



Military History and Heritage Victoria Inc.



RAAFMUSEUM POINT COOK

'By the Seat of their Pants'
Australian Airmen and their Machines 1915-1918

One Day Conference
9 am - 4.30 pm 12 November 2012
RAAF Museum, Point Cook, Victoria

BY THE SEAT OF THEIR PANTS



MILITARY HISTORY AND HERITAGE VICTORIA INC.

**THE PROCEEDINGS OF THE CONFERENCE
HELD AT THE RAAF MUSEUM, POINT COOK BY
MILITARY HISTORY AND HERITAGE VICTORIA**

12 NOVEMBER 2012



ABBREVIATIONS AND ACRONYMS

AAC	Australian Air Corps
AFC	Australian Flying Corps
AIF	Australian Imperial Force
AWM	Australian War Memorial
CFS	Central Flying School
DFC	Distinguished Flying Cross
DSO	Distinguished Service Order
KIA	Killed in Action
MC	Military Cross
MM	Military Medal
NAA	National Archives of Australia
NAUK	The National Archives of the UK
NCO	Non-Commissioned Officer
POW	Prisoner of War
RAAF	Royal Australian Air Force
RFC	Royal Flying Corps
RNAS	Royal Naval Air Service
SLNSW	State Library of New South Wales

NOTES ON CONTRIBUTOR

MR GARETH MORGAN

Gareth Morgan served for over 35 years in civil aviation-related Commonwealth Government Departments, including 25 years in Aviation Security, where he was involved in the implementation of policies to prevent acts of unlawful interference to air services. From 1988 until his retirement in 2003 he was the NSW Regional Manager of the (then) Department of Transport responsible for the oversight of airline and airport security at major airports in NSW and Norfolk Island. In addition, he developed an aviation security program for the Republic of Vanuatu, lectured at International Civil Aviation Organisation courses and represented Australia at international counterterrorism conferences. Gareth is President of the Australian Society of World War I Aero Historians. He has been interested in the air aspects of the Great War since reading Biggles books in the 1950s, and since retirement he has written a number of articles on air operations during the war for the annual Journal of the Australian Society of World War I Aero Historians.

THE FIGHTER ACES FROM AUSTRALIA

MR GARETH MORGAN

Among the most enduring images from World War I is that of the intrepid fighter ace—the brave young pilot who shot down lots of aeroplanes flown by his country’s enemies. Indeed, of the millions who served in that War, the German *Rittmeister* Manfred von Richthofen, ‘The Red Baron’, is probably the best known junior officer or, indeed, warrior of any rank, from the conflict. Glamorous fighter aces are a direct contrast to the most common image of the conflict: the anonymous long-suffering and mud encrusted infantryman.

It has been argued, with good reason, that airmen engaged in artillery observation, bombing or reconnaissance missions might have done more for their nation’s war effort than the fighter aces, although the deeds of the latter are much better known. However, by engaging and destroying enemy fighters, the fighter pilots eased the tasks of the other airmen, as well as making it difficult for the enemy’s bombers and the like to perform their functions. Inevitably, some fighter pilots were blessed with more skill, and luck, than others—these men became the aces.

VICTORIES

Before focusing on the Australian aces, perhaps we should establish just what is meant by an ‘ace’ pilot. Many dictionaries define an ‘ace’ as a pilot who has *destroyed* five or more enemy aircraft. However, this definition is more applicable to World War II than to World War I. As we shall see, an airman in the 1914–1919 conflict did not have to *destroy* enemy aircraft to be rated as an ‘ace’. Here we should understand just what was meant by an air combat victory at different times during the war, as this was not entirely constant throughout the conflict. An air combat that was considered a victory in 1915 might not be so regarded in 1918. In the very beginning of air fighting, a ‘victory’ could be said to be something similar to a naval engagement in Napoleonic times, when ships from opposing nations might meet on the high seas, resulting in one being damaged and having to return to harbour, but not sunk. In the same spirit, in 1914–1915, a ‘victory’ might be claimed if an enemy aeroplane:

- was shot down;
- was seen to be ‘driven down’ while ‘out of control’ or badly damaged; or
- landed either in Allied or enemy territory—in the latter case the aeroplane might be undamaged.

Hence, some early victories could be said to be more moral than physical.

As the war progressed, and aerial fighting became more sophisticated, the criteria for a victory became more exacting. For the British air services, the following normally applied:

- an enemy was ‘destroyed’ or ‘destroyed in flames’ when it was seen to crash by independent witnesses, i.e. persons other than the airman making the claim—often

other airmen from his flight, other Allied airmen, or ground forces, such as anti-aircraft batteries; and

- an enemy was deemed to have been 'out of control' when it was seen by witnesses to dive away from a combat, seemingly damaged or with an incapacitated pilot.

Obviously, airmen from both sides frequently feigned damage to leave a combat where they were at a disadvantage. Any would-be victor who followed a seemingly 'out of control' enemy down to low level to confirm the victory would be taking a very great risk, as he would be in range of ground weapons. In World War II, when fighters were fitted with gun cameras that recorded damage to enemy aircraft, a World War I 'out of control' victory could be termed a 'probable' or 'possible' victory.

Squadrons reported their pilot's claims to the relevant Wing Headquarters, where they were reviewed and then either confirmed or disallowed. Reviewing of victories was a relatively small activity in the early years of the war, but must have been a complex business as aerial fighting became more intense in 1918. In 1915 air fighting was often between individual aircraft, while in 1916 and 1917 the number of aircraft and size of formations steadily grew, until by 1918 there were fights which involved several RAF squadrons taking on a number of German *Jastas*. This development can be said to have led to the end of the individual high scoring aces, and the appearance of many aces with relatively low victory numbers.

Something that can be confusing about World War I aerial victories is the British policy of crediting a full victory, rather than a share, to all the airmen involved in the destruction of an enemy machine, so that sometimes several pilots could each be credited with a victory when only one German aeroplane was brought down. In the case of two-seater aircraft, credit would be given to both the pilot and the observer. (This crediting, which no doubt did much for morale, applied only to the airmen involved at squadron level—at a higher command level, Wing intelligence would record only the destruction of a single enemy when assessing enemy losses.) An analogy might be the allocation of team medals at the Olympic Games, where all members of a winning team are awarded a medal, though only one event was won.

Naturally, in the heat of battle, and confusion of aerial combat, both sides over-claimed and credited claims generally exceeded enemy losses. There are great difficulties that face postwar historians as they try to match claims against recorded losses. This task is not helped by the destruction of many German records from World War I during World War II.

ALLIED ACES

France was the first belligerent nation to use the term 'ace' to a successful pilot when prewar flying pioneer Roland Garros was so described by the press, though he brought down only three German aircraft before he was captured in April 1915. The first five-victory 'ace' was Adolphe Pégoud, another prewar pioneer, who downed five enemies before his death in action in August 1915. The French Army officially identified aces as such in communiqués and the term was adopted by the United States Air Service when American fliers entered into combat in 1918.

