

Max Immelmann



Born to an industrialist father, Max Immelmann entered the Dresden Cadet Corps at age fourteen. In 1912, he left the army to study mechanical engineering.

When war broke out, he enlisted in Eisenbahnregiment Nr.1, but soon transferred to the Imperial German Flying Corps and was sent for pilot training in November 1914.

Immelmann served as a pilot first with Feldflieger-Abteilung 10, and then with FFA 62.

He gained his first confirmed victory on 1 August 1915 with an early version of the Fokker Eindecker. Within five months, he added 6 more victories and became known as "The eagle of Lille".

Idolized by the German press, he and the other pioneer ace, Oswald Boelcke carried on a rivalry, matching each other, victory for victory.

Immelmann died during an engagement with a flight of F.E.2b of 25 Squadron Royal Flying Corps.

Country: Germany

Born: 21 September 1890

Place of Birth: Dresden

Deceased: 18 June 1916

Rank: Lieutenant

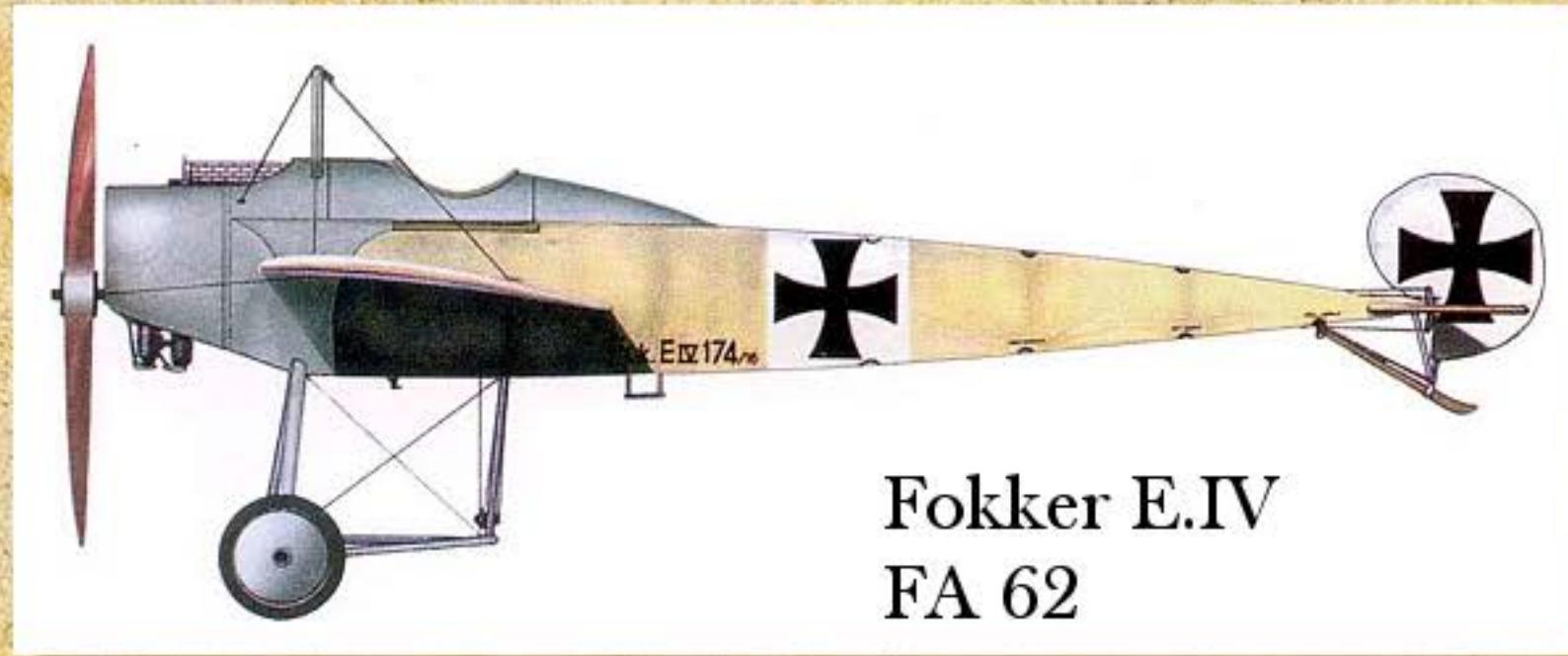
Service: Fliegertruppe

Units: FFA 10, 62

Victories: 17



Fokker E.III
FA 62



Fokker E.IV
FA 62

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



Fokker E.III
KEK Habsheim



Siemens-Schuckert D.III
Jasta 4

Hans Buddecke



