



French-built Donnet- Leveque, " k.u.k . Kriegsmarine " aircraft No. 10, at Pola Air Station in 1913. Note the aircraft's number on the rudder. Note the red and white areas of the rudder and the red-painted fin. The gentleman in the background wearing the leather jacket is probably Banfield. (Stach Photo)

## GOTTFRIED BANFIELD

While in Vienna during October, 1977, the author called Gottfried Banfield's home in Trieste to arrange a possible visit. He encountered a "stone wall" in the form of a house staff which spoke and understood only Italian; while he was conversant only in German and English. He knew no other phone numbers and didn't even know the name of Banfield's business. On his third day of calling, God took pity on a fool and arranged for a German-speaking visitor to be there. The visitor gave the author Baron Banfield's business phone number and stated that he was sure the author knew that the Baron was at the office *every* day. Of course, why should the author not think that, he thought; the man is only 87 years old!

When the author contacted Banfield at his shipping company, he introduced himself in his less-than-classic German. Banfield replied in perfect English that he recalled the author's letters to him and that he would enjoy a visit. As it turned out, the only day the author could see him, he would be traveling by train to Vienna. The author decided to push his luck, and asked if the Baron would be up to spending an hour or so with him on the day in question, after a taxing 250-mile train ride. He answered that he would meet the author at his hotel about thirty minutes after his train arrived in Vienna!

At his hotel at the appointed time, Banfield appeared across the room from the author, looking as fresh and as crisp as a new banknote. They talked for a while, then moved on to Banfield's favorite restaurant, where he continued to answer an unending barrage of questions about Austro-Hungarian aviation personalities, aircraft, camouflage, and so on. After *eight* hours of this intense conversation they left the restaurant (After all, they *did* close at 3 a.m.). As they walked back to Banfield's hotel, the author, a former athlete, had great difficulty keeping pace with the purposeful stride of the 87-year-old gentleman. "Yes," the author thought as Banfield walked and

he trotted up the street, "Gottfried Banfield always was and still is an extraordinary and remarkable human being!"

He was born February 6, 1890, in Castelnuovo, on the Gulf of Cattaro (today Boka Kotorska, Yugoslavia). His father was a career naval officer in the Austro-Hungarian Navy. The author had heard from several sources that Banfield's remote ancestors were among the nobility of Ireland, and Banfield confirmed this. He attended the military secondary school in St. Polten (today Austria), and in 1905, passed the difficult entrance examination for the Austro-Hungarian Naval Academy in Fiume (today Rijeka, Yugoslavia). Upon graduation on June 17, 1909, he was accepted into the Naval Officers Corps and on July 1, 1909, was granted the rank of *Seekadett* (Naval Cadet). Service and training courses on various ships of the *k.u.k. Kriegsmarine* (Imperial and Royal Austro-Hungarian Navy) led to his eventual promotion to *Fregattenleutnant* (Naval Lieutenant) on May 1, 1912. A month later he was assigned to pilot's training in Wiener-Neustadt. He demonstrated marked proficiency and was able to fly quite well within four weeks. It was not until August 15, 1912, however, that he received his international certificate and Austrian certificate No. 67. By order of his superiors, he remained in Wiener-Neustadt for military pilot training. On October 8, he was named "*Feldpilot*" (Field Pilot) and was awarded the *Feldpilotabzeichen* (Field Pilot's badge).

During October, 1912, Banfield and *Linienschiffsleutnant* (Lieutenant Commander) Wosecek were ordered to Paris to test fly the new Leveque-designed flying boat produced by the Donnet company. If satisfied, they were to purchase two for the *Kriegsmarine*. During the test flying, an incident occurred that was related by Banfield: "As you know, the testing of the flying boats was done right on the Seine River. I had misgivings about this because of the many bridges that cross the river. Sure enough, on one flight my lift-off was not good. As I

skimmed along just above the water, a bridge came into view. I applied full power, but with the closeness of the bridge, I realized that continued application of full power would allow me to rise high enough to smash squarely into the bridge! Therefore, I throttled back and dipped down enough so that I flew safely under the bridge and soon landed. I thought little of it until I was shown the next day's newspapers with huge headlines 'Austrian Dare-Devil Flies Under Seine Bridge!' " At any rate, two Donnet-Leveque boats were purchased with spare engines.

During November, 1912, Bantfield reported to the Naval Air Station which had been established on Santa Catarina island in the area of Pola, at the tip of the Istrian peninsula (today Pula, Yugoslavia). It was decided that, for naval pilots, training was required in addition to the regular pilot certificate training. Bantfield passed his testing at Pola in February, 1913. He later was awarded the Seaplane Pilot Certificate No. 4 by the Austrian Aero Club.

On March 28, 1913, Archduke Franz Ferdinand traveled by yacht to Pola to inspect the fleet. Banfield and *Linienschiffs/eutenant* Wosecek flew out to meet the Archduke and demonstrate the flying boats. Shortly after flying over the yacht, Bantfield's aircraft experienced engine failure. During the ensuing forced-landing, the aircraft suffered structural failure in its bow, resulting in a severely complex injury to the bones and soft tissues of Bantfield's right calf. He was rescued and taken to the naval hospital at Pola where the work of superb surgeons saved his right foot from amputation. The immediate care and the convalescence at Pola took 12 months, followed by additional rehabilitation at Baden, near Vienna.

Following the assassination of Archduke Franz Ferdinand and his wife on June 28, 1914, Bantfield reported to Pola. On July 20, three seaplanes were assigned to the three ships of the Second Battleship Division. Banfield was assigned to *SMS Zrinyi* along with Lohner flying boat E.21. Four days later, the ships reached the Gulf of Cattaro and the planes were then flown to Kumbor. When war was declared between Austria-Hungary and Montenegro on August 8, the three aircraft were placed in immediate use for reconnaissance and artillery spotting for the guns of the fleet. During October, night bombing attacks were carried out on several occasions.

From November, 1914, until the Italian declaration of war on Austria-Hungary in May, 1915, Bantfield was based at Pola, test flying new aircraft as well as conducting pilot training.

