

Alberto Lello Portela



Alberto Lello Portela joined the 23rd infantry regiment of the Portuguese army in 1911, switching to the 4th cavalry regiment later on. In 1915, he took pilot training at Pau and Cazaux. On 9 March 1916, after the German invasion of its Angolese colony, Portugal entered the war. Portela obtained his pilot's licence five months later and went back to Portugal as a flight instructor. In November 1917, he rejoined France and following the overthrow of the Portuguese government by a military coup, he decided to join the French air force as a volunteer. On 17 December 1917, Portela, together with two other Portuguese pilots joined Escadrille SPA124. Promoted to captain in May 1918, he was then attached to the Portuguese embassy in Paris until the end of the war. Post-war, Portela started a career in journalism, founding a weekly newspaper, while still working for the army as a flight instructor. Promoted Lieutenant-Colonel in 1938, Portela would end his career as prefect of Lisbon.

Country: Portugal

Born: 10 June 1893

Place of Birth: Santa Marta de Penaguião

Deceased: 10 October 1949

Rank: Lieutenant

Service: Aéronautique Militaire

Units: N124, SPA124

Victories: 1 (unconfirmed)



Spad VII
SPA124

Armand de Turenne



Armand de Turenne was the son of an army officer. He enlisted in the cavalry in April 1908 with the 21ème régiment de Dragons de Saumur. He transferred to aviation in June 1915 and obtained his licence in December. In June 1916, he was assigned to Escadrille N48 led by Capitaine Georges Matton, where he would fly a Nieuport 11. He scored his first victory on 17 November 1916, downing an Albatross. By 30 September 1917, he had half a dozen to his credit. Five of them he shared with fellow aces. De Turenne then transferred to Escadrille SPA12 as its commander. He continued teamwork in combat and branched out to become a balloon buster by downing two observation balloons. Interestingly, out of his 15 victories, only 2 were solo, the other triumphs he shared with 15 other pilots. Remaining in military service post-war, de Turenne had made full colonel in 1937. He again fought for his country in 1939-40 as commander of Groupe de Chasse 24.

Country: France

Born: 1 April 1891

Place of Birth: Le Mans

Deceased: 18 December 1980

Rank: Capitaine

Service: Aéronautique Militaire

Units: VB102, N48, SPA12

Victories: 15

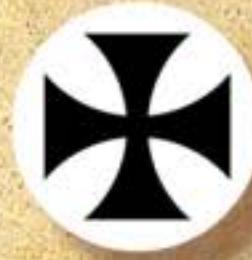


Nieuport 11
Escadrille N48



Spad VII
Escadrille SPA12

Bela Macourek



Macourek joined the Royal Hungarian Mounted Artillery Division No. 1 in 1914. After two years on the ground, he volunteered for the air service and completed observer training in December 1916. He was assigned to Flik 23 on the Isonzo front and scored his first victory flying a Hansa-Brandenburg C.I. In 1917, having completed pilot school, he joined Flik 6 on the Albanian front in October and scored two victories flying an Aviatik D.I. Macourek assumed command of Flik 1J at the end of July 1918. He finished the war as an ace, scoring two more victories in another Aviatik D.I. That particular aircraft had a red, white and green diagonal stripe on the side of the fuselage (the Hungarian national colours), an expression of Macourek's strong feelings for an independent Hungarian state. Post-war he flew for the Hungarian Red Air Corps, became a citizen of Hungary and changed his surname to Maklary. Macourek was awarded the Hungarian Order of the Brave and, in 1931, the Gold Bravery Medal for Officers.

Country: Austro-Hungarian Empire

Born: 4 November 1889

Place of Birth: Nebojsza

Deceased: Unknown

Rank: Oberleutnant der Reserve

Service: Luftfahrttruppen

Units: Flik 1J, 6F, 23

Victories: 5



Aviatik D.I
Flik 1J



Hansa-Brandenburg C.I

Charles Ciselet



Charles Ciselet was one of four brothers who served with the Belgian Air Service. He volunteered for service on 23 May 1915, with the Aviation Militaire and was assigned to the 4ème Escadrille in December. By April 1916, Ciselet had attained the rank of 1er Sergent Major and was flying Farman aircraft as an artillery observation pilot. He was involved in many aerial incidents including being wounded and crashing into the sea. In May 1917, Ciselet was commissioned as a Sous-Lieutenant. On 9 June 1917, while serving with the 5ème Escadrille, he downed a German single seat aircraft aboard a Nieuport named Flo-Flo. In September, he was wounded while flying a Spad VII and he did not again see aerial service during the war. Ultimately he was promoted to Lieutenant in December 1918. He had flown 98 offensive patrols during which he fought on 17 occasions and was awarded numerous decorations for his deeds. Charles Ciselet formed an airline in 1923, but was to die in a crash near Antwerp aged only 35.

