

Arthur Rahn



Arthur Rahn joined the army on 6 January 1915 and transferred to the Air Force in the spring of 1916.

Following flight school at Coslin, he served with FEA 7 for the remainder of the year.

Rahn started his fighter pilot career with Jasta 19. On 30 April 1917, he participated in the destruction of 5 French balloons, gaining his first two victories in the process.

In October 1917, Rahn joined Jasta 18, under Berthold's leadership. A few months later, he and the other pilots made the famous "Berthold swap" to Jasta 15, bringing with them their unit's colors - blue fuselages and red noses.

In March 1918, Rahn transferred back to Jasta 19, where he would add his final two kills in a Fokker Dr I. Wounded in combat in July, he did not return to action.

Arthur Rahn and his family moved to America in the late 20's and settled in the Detroit area. He started a steel business, but it was shut down at the outbreak of WWII.

Country: Germany

Born: 18 July 1897

Place of Birth: Schweingrube

Deceased: 27 April 1962

Rank: Leutnant

Service: Fliegertruppe
Luftstreitkräfte

Units: FEA 7,
Jasta 15, 18, 19

Victories: 6



Albatros D.V
Jasta 18



Fokker Dr I
Jasta 19

Aubrey Ellwood



After studying at Marlborough College, Aubrey Ellwood enrolled in June 1916 and earned his pilot's license in December of that same year. He flew both the Sopwith Pup and, some time later, the Sopwith Camel, serving with the No. 3 Naval Squadron of the Royal Naval Air Service. He scored his first victory against a seaplane which crashed into the sea twenty miles off Ostend on 27 July 1917. In less than a year, he went on to score another nine victories. Once the Royal Air Force was founded, the No. 3 Naval Squadron became No. 203 Squadron: Ellwood was entrusted with the post of commander on 28 August 1918. After World War I he remained with the R.A.F., serving for a long time in India. During World War II he took various posts in Coastal Command and Bomber Command. He retired from active service on 29 January 1952 with the rank of Air Marshal. He died at Crewkerne, in Somerset at the venerable age of 95.

Country: England

Born: 3 July 1897

Place of Birth: Cottesmore

Deceased: 20 December 1992

Rank: Lieutenant

Service: Royal Naval Air Service
Royal Air Force

Units: 3N, 203

Victories: 10



Sopwith Pup



Sopwith Camel
3N Squadron

Edward Rickenbacker



Edward Rickenbacker was born to German-speaking Swiss immigrants. Before World War I, he became well-known as a race car driver, competing in the Indianapolis 500.

After the United States entered the war in 1917, Rickenbacker enlisted in the army and joined the first American troops in France. Because of his mechanical abilities, he was assigned as engineering officer in a flight-training facility where he practiced flying during his free time.

Eventually awarded a place in the 94th Aero Squadron, he started flying the Nieuport 28, at first without armament. On 29 April 1918, Rickenbacker shot down his first plane, a Pfalz D.III, and claimed his fifth to become an ace on May 28. In September, he was named commander of the squadron. After the war, Rickenbacker bought and administered the Indianapolis Speedway and became president of Eastern Airlines. In 1942, he and six companions survived 24 days afloat on life rafts after their B-17 bomber crashed in the ocean.

Country: United States

Born: 8 October 1890

Place of Birth: Columbus

Deceased: 27 July 1973

Rank: Captain

Service: United States Air Service

Units: 94th Aero

Victories: 26



Nieuport 28
94th Aero Squadron



Spad XIII
94th Aero Squadron

Ernst Udet



Ernst Udet joined the army as a motorcycle messenger with the Württemberg Reserve Division in 1914. He learned to fly by taking private lessons, obtained his civilian pilot's license at the end of April 1915 and joined the German Air Force that same year.

Originally, Udet flew in an observation unit, but was transferred to fighter command in early 1916. Flying a Fokker D.III, he downed his first opponent on 18 March 1916, a Farman F.40. With Jasta 15, Udet became an ace, claiming five more victims, before transferring to Jasta 37 in June 1917, where he scored another fifteen victories.

In March 1918, Manfred von Richthofen invited Udet to join JG I. Soon after, Udet was given the command of Jasta 11, and after his return following a bout of illness, that of Jasta 4.

Post war, he traveled the world performing in airshows for the public. In 1935, he joined the Luftwaffe to become Director-General of Equipment. Ernst Udet committed suicide in 1941.

Country: Germany

Born: 26 April 1896

Place of Birth: Frankfurt

Deceased: 17 November 1941

Rank: Oberleutnant

Service: Fliegertruppe
Luftstreitkräfte

Units: AFA 206, FFA 68,
KEK Habsheim
Jasta 4, 11, 15, 37

Victories: 62



Albatros D.Va
Jasta 37



Fokker D.VII
Jasta 4

Francesco Baracca



Francesco Baracca, Italy's greatest ace, was born into a wealthy family. After his studies, he joined the Military Academy in Modena and was later assigned to the prestigious Royal Piedmont Cavalry Regiment.