With Italy's entry into the war, the northern Adriatic now assumed major importance—an importance that would only grow stronger as the war progressed. During June, 1915, Bantfield established a naval air station at Trieste and in February, 1916, was named its commanding officer, a post he would hold until the war's end. Trieste was a strategically-placed base, only 18 miles from the important Italian base at Grado and less than 70 miles due east of Venice. Trieste also was quite close to the rivers along which the front lines of the ground fighting tended to be oriented, lying 10 miles from the mouth of the Isonzo river and 60 miles from the mouth of the Piave river. The result of this was the involvement of the aircraft and fliers of the Trieste Air Station in fighting of high intensity and almost incredible variety—involving land planes, flying boats, long-range bombers, all manner of warships, and all types of various missions flown in support of the infantry. Trieste was an extremely exciting, interesting and dangerous place to be.

During this action, Bantfield scored many aerial victories. Because of the extreme variety of circumstances surrounding the combats, confirmation of victories was often difficult. (The author feels that, although a total of at least 20 victories may have been achieved, documentation exists to confirm only nine. The "variety of circumstances" will, he believes, speak for itself as the story continues.)

Bantfield's first victory was scored June 27, 1915, while flying Lohner L.47, a two-seat flying boat with the pilot and observer seated side-by-side. His observer was *Seekadett* Heribert Strobl Edler von Ravelsberg. While on a reconnaissance mission near

the mouth of the Isonzo River, they spotted an Italian observation balloon which they attacked and put out of action with approximately 500 rounds of machine gun fire into the balloon's envelope.

One day Jater, Bantfield and Strobl, again in L.47, attacked a group of artillery emplacements and dropped a 50-kilogram bomb on what must have been an ammunition storage area, as evidenced by the large number of explosions and fires which suddenly erupted. On their way home, they encountered an Italian steamer which they promptly bombed and sank.

On September 1, 1915, Banfield and Strobl, now flying Lohner L.46, had what might be described as a "full day at the office." They encountered and attacked a "Curtis-type" flying boat in the area of the mouth of the Primero River. By means of extremely accurate machine gun fire, they forced the aircraft down east of Grado. They next encountered and attacked an Italian Macchi Type-L flying boat, forcing it into the water outside Grado. After approximately 15 minutes, the Macchi crew managed to restart its engine and the boat again took off and climbed to 3,500 feet to resume the fight with Bantfield's L.46. After a long gun duel, the Macchi had eventually absorbed so much punishment that it was forced to make an emergency landing in the inner harbor of Grado. Bantfield and Strobl then attacked another flying boat near Mula di Muggia, and, with the rest of their machine gun ammunition, forced it down in the lagoon of Grado. Because of the completely expended ammunition and dwindling fuel supply, Bantfield turned L.46 back towards Trieste. Before they arrived, however, they were attacked by another enemy flying boat which they barely managed to fend off with gunfire from a carbine and two pistols! Their flight of three hours had involved five air fights with four different enemy aircraft.

The day of April 5, 1916, saw the first operational sortie of Banfield's Lohner L.16. This was a Lohner Type E, specially modified for his use, including a fixed, forward-firing machine gun bolted to the top of the hull just in front of the cockpit. L.16 and Bantfield would prove a deadly and effective combat team.

On April 17, Bantfield scored a "double" but received credit for neither. He took off in L.16 in pursuit of a group of enemy flying boats that had bombed Trieste. He caught up with one over Grado and laced it with bullets, forcing it into a steep, spiraling descent, out of control. The second flying boat was attacked 30 minutes later over Golametto, with similar results.

On May 1, Banfield was promoted to the rank of *Linienschiffslieutenant* (Lieutenant Commander).

An exceptional event occurred the night of May 21-22. A group of aircraft from the Trieste Air Base were returning from a bombing attack on the railway station at Portogruaro when Lohner L. 120 (pilot *Fregattenleutnant* Paul Soupper; observer *Stabsselektrowarter* Alexander Rappensberger) was forced to make an emergency landing near the Tagliamento estuary. Bantfield, flying Lohner L.97 with observer *Fliegermaat* (Flight petty officer) August Poszpech, noted the red flare from L.120 indicating a forced landing. He located the downed aircraft with some difficulty. He ordered the crew of L.120 to hole their hull and set the aircraft on fire. They then swan to L.97 and were taken aboard. The subsequent takeoff of L.97 was hampered by a balky engine and difficulties with lift-off due to the now-increased weight and the fairly sizable swell in the water. This was made all the more interesting by the rapid approach of two Italian torpedo boats! Take off was effected just in time and L.97 returned safely to Trieste.

On the evening of June 23, 1916, Bantfield, in L.16, attacked a French FBA Type "C" flying boat over the Gulf of Trieste. After a short battle, the FBA dove down and landed on the water. The observer had been killed with bullets through the head and heart, but the pilot, *Enseigne de Vaisseau de Premiere Classe* (Ensign First Class) Andre Victor Vaugeois, was unharmed and immediately began to taxi on the surface in the direction of the Italian base at Grado. Bantfield attacked and, with approximately 100 shots, put the FBA's engine out of ac-

tion. Vaugeois then manned the observer's machine gun and began firing at Banfield, who was forced to attack again and silence the machine gun. With his boat lying dead in the water, Vaugeois then surrendered. The FBA and Vaugeois were then towed to Trieste harbor by the Austro-Hungarian motorboat *Primula*. Examination of the captured aircraft demonstrated over 120 bullet holes in its various parts. The boat was an FBA type "C" although it is often called an "FBA 12" because of the large white "12" painted on its bow. Its serial number was "No. 94," as so well illustrated by an on-the-spot pastel drawing by O. Alexander displayed in the War History Museum in Vienna. After minor treatment of superficial neck wounds, the French pilot was invited to share dinner with Banfield, who toasted his bravery and tenacity.

The very next day, Banfield, again in L.16, downed another FBA Type "C" flying boat over the Gulf of Trieste. The aircraft crashed approximately two miles from Grado, where it was reached by Italian motor boats which towed it back to Grado.