Country: Belgium

Born: 3 October 1894

Place of Birth: Hove

Deceased: 1 April 1931

Rank: Lieutenant

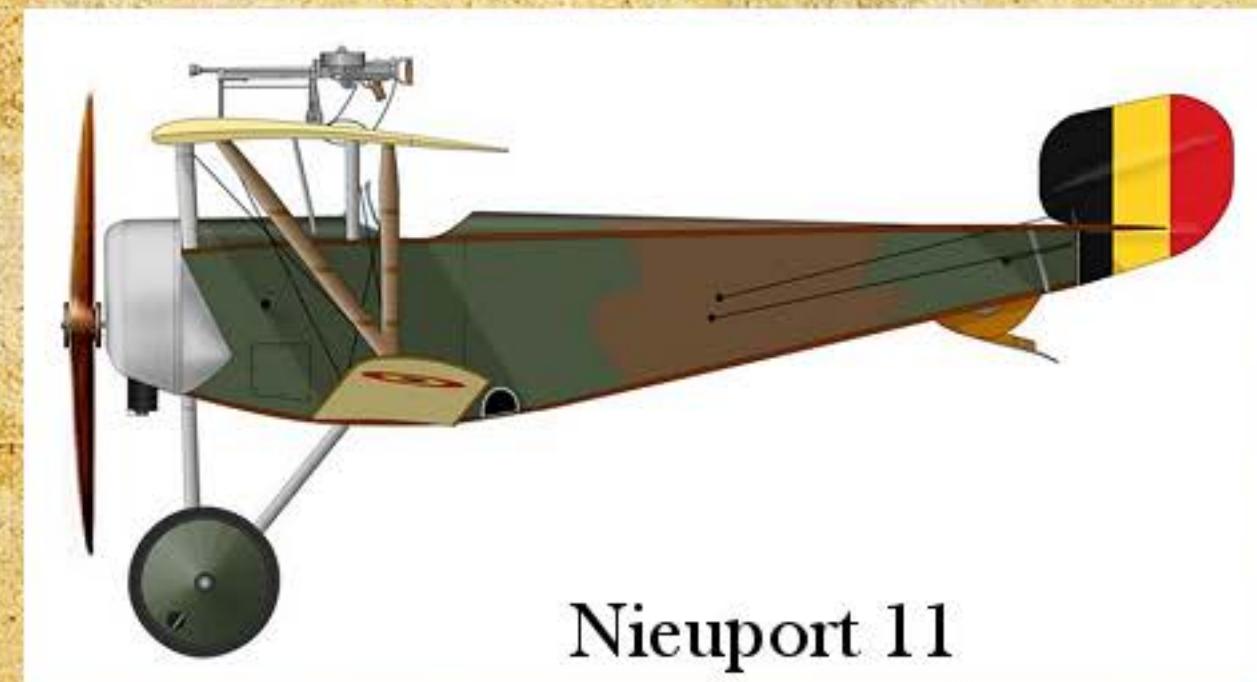
Service: Aviation Militaire

Units: 4ème, 5ème

Victories: 1



Spad VII
5ème Escadrille



Nieuport 11

Eduard von Schleich



Eduard von Schleich joined the army in 1909 but was later released due to medical problems. He volunteered again and in August 1914 was badly wounded in the Battle of Lorraine. He then joined the Air Service and qualified as a pilot in September 1915, being assigned to FA 2 the following month. Wounded in January 1916 and decorated for bravery, he did not see further service until September, when he was given command of Fliegerschule 1. Von Schleich joined Jasta 21 in May 1917, and commanded the unit from June onwards. He was then re-assigned to Jasta 32 in October 1917, with his tally at 25. In March 1918, he took command of Jagdgruppe Nr. 8. After the war, von Schleich worked in turn as an Inspector with the Bavarian State Police, a peat farmer and a Lufthansa airline pilot. In 1931, he joined the Nazi Party, and returned to military service with the Luftwaffe where he would reach the rank of Generalleutnant. Held by British forces after the war, he died in custody from a heart condition.

Country: Germany

Born: 9 August 1888

Place of Birth: Munich

Deceased: 15 November 1947

Rank: Hauptmann

Service: Luftstreitkräfte

Units: FA 2, Jasta 21, 32, JG 8

Victories: 35



Albatros D.V
Jasta 21



Albatros D.Va
Jagdgruppe 8

Ernesto Cabruna



Ernesto Cabruna attended technical school and in 1907, volunteered for the Reali Carabinieri, the military police. He distinguished himself during the earthquake relief operation in Messina and also during the Italo-Turkish War. When Italy entered WWI, he volunteered for service at the front, gaining a Bronze medal for his courage. He then applied for pilot training and obtained his wings in October 1916. After flying reconnaissance missions, he joined a fighter school in April 1917. By March 1918, he had scored 3 victories. That same month, he became famous after attacking alone a patrol of 10 enemy aircraft and claiming one of them. After the war, he followed the poet D'Annunzio to Fiume to fight in a rebellion against the Italian government. When this adventure ended, he had no money and no job. After a period of depression, he rejoined the army but was discharged due to ill health in 1932. During World War 2, he was involved with the resistance against the Fascist government.

Country: Italy

Born: 2 June 1889

Place of Birth: Tortona

Deceased: 9 January 1960

Rank: Maresciallo

Service: Regio Esercito

Units: 29a, 77a, 80a, 84a

Victories: 8



Spad VII
77a Squadriglia



Nieuport 17

Eugene Bullard



Bullard left America while still a teenager on a ship bound for Europe. He worked as a boxer in the United Kingdom. He was in France when World War I started and he joined the Foreign Legion in October 1914. During his time in infantry he was twice mentioned in dispatches and he received the Croix de Guerre. In 1916, he was removed from the ground war after being wounded. In October 1916 he transferred to Aéronautique Militaire as a gunner. He became a pilot in May 1917 and was promoted to corporal in June. Bullard had a brief stint in Escadrille SPA 93 and then with SPA 85. In late 1917 he applied for the U.S. Army Air Corps but was rejected. Discharged from the French Air Force after fighting with an officer, Bullard was transferred back to his old infantry unit where he performed non combat jobs until the armistice. After the war, he made his living in Paris, eventually owning his own nightclub. He returned to America in 1940 after being wounded during the German invasion of France.