In 1912, Baracca went to France for flight training. By the time the Kingdom of Italy declared war on the Austro-Hungarian Empire in May 1915, Baracca was an experienced pilot.

He scored the first Italian victory of the war on 7 April 1916 with a Nieuport 11, forcing down an Austrian Brandenburg C.I. Later on, flying a Nieuport 17, Baracca adopted as a personal emblem a black prancing horse in tribute to his former cavalry regiment.

In the spring of 1917, he took command of the 91st Squadron, a unit composed of the best pilots of the Italian air force, with which he would score most of his victories.

Baracca was killed while strafing enemy lines. His body was recovered a few days later near the wreckage of his Spad VII.

Country: Italy

Born: 9 May 1888

Place of Birth: Lugo

Deceased: 19 June 1918

Rank: Maggiore

Service: Regio Esercito

Units: 1a, 70a, 91a

Victories: 34



Spad VII
91a Squadriglia



Spad XIII
91a Squadriglia

Fritz Kempf



Fritz Kempf enlisted in the Badische Infanterie-Regiment Nr. 113 in Freiburg on October 1913. In 1914, he was seriously wounded and was hospitalized until February 1915. He applied for a transfer to the Air Force and joined FEA 3 in Gotha in May 1915. He was then sent to Freiburg to complete training and then on to FEA 9 at Darmstadt at the end of November 1915.

In January 1916, Kempf joined Kasta 20 and participated in the battles of Verdun and the Somme. His unit was then transferred to the Eastern front and saw action again in Romania and Macedonia before being transferred back to the Western front in late February 1917.

In March 1917, Kempf joined Jasta Boelcke. He scored his first victory on 29 April, downing a B.E.2c.

In October 1917, Kempf was assigned to Jasta Schule I at Valenciennes. Back to Jasta Boelcke, he scored his fourth and last victory in May 1918.

Country: Germany

Born: 9 May 1894

Place of Birth: Freiburg

Deceased: August 1966

Rank: Leutnant

Service: Fliegertruppe
Luftstreitkräfte

Units: FEA 3, 9, Kasta 20,
Jasta 2

Victories: 4



Albatros D.III
Jasta 2



Fokker Dr I
Jasta 2

Fulco Ruffo di Calabria



Born into a noble family, Fulco Ruffo di Calabria did his military service in the cavalry. He then went to Somalia to work for a trading company.

In 1914, Ruffo joined the Italian Air Service, and the following year, was assigned to the 4th Squadron. Flying a Caudron G3 on reconnaissance missions, he was awarded two Bronze Medals of Military Valor.

Having requested a transfer to a fighter unit, he was posted to 1a Squadriglia. There, he became a close friend of his commander, Francesco Baracca. He won his first victory, shared with Baracca, on 23 August 1916 over an Austrian two-seater. A year later, he became an ace with the 91st Squadron. After the death of Baracca in June 1918, Ruffo was given command of the squadron.

Post-war, he returned to civil life and, in 1928, he was made by decree Prince Ruffo di Calabria. In 1934, he was named senator of the kingdom by king Victor Emmanuel III.



Country: Italy

Born: 12 August 1884

Place of Birth: Napoli

Deceased: 23 August 1946

Rank: Capitano

Service: Regio Esercito

Units: 1a, 2a, 4a, 70a, 91a

Victories: 20



Nieuport 17
70a Squadriglia



Spad XIII
91a Squadriglia

Georges Guynemer



Born to a wealthy family, Georges Guynemer experienced an often sickly childhood. Originally rejected for military service, he was eventually accepted for training, first as a mechanic in late 1914, and then as a pilot.

He joined Escadrille MS3 on 8 June 1915 and earned his first victory in July when he and his gunner, Jean Guerder, shot down an Aviatik aboard a Morane Saulnier L named "Vieux Charles" - a name he would use for most of his later aircraft.

At the end of 1915, the MS3 squadron was re-equipped with Nieuport 10. With this plane, Guynemer quickly became one of France's top fighter pilots. By the end of 1916, his score had risen to 25. Less than a year later, Guynemer was promoted to captain and commander of the Storks squadron.

Lionized by the French press, the shy Guynemer became a national hero. On the morning of 11 September 1917, he took off in a Spad XIII for a patrol mission but did not return. His body was never found.

Country: France

Born: 24 December 1894

Place of Birth: Paris

Deceased: 11 September 1917

Rank: Capitaine

Service: Aéronautique Militaire

Units: MS3, N3, SPA3

Victories: 53



Spad VII
Escadrille SPA3



Spad XIII
Escadrille SPA3

Hans Böhning



Hans Böhning served originally in artillery, but made the transition to aviation in 1916. He began his flying career on a two-seater with FA(A) 290, which was an artillery cooperation unit.

Böhning survived an accident on 17 July 1917. He scored his first victory with Royal Prussian Jagdstaffel 36 on 23 August 1917, downing a Bristol F.2B. He scored his fifth win in December 1917, during a short-lived assignment to Royal Bavarian Jasta 76.