Banfield's next victory came on August 1, 1916. In L.16, he intercepted a large formation of three-engined Caproni bombers on their way to attack Fiume. He attacked a total of four of these giants. The last Caproni, serial C. 1228, was attacked over Fiume harbor. After 300 rounds of machine gun fire from L.16, the bomber began to oscillate with its left motor smoking. It then spiraled down to crash-land on the parade grounds of Volosca, near Fiume. Devoid totally expended fuel and ammunition, Banfield landed in Fiume harbor. The fleet CO, Admiral Haus, heard of Banfield's exploits and ordered him to stop at Pola on his way back to Trieste. As Banfield passed over the ships at Pola, he could see large numbers of sailors lining the rails of the ships, cheering and waving at him—a thrill indeed!

Five days later, again flying L.16, Banfield downed another Caproni bomber, this time in concert with Lohner L.99 (pilot *Seefahrer* Ludwig Gerber, observer *Stabsselektrowarter* Max Obendorfer). They attacked Caproni Ca. 1134 over Miramare at approximately 9,000 feet. The defensive fire of the bomber soon punctured the radiator of L.99. This caused the motor to overheat and seize, requiring a long glide down to a forced landing in Trieste harbor. Banfield now pressed his attack and soon severely wounded the pilot, *Sottotenente* (Second Lieutenant) Valentino Zanini, and silenced two of the aircraft's three engines. Banfield's gun now jammed, but this was soon cleared and the attack continued. After its third engine was silenced, the Caproni went into a steep dive and crashed into a house southeast of Sistiana. Pilot Zanini was killed, but co-pilot *Sergente* (Sergeant) Mario Borghi and observer *Sergente* Biagio Manieri escaped with non-fatal wounds.

On August 15, 1916, flying L.16, Banfield scored his only confirmed double victory when, in quick succession, he shot down two FBA Type "H" flying boats into the Gulf of Trieste. The serial number of one of the boats was "No. 308," and its pilot was the CO of French Navy fliers on the Isonzo Front, *Enseigne de Vaisseau* (Lieutenant, jg) Baron Jean Roulier.

On October 13, Banfield shot down an Italian Farman two-seater over the Sdobba estuary. What makes this victory notable is that it was scored in the new Hansa-Brandenburg "CC" single-seat fighter boat. This was designed by Ernst Heinkel of the Hansa-Brandenburg firm in Germany. It was a very fast biplane flying boat with the interplane struts aligned in "strutter" configuration. The designs of this German firm were freely available to the Dual Monarchy mainly because the owner of Hansa-Brandenburg, Camillo Castiglioni, was also the owner of the UFAG firm in Budapest and the Phonix firm in Vienna. The aircraft designation, "CC," was merely Castiglioni's initials and was painted in white letters on the sides of the hull. This aircraft's designation was later changed to A.12, since it was the 12th Naval aircraft of the "A" category (A=Abwehr=protection, i.e., the fighter aircraft of the Navy). The series A.12 through A.49 consisted of basically similar aircraft, with A.45 an exception since it was a triplane.

On October 31, Banfield attacked a Caproni bomber over

Basovizza, flying Albatros fighter boat A.3. He was joined in the attack by a "Brandenburg aircraft" piloted by *Hauptmann* (Captain) Viktor Schunzel, CO of Flik 28. The Caproni was eventually forced to make an emergency landing in a marsh near Golametto. While Schunzel received mention in the k.u.k. Army Report of November 1, 1916, no official mention of Banfield's part in the victory exists.

With busy army airfields like Prosecco and Sesana located within five to ten miles of Trieste, visits of the personnel of these bases were not infrequent events. As also would be expected, combined air attacks with Austro-Hungarian Army aircraft were not unusual. An example of this occurred December 3, when Banfield, flying A.12 (formerly "CC"), attacked Caproni bomber Ca. 1233 between Duttuole and Sesana. He was joined in this successful attack by an aircraft of Flik 28 piloted by *Zugführer* (Sergeant) Karl Cislighi, and by Hansa-Brandenburg D.I ("KD") 65.53, flown by *Oberleutnant* Godwin Brumowski of Flik 12.

New Year's Day, 1917, would prove a memorable day for Banfield. In his own words: "Since I always have been a devout Catholic, I would never fight on Easter Sunday, Christmas Day, or the Feast of the Circumcision (January 1st). January 1, 1917, was a beautiful day, and I decided to take a pleasure flight in my A.12 flying boat. About 30 minutes later while flying along enjoying myself, I suddenly realized that I was being attacked by an Italian Nieuport. I was really angry that this pilot was ruining my lovely pleasure flight. I turned to meet his attack with the thought that I would teach this pilot not to ruin my good time! It was obvious right away that he was extraordinarily skillful. We went around and around and around for almost an hour, with neither able to attain any advantage. At the end of this time, almost by unstated understanding, we broke off the fight. As the Italian headed west and I headed southeast, we passed quite close to one another. Almost at the same time I noticed both the black horse painted on the aircraft and the fact that he was waving a salute to me! I gladly returned the salute, feeling honored to have fought him. I knew it was Baracca." (Francesco Baracca at the time of his death, June 19, 1918, had 34 confirmed victories and was truly Italy's Ace of Aces.)

A victory on May 31, 1917, was of greater than average significance. Banfield attacked an Italian flying boat at 2230 hours over Miramare and shot it down. It crash landed near the mouth of the Primero River and lay there until 0700 the next morning, when Italian motorboats towed the shot-up aircraft back to Grado. This marked the first night victory by any flier of the Austro-Hungarian armed forces. It also was Banfield's first victory scored while flying A.11. This was a unique aircraft designed specifically for Banfield by *Dipl. Ing.* Josef Mickl and built at the Oeffag factory in Wiener-Neustadt. It was available October 18, 1916, but Banfield continued to fly mainly A.12 ("CC") until March, 1917. Initially in natural finish, Banfield later had it painted all blue to aid in camouflage. It is commonly referred to as the "Blue Bird," but, according to Banfield, at the time it was usually called the "Blue Wonder." Banfield scored a second night victory August 8, 1917, this time downing a Caproni bomber, but it was not confirmed.