Country: United States

Born: 9 October 1894

Place of Birth: Columbus

Deceased: 12 October 1961

Rank: Caporal

Service: Aéronautique Militaire

Units: N85, N93

Victories: 2 (unconfirmed)



Spad VII
Escadrille SPA85

Francesco Baracca



Francesco Baracca, Italy's greatest ace, was born into a wealthy family. His father was a landowner and a businessman, his mother a countess. 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 91a Squadriglia, 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

Frank Linke-Crawford



Frank Linke-Crawford was born to a Galician father and a British mother. He graduated from the Wiener-Neustadt military academy as a Lieutenant in 1913. Assigned to the 6th Dragoon Regiment, he first saw battle on the Russian Front. He climbed the ranks in his regiment, but he requested and obtained a transfer to the LFT in December 1915. Linke-Crawford was first posted as an observer to Flik 22 in March 1916 to fly reconnaissance and bombing missions. He then retrained as a pilot and in January 1917, he was transferred to Flik 12. With this unit, he gained a reputation for courage. In August 1917, he was transferred to Flik 41J commanded by Godwin Brumowski. He scored his first confirmed victory in August 1917, using a Hansa-Brandenburg D.I to down a Nieuport, and he became an ace in September. With his tally at 13, Linke-Crawford assumed command of Flik 60J in late December. He was killed in action when his Aviatik D.I was shot down by Italian Hanriot HD.1 from 81a Squadriglia.

Country: Austro-Hungarian Empire

Born: 18 August 1893

Place of Birth: Krakau

Deceased: 30 July 1918

Rank: Oberleutnant

Service: Luftfahrttruppen

Units: Flik 12, 22, 41J, 60J

Victories: 27



Aviatik D. I
Flik 60J



Hansa-Brandenburg D. I
Flik 12

Friedrich Hefty



Friedrich Hefty joined the Austro-Hungarian Airforce in 1914. After completing pilot training he joined Flik 12 and flew reconnaissance and bombing missions. In October 1915, he was wounded by Italian anti-aircraft fire. In April 1917, he was assigned to Flik 44F on the Romanian front where he scored his first victory flying a Hanşa-Brandenburg C.I. In October, Hefty was transferred to the Italian front to Flik 42J. During 1918, Hefty formed a strong friendship with fellow pilots Johann Risztics and Ferdinand Udvardy. The three of them having won gold medals for bravery, they became known amongst the airmen of Flik 42J as the Golden Triumvirate. In August 1918, Hefty was saved by a parachute when his albatros D.III was shot down by Captain Bartolomeo Constantini of Squadriglia 91a. When Austria-Hungary dissolved, he served in the Red Air Corps. In the 30's, Hefty helped establish the Hungarian gliding movement. After serving again in the Hungarian Air Force During WWII, he emigrated to the USA.

Country: Austro-Hungarian Empire

Born: 13 December 1894

Place of Birth: Pozsony

Deceased: 20 January 1965

Rank: Offizierstellvertreter

Service: Luftfahrttruppen

Units: Flik 12, 42J, 44F

Victories: 5



Aviatik D. I
Flik 42J



Albatros D.III
Flik 42J

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 10s. 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 he did not return. Until today, the circumstances of his death are still a mystery.

