compass Course Flying.	4.
Aerial Firing.	7.
Stoppages in Air.	7.
Graduated "B".	6.

Ground Tests.

Buzzing.	8.
Ground Bombing.	4.
Map Reading.	1.

Category "A"

Height Test.	8.
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Category "B"

Height Test.	3.
Ground Gunnery.	5.

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Leighterton.  
9.9.1918.



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NO. 8. SQUADRON.

AUSTRALIAN FLYING CORPS,

LEIGHTERTON, TETBURY, GLOS.





Sandringham Hotel, 10  
Sandown,  
Isle of Wight,  
16.7.1918.

No. 11111 scribe to the bird host.

It is with a heart as of lead, filled with sorrow and remorse that I do set me here to hold words with thee. It is commanded by the leaders of the bird-race who do boast of Red in their plumage, that I do set me down to write in script (of a nature) my adventures of the Sunday of last week.

Thereon did I ascend unto the skies of the Gods on a giant angel rejoicing in the name of "HAROLD", and when its pulse did cease to throb way then did I not further ascend unto the heavens, but did descend unto the earth for to hold words with the men of "COB" in the land of "WAT". Why the men of "COB" were not aforewarned so that the multitude could be prepared for me and could open their doors to receive me.

Yea! verily it is desired for the records of these birds who do boast of Red in their plumage.

Now it came to pass that on that Sunday, which did hap to be the day afore Monday, I did journey me far unto the land of "LOW", and did land me on the 'drome of Hen, and the men of the host called "MECHS" they did hasten them out for to hold the wings of "HAROLD" THE GIANT, and they did tremble lest "HAROLD" THE GIANT in his frenzy should attack and perchance devour the other birds under their charge.

Yea! that they did fear would cause work for many scribes and paper known as "BUEF" to flow throughout the land.

Yea! verily would it flow for years and years and unto the end of the war and many years after the war, and perchance unto the next war,

Yea! even as now about "HAROLD THE GIANT" would it flow.

And it came to pass that when "HAROLD THE GIANT" was rested and its stomach filled to overflowing with oil and fire-water, then did the "MECHS" try to get its pulse again to throb. Yea! verily did they try until they were hungry, and their hearts bled with anger, at its obstinacy. And there was much murmuring among the other and lesser birds.

There was one whose name did end in "PAGE", and another called "SOX OF A DOG". Also was there one whose brother it did track the desert and its back was humped in disgust.

And one there from the same house as "HAROLD" but who was numbered as a doctors pill.

Then it was that the great "CHIEF OF THE MECHS" did bid me depart, for was it not Sunday half-holiday, and I could return on the morrow.

Yea! verily was it that everybody did itch to get away.

And I did bid me away to return on the morrow.

And when the morrow came at three half hours before the sun did get him dead overhead, then did I again ascend unto the heavens for a period of fifteen minutes. And after that period did the "GIANT ANGEL" cease to ascend, but did dive as if in search of something below, perchance its mate, or perchance it was merely tired and desired to rest.

Then did I call unto him in vain. Yea! verily did I speak in a language known but to few, many words beginning with "B".

Nevertheless in spite of my cooing and subtle talk did he still dive, and anxiously did I look around for a patch of grass that might tempt "HAROLD" and surely did I spot me a small plot whereon my tired angel bird of birds might rest him, and as an experienced passenger of these birds did I think it easy to reach this spot, and verily when we did near this spot the roof of the house of "COB" it did come between us.

Then did I call vainly unto "HAROLD" to zoom, but instead he did squat him down as an old hen. Why I know not, but perchance there was bird seed strewn thereon, or perchance a weed, or a worm of special delicacy.

Now after alighting and using up all the words I knew and more, and after sundry happenings, and an exchange of expressions with a man who did wear the uniform of blue, did I return unto the house of "LAS" to rest.

But alas I fear will the name of "CHUUDA" and questions and "BUEF" follow me and torture me until the end of time. Verily, Verily will I be avenged for I will return to you from this school of gas and I shall be endowed with a power to sling off air of a heat sufficient to burn even greater than does the smoke fire on the Aerodrome on a day when there is no flying. Truly do I crave thee to send on my letters and in return will I convey the secret to thee of how to put on they gas helmet by numbers.

