

A Science Service Feature

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? WHY THE WEATHER ?

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Authority on Meteorology

FLYING WEATHER OVER GREENLAND

Prof. William H. Hobbs, director of the University of Michigan Greenland Expeditions, is a strong advocate of the Greenland air route between America and Europe, which offers the great advantage of avoiding the long "hops" of more southerly routes and also of passing to the northward of the fog-ridden Newfoundland Banks. The route he recommends starts at Chicago, crosses British America to Cape Chidely, spans the relatively narrow Baffin Bay to the west coast of Greenland, crosses the inland ice of Greenland to Angmagsalik, on the east coast, continues thence to Reykiavik, Iceland, and then crosses to any desired point in northwestern Europe. Concerning certain climatic features of this route he says:

"Over Greenland and particularly over the great dome of inland ice fogs are exceedingly rare, if we except the shallow near-surface stratum of the remote Greenland interior. This zone of mist and fine snow may constitute a serious handicap, in that ice may form on the fuselage. It is believed, however, that this dangerous zone can be avoided by flying at a height of a few hundred feet above the flat surface of the dome, which is at a level of about 9,000 feet.

"The glacial anticyclone located permanently over the inland ice consists of upper currents moving in toward the center, there settling to the ice surface, and passing out centrifugally toward all margins. It is, therefore, only necessary for the pilot to ascend a few thousand meters so as to enter the upper currents and proceed to the center with a tail wind, and, after crossing the central region, to descend into the surface current and go out with a tail wind. This circulation can be used as well on the westward as on the eastward journey.

"The surface of the inland ice, except near its margin, is nearly as level as a ballroom floor and is also hard enough for landing with wheels or skis within broad zones on either side."

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