Country: France

Born: 24 December 1894

Place of Birth: Paris

Deceased: 11 September 1917

Rank: Capitaine

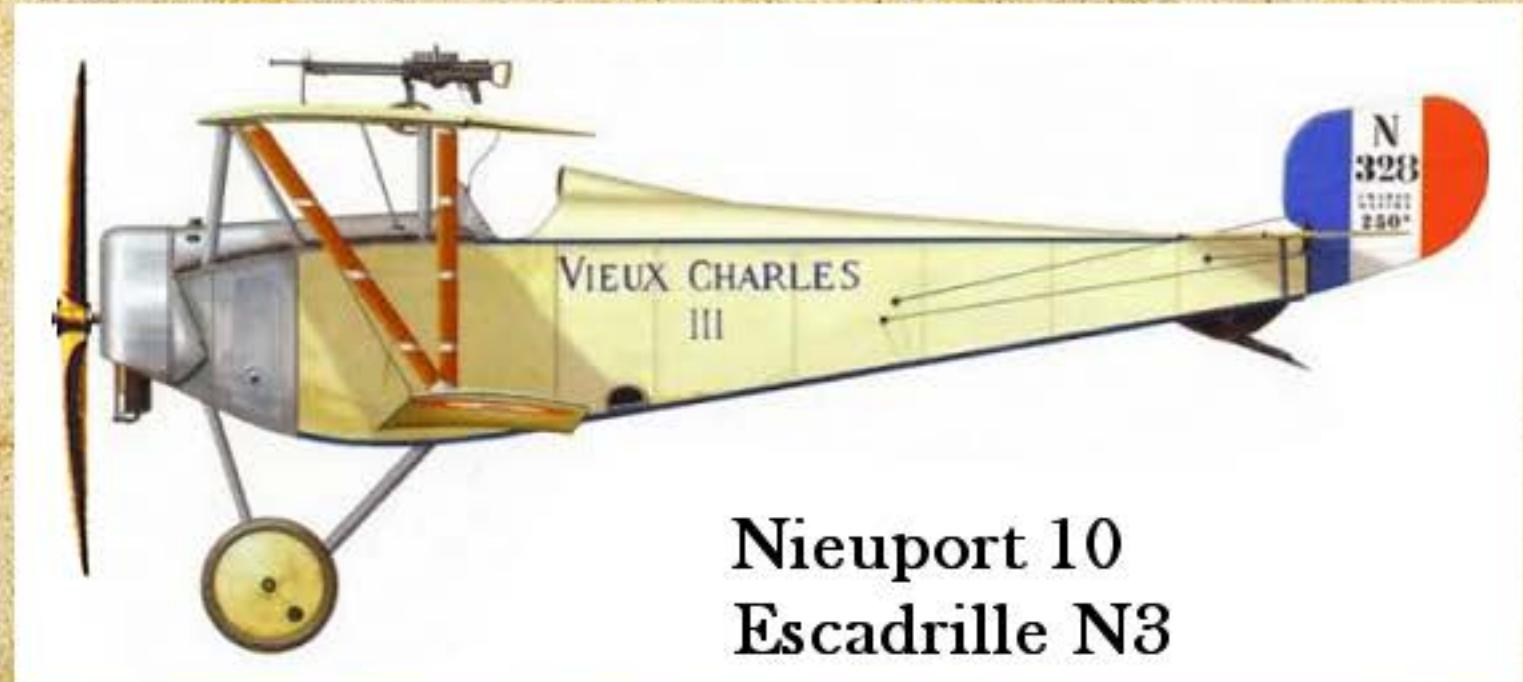
Service: Aéronautique Militaire

Units: MS3, N3, SPA3

Victories: 53



Spad VII
Escadrille SPA3



Nieuport 10
Escadrille N3

Georges Lachmann



In August 1914, Georges Lachmann enlisted with the 2ème Groupe d'Aviation having already obtained his civil pilot's license. He was first assigned to Escadrille REP27 and then to REP15, both operating Robert Esnault-Pelterie K-80 aircraft. In May 1915, he was posted to N57 on the Western Front in France and in August, he was transferred to N92 on the Italian Front, assigned to fly Nieuport 10s to defend Venice. He was a major participant in the hour's air combat of 15 October 1915 that discouraged further Austro-Hungarian raids on the city. Back with N57, he scored his first victory in July 1916, downing a balloon with a Nieuport. In March 1917, Lachmann was posted to the Russian Front with SPA581. He was wounded in action in June and assumed command of the squadron the following month. In December, he was promoted to Lieutenant having scored 6 victories with SPA581. After the war, Georges Lachmann travelled to Africa and spent some time surveying landing fields.