Something that greatly varied between the belligerent nations was the media treatment of aces. In France and Germany, the leading fighter pilots were idolised in a manner similar to the treatment of pop music stars today, with their victories lauded in the press while crowds sought autographs and photographs when they appeared in public. Prime examples of this

adulation were the Frenchman Georges Guynemer and the Germans Max Immelmann, Oswald Boelcke and, of course, Manfred von Richthofen. While this approach was good for civilian morale while the men were alive and still adding to their victory totals, there was an adverse effect on that morale when, as so often happened, the aces were killed in action.

BRITISH EMPIRE ACES

The British air services—the Royal Flying Corps (RFC) and the Royal Naval Air Service (RNAS), and later the Royal Air Force (RAF)—had a very different approach to that of their French allies, and there was a definite policy to keep the names of successful fighter pilots out of the press. Publicity given to particular members of the air services was felt to be unfair to the remainder, who were carrying out work that might be said to be just as vital—if not more vital—to the war effort; in the British Public School/sporting-type philosophy of the time, which would be understood by the men in the RFC, it was thought that publicising fighter pilots, and not their counterparts flying bomber or reconnaissance missions, would be akin to praising only a wing three-quarter who scored a try in a Rugby match while ignoring the men inside who created the scoring opportunity.

Nevertheless, the names of successful pilots were known through the air services, as victories were recorded in the weekly RFC/RAF Communiqués (summaries of all air activity, including air combat victories—though from May 1918 ‘Out of Control’ victories were no longer reported, due to the sheer volume of them as air fighting entered its most intense period). Naturally, the normal competitive spirit inherent in young men led to inter and intra-unit comparisons, and there was a keen interest in how many victories were attributed to particular airmen and units.

The first British ace to become known to the general public was the teenage prodigy Captain Albert Ball, but his death in May 1917 caused some public despondency, something that seemed to justify the policy of anonymity. However, by late 1917, the names of Captains Phillip Fullard (who amassed 40 victories flying Nieuport Scouts before a football injury ended his fighting career) and James McCudden (the consummate professional air fighter who brought down many high-flying German reconnaissance aircraft) were becoming well known—often through word of mouth from airmen in Britain on leave—and their deeds were reported in the mass circulation *Daily Mail*. After that, Captain McCudden was even encouraged to write a book about his experiences, an example soon followed by the Canadian Major William Bishop. As the war went on, the public learned the names of many other successful fighter pilots. It is interesting to note that 79 British Empire pilots were credited with more than 20 victories. Eight were Australians, 38 were British (English, Scottish and Welsh), 21 were Canadians, four were Irish, two were New Zealanders and six were South African.

However, the term ‘ace’ was not in common use in the British Empire. Indeed, during the war, *Flight* magazine had to explain the term to readers on the rare occasions that it was used to describe foreign airmen. However, by mid-1919 use of the word ‘ace’ had spread, and Australian newspapers were using the term when covering the return of AFC men to their homeland; in particular Captain A.H. Cobby was described as ‘the Australian ace’.

Interest in the aces, and other World War I airmen, rather dwindled after the Armistice but was revived in the 1930s, thanks to the efforts of authors like ‘Captain’ W.E. Johns, the creator of ‘Biggles’, and US-based magazine writers, who glorified the efforts of the combatant airmen. Interest lagged again after World War II but has been revived in the past

two decades, with publication of many books documenting the deeds of aces from all the combatant nations.

AUSTRALIAN ACES

Australia certainly produced its share of fighter aces from the men who served in the Australian Flying Corps (AFC) and the British RFC, RNAS and RAF. There were AFC aces who flew over France and Flanders on the Western Front and over Palestine, while Australian aces in the British air services flew over the Western and Italian Fronts, as well as Palestine.

An Australian who wanted to fight in the air could join the AFC in Australia, though there were more applicants than vacancies, so many travelled direct to the United Kingdom to seek direct entrance to the RFC or RNAS; both British services constantly needed new recruits to replace the losses in action, plus the many training casualties. Also, men serving overseas in the Australian Imperial Force (AIF) could apply for a transfer to the RFC or, later, to the AFC.

In the course of the address we will look at Australian airmen who reached 'ace' status. The attached Table A lists in alphabetical order the 66 (or 69) airmen with an Australian connection who can be so regarded, based on the exhaustive studies in the definitive books on the subject: *Above the Trenches*, which deals with fighter pilots, and *Above the War Fronts*, which covers the observers and two-seater pilots.¹ In addition, the self-explanatory book by Dennis Newton, *Australian Air Aces*, also covers the pilots, but not the observers, and includes three airmen not included in the first two titles.² However, an examination of what is known of the victory records of the three suggests that they may not have actually attained 'ace' status. Thirty-seven of the aces served in the AFC (and/or the Australian squadrons of the RFC), while 23 served in the RFC/RAF and six served in the RNAS/RAF.

Table B lists the aces by the number of victories, while Table C is again a list by victories, but reduced to those assessed as captured or 'destroyed' (including shared victories), i.e. without those assessed as 'out of control'.

Time prevents us from examining the details of all aces, so I propose to give a short outline of the three best known, and then examine the careers of five aces who are perhaps not so well known.

OUTLINES:

Captain Arthur Henry Cobby, DSO, DFC, No 4 Squadron, AFC**

Arthur Cobby, born in 1894, was a bank clerk from Melbourne when he joined the AFC in December 1916. After flying training, he joined No 4 Squadron, AFC, in France in February 1918. Flying Sopwith Camels, he began downing enemy aircraft during the German *Kaiserschlacht* offensive in March 1918 when, like all Camel pilots, he spent much time engaged in ground attack duties against the advancing German Army. He was noted as being a particularly aggressive airman, and he continued to amass victories until he was transferred

¹ Christopher Shores, Norman Franks and Russell Guest, *Above the Trenches*, Grub Street, London, 1990; and Norman Franks, Russell Guest and Gregory Alegi, *Above the War Fronts*, Grub Street, London, 1997.

² Dennis Newton, *Australian Air Aces*, Aerospace Publications, Fyshwick, ACT, 1996.

to the United Kingdom as an instructor in September, by which time he was credited with victories over 19 German fighters, five 2-seaters and five balloons.

He remained in the RAAF after the war, and rose to Wing Commander before joining the Civil Aviation Board in 1936. During World War II he returned to the RAAF and became an Air Commodore commanding units in Western Australia. He was awarded the George Medal for rescuing passengers from a crashed Catalina in September 1943. He then went on to command the First Tactical Air Force before leaving the service in 1946 to become Regional Director, NSW, of the Department of Civil Aviation. He died in Melbourne in November 1955.