By February 1918, he had transferred to another Bavarian squadron, Jasta 79. Between March and September 1918, he tallied another dozen victories, including three over enemy observation balloons.

Böhning then assumed command of Bavarian Jasta 32B, but the war ended 11 days after his appointment.

After the war, Hans Böhning took on sport aviation and gliding. He was killed in a glider accident in 1934.

Country: Germany

Born: 6 July 1893

Place of Birth: Bavaria

Deceased: 20 October 1934

Rank: Leutnant

Service: Luftstreitkräfte

Units: FA(A) 290

Jasta 32, 36, 76, 79

Victories: 17



Pfalz D.III
Jasta 79



Albatros D.Va
Jasta 79

James Fitz-Morris



James Fitz-Morris joined the Royal Engineers in 1914. Shortly afterwards, he transferred to the RFC, flying on the Vickers Gunbus with 11 Squadron in 1915 as an observer, before retraining as a pilot.

Sent to 1 Squadron, his operational career was curtailed after an injury in a flying accident in August 1916. He joined 25 Squadron in July 1917, flying the RAF FE.2d and then the Airco DH.4 bomber, claiming with his gunner David Burgess some 7 aircraft. They were both awarded the Military Cross for their deeds.

In 1918, Morris became a flight commander in 23 Squadron. He downed 7 enemy planes with a Spad XIII in March. Wounded in his final engagement, he was grounded for a few days and did not score again after his return to flying. Morris was then sent out to the British War Mission in Washington, DC, as an instructor to the USAS. He was killed in a flying accident during an exhibition in Cincinnati.

Country: England

Born: 6 April 1897

Place of Birth: Falkirk

Deceased: 14 August 1918

Rank: Captain

Service: Royal Flying Corps

Units: 11, 23, 25

Victories: 14



Airco D.H. 4



Spad XIII
23 Squadron

Jan Olieslagers



Prior to the war, Jan Olieslagers was a motorcycle and aviation pioneer who set world records with both types of machinery.

In 1914, he volunteered himself and his own Blériot aircraft to his nation's military. A daring fighter pilot, Olieslagers is said to have fought his first aerial combat armed only with a pistol. On 12 September 1915, he became the first Belgian pilot to claim an aerial victory, when he forced down an Aviatik C.I. Although he flew some 500 sorties and involved himself in almost 100 dogfights, Olieslagers finished the war with only six confirmed victories. His score was probably much higher, but he paid scant attention to formally claiming his kills.

Olieslagers was demobilized in September 1919. He returned home, and opened a garage. In April 1921, he was pensioned off as a reserve Lieutenant. Two years later, he was instrumental in the development of the new Antwerp airport. Jan Olieslagers died of cancer during World War 2

Country: **Belgium**

Born: **4 May 1883**

Place of Birth: **Antwerp**

Deceased: **23 March 1942**

Rank: **Lieutenant**

Service: **Aviation Militaire**

Units: **1ère, 2ème, 5ème, 9ème**

Victories: **6**



Hanriot HD1
9ème Escadrille



Sopwith Camel
9ème Escadrille

Kurt Jentsch



Kurt Jentsch began the war as an infantryman, but switched to the air service. He attended the Fliegerschule at Niedermuendorf, then went on to FEA1 in 1916. Assigned to Armeeflugpark 13, he travelled to the Balkan front to provide air support for the Bulgarian army. There, attached to FFA 66 and 30, he flew a Pfalz E.I and a Fokker E.II. He allegedly scored his first win downing a Farman aboard his Pfalz.

In May 1917, Jentsch joined Jasta 1 on the Western Front in France. Three months later, he joined FA (A) 234 where he flew as Alfred Lindemberger's pilot on a Rumpler. He scored a few victories there and then was briefly assigned to Jasta 5 and then on 23 January, to Jasta 61.

In August 1918, Jentsch was finally posted to Jasta Boelcke, bringing a wealth of flying experience to his new post. He was wounded in action on 4 September 1918.

He survived the First World War and went on to write two books in which he related his experience as a pilot.