This is not to say that aircraft were the only things that interested Banfield at night. Shortly after midnight on May 16, 1918, Banfield received word that two Italian motorboats were headed for Trieste. After requesting the harbor searchlight stations to shine their lights out across the water, he took off in A.11 and soon encountered the motorboats. He attacked immediately in a series of strafing runs flying barely 20 feet above the surface. One boat was so damaged that it soon lay drifting, dead in the water. On his third firing pass, the tables turned and a burst of phosphorous bullets struck the A.11, shattering Banfield's left tibia (shin bone) and severing his aircraft's control column. Banfield limped back to Trieste, steering with one hand holding the unbroken part of the steering column and using the other hand to try to slow the blood loss from his left leg. He barely landed in the civilian harbor at Trieste and passed out from shock. A month in the hospital and he was ready to

fly again!

Banfield remained in command of the Trieste Naval Air Station until the war's end. His final tally of operational flights against the enemy was over 400, an enormous number.

While his flying was indeed remarkable, his qualities as a human being were noteworthy as well. Julius Arigi (32 victories) had this to say: "Banfield, from my own experience and from what I've heard from others, was strictly a first-class person. As opposed to many officers who made life difficult for those under their command, particularly non-officers, Banfield treated all his personnel on a one-to-one basis, with honesty and fairness."

During the author's visit with Banfield, October 13, 1977, he said: "Ninety percent of my life I've been a civilian. I don't think my worth depends on my having once been a military officer. When I was in the Navy I tried to treat each man the same as any other."

When asked about aerial tactics, he said: "My basic principles were to get close to the enemy aircraft and to make my fire as accurate as possible. Whenever circumstances allowed, my mechanics compared the number of hits I scored on an enemy to the number of rounds of ammunition I had fired. I seem to remember ratios of 87 hits from 122 shots and 52 hits from 75 shots, but the exact numbers might have been slightly different." Both examples equate to 70% hits-superb shooting.

The author asked Banfield for his impressions of some of the aircraft he flew. He commented: "The Fokker monoplane was disappointing, mostly due to its weak engine. The Albatros O.III was a generally good aircraft. I flew the type several times on visits to Prosecco airfield not far from Trieste. The Phoenix land-based fighters were very sturdily built. They were quite dependable and stable in the air. The A-11, which was called 'The Blue Wonder,' was my favorite of all my aircraft. It was so good that I repeatedly suggested that it be built in quantity, but this was never done."

When asked about aircraft paint schemes, Banfield spoke at length about the colors of the various aircraft he'd flown. When asked why he had the A-11 painted blue, he said: "It seemed to be a good color for camouflage for flying over water. More than this, however, it seemed a very good color for night flying which I did a lot of in 'The Blue Wonder.'" The author also **asked** Banfield about the Roman numerals painted on the sides of the noses of his squadron's aircraft in 1918. He stated: "Those numbers helped us identify each other in the air. The numbers went as high as 'VII.' Instead of using Number 'I' on my own aircraft, I used a painting of the coat of arms of the city of Trieste."

When the author asked Banfield for an overview of his war service, he said: "I have never had a time in my life when I did not want to do my job as well as I possibly could. The war was no exception. I saw my job to be fighting the enemy, wherever

and whenever and in whatever way I could. So, when my squadron and I were not flying interception flights or performing reconnaissance missions, we would be attacking the enemy with bombs and machine guns whether he was in trenches or in artillery emplacements or in ships-it made no difference."

During his military career, numerous decorations were bestowed upon Banfield, including such extremely high honors as the Knight's Cross of the Order of Leopold with War Decoration and Swords and the Order of the Iron Crown, 3rd Class, with War Decoration and Swords. Even more remarkable is the fact that Banfield holds *three* distinctions to which *no other* airman in all the forces of the Dual Monarchy can lay claim. The first is that he is the only flyer to receive both the Gold and Silver (1st Class) Bravery Medals for Officers. His Gold Bravery Medal was one of a total of only nine given to air officers.

Banfield's second distinction is his award of the Great Military Medal of Merit, which Emperor Franz Josef personally presented in the spring of 1916. No other airman received this medal.