The award of the Distinguished Flying Cross (DFC) was gazetted in *The London Gazette* of 28 June 1918 without citation; the citation appeared in *Supplement to The London Gazette*, 3 August 1918:

Has proved himself a very gallant and successful fighter and patrol leader, setting a fine example to the squadron.

Within the last few months he has destroyed a number of enemy balloons and aeroplanes.

The first Bar to his DFC was gazetted in *Supplement to The London Gazette*, 21 September 1918:

An officer whose success as a leader is due not only to high courage and brilliant flying, but also to the clear judgment and presence of mind he invariably displays. His example is of great value to other pilots in his squadron. During recent operations he shot down five machines in eleven days, accounting for two in one day.

The second Bar to his DFC was also gazetted in *Supplement to The London Gazette*, 21 September 1918:

One evening this officer, in company with another machine, attacked five Pfalz Scouts, destroying two; one fell in flames, and one broke up in the air. The officer who accompanied him brought down a third machine out of control. While engaged in this combat they were attacked from above by five triplanes. Displaying cool judgment and brilliant flying, Captain Cobby evaded this attack and returned to our lines in safety, both machines, being undamaged. A determined and most skilful leader, who has destroyed twenty-one hostile machines or balloons, accounting for three machines and two balloons in four days.

The award of the Distinguished Service Order (DSO) was gazetted in *Supplement to The London Gazette*, 2 November 1918

On the 16th August this officer led an organised raid on an enemy aerodrome. At 200 feet altitude he obtained direct hits with his bombs and set on fire two hangars; he then opened fire on a machine which was standing out on the aerodrome. The machine caught fire. Afterwards he attacked with machine-gun fire parties of troops and mechanics, inflicting a number of casualties. On the following day he led another important raid on an aerodrome, setting fire to two hangars and effectively bombing gun detachments, anti-aircraft batteries, etc.

The success of these two raids was largely due to the determined and skilful leadership of this officer.

High Adventure, an autobiographical account of his days on the Western Front, was published in 1942 and re-published in 1981.

Captain Robert Alexander Little, DSO*, DSC*

Robert Little was born in Melbourne in 1895. He joined the RNAS in 1915 and trained as a pilot at Hendon. In June 1916 he was posted to France, where he flew Sopwith 1½ Strutters on bombing missions. His career as a fighter pilot began in October 1916 when he joined No 8 Squadron where he was credited with three victories while flying Sopwith Pups. Little will always be associated with the Sopwith Triplane, as he claimed 24 victories while flying the type between April and July 1917; he was the second most successful Triplane pilot, beaten only by the Canadian Major Raymond Collishaw DSO, DSC, DFC, who claimed 34 Triplane victories. Little's next mount was the Sopwith Camel, and he added another 10 victories to his tally by the end of July.

In April 1918, after the formation of the RAF, he was posted to another Camel unit, No 203 Squadron, as a Flight Commander. Another eight victories were accumulated by 22 May. Five days later he flew a Camel on a night fighter mission against an attacking Gotha bomber; during this flight a bullet passed through both thighs, and he bled to death after a forced landing.

Captain Little's victory total was 47, being 18 two-seaters and 29 fighters.

The award of the Distinguished Service Cross (DSC) was gazetted in *The London Gazette* of 16 February 1917:

For conspicuous bravery in successfully attacking and bringing down hostile machines on several occasions. On 11th November, 1916, he attacked and brought down a hostile machine in flames. On 12th December, 1916, he attacked a German machine at a range of 50 yards; this machine was brought down in a nose-dive. On 20th December, 1916, he dived at a hostile machine, and opened fire at 25 yards range; the observer was seen to fall down inside the machine, which went down in a spinning nose-dive. On 1st January, 1917, he attacked an enemy scout, which turned over on its back and came down completely out of control.

The Bar to his DSC was gazetted in *Supplement to The London Gazette*, 22 June 1917:

For exceptional daring and skill in aerial fighting on many occasions, of which the following are examples:—

On the 28th April, 1917, he destroyed an Aviatik [the Gazette uses the designation 'Aviatik' to describe any unidentified German two-seater]; on the 29th April he shot down a hostile scout, which crashed. On the 30th April, with three other machines he went up after hostile machines and saw a big fight going on between fighter escorts and hostile aircraft. Flt.-Lieut. Little attacked one at fifty yards range, and brought it down out of control. A few minutes later he attacked a red scout with a larger machine than the rest. This machine was handled with great skill, but by clever manoeuvring Flt.-Lieut. Little got into a good position and shot it down out of control.

DSO citation from *Supplement to The London Gazette*, 11 August 1917:

For gallantry in action and for exceptional skill and daring in aerial combats. Since the 9th May, 1917, besides having driven off numerous artillery aeroplanes and damaged six hostile machines, he has destroyed six others. On the 26th June, 1917, an Aviatik being seen from the aerodrome he went up to attack it. He engaged it and fired a burst at close range, and the enemy machine stalled and went down in flames.

Citation for the award of a Bar to his DSO, from *Supplement to The London Gazette*, 14 September 1917:

For exceptional gallantry and skill in aerial fighting.

On 16th July, 1917, he observed two Aviatiks flying low over the lines. He dived on the nearest one, firing a long, burst at very close range. The enemy machine dived straight away, and Ft. Lieut. Little followed him closely down to 500 ft., the enemy machine falling out of control.

On 20th July, 1917, he attacked a D.F.W. [a two-seater manufactured by the Deutsche Flugzeug Werke]. After a short fight, the enemy machine dived vertically. Its tail plane seemed to crumple up, and it was completely wrecked.

On 22nd July, 1917, he attacked a D.F.W. Aviatik, and brought it down completely out of control.

On 27th July, 1917, in company with another pilot, he attacked an Aviatik. After each had fired about twenty rounds, the enemy machine began to spin downwards. Ft. Lieut. Little got close to it, and observed both the occupants lying back in the cock-pits, as if dead. The machine fell behind the enemy's lines, and was wrecked.

Ft. Lieut. Little has shown remarkable courage and boldness in attacking enemy machines.

Major Roderic Stanley Dallas, DSO, DSC*, No 1 Wing and No 1 Squadron, RNAS, No 40 Squadron, RAF

Stan Dallas was born at Mount Stanley, in Queensland, and was commissioned in the Australian Regular Army in 1913. He was unable to transfer to the RFC after the outbreak of hostilities, so he joined the RNAS. After pilot training he was posted to the Western Front, where he gained three victories while flying Nieuports before gaining two victories while flying the prototype Sopwith Triplane. He went on to be credited with 16 victories while flying Triplanes with No 1 Squadron, RNAS, making him the sixth most successful Triplane ace. Three victories were then gained from Sopwith Camels. When the RNAS was amalgamated into the RAF in April 1918, Dallas was promoted to Major and sent to command No 40 Squadron, flying the S.E.5a, where he was credited with a further nine victories, bringing his total to 32 (14 two-seaters, one seaplane and 17 fighters) before his death in action with Fokker DR.Is in June 1918. *Leutnant Johannes Werner of Jagdstaffel (Jasta) 14* was credited with a victory over Major Dallas; it was the sixth of his eventual seven victories before he was captured on 9 June.