Country: Germany

Born: Unknown

Place of Birth: Unknown

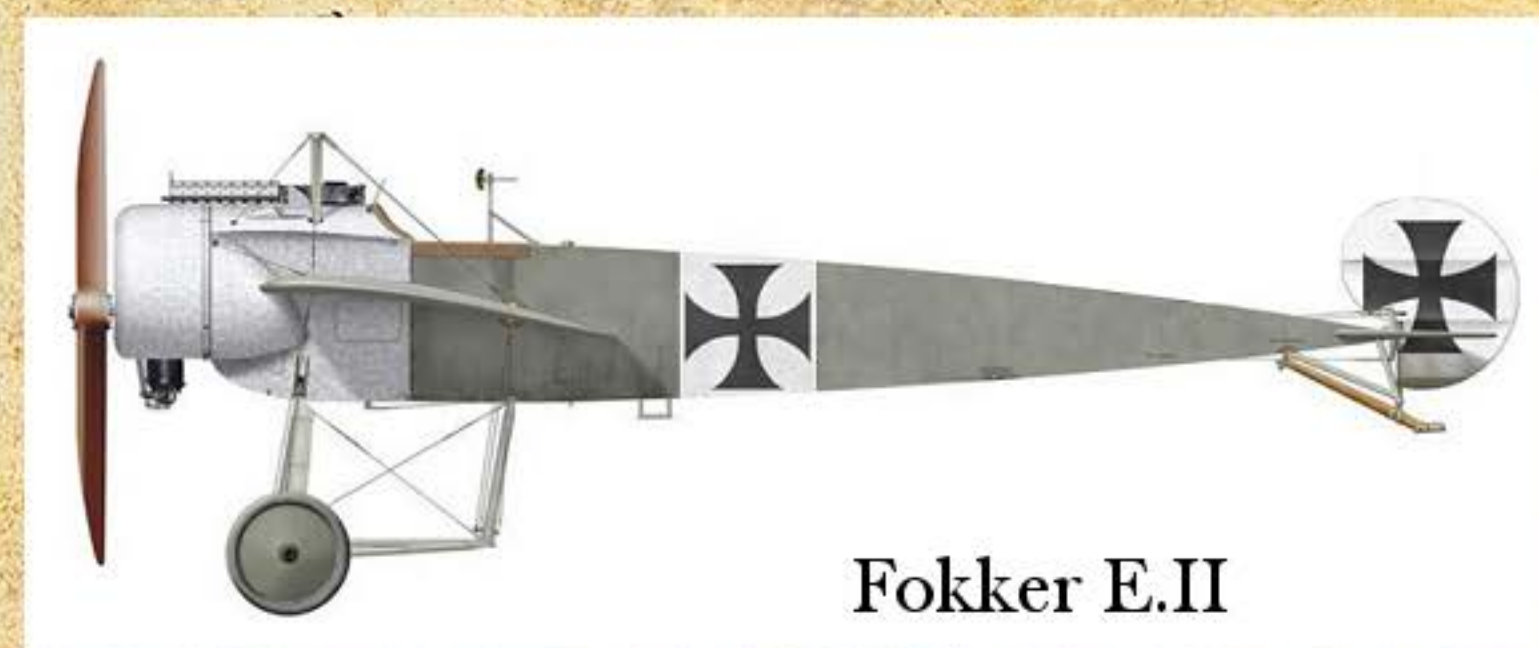
Deceased: Unknown

Rank: Vizefeldwebel

Service: Fliegertruppe
Luftstreitkräfte

Units: FEA 1, FFA 30, 66,
FA(A) 234, Jasta 1, 2, 5, 61

Victories: 7



Fokker E.II



Albatros D.Va
Jasta 61

Ludwig Weber



Ludwig Weber joined Jasta 3 in November 1916 and earned his first victory on 3 April 1917, downing a B.E.2. Three days later he was wounded and hospitalized, but returned to Jasta 3 to score his second victory in September 1917, a Sopwith Camel.

At some point Weber was promoted to Leutnant and then left Jasta 3 to briefly serve as an instructor with Jasta Schule I in November 1917. He gained his final victory with KEST 4b. Weber survived the war. Between 1924 and 1928, he and his brother designed cars and motorcycles (LuWe vehicles) in Freiburg. He then worked as an agent of Junkers in Addis Abeba and supervised the construction of the personal aircraft of Haile Selassie.

From 1936 through 1939, he was a Portuguese Air Force flight instructor. Ludwig Weber finished his flying career in 1949 in Sao Paulo, where he worked as a technical director for the Brazilian airline "Viacoa Aerea Sao Paulo".



Country: **Germany**

Born: **31 October 1895**

Place of Birth: **Unknown**

Deceased: **1991**

Rank: **Leutnant**

Service: **Luftstreitkräfte**

Units: **Jasta 3, KEST 4b**

Victories: **3**



Albatros D.II



Albatros D.V
Jasta 3

Manfred von Richthofen



Manfred von Richthofen was born into a prominent Prussian aristocratic family. He started military training at 11, completed cadet training at 19, and joined a cavalry unit. When World War I began, Richthofen served as a cavalry reconnaissance officer on both Eastern and Western Fronts. He transferred to the Air Service in May 1915, first serving as an observer with FFA 69, and later on, taking part in bombing missions with Kasta 8 in France and Russia.

In August 1916, he joined Jasta Boelcke, scoring his first confirmed victory in September. Following his sixteenth kill he was given permission to form his own unit, Jasta 11.

Recognized as Germany's leading flyer, he was given command of Jagdgeschwader 1 in June 1917.

In July, Richthofen was badly wounded to the head and, after his return in August, was plagued by headaches and dizziness. He was shot down following a dogfight with a group of British Sopwith Camels.

Country: **Germany**

Born: **2 May 1892**

Place of Birth: **Breslau**

Deceased: **21 April 1918**

Rank: **Rittmeister**

Service: **Luftstreitkräfte**

Units: **FFA 69, Kasta 8**
Jasta 2, 11, JG1

Victories: **80**



LFG Roland C.II
Kasta 8



Fokker Dr.I
Jasta 11

Otto Kissenberth



Before the war, Otto Kissenberth worked for the Gustav Otto aircraft works as a mechanical engineer.