Country: France

Born: 10 August 1890

Place of Birth: Paris

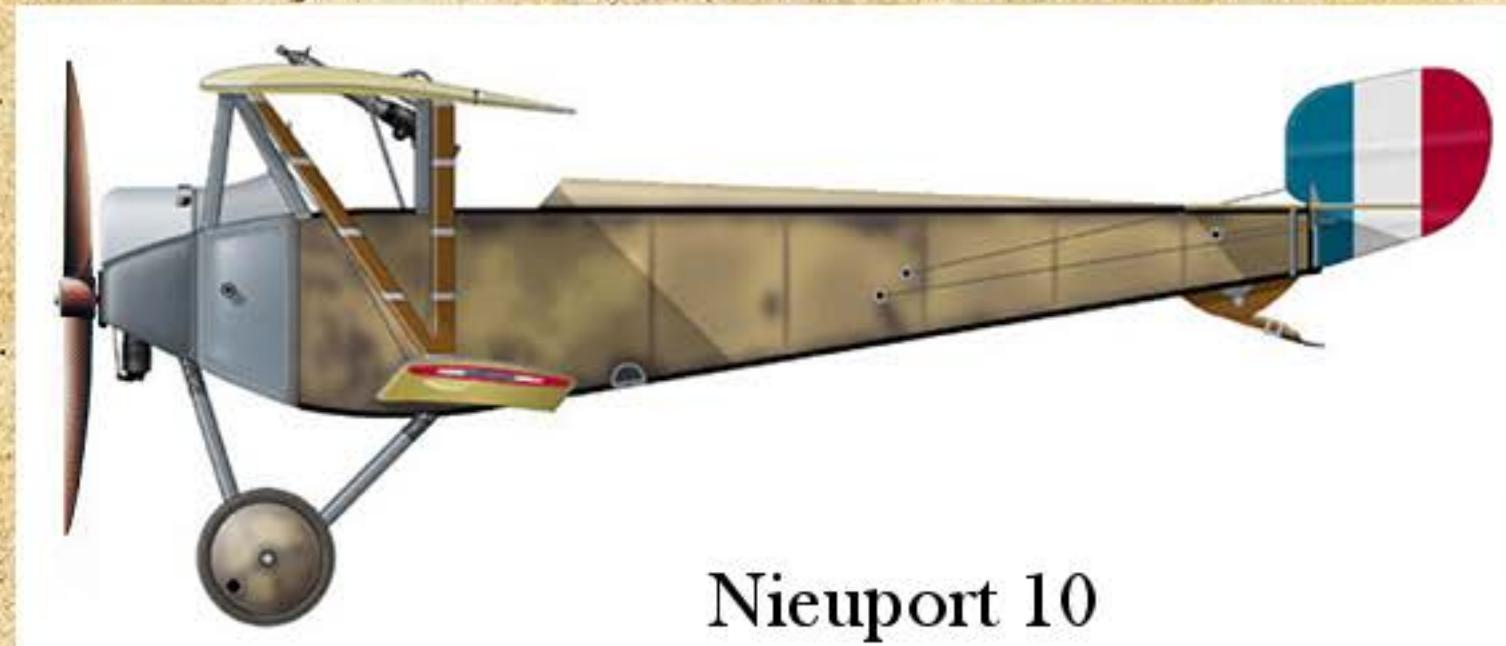
Deceased: 12 August 1961

Rank: Capitaine

Service: Aéronautique Militaire

Units: REP15, REP27, N57, N92, N581

Victories: 9



Nieuport 10



Spad VII
Escadrille N581

Hereward de Havilland



Born in a family of 5, Hereward de Havilland was the son of Reverend Charles de Havilland, curate of Hazlemere.

Before WWI, he was employed as a test pilot for the Royal Aircraft Factory where his brother, the famous aviation pioneer Geoffrey de Havilland, was a designer. In October 1914, de Havilland was posted to France with No.6 Squadron and took part in bombing missions in Belgium. The following year he joined No.2 Squadron in France, at Merville. He was appointed Captain in September of that year. By December 1916, he was flying in Mesopotamia with No. 30 Squadron operating with the Tigris Corps. He was given command of that squadron in January 1917. In Mesopotamia he took part in many successful bombing missions against the Turkish army and was even credited with downing a Fokker. After the war he worked for his brother's company, doing sales tours in Europe and then establishing de Havilland's first overseas subsidiary in Australia. He retired from his brother's business in 1959.

