

## Aircraft in the Great War

hours of daylight—assuming, that is to say, the sky is clear, and there are no clouds into which she might fly to conceal herself. At night, and particularly on a misty night, conditions are difficult and more in favour of the airship. Her pilot, steering by compass, may travel long distances at a high altitude without approaching the earth; and should he be doubtful of his position and wish to pick up some landmark, he can stop his engines and drift down so silently that, even when he is fairly near ground, there is no great likelihood of his craft being seen. Even if the night is foggy an airship can be flown, though when it comes to a question of finding any specific place—say, for example, a town or city—the existence of the fog will make identification very difficult, and render it impossible to drop bombs with precision. Still, if he steered by compass, and was not troubled by side-winds, and if he could detect from some distance the faint light-haze which hangs above a city—even when its illumination has been dimmed—an airship pilot might grope his way to his mark, and drop bombs with the knowledge at least that they were falling on the city, even if he could not be sure he was bombarding any given locality.

The aeroplane can be flown at night. In France, during the war, our naval airmen have made night-flights above the enemy, dropping bombs and harassing troops in bivouac. In one instance, making a night air-journey of a hundred