He joined the German Air Force in 1914 and, toward the end of the year, completed his training as a reconnaissance pilot. In March 1915, while posted to FFA 8b, he was seriously wounded in action. After recovering, he joined FFA 9b, serving in Italy and on the Vosges front.

On 12 October 1916, as a fighting pilot with KEK Einsisheim, Kissenberth was credited with his first three victories, downing two Farmans and one Breguet V.

He would only score again in 1917 as a member of Jasta 16b. In August, Kissenberth assumed command of Jasta 23b. He scored his final victory in May 1918 flying a captured Camel which he crashed less than two weeks later.

He ended the war as commanding officer of a flying school. Kissenberth was killed in a mountain climbing accident in the Bavarian Alps.



Country: Germany

Born: 26 February 1893

Place of Birth: Landshut

Deceased: 2 August 1919

Rank: Oberleutnant

Service: Fliegertruppe
Luftstreitkräfte

Units: FFA 8b, 9b, KEK E
Jasta 16, 23

Victories: 20



Raymond Collishaw



At the age of 15, Raymond Collishaw joined the Canadian Fisheries Protection Services as a cabin boy, and as a sailor he later took part in an Arctic Circle expedition.

When war broke out in 1914, Collishaw crossed the Atlantic at his own expense and joined the Royal Navy in England.

Toward the end of 1915, he transferred to the Air Service, qualifying as a pilot in January 1916. After seven months patrolling the British coast, he joined the 3rd Wing in France. On 12 October 1916, Collishaw earned his first victory aboard a Sopwith 1½ Strutter while escorting the Wing's first large-scale raid into Germany.

In 1917, he was posted to 3N Squadron and then to 10N as a flight commander. His flight, composed entirely of Canadians, painted their Sopwith Triplanes dead black, and were known as the Black Flight.

Raymond Collishaw remained in the Royal Air Force until 1943 having risen to the rank of Air Vice-Marshal.