Hans-Joachim Buddecke entered the army as a cadet in 1904, and in 1910, he received his commission as Lieutenant in the 115th Life Guards Infantry Regiment. He left the army in 1913 and moved to the USA where he worked as a mechanic. There, he bought an aircraft and taught himself how to fly. He then started his own aircraft production company, but returned to Germany when war was declared. Sent to the Western Front in September 1914, Buddecke initially flew as an observer before becoming a fighter pilot with FFA 23. He scored his first three victories on an Eindecker. Buddecke was then sent to Gallipoli with FFA 6 where he became an ace. He was recalled to the Western Front in August 1916 and appointed leader of Jasta 4. He would again leave for Turkey to fly with FFA 5 and back again to France in early 1918 with Jasta 30 and then Jasta 18. Buddecke was killed during an aerial combat with Sopwith Camels of Naval 3, RNAS.

Country: Germany

Born: 22 August 1890

Place of Birth: Berlin

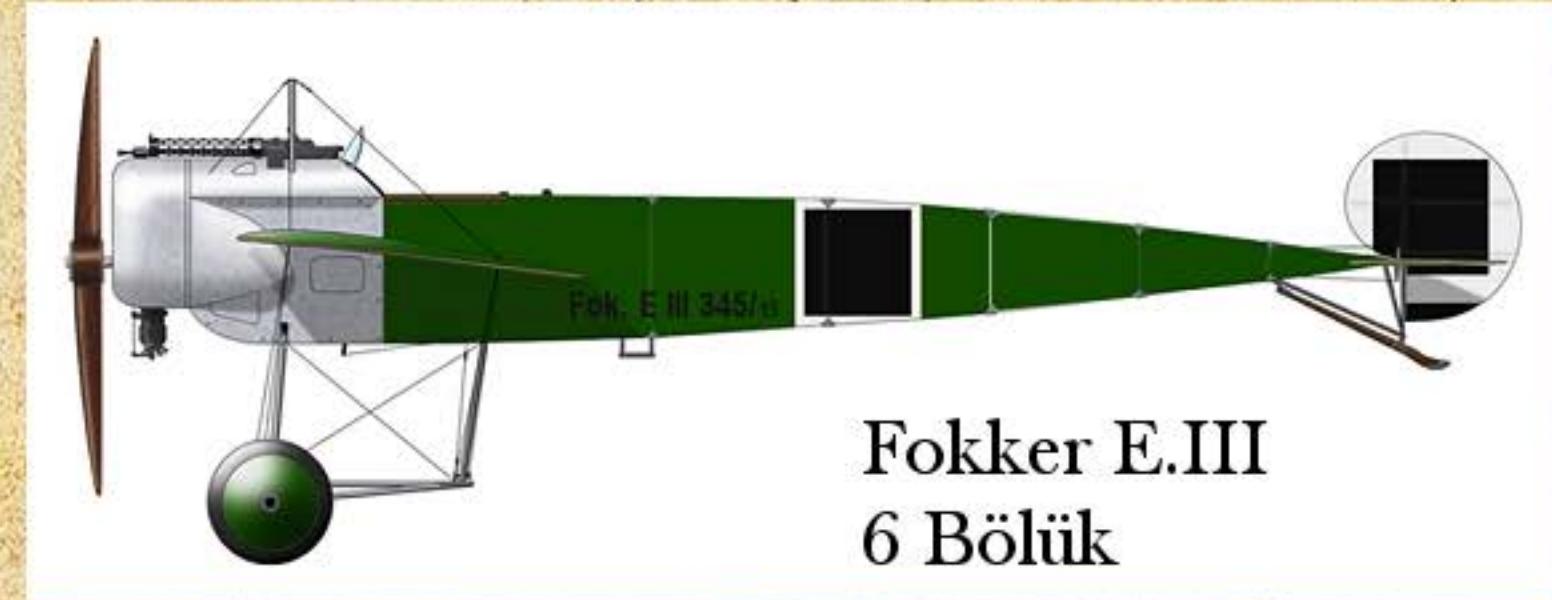
Deceased: 10 March 1918

Rank: Hauptmann

Service: Fliegertruppe
Luftstreitkräfte
Ottoman Air Force

Units: FFA 5, 6, 23
Jasta 4, 18, 30

Victories: 13

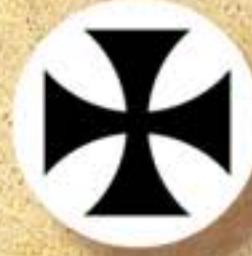


Fokker E.III
6 Bölk



Pfalz D.IIIa
Jasta 30

Ludwig Hautzmayer



At the outbreak of the war, Ludwig Hautzmayer was an officer in the 7th Infantry Regiment. He was wounded on the Russian front in September 1914.