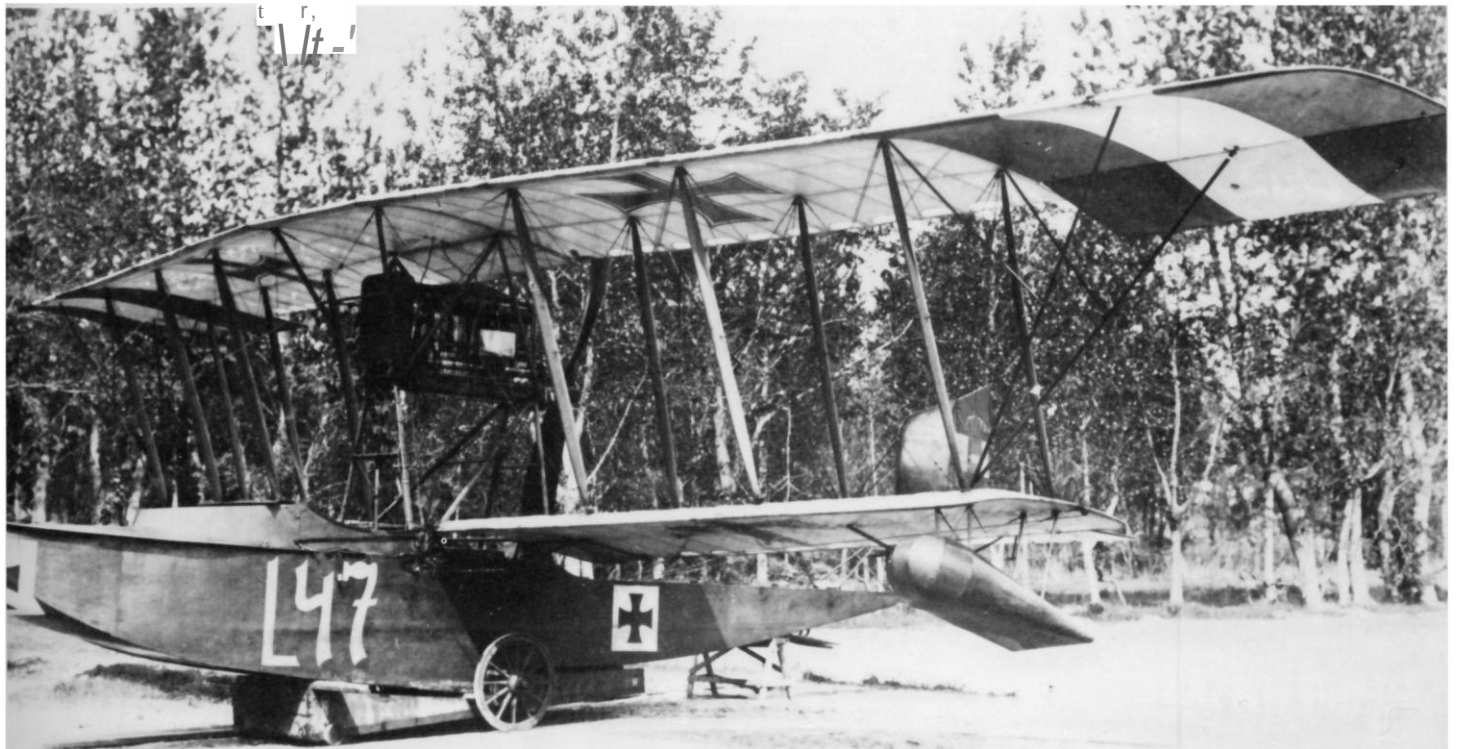
The final unique honor among airmen bestowed upon Banfield was the Knight's Cross of the Military Order of Maria Theresa, the Empire's highest honor. Peculiar to this award is the fact that the potential recipient must himself apply for admission to the order. As early as mid-1916, Banfield had begun to receive invitations from his superiors to petition for the award. The invitations were based on the exceptional bravery repeatedly shown in all manner of military operations. At first, Banfield declined the invitations and then refused them when they became more vigorous. Finally, however, he yielded, and on February 6, 1917, he submitted the following: "In accordance with the invitations made to me by Austro-Hungarian Central Naval Command since Autumn, 1916, to apply for the award of the Maria Theresa Order, I submit my action reports, with the wish that they will prove my worthiness for admission to the Order as a Knight." Attached to this were copies of his activity reports from June 23, June 24, August 1, August 6, and December 3, all of 1916.

On August 16, 1917, Emperor Karl presented Banfield the Knight's Cross of the Military Order of Maria Theresa. This order carried with it elevation to the nobility and the title of *Freiherr* (baron). No other Austro-Hungarian airman received this award.

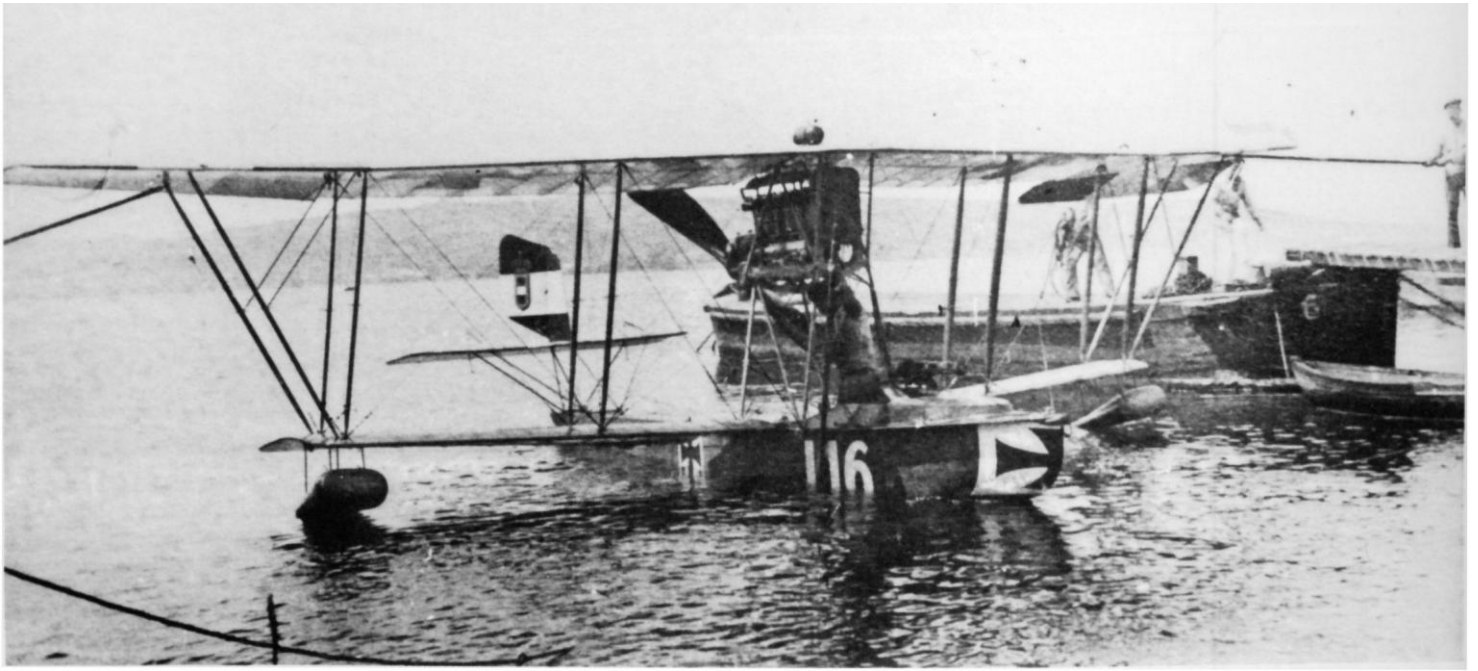
In England in 1920, Banfield met and later married Countess Maria Tripcovich of Trieste. He later took over the operation of his father-in-law's shipping firm, specializing in salvage work such as the clearing of ship wreckage from the Suez Canal following the conflict in that region in 1956. He lives and works in Trieste to the present day, taking advantage of spare moments to sail his beloved Istrian and Dalmatian coasts.