Country: **Canada**

Born: **22 November 1893**

Place of Birth: **Nanaimo**

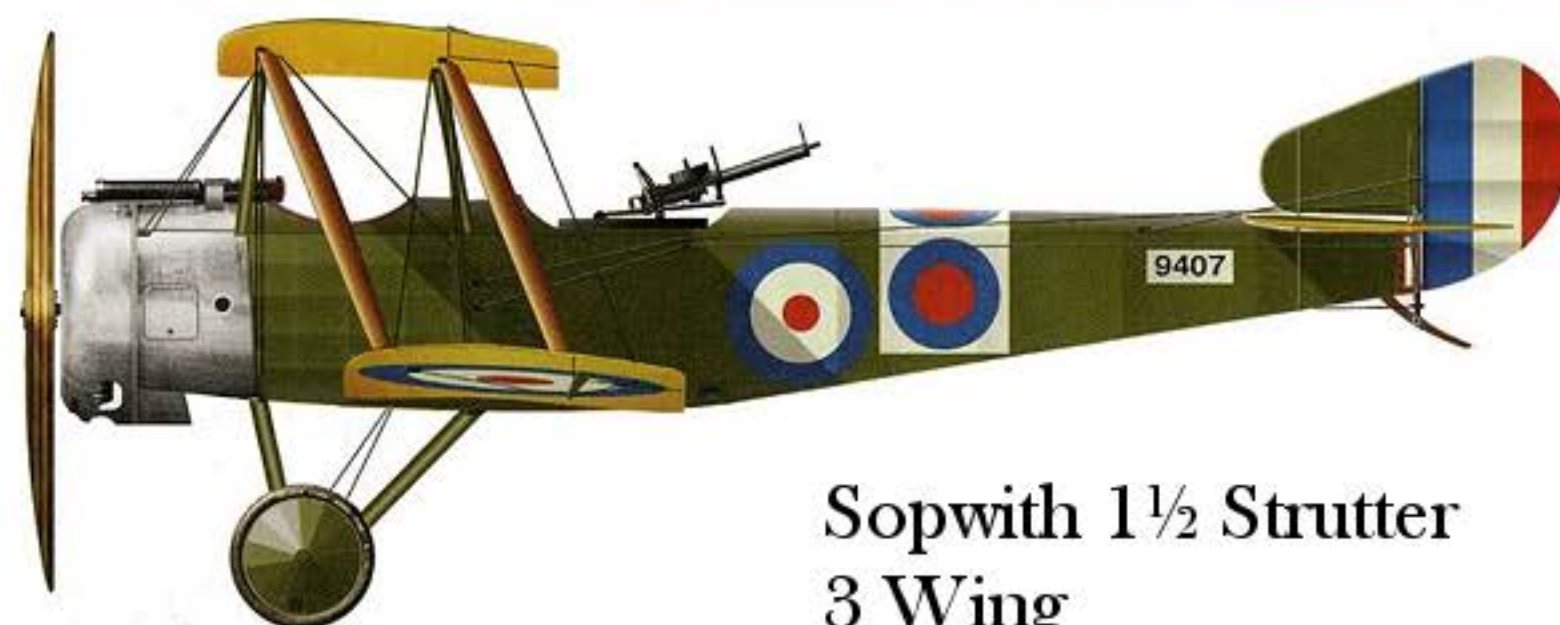
Deceased: **28 September 1976**

Rank: **Lieutenant Colonel**

Service: **Royal Naval Air Service**
Royal Air Force

Units: **3W, 3N, 10N, 13N, 203**

Victories: **60**



Sopwith 1½ Strutter
3 Wing



Sopwith Triplane
10N Squadron

René Fonck



In his youth, René Fonck trained as a mechanic and was fascinated by aviation. However, he chose service in the trenches when conscripted in August 1914.

In early 1915, he changed his mind and began flight training. After completion, he joined Escadrille C47, flying a Caudron G4 on reconnaissance missions. During that time, he was credited with his first 2 victories.

Assigned to SPA103 in April 1917, he quickly made a name for himself, attaining flying ace status by May. An excellent pilot and marksman, his main tactic was to climb very high, dive on the enemy, and fire at close range, aiming for the pilot. Fonck ended the war as the top allied fighter ace, but his boastful and somewhat arrogant character prevented him from becoming popular.

In 1919, he entered politics and then worked for the French Air Force prior to becoming an emissary for the Vichy regime. He died at home from a stroke, largely unsung.

Country: France

Born: 27 March 1894

Place of Birth: Saulcy-sur-Meurthe

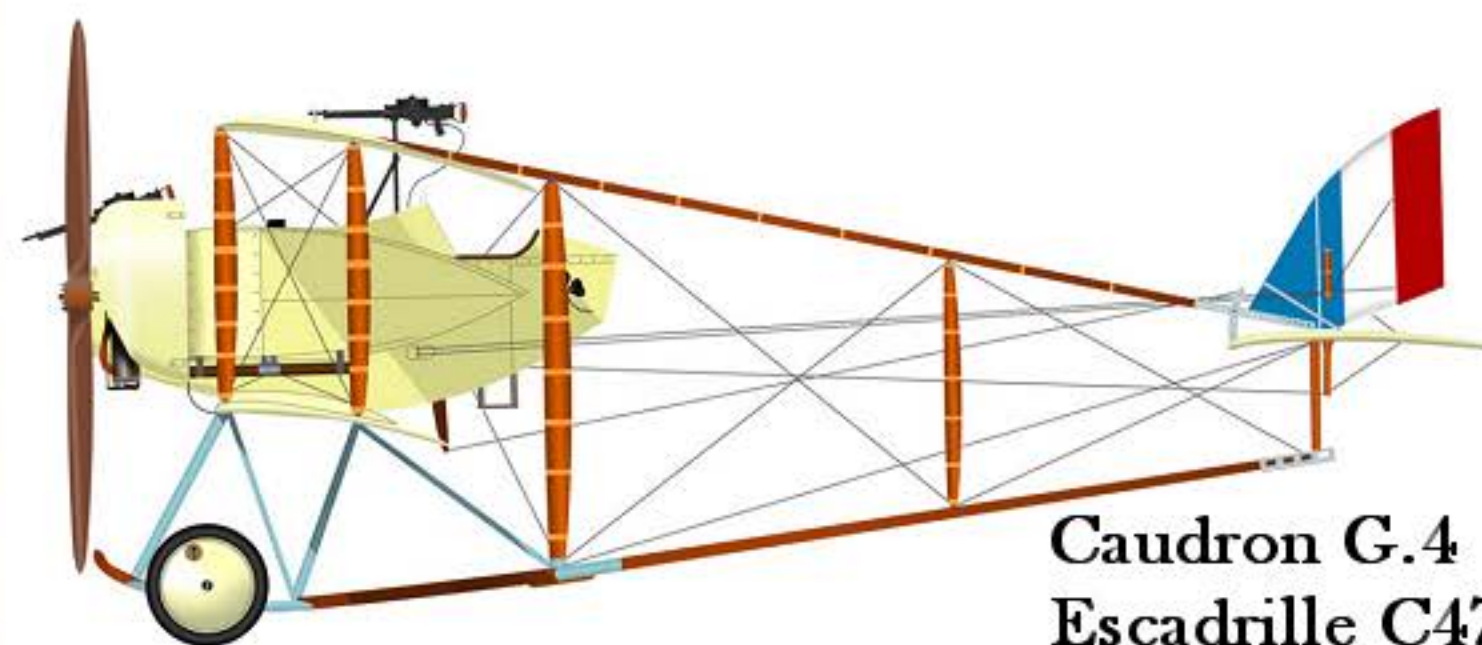
Deceased: 18 June 1953

Rank: Capitaine

Service: Aéronautique Militaire

Units: C47, SPA103

Victories: 75



Caudron G.4
Escadrille C47



Spad XIII
Escadrille SPA103

Robert Little



The son of a travelling salesman, Robert Little had been long interested in aviation and decided to apply for pilot training at the Australian Army's Central Flying School. After being rejected, he travelled to England in 1915 and learnt to fly at his own expense.