A biography of Major R.S. Dallas, *Australian Hawk Over the Western Front*, by Adrian Hellwig, was published in 2006.

Other Aces

The following six 'aces' are perhaps less well known.

Captain Thomas Charles Richmond Baker, DFC, MM*, No 4 Squadron, AFC

Thomas Baker came from Smithfield, South Australia, where he was born on 25 April 1897. He worked as a bank clerk before joining the 16th Field Artillery Battery in July 1915. In December 1916, he was awarded the Military Medal (MM)—gazetted without citation in *The London Gazette* of 16 February 1917—for repairing broken telephone lines in 30 places while under heavy fire at Guedecourt. He was awarded a Bar to the MM for his action at Messines on 21 June 1917—gazetted without citation in *The London Gazette* of 22 August 1917—when he played a part in extinguishing a fire in the camouflage netting over the battery's guns while under heavy shellfire.

He transferred to the AFC in September 1917 and was commissioned in March 1918 after pilot training. In June 1918 he joined No 4 Squadron on the Western Front, where he was credited with six victories (three fighters, two 2-seaters and a kite balloon) while flying a Sopwith Camel.

In October the squadron re-equipped with the Sopwith Snipe, and he went on to be credited with another six victories (all Fokker D.VII fighters) while flying the new machine as a Flight Commander.

He was killed in action on 4 November 1918 when flying a Snipe. A patrol from No 4 Squadron was involved in a fight with a large number of Fokker D.VIIs from *Jagdgeschwader III* and three Snipes were shot down, two of them claimed by *Rittmeister* Karl Bolle, the commander of *Jasta Boelcke*. They were *Rittmeister* Bolle's 35th and 36th (and last) victories during the war. Bolle went on to serve in the *Luftwaffe* in World War II.

DFC citation from *Supplement to The London Gazette*, 8 February 1919:

This officer has carried out some forty low-flying raids on hostile troops, aerodromes, etc., and has taken part in numerous offensive patrols; he has, in addition, destroyed eight hostile machines. In all these operations he has shown exceptional initiative and dash, never hesitating to lead his formation against overwhelming odds, nor shrinking from incurring personal danger.

Captain Thomas Baker is buried near the eastern boundary, north of the entrance, in Escanaffles Cemetery, Belgium.

Lieutenant John Rutherford Gordon, MC

John Gordon was born in Gilberton, South Australia, in 1895, the son of a politician. He joined the 10th Battalion, AIF, in August 1914 and served at Gallipoli, where he was commissioned in August 1915. After a bout of typhoid, he was returned to Australia and invalided out of the AIF in May 1916. After home service as a recruiting officer in the Militia, he joined the AFC in May 1917 and was sent to the UK for pilot training, which he did not complete. He then became an observer, and was posted to No 62 Squadron, RFC, in France in December 1917. His squadron flew the redoubtable Bristol F.2b, and Gordon teamed with Captain William Staton, MC, DFC (eventually credited with 26 victories, with several observers). The pair of Staton and Gordon went on to be credited with 15 victories

(eight fighters, four 2-seaters and three unidentified 'enemy aircraft'), as well as taking part in numerous attacks on enemy ground forces. Gordon was awarded the Military Cross in June 1918, at which time he transferred back to the UK for pilot training, which he completed just before the Armistice.

MC citation from *Supplement to The London Gazette*, 22 June 1918:

For conspicuous gallantry and devotion to duty when, as observer on an offensive patrol, [on 26 March 1918] he shot down and destroyed three hostile machines. Previous to this he had shot down two enemy triplanes, one of which crashed to the ground in flames. He has also effectively and repeatedly scattered massed bodies of enemy troops by accurate shooting from a height of 100 feet. His skill and daring have been of the highest order.

He transferred back to the AFC in October, but did not take part in further operations; he remained in the RAAF for a time after the war, but then ran buffalo-hunting tours of the Northern Territory and later worked for the Vacuum Oil Company before rejoining the RAAF at the outbreak of World War II and serving as a Wing Commander. John Gordon served in five air services: the AFC, RFC, RAF, RAAF and RCAF. He died in December 1978.

Captain Cedric Ernest Howell, DSO, MC, DFC

Cedric 'Spike' Howell was born in Melbourne on 17 June 1896; he joined the AIF in January 1916, and served as a sniper with the 46th Battalion on the Western Front before transferring to the RFC—one of 200 AIF men who did so in March 1917. After training, he was posted to No 45 Squadron, then flying Sopwith Camels in France; he was not credited with any victories on the Western Front. In late 1917, the squadron was moved to the Italian Front, as part of the Allied aid to the Italians after the Austro-German offensive at Caporetto in October 1917. 'Spike' soon began to amass victories, first over a German Albatros, followed by 19 Austro-Hungarian or German fighters. 'Spike' was credited with 20 victories before mid-July, when he was transferred to the UK as an instructor.

MC citation from *Supplement to The London Gazette*, 16 September 1918:

For conspicuous gallantry and devotion to duty. He bombed an electrical power-house with great skill, obtaining three direct hits from 100 feet. With two other machines he carried out a most dashing attack on a formation of twelve enemy aeroplanes. Although badly hampered by frequent jams in both of his machine guns, he destroyed three and drove down one out of control. He is a most successful and gallant patrol leader, and has destroyed six enemy aeroplanes and shot down one out of control.

DFC citation from *Supplement to The London Gazette*, 21 September 1918:

On a recent occasion this officer, leading his patrol of three machines, attacked nine enemy aeroplanes, destroying six and driving down one out of control; he himself accounted for two of these. On a former occasion he destroyed three enemy aeroplanes in one flight. He is a fine fighting officer, skilful and determined.

DSO Citation from *Supplement to The London Gazette*, 2 November 1918:

This officer recently attacked, in company with one other machine, an enemy formation of fifteen aeroplanes, and succeeded in destroying four of them and bringing one down out of control. Two days afterwards he destroyed another enemy machine, which fell in our lines, and on the following day he led three machines against sixteen enemy scouts, destroying two of them. Captain Howell is a very gallant and determined fighter, who takes no account of the enemy's superior numbers in his battles.

After the Armistice, 'Spike' left the RAF and, together with Sergeant George Fraser, an AFC man from Bendigo, Victoria, entered the Australian Government's contest to be the first to fly from England to Australia, using a special Martinsyde A Mk. I—a landplane that could be converted to a floatplane.