Lohner Type M E.21 flying boat, Kumbor , southern Adriatic , early summer, 1914. Note the absence of wing markings, which were not ordered until August, 1914. Note the marines bringing the pilot (probably "Fregattenleutnant" Konstantin Maglic) ashore. In this aircraft , Banfield carried out several missions against the Kingdom of Montenegro in August, 1914. (Stach Photo)



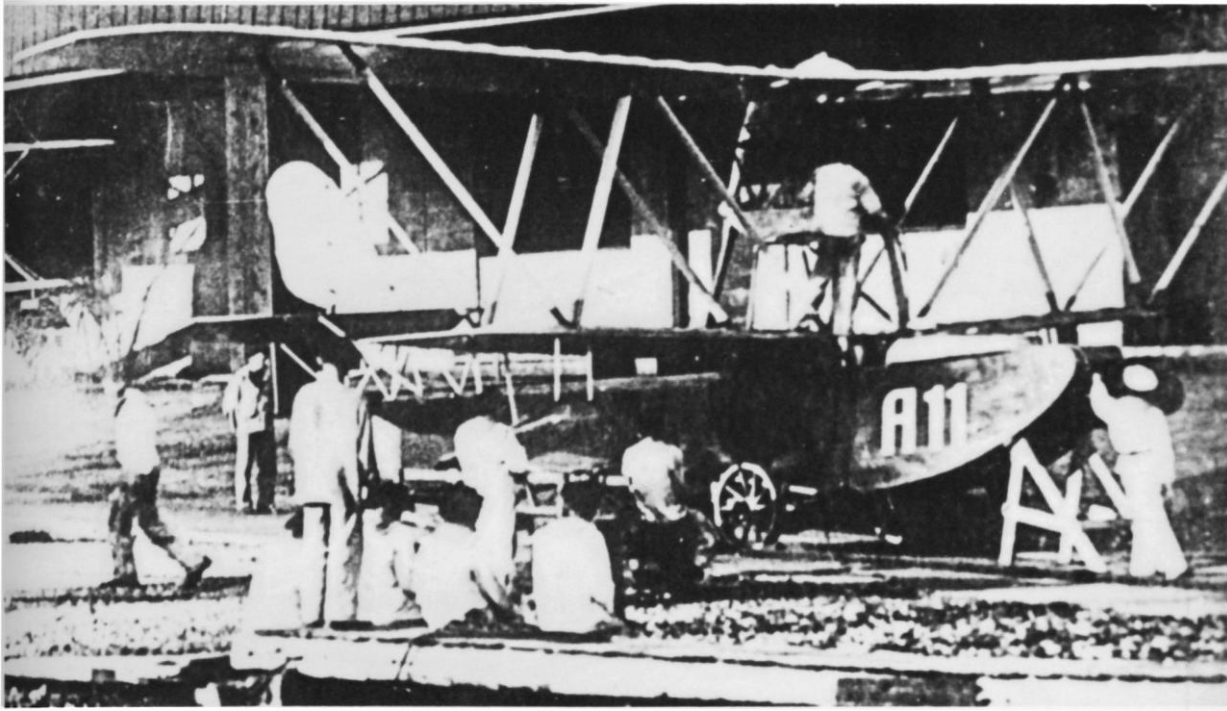
Lohner Type T flying boat, serial L4 1, shown captured intact by the Italians , April , 1916. Flying this aircraft, Banfield downed an observation balloon for his first victory , June 27, 1915. (Canadian National Science Museum Photo)



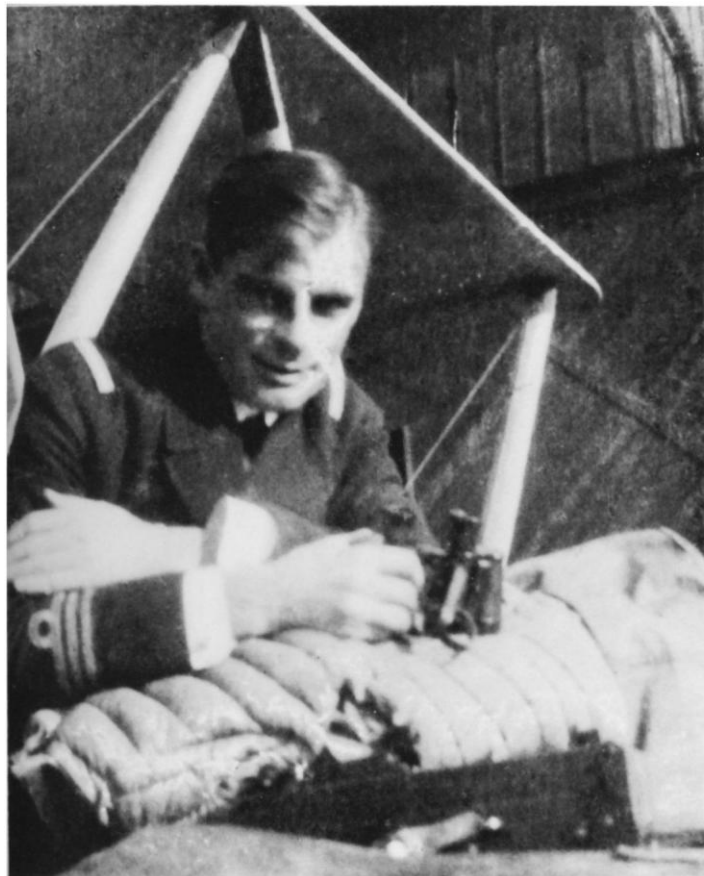
*Lohner L-16, Trieste Naval Air Station, August, 1916. Banfield's most successful aircraft, in which he scored eight victories (six confirmed). The cross on the bow is painted asymmetrically so as to appear proportional when viewed head-on. Note the gaffs hooking the outer interplane struts with the sailor holding the gaff on the right visible at the right hand edge of the photo. (Meindl Photo)*