He joined the Royal Naval Air Service and was posted to Dunkirk in late June 1916, where he participated in bombing missions with No. 1 Naval Wing.

It is with 8 Naval Squadron that Little scored his first aerial victory on 23 November, flying a Sopwith Pup. Within a year, he achieved thirty-eight victories.

Rested in July 1917, he volunteered to return to the front in March 1918, joining Raymond Collishaw's 3 Naval Squadron as a flight commander. Shot down a month later by Friedrich Ehmman, he managed to land safely behind British lines.

Robert Little, Australia's highest scoring ace was killed in action while chasing a Gotha bomber on a night raid.

Country: **Australia**

Born: **19 July 1895**

Place of Birth: **Melbourne**

Deceased: **27 May 1918**

Rank: **Captain**

Service: **Royal Naval Air Service**
Royal Air Force

Units: **1W, 8N, 3N, 203**

Victories: **47**



Sopwith Pup
8N Squadron



Sopwith Triplane
8N Squadron

Roderic Dallas



Roderic Dallas joined the Port Curtis Militia in 1913, and was commissioned as a Lieutenant prior to World War I. Rejected twice by the British Royal Flying Corps, he was finally accepted by the Royal Naval Air Service and began training in June 1915.

In December, he began flying combat missions in Dunkirk as a member of No. 1 Naval Wing. He scored his first confirmed victory on 23 April over an Aviatik.

Appointed Commanding Officer of 1N Squadron in June 1917, he transferred to the newly established Royal Air Force on 1 April 1918, taking charge of No. 40 Squadron.

Beyond his personal triumphs in combat, Dallas achieved success as a squadron leader, both in the air and on the ground. He was also an influential tactician and test pilot who trialled the latest British aeroplanes and flying equipment. He was killed in action near Liévin during combat with three Fokker Triplanes from Jasta 14.

Country: **Australia**

Born: **30 July 1891**

Place of Birth: **Mount Stanley**

Deceased: **1 June 1918**

Rank: **Major**

Service: **Royal Naval Air Service**
Royal Air Force

Units: **1W, 1N, 40**

Victories: **32**



Sopwith Triplane
1N Squadron



S.E. 5a
40 Squadron

Stuart Culley



Stuart Culley was born in Nebraska of an English father and a Canadian mother and was educated in California and Vermont.

He joined the Royal Naval Air Service in Ottawa on 19 April 1917 and was transferred to England the following month. Culley was the only pilot to score a victory after taking off from a towed vessel, a feat for which he was awarded the Distinguished Service Order; On 10 August 1918, flying a Sopwith Camel 2F.1, he shot down the German Naval airship Zeppelin L.53. Prior to the attack, Culley had taken off from a lighter being towed by the Destroyer HMS Redoubt. After World War I, Culley served on HMS Vindictive in the Baltic, taking part in many bombing operations there against Russian Bolsheviks.

Culley survived his exploits in Russia and took command of 39 Squadron of the R.A.F. in March 1933, eventually rising to the rank of Group Captain.



Launching of a Sopwith 2F.1 Camel from a lighter at sea.

Country: Canada

Born: 23 August 1895

Place of Birth: Omaha

Deceased: 1975

Rank: Lieutenant

Service: Royal Naval Air Service
Royal Air Force

Units: 230

Victories: Unknown



Sopwith Camel 2F.1
230 Squadron

Thomas Culling



Thomas Culling attended Kings College in Auckland when the family lived there. He was the only son of Thomas and Fanny Culling. His father had been the Mayor of St Kilda.

Culling was commissioned to the Royal Naval Air Service in January 1916 and after training in England he was assigned to fly a Sopwith Triplane with 1 Naval Squadron.

He began to score victories during Bloody April in 1917, with his first three coming that month. The third one was during an epic dogfight for which Culling was awarded the Distinguished Service Order. On 23 April, he was one of the wingmen of the great Australian ace, Roderic Dallas. Together, they engaged a formation of nine hostile scouts and two-seater machines, downing two and chasing the others away.

Thomas Culling takes the honour of being the first New Zealand WW1 ace with six credited victories.

He was killed in action by a German naval flier.



Country: New Zealand

Born: 31 May 1896

Place of Birth: Dunedin

Deceased: 8 June 1917

Rank: Flight Sub-Lieutenant

Service: Royal Naval Air Service

Units: 1N

Victories: 6



Sopwith Triplane

Werner Voss



The youngest son of an industrial dyer, Werner Voss enlisted in 1914 at the age of 17 in a Hussar Regiment, serving on the Eastern Front.

He transferred to the Fliegertruppe in August 1915, joining FEA7. A gifted pilot, he was enrolled as an instructor upon graduating, before departing to the front in March 1916.