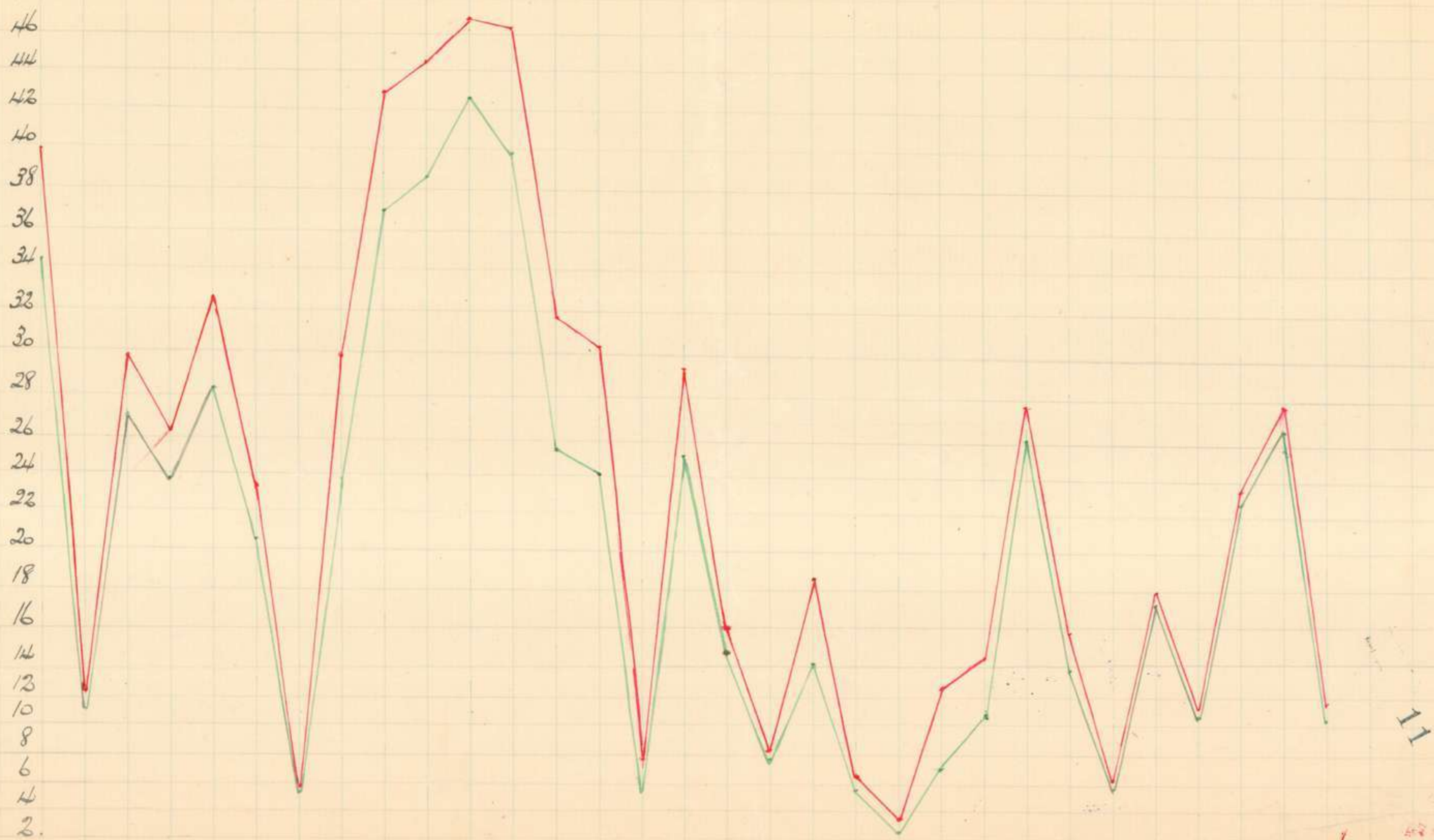
(Signed). Harry Taylor.

Flying Times.  
August 1918.



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August 17/18

SaturdayTo

The Commanding Officer

Would you kindly enquire of the Australian Soldiers, if the one that met the two young girls on August Bank Holiday Monday, at Chipping Sodbury & walked with them to Yate, would he kindly correspond with one of them

Will Oblige

yours faithfully

A. E. P

Rose Cottage

Yate

R. S. G.

Glo's