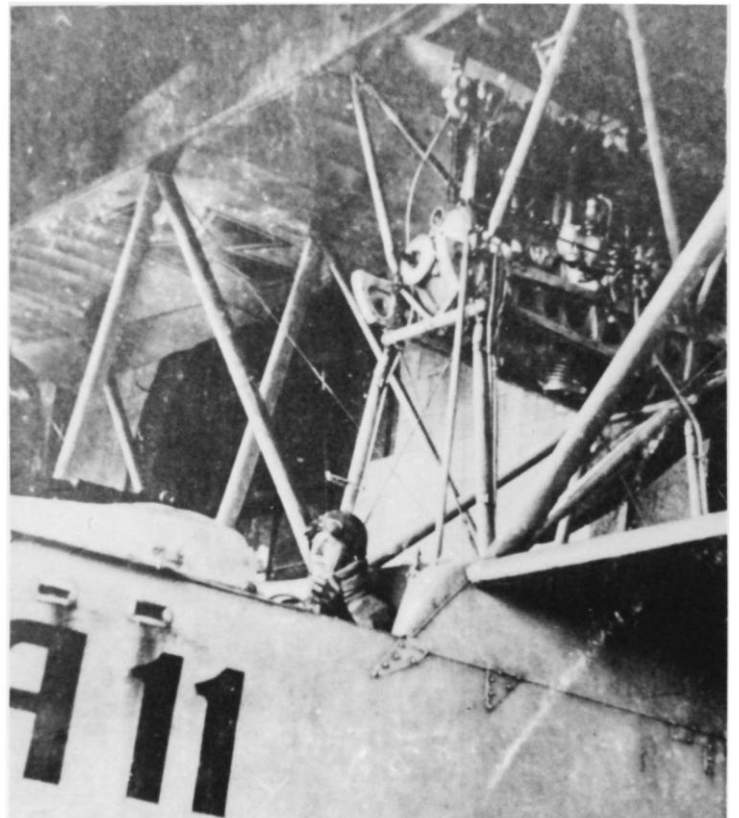
*Banfield standing on L-16, with the engine starter crank by his left arm. Note the Schwarzlose M 7/12 machine gun bolted to the front decking with its curved ammunition feed track. Synchronization was unnecessary because the aircraft was a pusher type, a tremendous advantage in air combat. (Stach Photo)*



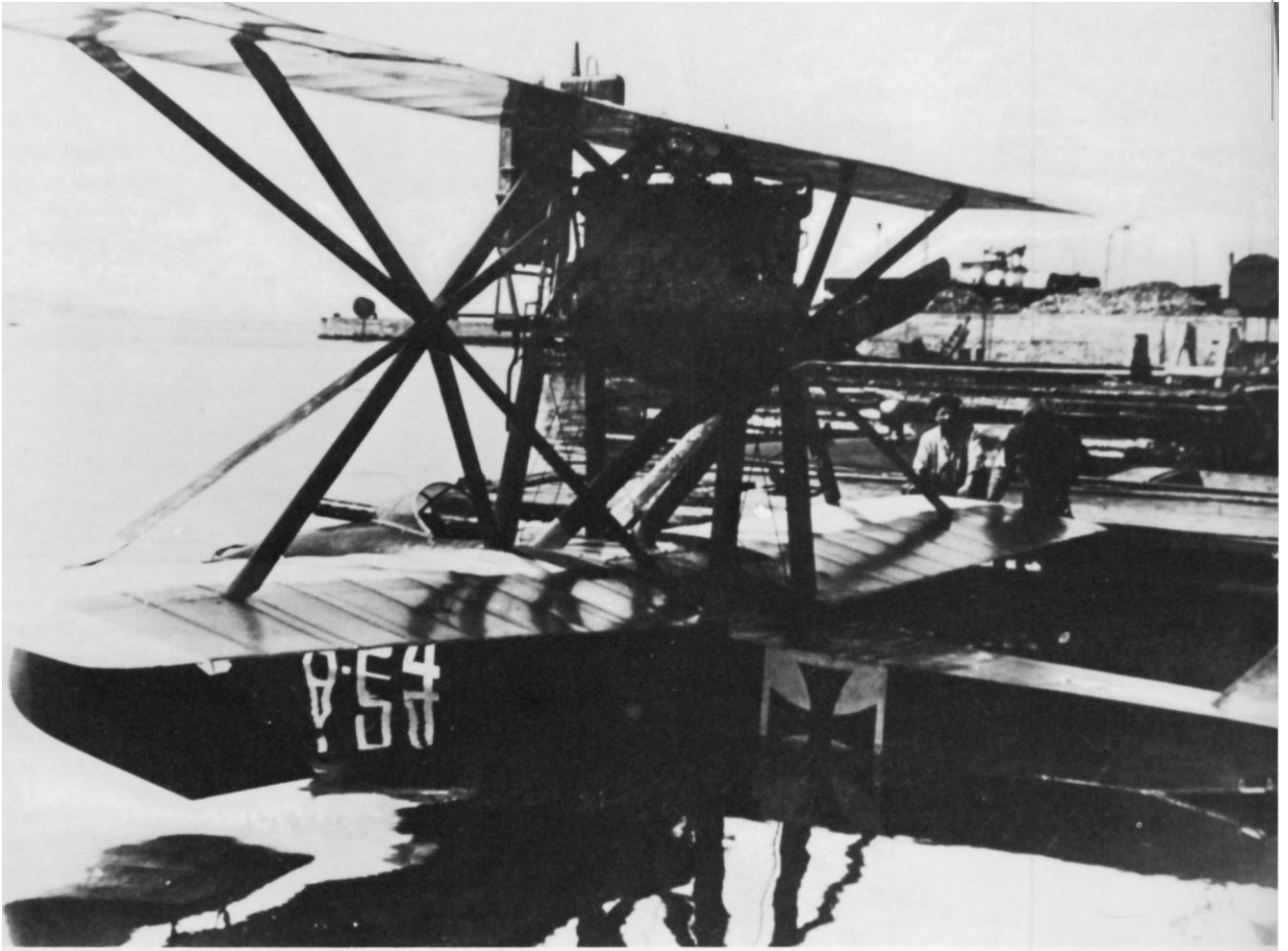
Oeffag Type H flying boat, serial A.11, at Trieste Naval Air Station, summer, 1917. A unique aircraft, designed specifically for Banfield by Josef Mickl. Despite Banfield's urgings, this example remained the only one of its type. The rail on which the sailor on the right is standing and in which the wheel of the aircraft dolly is set, leads directly into the water. (Haddow Photo)