In March 1915, he joined the air force as an observer with Fliegerkompagnie 15 at Brzesko, in Poland. This squadron would be heavily involved in the German / KuK offensive of May 1915 under the command of von Mackensen.

The following year, in February, Hautzmayer obtained his pilot badge. He was then posted with Flik 19 on the Italian front, flying a Fokker A.III (Austro-Hungarian designation for the E.III) called Snow Bird, and scored two victories with it.

Hautzmayer's next assignment was with Flik 51J, a fighter unit, and then, in March 1918, he took command of Flik 61J in Motta di Livenza as Oberleutnant.

Ludwig Hautzmayer died on 9 December 1936, in an accident at the Croydon Airport, in England. He was the captain of a KLM DC2 that crashed shortly after taking off.

Country: Austro-Hungarian Empire

Born: 25 April 1893

Place of Birth: Fürstenfeld

Deceased: 9 December 1936

Rank: Oberleutnant

Service: Luftfahrttruppen

Units: Flik 15, 19, 51J, 61J

Victories: 7

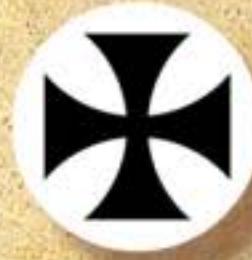


Fokker A.III
Flik 19



Albatros D.III
Flik 61J

Otto Parschau



Otto Parschau joined the Infantry Regiment 151 in 1910 and was commissioned as Lieutenant a year later. He decided to learn to fly and received his licence on 4 July 1913. In 1914, Parschau first served with the two-seater unit FFA 42. He then joined Brieftauben-Abteilung Ostende, the first German strategic bombing unit, located at the Gistel airfield. In May 1915, Parschau accompanied Anthony Fokker to do demonstration flights of the new Fokker Eindecker to the German Army. One of these demonstrations was at the Douai aerodrome where FFA 62 was stationed; it was to this unit that both Immelmann and Boelcke belonged. Parschau was one of the first German pilots entrusted with the Eindecker. With Kampfgeschwader 1, he scored his first win, downing a Farman on 11 October 1915; six more would follow. In July 1916, he transferred to FFA 32, gaining his 8th victory. That same month, Otto Parschau was mortally wounded during combat with the Royal Flying Corps.