The Martinsyde left Hounslow for Lyons in bad weather on 4 December, but a defective fuel pump forced a landing at Dijon—where the tailskid snapped on landing. The next halt was Pisa, but strong headwinds forced a diversion to Toulon on the way. After some on-the-spot improvisation and carpentry, the Martinsyde left for Taranto, but the weather prevented the aeroplane getting any further than Salerno. On 9 December, the aircraft left Salerno for Athens, a journey that should have taken about four hours. However, nothing was seen of the machine until it appeared near Corfu in a storm some eight hours after take-off. In all probability we shall never know why they were so far off course. Lieutenant Howell had married Miss Cicely Kilby in England in 1917, and his wife was travelling to Australia on the SS *Orsova*. According to *The Times*, Howell intended to overtake the ship near Naples, then circle it and drop a message to his wife. Perhaps the airmen were searching for the *Orsova*.

The Martinsyde came down in the sea near St Georges Bay, and cries were heard by people on the land. Unfortunately, conditions were too rough to permit a boat to be launched until the seas abated. Captain Howell's body was washed ashore, but Sergeant Fraser's body was never found.

There was a short item in *Flight* magazine of 1 January 1920, which states that Captain Howell's father was conversing with a naval officer in Melbourne in the evening of 10 December, when a disused clock in the room suddenly ticked in Morse code and then fell silent. 'Mr Howell was alarmed and immediately took this as a premonition of some fateful happening to his son. Unfortunately, this proved only too real.'

The Howell family claimed that he had managed to land the aircraft somewhere on Corfu and had then been murdered before the Martinsyde and the crew's bodies were pushed into the water. Howell's father called for a further inquiry, but to no avail. The mystery remains. In April 1920, Captain Howell was given a military funeral in Melbourne.

Lieutenant Edward Patrick Kenny, DFC

Ted Kenny (his preferred name) was born in Trafalgar, Victoria, in 1888. He was working as an accountant when he enlisted in the 1st Light Horse in July 1915. After service in Palestine he transferred to the AFC in February 1917 and trained as a pilot before being posted to No 1 Squadron on the Palestine Front in July. He crashed in an R.E.8 while landing at night in December 1917. By the spring of 1918 he was flying the Bristol F.2b, and on 28 April he and another F.2b pilot, Lieutenant E.C. Stooke, (and their observers: Lieutenants F.C. Hawley and H.B. Fletcher, respectively) forced three German fighters to land, and machine-gunned

them on the ground. On 3 August, with Lieutenant L.W. Sutherland (later the author of *Aces and Kings*) as observer, he forced a German two-seater to land and shot down two others.

In late September, with two other pilots, he was detached from his squadron to operate in the Deraa area, and on 23 September he attacked an enemy airfield with bombs, destroying several aircraft on the ground. Later that day he shot down a two-seater. His victory total was seven, one fighter and six 2-seaters.

DFC Citation from *Supplement to The London Gazette*, 8 February 1919 (the citation incorrectly referred to 'Lieut. Edward Patrick Kenny, M.C.', but he was not awarded a Military Cross):³

Since joining the squadron in July last this officer has carried out 360 hours' flying on strategical and photographic reconnaissances. He has, in aerial combats, destroyed one enemy machine, driven down two out of control, and forced four to land. During recent operations he has shown great gallantry on numerous occasions in attacking ground targets from very low altitudes in face of intense hostile fire.

Kenny was one of the many victims of the influenza pandemic of 1918–1919, but survived, and returned to Australia in March 1919. He joined the RAAF on its formation in 1921, and served into the 1930s. After leaving the Air Force he moved to Queensland, where he worked as a secretary and, later, commission agent. Two daughters served in the WAAF in the World War II. He died in 1975.

Major Roy Cecil Phillipps, MC*, DFC

Roy Phillipps was born in North Sydney, but moved to WA at a young age, and was an accountant in Perth when he joined the AIF in 1915. When serving as a Captain in the 28th Battalion on the Western Front, he was wounded in the leg during the first Australian trench raid, and was invalided away from the front with a leg that remained partly paralysed. He transferred to the AFC and was posted to No 68 (Australian) Squadron as the ground-based adjutant, but then trained as a pilot. After gaining his wings, he was sent to No 32 Squadron, RFC, in France in August 1917 to gain experience on the D.H.5, the machine that would equip his parent unit. He was shot down by flak near Ypres, but emerged unharmed, and rejoined No 68 Squadron in September as a Flight Commander. His first victory (a two-seater) came during the November Battle of Cambrai, but he began to amass victories in March 1918, after his unit—now No 2 Squadron, AFC—was re-equipped with the S.E.5a. He was to be credited with a further 14 victories, including four in one day on 12 June, including the Fokker D.VII flown by the 11-victory German ace, *Leutnant* Fritz Loerzer (brother of 44-victory ace, *Oberleutnant* Bruno Loerzer), who was captured. In August he was promoted to Major and posted to the UK to command No 6 (Training) Squadron, AFC, at Minchinhampton. His total of 15 victories included three 2-seaters and 12 fighters.

Phillipps farmed in NSW and Queensland between the wars, then joined the RAAF to command No 2 Elementary Flying Training School at Archerfield. Sadly, Wing Commander Phillipps was killed in a flying accident in May 1940.

³ The incorrect reference to a Military Cross was subsequently corrected in *The London Gazette* of 4 April 1919. Referring to the 8 February entry for his DFC, the correction stated: 'The note therein referring to the Military Cross is cancelled; Lieutenant Kenny has not been awarded that distinction'.

The award of the MC was gazetted in *Supplement to The London Gazette*, 4 February 1918 without citation; the citation appeared in *Supplement to The London Gazette*, 5 July 1918:

For conspicuous gallantry and devotion to duty. He has performed continuous gallant work at very low altitudes in almost impossible weather. Whilst flying alone in a mist he forced an enemy aeroplane to land. On two occasions, flying at an altitude of 200 feet, he made very valuable reconnaissances, and his reports on the general situation were of the greatest value. His leadership is excellent, and he has set a high example to his flight.

The Bar to his MC was gazetted in *Supplement to The London Gazette*, 22 June 1918:

For conspicuous gallantry and devotion to duty. When engaged with hostile aircraft during the recent operations, he has destroyed three enemy machines, and has in addition brought down two hostile planes out of control. He has also brought back accurate and valuable information regarding hostile movements under the most adverse conditions, particularly on one occasion, when he flew through a heavy barrage at a low altitude behind the enemy's lines. He has shown conspicuous skill and determination when escorting low-flying bombing patrols.

DFC citation from *Supplement to The London Gazette*, 3 August 1918

Whilst on offensive patrol this officer destroyed personally four enemy aeroplanes; he has also shown the greatest gallantry during the recent operations in attacking troops and transports on the roads, and dropping bombs from very low altitudes.