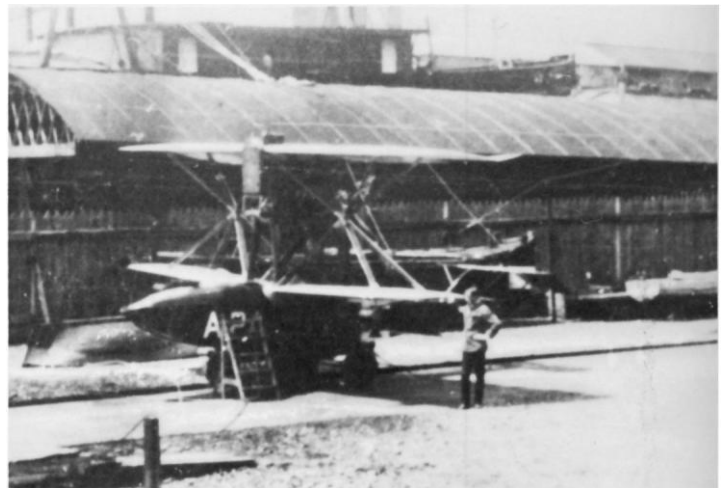
Banfield with A.11. Trieste Naval Air Station, summer, 1917. (Banfield Photo via Kostrba)



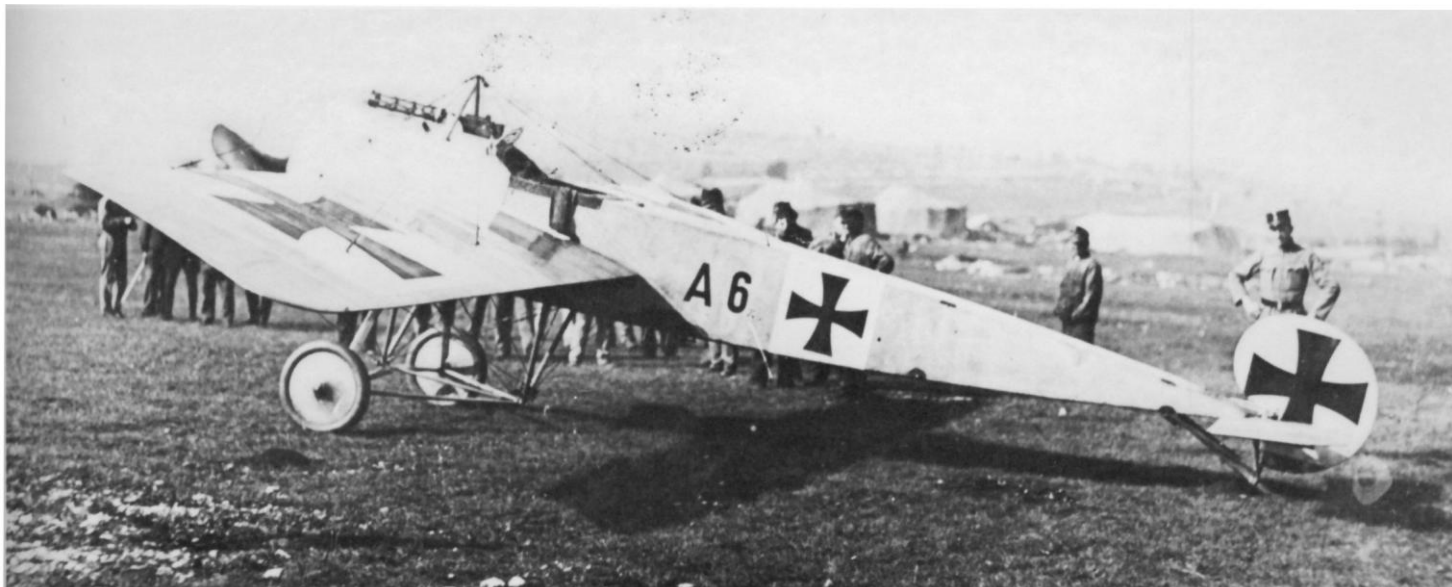
Banfield in A.11, Trieste Naval Air Station, autumn, 1917. The aircraft is now painted overall/medium blue and is called "the Blue Wonder." The serial number is now black. Note the light register of the blue paint on the orthochromic film of the time. (O'Ami Photo)



*Hansa-Brandenburg type "CC", serial A.24, Trieste Naval Air Station, summer, 1917. Note the machine gun mounted through the large wind screen that characterized the early "CC" boats. (Stach Photo)*



*Banfield with A.24. He flew this boat extensively between May and July, 1917. Note the basic plain finish of the aircraft. Note the ladder used for entering or leaving the cockpit. The edge of the water is just to the left of this photo. (D'Ami Photo)*



Naval fighter "A6.", purchased Fokker E.III with a Spandau machine gun, shown here at Prosecco airfield on Banfield's visit to Flik 42J, September 21, 1917. This aircraft was flown sparingly by Banfield because "the engine was too weak." Note overall gray-green color. (Bangerl Photo via Meindl)



The leading Navy ace and the leading Army ace. Banfield in the cockpit of Naval Phoenix D.I land fighter "A.99" during a visit to Belgina airfield by Godwin Brumowski in November, 1917. As was usual, Brumowski is wearing his monocle. Note that the aircraft's fuselage is splotched with brown camouflage paint, while the wings are uncamouflaged. A rear-view mirror is bolted to the trailing edge of the upper wing. (Meindl Photo)