Country: England

Born: 2 Decembre 1894

Place of Birth: Nuneaton

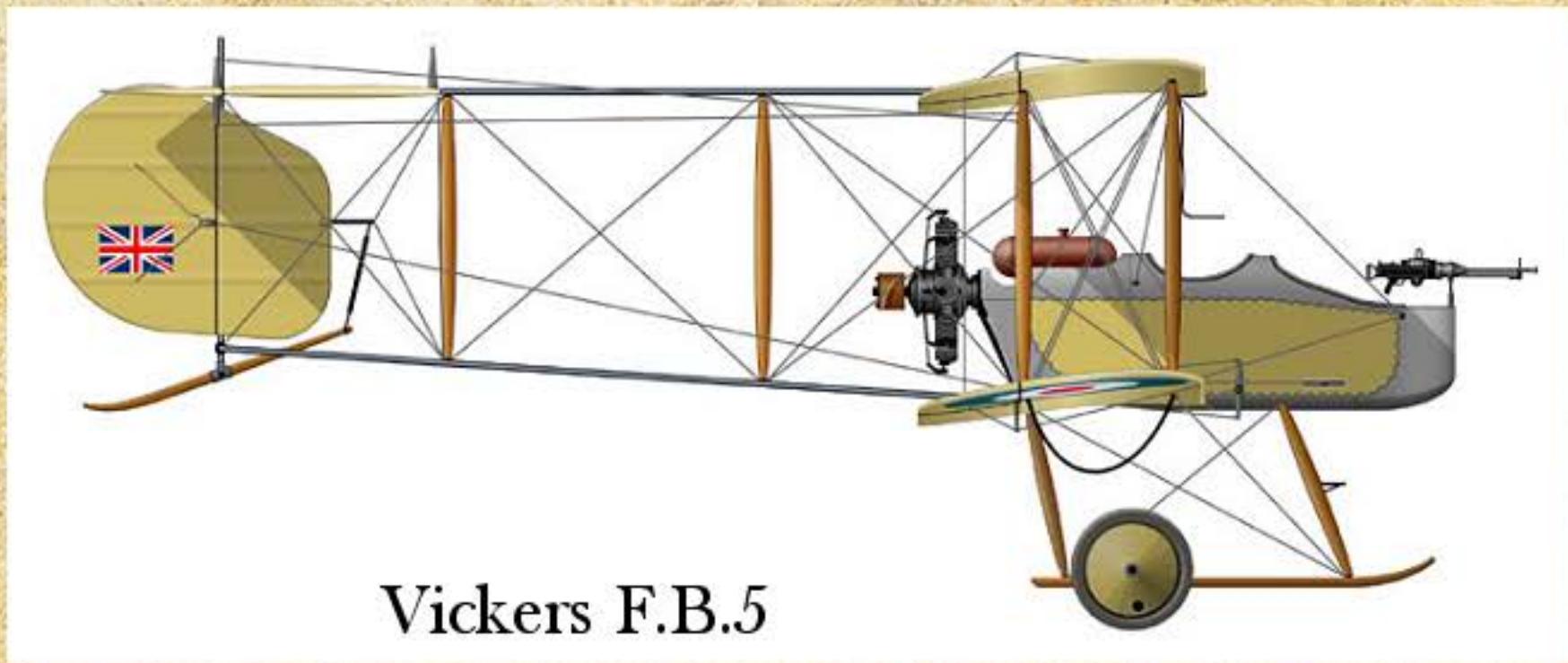
Deceased: 12 September 1976

Rank: Major

Service: Royal Flying Corps

Units: 2, 6, 30

Victories: 1



Vickers F.B.5



Spad VII
30 Squadron

Mieczyslaw Garsztka



Mieczyslaw Garsztka was the son of a Polish doctor. He intended to study medicine but in November 1915 he was mobilized into the German army. Initially he served in the infantry on the Western Front with Grenadier Regiment 110 and Infantry Regiment 87. After completing officer training in April 1917 he became a Lieutenant. He then asked to be transferred to the air service, and in November 1917 he was sent to a flying school. After completing his training in Posen, and then a fighter pilot course in Nivelles, he was assigned to Jasta 31 in Champagne on 7 June 1918. Initially he flew the Albatros D.V and later the Fokker D.VII fighter. His combat career was short but successful. He shot down his first claim, a Spad fighter in July 1918. In September, he became an ace after shooting down an S.E.5a. After the war when Poland regained independence, Garsztka joined the Polish Air Force and fought the Ukrainian forces. Mieczyslaw Garsztka was killed in an air crash, flying a Spad VII in Lwów.

Country: Germany

Born: 31 December 1896

Place of Birth: Bydgoszcz

Deceased: 10 June 1919

Rank: Lieutenant

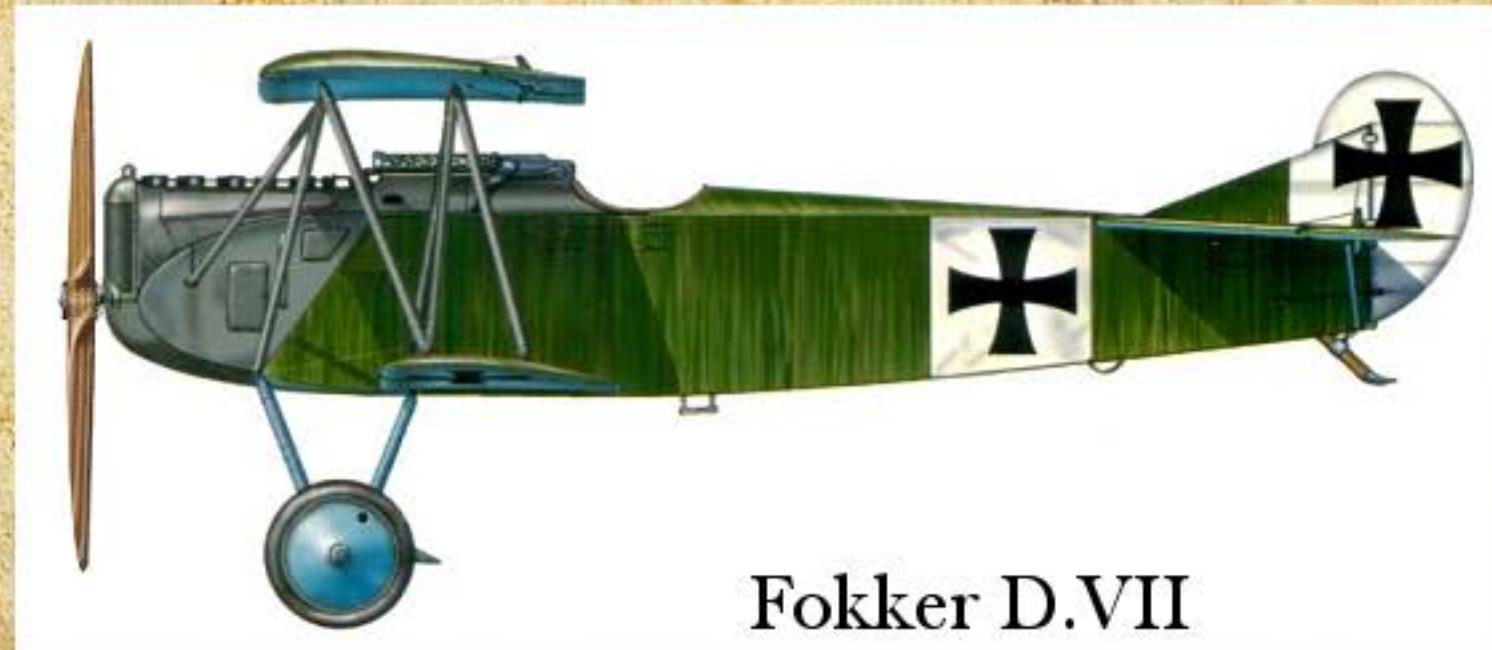
Service: Luftstreitkräfte
Polish Air Force

Units: Jasta 31

Victories: 6



Spad VII
7 Eskadra Lotnicza



Fokker D.VII

Robert Soubiran



Robert Soubiran's mother died shortly after his birth in France, and in 1890 his father brought him to New York City, where he became a US citizen in 1898. A proficient mechanic, Soubiran worked for racing car driver Ralph de Palma until he decided to go back to Europe and fight for France following the outbreak of WWI. He joined the Foreign Legion and saw considerable action in the trenches where he was wounded. After four months in the hospital, he transferred to aviation with the help of Kiffin Rockwell and William Thaw in February 1916. He was assigned to the Lafayette Escadrille in October where he would serve until February 1918. He then joined the 103rd Aero Squadron as a captain and was its commanding officer at the time of the Armistice. Promoted to Major, Soubiran could not adjust to the peacetime Army and left it in 1919. He had a successful career as a salesman in Paris, and during WWII, he served for the War Assets Administration and for Republic Aircraft in Farmingdale.