Lieutenant Leonard Thomas Eaton Taplin, DFC

Eaton Taplin (his preferred name) was born in Adelaide in 1895, and was working as an engineer in Sydney when he joined the AIF in December 1915. In 1917 he transferred to the AFC and, after training as a pilot in England, he joined No 67 (Australian) Squadron on the Palestine Front. He was flying a B.E.12a on a photographic mission in January 1918, when he was attacked by a German Albatros fighter, and managed to force the enemy pilot to land. A posting to fly Sopwith Camels with No 4 Squadron, AFC, in France came in July 1918, and he was credited with 10 victories (three 2-seaters, four fighters and three kite balloons). He had a very lucky escape on 26 July when his engine failed while he was taking off with a load of bombs; he cut the engine and unfastened his seat belt—the bombs exploded when the Camel hit the ground, but he was thrown clear and uninjured.

His combat career came to an end on 5 September when, after bringing down an observation balloon, his patrol met a large formation of Fokker D.VIIs. Taplin sent down one Fokker out of control, (he claimed this victory, and the balloon, after the Armistice, bringing his victory total to 12) and damaged another, before being wounded and forced to land behind German lines, where he became a prisoner of war. No 4 Squadron lost four Camels in the action, and the credit for downing Taplin was given to *Vizefeldwebel* Christian Mesch of *Jasta 26*; it was the ninth of his eventual 13 victories.

Lieutenant Taplin was awarded a Distinguished Flying Cross in the June 1918 King's Birthday Honours List, hence there was no citation.

After repatriation, Eaton Taplin flew Australia's first scheduled airline service for Norman Brearley's West Australian Airways, and pioneered much of WA's aerial activity, before

settling in Port Hedland, where he served the community as butcher, undertaker and electricity supplier. He stood for the WA Parliament as an independent candidate for the seat of Pilbara in the 1947 election, but was not elected. He died in July 1961.

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TABLE A: ALPHABETICAL LISTING OF AUSTRALIAN ACES OF WORLD WAR I

(Based on *Above the Trenches* by Christopher Shores, Norman Franks and Russell Guest and *Above the War Fronts* by Norman Franks, Russell Guest and Gregory Alegi (observer aces in *italics*))

† = Killed in action; ● = Killed in Flying Accident; * = World War II
 Unit(s): Number = Squadron Number; (N) = Naval Squadron; W = RNAS Wing
 Analysis: B= Balloon; C= Captured; D = Destroyed; O = Out of Control; S = Shared

Name	Unit(s)	Aircraft	Victories		Remarks
			Total	Analysis	
Alberry, Lt Frank, DCM	2 AFC	S.E.5a	7	2D, 5O	Flew with one leg amputated
Baker, Capt Thomas Charles Richmond, DFC, MM*†	4 AFC	Camel, Snipe	12	1B, 7D, 4O	KIA 4 Nov 1918
Barkell, Lt Thomas Henry, DFC	4 AFC	Camel, Snipe	7	4D, 3O	
Blaxland, Capt Gregory Hamilton	68 (A) RFC, 2 AFC	S.E.5a	8	3D, 1S, 4O	
Booker, Maj Charles Dawson, DSC, <i>CdeG(F)</i> †	5W, 8(N), 1(N), 201 RAF	Pup, Triplane, Camel	29	2CS, 6D, 4S, 17O	KIA 13 Aug 1918
Brewster-Joske, Capt Clive Alexander, MC	1, 46 RFC	Parasol, Pup	8	2D, 2S, 4O	RAAF *
Brown, Capt Allan Runciman DFC	1 AFC	B.F.2b	5	1C, 2D, 2S	RAAF *
Brownell, Capt Raymond James, MC	45 RFC	Camel	12	1B, 1CS, 5D, 2S, 3O	7 victories in Italy
Clark, Capt Alexander Goodlett	68 (A) RFC, 2 AFC	S.E.5a	5	1D, 2S, 2O	
Cobby, Capt Arthur Henry, DSO, DFC**	4 AFC	Camel	29	5B, 1C, 20D, 1S, 2O	RAAF *, DCA 1950s
Cole, Capt Adrian Trevor	1, 2 AFC	S.E.5a	10	6D, 3O	1 'Driven down' victory in Palestine; RAAF AVM WWII RAF *; ● 1948
Coningham, Maj Arthur, DSO MC, DFC	32, 92 RFC/RAF	D.H.2, D.H.5, S.E.5a	14	4D, 3S, 7O	
Cowper, Capt Andrew King, MC**	24 RFC/RAF	D.H.5, S.E.5a	19	1C, 6D, 6S, 6O	
Cox, Lt George	2 AFC	S.E.5a	5	2D 3O	PoW Aug 1918
Cummings, Capt Eric Douglas, DFC	2 AFC	S.E.5a	9	4D, 1S, 4O	
Dallas, Maj Roderic Stanley, DSC* †	1W, 1(N), 40 RAF	Nieuport, Triplane, Camel, S.E.5a	39	1C, 15D, 16O	KIA 1 Jun 1918
Davies, Capt Ernest Edgar, DFC	2 AFC	S.E.5a	7	2D, 1S, 4O	
Drinkwater, Capt Arthur Thomas, DFC	57, 40 RFC/RAF	D.H.4, S.E.5a	9	3D, 6O	
Drummond, Maj Roy Maxwell	67 (A), 111 RFC/RAF	B.F.2b, Nieuport	8	6D, 1S, 1O	RAF *; ● 1945
Edwards, Capt Herbert James	32, 92 RFC	D.H.5	5	1C, 1D, 2S, 1O	
Forrest, Capt Henry Garnet	43, 32 RFC, 2 AFC	S.E.5a	11	5D, 1S, 5O	
<i>Fysh, Lt Wilmot Hudson, DFC</i>	67 (A) RFC, 1 AFC	B.F.2b	5	1D, 2S, 1C, 1O	Became Chairman of Qantas RAAF *
Goble, Maj Stanley James	1W, 5, 8 (N), 205 RAF	Nieuport, Pup, D.H.4	10	4D, 6O	
<i>Gordon, Lt John Rutherford, DFC</i>	62 RFC/RAF	B.F.2b	15	9D, 1S, 5O	RAAF *
<i>Grant, Lt Walter Irving Newby</i>	88 RAF	B.F.2b	5	2D, 3O	
Hamersley, Capt Harold Alan	60 RFC	S.E.5a	13	9D, 1S, 3O	RAF WWII

