Reviewer #2: I read your paper with great interest. American Woodcocks are such a curious and interesting bird, and the chance to learn how its unusual morphology and flight ecology might combine to affect its susceptibility to collision with anthropogenic structures differentially by season, age, and sex intrigued me. I was initially concerned that your findings might lead to suggestions for mitigating the collision risk to this species that were at odds with those already recommended for nocturnally migrating passerines and near-passerines. I looked forward to your painting a picture of woodcock migration that was highly resolved thanks to the gigantic number of GPS positions you obtained. I think that by using only the points you determined to be both nocturnal and representative of birds in flight to assess the importance of flight altitude, you may have missed a good opportunity to evaluate other important sources of collision risk, such as proximity to collision hazards for birds on the ground. I generally think of birds colliding with objects while in active nocturnal migration as being associated with ALN and bad weather. During bad weather even the higher flying migrants are known to drop down in altitude and often become confused by ALN (artificial lights at night)--e.g., at lighthouses, tall skyscrapers, and even the 9-11 Memorial lights. Does the possibility that woodcocks fly lower on average than other nocturnal migrants put them at higher risk of collision caused mortality? I think that is the question you were trying to answer. I was intrigued by the possibility that intraspecific differences in flight altitude might be reflected in known demographics of salvaged specimens, and I think that would be an interesting avenue to pursue based on your current study. Given that female woodcocks are roughly 30% heavier than males, but have wings that are <10% larger than males, it might be interesting to know if females (and especially the lower flying immature females) in fact outnumber males in collision studies. I am left wondering if collision risk might be tied significantly to the geographic proximity to tall objects and buildings with reflective glass when woodcocks are on the ground, either immediately following or prior to their nocturnal migratory flights.