Voss served first as an observer with Kampfstaffel 20. Posted to Jasta 2, he scored his first two victories in November 1916. After 28 claims, Voss was sent to command Jasta 5 in May 1917, before being briefly posted to Jasta 29 and 14. He was then given the command of Jasta 10 in Richthofen's JG I.

Voss was known as a loner and an inspirational, rather than effective, unit leader. He also had a gift for mechanical engineering, often found tweaking his aircraft in the hangar. Killed during a legendary dogfight with seven S.E.5as, Werner Voss drove two planes to the ground and damaged the rest before his Fokker DR.I was shot down by Arthur Rhys Davids.

Country: Germany

Born: 13 April 1897

Place of Birth: Krefeld

Deceased: 23 September 1917

Rank: Leutnant

Service: Fliegertruppe
Luftstreitkräfte

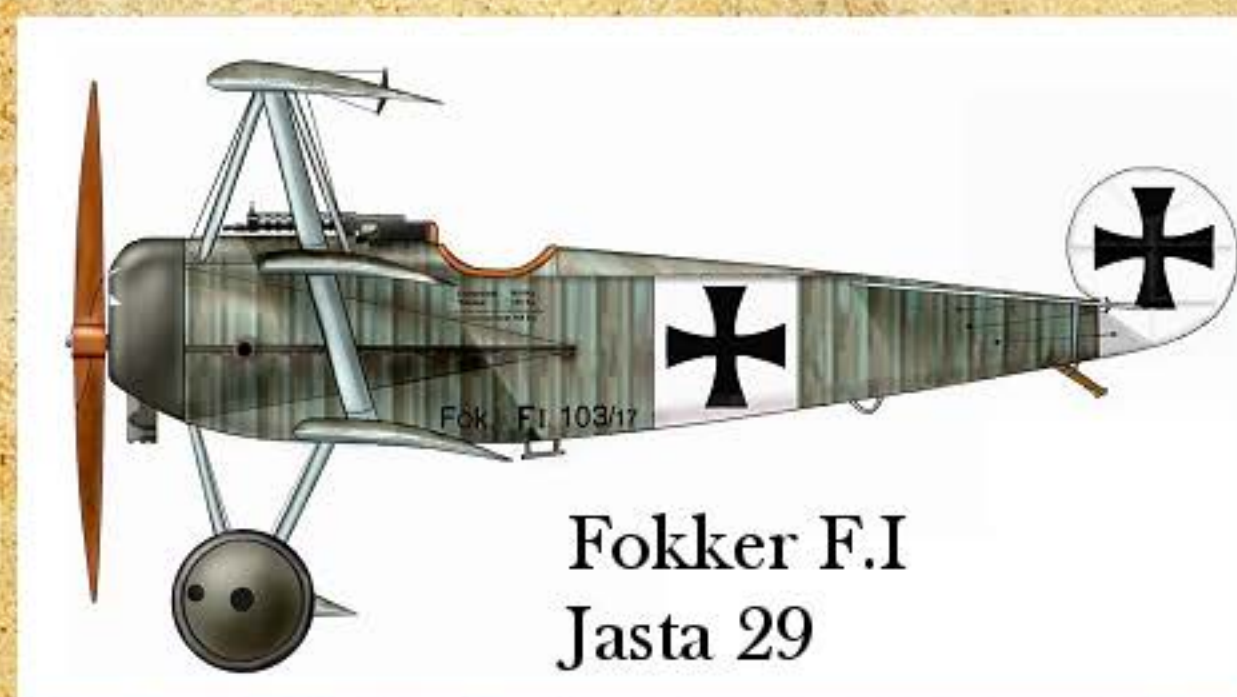
Units: Kasta 20

Jasta 2, 5, 10, 14, 29

Victories: 48



Albatros D.III
Jasta 2



Fokker F.I
Jasta 29

William Barker



William Barker grew up riding horses, shooting rifles, and helping with work on his father's farm and sawmill.

In December 1914, he enlisted in the 1st Canadian Mounted Rifles where he served until March 1916.

He started his flying career with the Royal Flying Corps as an observer, flying in the B.E.2, and then went for pilot training. Following a request for front line service, Barker was posted to 28 Squadron with which he scored his first confirmed victory. In November 1917, 28 Squadron was transferred to Italy where Barker downed 43 airplanes.

Back to the UK in September 1918 to command a training school, Barker requested an assignment to France and was posted to 201 Squadron. He scored his last 4 victories during an epic dogfight, but ended up severely wounded.

Post-war, Barker formed a short-lived business partnership with Billy Bishop and then joined the Canadian Air Force. He died after crashing his biplane during a demonstration flight.

Country: **Canada**

Born: **3 November 1894**

Place of Birth: **Dauphin**

Deceased: **12 March 1930**

Rank: **Major**

Service: **Royal Flying Corps**
Royal Air Force

Units: **4, 9, 15, 28, 66, 139, 201**

Victories: **50**



Sopwith Camel
139 Squadron



Sopwith 7F.1 Snipe
201 Squadron