Name	Unit(s)	Aircraft	Victories		Remarks
			Total	Analysis	
Headlam, Lt Eustace Slade	1 AFC	B.F.2b	5	2D, 2S, 1O	
Hepburn, Capt Allan, DFC	24, 40, 88 RAF	B.F.2b	16	8D, 8O	RAAF *
Holliday, Maj Frederick Parkinson, DSO, MC	48 RFC	B.F.2a, B.F.2b	17	5D, 1S, 11O	RCAF *
Hooper, Geoffrey Herbert, MC	11, 20 RFC/RAF	B.F.2b	11	6D, 5O	
Howard, Capt Richard Watson, MC †	68 (A), 57 RFC 2 AFC	D.H.5, S.E.5a	8	1C, 1D, 6O	KIA 22 Mar 1918
Howell, Capt Cedric Ernest, DSO, MC, DFC ●	45 RFC/RAF	Camel	19	1C, 15D, 3O	All victories in Italy ● 10 Dec 1919
Hughes, Capt Geoffrey Forrest, MC, AFC	62 RFC/RAF	B.F.2b	11	4D, 7O	
Johnston, Capt Edgar Charles, DFC	24, 88 RAF	D.H.5, B.F.2b	20	7D, 1S, 12O	Dept of Civil Aviation 1933-1955
Jones, Capt George, DFC	4 AFC	Camel, Snipe	7	6D, 1O	RAAF *
Kenny, Lt Patrick Edward, DFC	1 AFC	B.F.2b	7	4D, 1S, 2O	
King, Capt Elwyn Roy, DSO, DFC	4 AFC	Camel, Snipe	26	4B, 13D, 3S, 6O	Died as CO of Point Cook in 1941
<i>Kirk, Walter Alister, DFC</i>	1 AFC	B.F.2b	7	6D, 1O	RAAF *
Larkin, Capt Herbert Joseph, DFC	5, 87 RFC/RAF	Dolphin	11	5D, 6O	RAF *
Lingham, Lt George Alexander, DFC	43 RFC/RAF	Camel	6	2D, 4O	
Little, Capt Robert Alexander, DSO, DSC* †	1W, 8 (N), 203 RAF	Pup, Triplane, Camel	47	2C, 17D, 5S, 23O	KIA 27 May 1918
Malley, Capt Garnet Francis, MC	4 AFC	Camel	6	1B, 4D, 1O	
Manuel, Capt Roby Lewis	2 AFC	S.E.5a	12	1C, 4D, 1S, 6O	RAAF *
McCloughry, Maj Edgar James Kingston, DSO, DFC*	23 RFC, 4 AFC	Camel	21	4B, 16D, 1O	RAAF *
McGinness, Lt Paul Joseph, DFC	1 AFC	B.F.2b	7	1C, 5D, 1O	Co-Founder of Qantas
McKenzie, Lt Robert William, MC	2 AFC	D.H.5, S.E.5a	6	5D, 1O	
Minifie, Flt Lt Richard Pearman, DSC**	1W, 1 (N)	Triplane, Camel	21	1C, 10D, 1S, 9O	PoW 17 Mar 1918
<i>Mustard, Lt Ernest Andrew, DFC</i>	1 AFC	B.F.2b	5	3D, 2S	RAAF *
Palliser, Lt Arthur John †	4 AFC	Camel, Snipe	7	1B, 5D, 1O	KIA 4 Nov 1918
Pentland, Alexander Augustus, DFC	16, 29, 19, 87 RFC/RAF	BE2c, SPAD VII, Dolphin	23	10D, 1S, 12O	WiA 25 Aug 1918; RAAF *
Peters, Lt George Clifton, DFC	1 AFC	B.F.2b	7	4D, 2S, 1O	Lt Col in Army
Phillipps, Maj Roy Cecil, DFC	32 RFC, 2 AFC	D.H.5, S.E.5a	15	4C, 10D, 1O	● RAAF *
Richards, Lt Cecil Roy, MC	20 RFC	F.E.2d	12	4D, 8O	WiA & PoW 17 Aug 1917
Richardson, Capt Lancelot Lytton, MC †	25 RFC	F.E.2b	7	3D, 1S, 3O	KIA 13 Apr 1917
Rigby, Capt Harry Alexander	40, 1 RFC/RAF	S.E.5a	6	3D, 1S, 2O	
Shepherd, Capt Alfred Seymour, DSO, MC †	29 RFC	Nieuport	10	4D, 6O	KIA 20 Jul 1917
Simonson, Capt Eric Landon	2 AFC	S.E.5a	5	2D, 3O	
Simpson, Capt George Goodman DSC	1 W, 8(N), 9(N)	Nieuport, Triplane	8	1D, 7O	
Smith, Capt Francis Ryan, DFC	2 AFC	S.E.5a	16	6D, 1S, 9O	

Name	Unit(s)	Aircraft	Victories		Remarks
			Total	Analysis	
Smith, Capt Ross Macpherson MC* DFC**	67 (A) RFC, 1 AFC	B.F.2b	11	6D 4S, 1O	Eng-Aus Flight 1919 ● 1922
Stephens, Capt Eric John, DFC	41 RFC/RAF	S.E.5a	13	4D, 1S, 8O	Flew for Qantas
Sutherland, Lt Leslie William, MC, DCM	67 (A), 1 AFC	B.F.2b	8	6D, 1S, 1O	
Taplin, Lt Leonard Thomas Eaton	67 (A) RFC 1, 4 AFC	Camel	12	4B, 5D, 3O	PoW 5 Sep 1918
Thompson, Lt Claud Robert James ●	19 RFC	SPAD VII	6	2D, 4O	● 17 Jul 1918
Tonkin, Lt Albert Victor, DFC	1 AFC	B.F.2b	6	3D, 1S, 2O	
Trescowthick, Lt Norman Charles, DFC	4 AFC	Camel, Snipe	7	4D, 2S, 1O	
Watson, Capt Herbert Gillis, DFC	4 AFC	Camel	14	3B, 5D, 1S, 5O	
Weir, Lt William James Alexander, DFC	1 AFC	B.F.2b	6	3D, 2S, 1O	
Wellwood, Lt James Joseph, DFC	2 AFC	S.E.5a	6	5D, 1O	

Australian Air Aces by Dennis Newton includes the following three airmen, who are not listed in *Above the Trenches*:

Hay, Lt John † ✕	40 RFC	F.E.8	6	N/K	KIA 23 Jan 1917
Holden, Capt Leslie Hubert, MC ●	2 AFC	D.H.5, S.E.5a	5	N/K	
Robertson, Lt Albert Ernest, MC †	4 AFC	Camel	7	3D, 4O	

Notes:

✕ Lt J Hay was the 17th victory of *Rittmeister* Manfred von Richthofen. *Under the Guns of the Red Baron* by Norman Franks, Hal Giblin and Nigel McCrery, indicates that he was credited with three victories at the time of his death.

● *Royal Flying Corps Communiqués 1917-1918* by Christopher Cole shows Capt L H Holden credited with 1 'Destroyed' victory and 3 'Out of Control'.

† *Royal Flying Corps Communiqués 1917-1918* by Christopher Cole shows Lt A E Robertson credited with 1 'Destroyed' victory and 3 'Out of Control'.

