

# Eugène Gilbert



Interested in aviation as a teenager, Eugène Gilbert started work as a mechanic. He tried, unsuccessfully, to build his own flying machine around 1909. A year later, he earned his pilot's licence.

In 1912, after his military service, he became famous for setting records in city-to-city flights, winning among others the Pommery, the Bennett, and the Michelin cups.

At the start of the war, he was assigned first to Escadrille MS23, and then to MS49. He became an ace in January 1915.

On 27 June 1915, after a bombing mission in Friedrichshafen, an engine problem forced him to land in Switzerland, where he was interned. He escaped in May 1916, but was forced to return, only to escape again a month later.

Back in France, he became a test pilot for aircraft equipped with Le Rhône engines. He was killed in a crash at the Villacoublay aerodrome while testing the Morane-Saulnier type AI on 17 May 1918.

**Country:** France

**Born:** 19 July 1889

**Place of Birth:** Riom

**Deceased:** 17 May 1918

**Rank:** Sous-Lieutenant

**Service:** Aéronautique Militaire

**Units:** MS23, MS49

**Victories:** 5



**Morane-Saulnier L**



**Morane-Saulnier N**

# Jean Chaput



The son of a surgeon, Jean Chaput, joined the army at the age of 20 and served in the infantry before transferring to the French Air Service in 1914.

He qualified as a pilot by February 1915, was assigned to Escadrille 28, and scored his first confirmed victory on 12 June 1915, downing a Fokker Eindecker aboard his Caudron. On 10 July, he suffered the first of two serious wounds that would cause lengthy interruptions in his flying career. He did not return to duty until January 1916.

Transferred to Escadrille N31, Chaput scored twice more, then he joined Escadrille 57, in May 1916. In August, he was again severely wounded; this time, he would not return to duty until early 1917.

Adding 6 more wins, one of them over German ace Erich Thomas, he was given command of Escadrille 57.

He would go on scoring two more victories before being shot down by German ace Hermann Becker of Jasta 12.

**Country:** France

**Born:** 17 September 1893

**Place of Birth:** Paris

**Deceased:** 6 May 1918

**Rank:** Lieutenant

**Service:** Aéronautique Militaire

**Units:** HF28, C28, N31, N57, SPA57

**Victories:** 16



Morane-Saulnier N  
Escadrille N31



Spad VII  
Escadrille SPA57

# Jean Navarre



The son of a wealthy paper manufacturer, Jean Navarre was a difficult child, constantly challenging authority and running away from schools.

In August 1914, pretending to have his civil pilot's licence, he managed to join the French Air Force. He started training with the MF8 reconnaissance squadron, but was later sacked for indiscipline.

Navarre earned his first victory with the MS12 squadron on 1 April 1915 when he and his observer forced a German Aviatik to land behind the French lines.

He became an ace with Escadrille N67, flying a Nieuport 11. His success in the Verdun sector of the front earned him the nickname "The Sentinel of Verdun".

Shot down in 17 June 1916, Navarre suffered a severe head wound and was later removed from active duty.

He died in a plane crash during a stunt practice for the 1919 French national day celebration.

**Country:** France

**Born:** 8 August 1895

**Place of Birth:** Jouy-sur-Morin

**Deceased:** 10 July 1919

**Rank:** Sous-Lieutenant

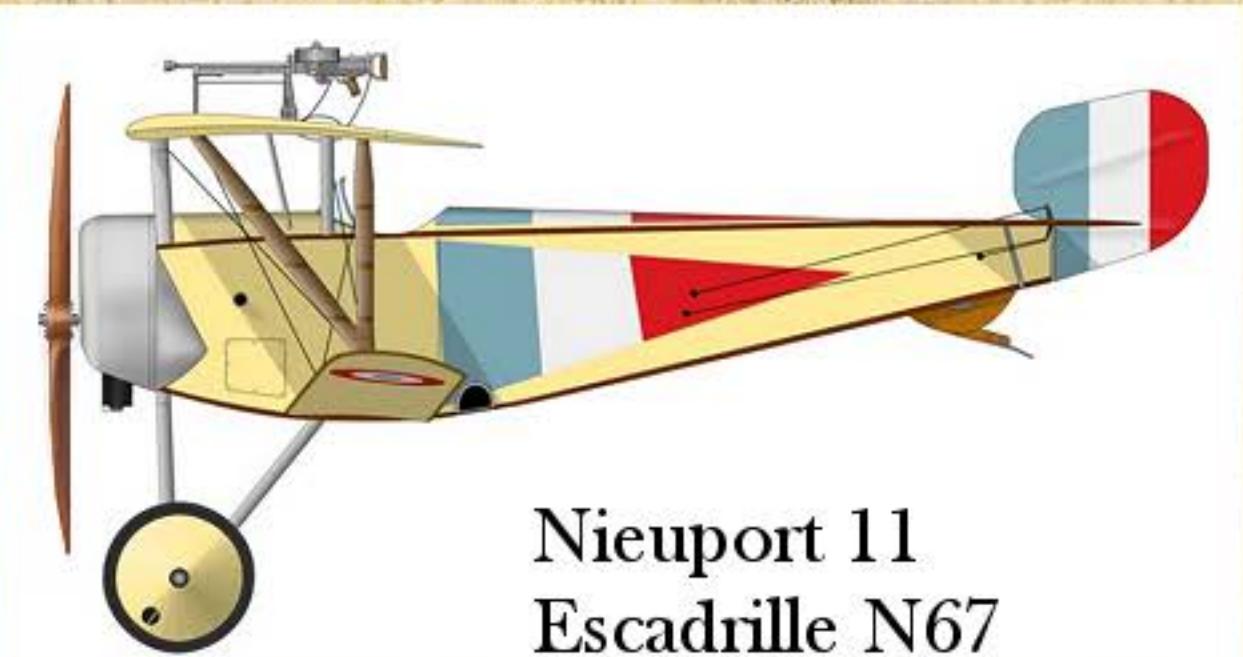
**Service:** Aéronautique Militaire

**Units:** MF8, N48, MS12, N67

**Victories:** 12



Morane-Saulnier N  
Escadrille MS12



Nieuport 11  
Escadrille N67

# Tone Bayetto



Tone Paul Hippolyte Bayetto was born to an Italian father who migrated to England in 1886.

Before WWI, Bayetto is said to have been a racing driver as well as a motor engineer for Fiat motors. In 1913, he took up flying at the Grahame White School in Hendon.

In April 1915, Bayetto enlisted in the Royal Flying Corps with the rank of sergeant. Sent to France in September 1915, he temporarily served with 1 Squadron, before being posted to 3 Squadron, with which he would score his first victory.

In May 1916, he was detached to 24 Squadron to bolster it in preparation for the Somme offensive.

In September 1917, Bayetto joined 66 Squadron as a flight commander. Two months later, he was shot down and suffered a fractured skull. He reported back for duty only in March 1918, and became an instructor.

Tone Bayetto was killed while performing aerobatics with a Sopwith Dolphin.

**Country:** England

**Born:** 28 May 1892

**Place of Birth:** London

**Deceased:** 28 July 1918

**Rank:** Captain

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

**Units:** 1, 3, 24, 66

**Victories:** 4



Morane-Saulnier N  
3 squadron



Sopwith Pup