

Der besagten australischen Zeitschrift vom 1. November 1914 entnehmen wir folgende Mitteilungen über die damaligen Luftstreitkräfte (nur Flugzeuge; Luftschiffe werden nächste Woche besprochen) unter der Überschrift:

"THE TERROR THAT FLIES BY DAY"
"WHAT ARE THE AERIAL NAVIES OF THE POWERS?"

"... So in her military preparations France has pinned her faith to the light, swift, scouting and raiding aeroplane, which seems to suit the national temperament. Since January, 1911, no fewer than 1000 machines have been constructed for the aeronautical branch of the French army — 200 of them being presented as the result of a wave of patriotic enthusiasm that swept over the country two years ago. The main flying depot is at Chalais-Meudon, and the number of Frenchmen holding pilot-certificates now runs into the thousands.

The most notable addition to the French air-fleet was the completion, quite recently, of six armoured biplanes, intended for offensive work rather than mere scouting. These have an armoured (steel-plated) body of three millimetres thickness, with a space for one or two passengers. The motor is an eighty-five h.p. Gnome, and the speed about sixty miles an hour. Provision is made for shooting either forward above the tractor, or backward over the tail-plane. ~~In addition, France has a few assorted~~ ... In England, by far the

most important advance has been the development of the sea-plane, of which the navy department now possesses quite a number (officially stated at sixty-two, but not all in commission) with capable pilots to fly them. The army has been quite as earnest, and at the beginning of the war had approximately fifty machines; but as practically every non-military flying-man at once enlisted, this number has been considerably increased. The efficiency which has been achieved by the army flying-men is evidenced by the ungrudging praise bestowed upon them by General Joffre, who made special mention of their scouting-work at the battle of the Marne. Colonel Seely and Mr. Winston Churchill have both been keenly enthusiastic; so much so that the advisability of preventing the latter from taking further flights was seriously debated in the House. The support they received may be gauged by the fact that close on a million was placed on the estimates for 1913-14 for construction and equipment of air-craft.

... During the past twelvemonth the German army aeroplane branch has made big strides, and, according to the latest figures, she had control of 350 aeroplanes with a reserve (of private planes that might be commandeered) of 400. Not only during manoeuvres, but between times, the military aviators have been kept at practice, and, so far as we can judge by the reports, this training has amply repaid the Germans, whose air-scouts have apparently rendered good service in locating the positions of the enemy's forces and so directing the artillery fire.

The machine favoured by the military authorities is the TAUBE, a fast-flying machine with semi-curved planes that give it special stabilising qualities.

Whilst their flying-men have been in training, German mechanics have been experimenting, and a remarkable number of patents have been taken out in German names. We show, for example, snapshots of the latest device for signalling — from aeroplane to battery, for example —, and a new type of aeroplane transport has been introduced, which not only dispenses with a special tractor, but carries a complete repair outfit and spare parts.

No official figures are available of the Russian aerial re-

Bilder aus dem Jahre 1914.

*Nr. 1: "A French Fighting Monoplane,
85 h.p. Gnome engine"*

*Nr. 2: The German method of
Aeroplane Transport.*