TABLE B: AUSTRALIAN ACES LISTED BY VICTORIES
(observer aces in *italics*)

Name	Total	Name	Total
Little, Capt Robert Alexander, DSO, DSC* †	47	Drummond, Maj Roy Maxwell	8
Dallas, Maj Roderic Stanley, DSC* †	39	Howard, Capt Richard Watson, MC †	8
Booker, Maj Charles Dawson, DSC, CdeG(F)	29	Peters, Lt George Clifton, DFC	7
Cobby, Capt Arthur Henry, DSO, DFC	29	Simpson, Capt George Goodman, DSC	8
King, Capt Elwyn Roy, DSO, DFC	26	<i>Sutherland, Lt Leslie William, MC DCM</i>	8
Pentland, Capt Alexander Augustus, DFC	23	Alberry, Lt Frank, DCM	7
McCloughry, Maj Edgar James Kingston, DSO, DFC*	21	Barkell, Lt Thomas Henry, DFC	7
Minifie, Flt Lt Richard Pearman, DSC**	21	Davies, Capt Ernest Edgar, DFC	7
Johnston, Capt Edgar Charles, DFC	20	Jones, Capt George, DFC	7
Cowper, Capt Andrew King, MC**	19	Kenny, Lt Edward, DFC	7
Howell, Capt Cedric Ernest, DSO, MC, DFC ●	19	<i>Kirk, Lt Walter Alister, DFC</i>	7
Holliday, Maj Frederick Parkinson, DSO, MC	17	McGinness, Lt Paul Joseph, DFC	7
Hepburn, Capt Allan, DFC	16	Palliser, Lt Arthur John †	7
Smith, Capt Francis Ryan, DFC	16	Richardson, Capt Lancelot Lytton, MC †	7
<i>Gordon, Lt John Rutherford, DFC</i>	15	Robertson, Lt Albert Ernest, MC	7
Phillipps, Maj Roy Cecil, DFC	15	Trescowthick, Lt Norman Charles, DFC	7
Coningham, Maj Arthur, DSO, MC, DFC	14	Hay, Lt John †	6
Watson, Capt Herbert Gillis, DFC	14	Lingham, Lt George Alexander, DFC	6
Hamersley, Capt Harold Alan	13	Malley, Capt Garnet Francis, MC	6
Stephens, Capt Eric John, DFC	13	McKenzie, Lt Robert William, MC	6
Baker, Capt Thomas Charles Richmond, DFC, MM*†	12	Rigby, Capt Harry Alexander	6
Brownell, Capt Raymond James, MC	12	Thompson, Lt Claud Robert James ●	6
Manuel, Capt Roby Lewis	12	Tonkin, Lt Albert Victor, DFC	6
Richards, Lt Cecil Roy, MC	12	<i>Weir, Lt William James Alexander, DFC</i>	6
Taplin, Lt Leonard Thomas Eaton	12	Wellwood, Lt James Joseph, DFC	6
Forrest, Capt Henry Garnet	11	Brown, Capt Allan Runciman, DFC	5
Hooper, Capt Geoffrey Herbert, MC	11	Clark, Capt Alexander Goodlett	5
Hughes, Capt Geoffrey Forrest, MC, AFC	11	Cox, Lt George	5
Larkin, Capt Herbert Joseph, DFC	11	Edwards, Capt Herbert James	5
Smith, Capt Ross Macpherson, MC*, DFC**	11	<i>Fysh, Lt Wilmot Hudson, DFC</i>	5
Cole, Capt Adrian Trevor	10	<i>Grant, Lt Walter Irving Newby</i>	5
Goble, Maj Stanley James	10	Headlam, Lt Eustace Slade	5
Shepherd, Capt Alfred Seymour, DSO, MC †	10	Holden, Capt Leslie Hubert, MC	5
Blaxland, Capt Gregory Hamilton	8	<i>Mustard, Lt Ernest Andrew, DFC</i>	5
Brewster-Joske, Capt Clive Alexander, MC	8	Simonson, Capt Eric Landon	5

**TABLE C: AUSTRALIAN ACES LISTED BY DESTROYED AND CAPTURED VICTORIES,
INCLUDING BALLOONS AND SHARED VICTORIES
(I.E. OUT OF CONTROL VICTORIES ARE OMITTED)**
(observer aces in *italics*)

Name	Total	Name	Total
Cobby, Capt Arthur Henry, DSO, DFC	27	<i>Sutherland, Lt Leslie William, MC, DCM</i>	7
Little, Capt Robert Alexander, DSO, DSC* †	24	Cole, Capt Adrian Trevor	6
King, Capt Elwyn Roy, DSO, DFC	20	Forrest, Capt Henry Garnet	6
McCloughry, Maj Edgar James Kingston, DSO, DFC*	20	Holliday, Maj Frederick Parkinson, DSO, MC	6
Dallas, Maj Roderic Stanley, DSC* †	16	Hooper, Capt Geoffrey Herbert, MC	6
Howell, Capt Cedric Ernest, DSO, MC, DFC ●	16	Jones, Capt George, DFC	6
Phillipps, Maj Roy Cecil, DFC	14	<i>Kirk, Lt Walter Alister, DFC</i>	6
Cowper, Capt Andrew King, MC**	13	Manuel, Capt Roby Lewis	6
Booker, Maj Charles Dawson, DSC, <i>CdeG(F)</i>	12	McGinness, Lt Paul Joseph, DFC	6
Minifie, Flt Lt Richard Pearman, DSC**	12	Palliser, Lt Arthur John †	6
Pentland, Capt Alexander Augustus, DFC	11	Peters, Lt George Clifton, DFC	6
<i>Gordon, Lt John Rutherford, DFC</i>	10	Trescowthick, Lt Norman Charles, DFC	6
Hamersley, Capt Harold Alan	10	Cummings, Capt Eric Douglas, DFC	5
Smith, Capt Ross Macpherson, MC*, DFC**	10	Holden, Capt Leslie Hubert, MC	5
Brownell, Capt Raymond James, MC	9	Kenny, Lt Edward, DFC	5
Taplin, Lt Leonard Thomas Eaton	9	Larkin, Capt Herbert Joseph, DFC	5
Watson, Capt Herbert Gillis, DFC	9	Malley, Capt Garnet Francis, MC	5
Baker, Capt Thomas Charles Richmond, DFC, MM*†	8	McKenzie, Lt Robert William, MC	5
Hepburn, Capt Allan, DFC	8	Stephens, Capt Eric John, DFC	5
Johnston, Capt Edgar Charles, DFC	8	Brown, Capt Allan Runciman, DFC	5
Smith, Capt Francis Ryan, DFC	7	<i>Weir, Lt William James Alexander, DFC</i>	5
Coningham, Maj Arthur, DSO, MC, DFC	7	Wellwood, Lt James Joseph, DFC	5
Drummond, Maj Roy Maxwell	7		