Country: United States

Born: 16 March 1886

Place of Birth: Avallon

Deceased: 4 February 1949

Rank: Captain

Service: Aéronautique Militaire

United States Air Service

Units: N124, 103rd Aero

Victories: 1



Nieuport 17
Escadrille N124



Spad VII
103rd Aero Squadron

Rudolf Windisch



Rudolf Windisch volunteered with Infantry Regiment 177 in September 1914. Two months later, he was wounded by shrapnel and removed from front line duty. In February 1915, he was assigned to the Military Aviation School in Leipzig-Lindenthal and then joined FEA 6 as a flight instructor. In May 1916, he joined FFA 62, flying two-seaters on the Russian front and downed an observation balloon for his first victory in August. He flew recon missions on the Western Front with Kagohl II before joining Jasta 32 in February 1917. For his 6th victory, Windisch forced down the SPAD VII of Portuguese Captain Oscar Monteiro Torres of the French unit SPA 65. He claimed the captured plane for himself, and is said to have flown it in combat. After a brief stint with Jasta 50, Windisch was appointed commander of Jasta 66. He would score 16 more victories before being shot down. Thought to be a prisoner of war in the hands of the French Windisch was never seen again and his death remains shrouded in mystery.

Country: Germany

Born: 27 January 1897

Place of Birth: Dresden

Deceased: 27 May 1918

Rank: Lieutenant

Service: Luftstreitkräfte

Units: FEA 6, FFA 62, KG 2
Jasta 32, 50, 66

Victories: 22



Spad VII
Jasta 32



Albatros D.V
Jasta 32

Vilém Stanovský



Willém Stanovský, a trained carpenter, enrolled in August 1914 in the first Czechoslovakian unit deployed on the Western Front, the "Nazdar" company. In 1915, volunteers were sought to form the first independent Czechoslovakian escadrille. Stanovský was among these men who eventually fought for the French Air Service. After graduating from pilot training at the end of 1917, he was assigned to SPA 158 in the summer of 1918 where he took part in battles in Flanders. He was shot down and severely wounded in November 1918. In the interwar period, he served in various command positions in the Czechoslovak Air Force. During World War II, he was arrested by the Gestapo and imprisoned in Dachau. After the liberation Stanovský was promoted to Brigadier General and appointed head of the aviation department of the Ministry of Transport. In 1952, he was arrested again, this time by the Communists for treason, only to be amnestied in 1960, eventually earning back his pension with the rank of General.

Country: Austro-Hungarian Empire

Born: 27 March 1896

Place of Birth: Ostrava

Deceased: 14 July 1972

Rank: Caporal

Service: Aéronautique Militaire

Units: SPA158

Victories: 1 (unconfirmed)



Spad VII
Escadrille SPA158

William Cochran-Patrick



William Cochran-Patrick first served in the Rifle Brigade before joining the RFC where he qualified as a pilot in April 1915. He was so skilled a flier that he was assigned as chief test pilot to No. 1 Aeroplane Depot at Saint-Omer. On 26 April 1916, he scored his first victory despite his test pilot status, using a Nieuport to attack an LVG C-type. He was then transferred to No. 70 Squadron to fly Sopwith 1½ Strutters with which he scored 2 victories, having his observer killed on both occasions. Promoted to Captain, he transferred to No. 23 Squadron in early 1917 to fly Spad VIIIs. He became an ace in April. After his final victory, in July 1917, he was promoted to Major and given command of No. 60 Squadron. At the end of 1917 he returned to England to the Training Directorate of the Air Board, and then back to No. 1 AD in 1918. In the postwar years he went on to fly a lot of aerial survey work and he also established the Aircraft Operating Company of South Africa. Cochran-Patrick died in an air crash near Johannesburg.