Country: Germany

Born: 11 November 1890

Place of Birth: Klutznitz

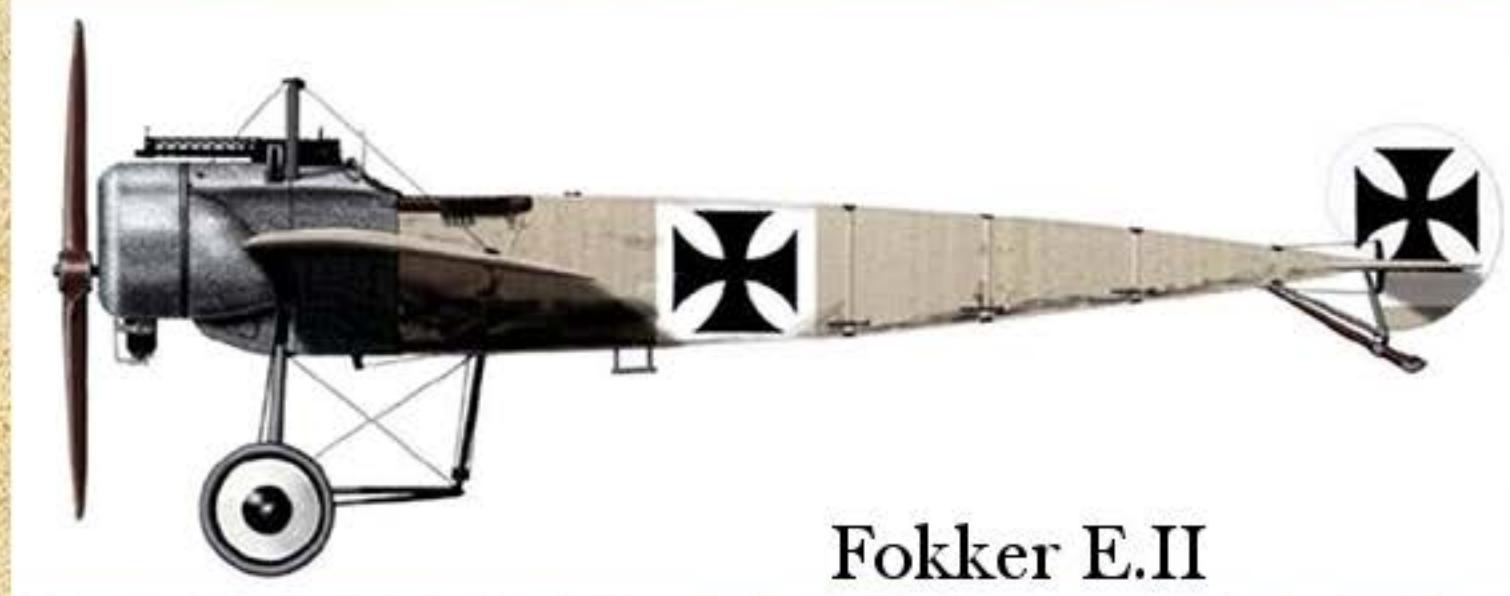
Deceased: 21 July 1916

Rank: Lieutenant

Service: Fliegertruppe

Units: FFA 32, 42, 62
BAO, KG1

Victories: 8



Fokker E.II



Fokker E.IV
Kampfgeschwader I

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 FEAL 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 Lindenberger'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

