

A Science Service Feature

Released on receipt
but intended for use
March 19, 1928

? WHY THE WEATHER ?

Mailed March 12, 1928

By Charles Fitzhugh Talman,
Authority on Meteorology

FOG FLYING IN ENGLAND

Fog is still a formidable handicap of aerial navigation. The experience of British aviators is especially instructive in this connection, because of the great prevalence of fogs in Great Britain, and Croydon, the chief British airport, has become a sort of central experimental station for the investigation of fog problems from the aeronautical standpoint.

A recent bulletin of the Guggenheim Fund tells us that the control tower at Croydon is in direct wireless communication with every commercial aeroplane within a radius of 200 miles. The control officer is constantly informed of the position of the planes of the various companies and in a heavy fog he is able to give every pilot his bearing in relation to the landing field.

A "leader cable" has been laid down around the aerodrome at Farnborough. This invention signals an approaching aeroplane by means of an electric current indicating the nearness of the landing field. The cable is of oval form, with a total circuit of five miles. There is also an inner cable which informs the aircraft of the point at which the engine is to be switched off and a landing made.

A pilot who has been testing this installation reports that he has no difficulty in picking up the signals at low altitudes, but at altitudes above 500 feet the indications are very faint. It is also difficult for the pilot to fly accurately over the cable so as to be at the correct angle for the inner circuit and the eventual landing. Thus the cable has not yet reached the stage of practical utility.

(All rights reserved by Science Service, Inc.)

SCIENCE SERVICE,
21st and B Sts.,
Washington, D.C.