Country: Scotland

Born: 25 May 1896

Place of Birth: Edinburgh

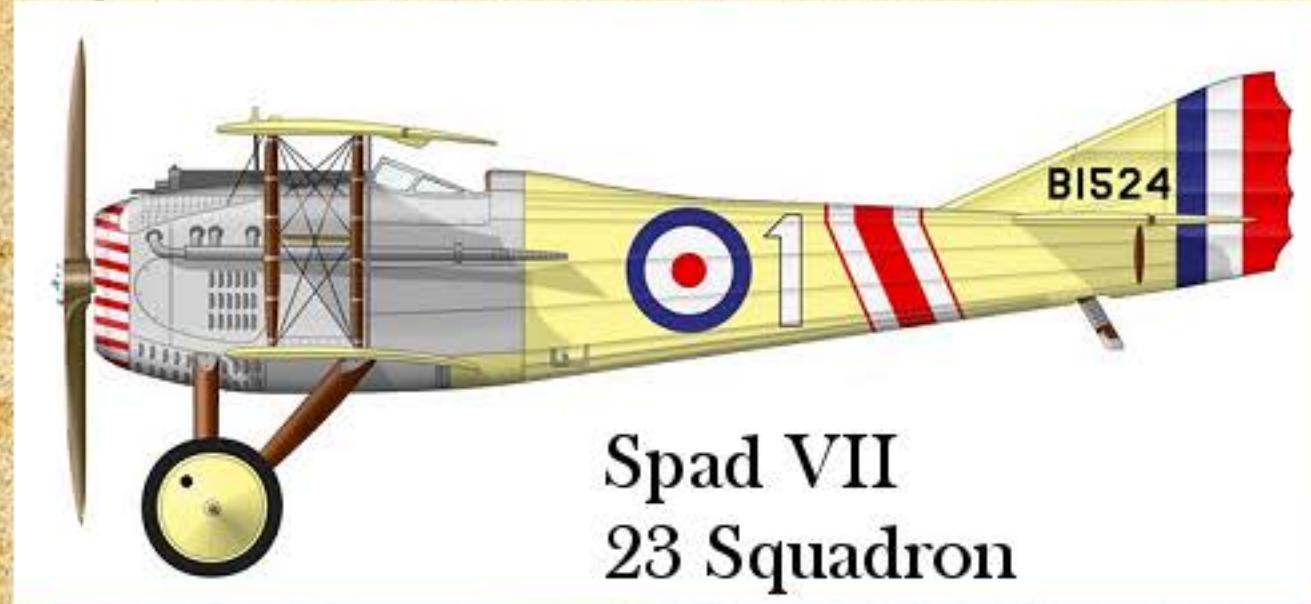
Deceased: 26 September 1933

Rank: Captain

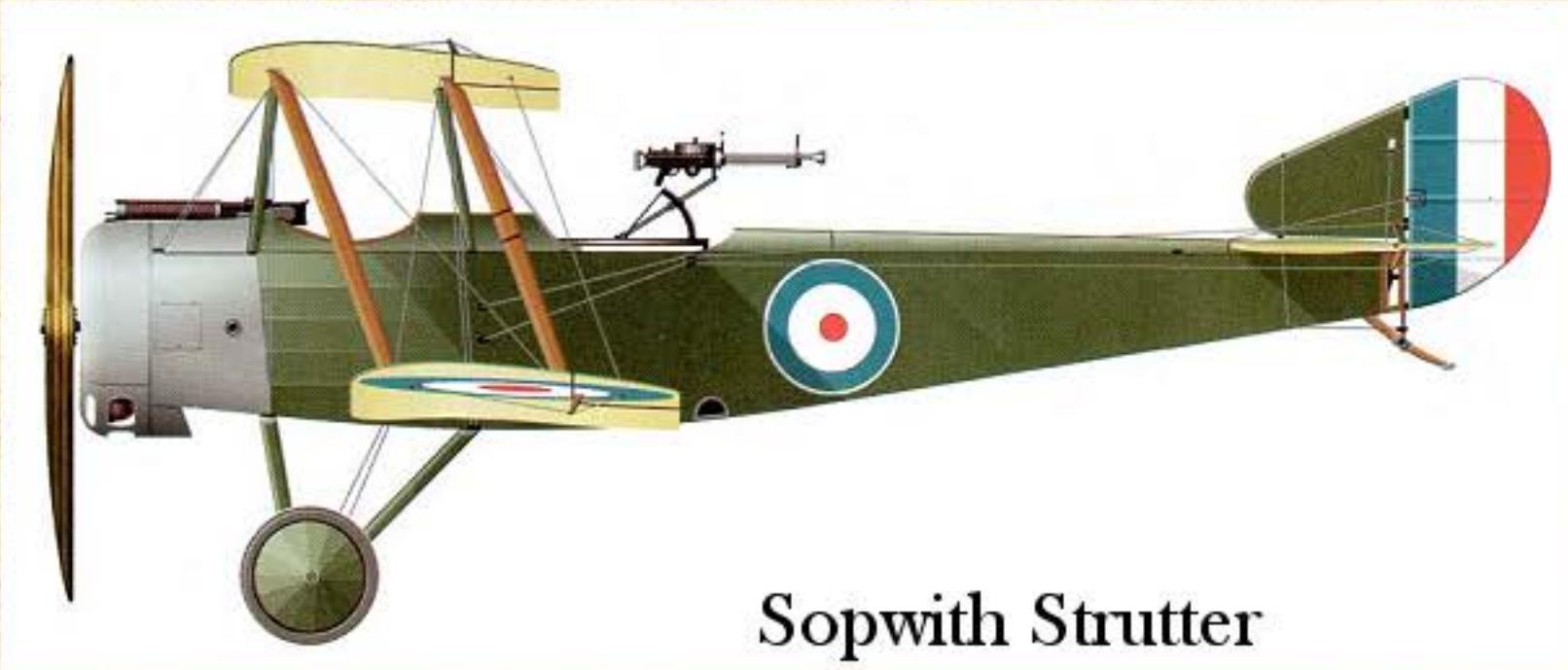
Service: Royal Flying Corps

Units: 1AD, 23, 60, 70

Victories: 21



Spad VII
23 Squadron



Sopwith Strutter