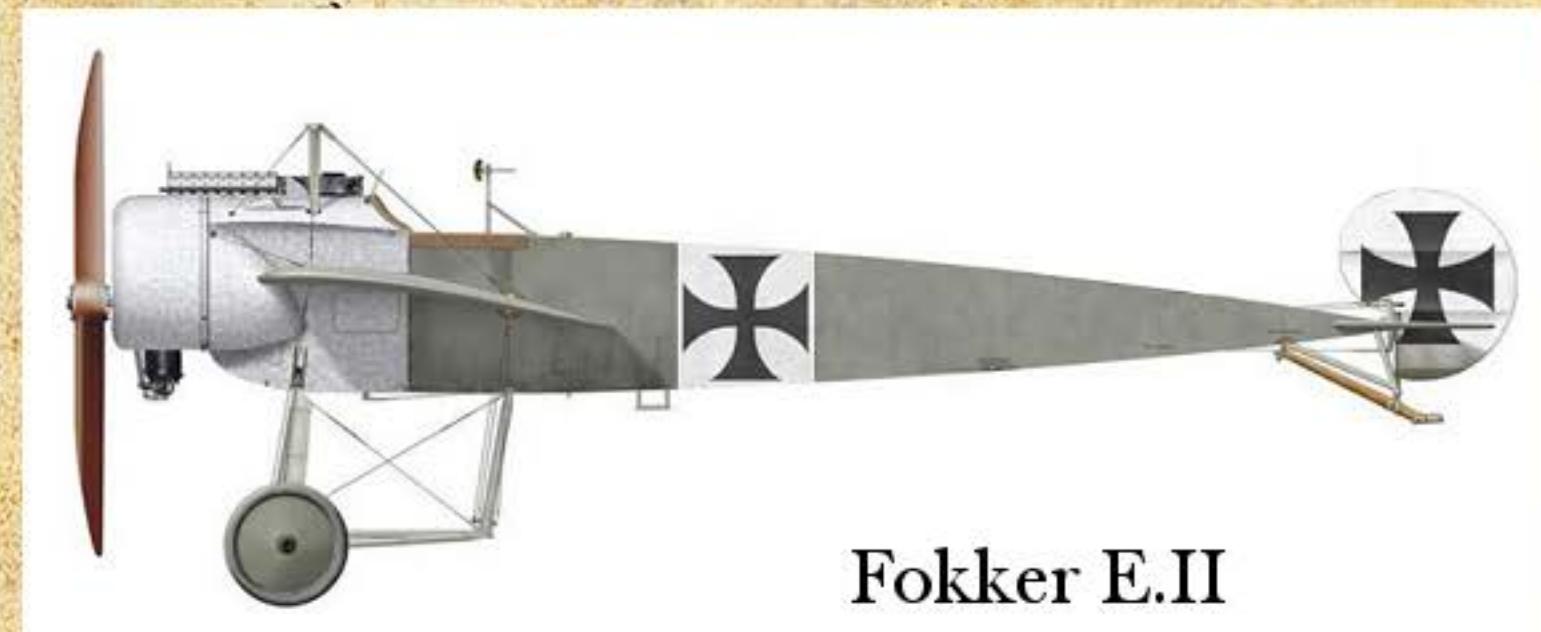
Deceased: Unknown

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

Kurt Jentsch



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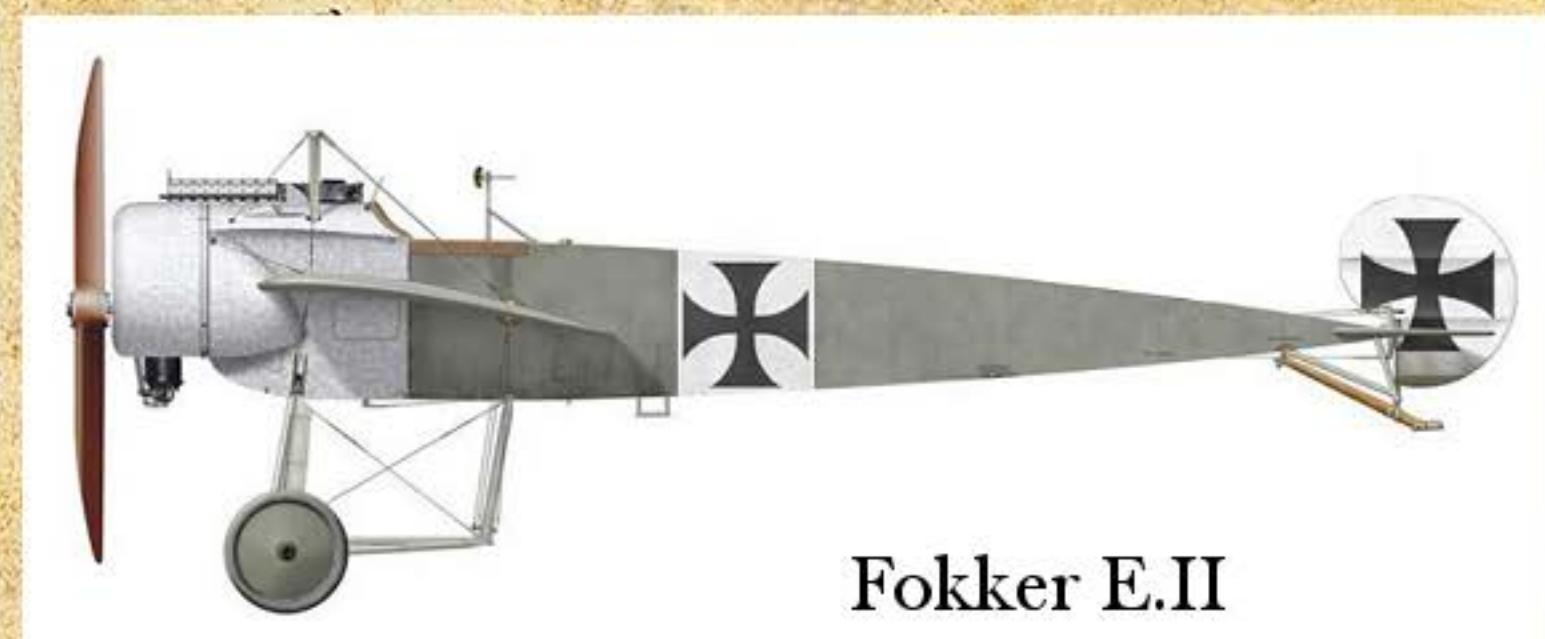
Deceased: Unknown

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

Oswald Boelcke



Oswald Boelcke, the son of a schoolmaster, attended cadet school at the age of 13 and joined Telegraphen-Bataillon Nr. 3 as a cadet officer 6 years later.

In 1914, he transferred to Fliegertruppe. He first joined his brother Wilhem with FFA 13, and then moved on to FFA 62 in April 1915. Boelcke won his first individual victory with the Fokker E.I. During the period known as the Fokker Scourge, he and Max Immelmann went on a scoring spree, Boelcke reaching 18 victories by May 1916.

In mid-1916, Boelcke codified his successful tactics, the "Dicta Boelcke" and also shared his views with the head of the German military on the creation of a fighter arm, and the organization of fighter squadrons.

In August 1916, he took command of Jasta 2, a premier fighter unit, choosing his own pilots, among whom was Richthofen. Boelcke died during a dogfight with single-seater DH.2 fighters from No. 24 squadron RFC.

Country: Germany

Born: 19 May 1891

Place of Birth: Halle

Deceased: 28 October 1916

Rank: Hauptmann

Service: Fliegertruppe
Luftstreitkräfte

Units: FFA 13, 62
BAM, Jasta 2

Victories: 40



Fokker E.IV
FFA 62



Fokker D.III
Jasta 2