

A Science Service Feature

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? WHY THE WEATHER ?

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ADEQUATE AIRWAY WEATHER SERVICES

The wheels of government, including those in the heads of law-makers, revolve slowly. It took several years for parliaments and congresses to arrive at the realization that the kind of protection from wind and weather required by aviation is necessarily much more expensive, in proportion to the value of the interest protected, than that hitherto given by official meteorological services to any other branch of industry.

Adequate airway weather services cost a great deal of money, and they are now beginning to get it. A notable illustration is afforded by the action of the United States Congress, at its last session, in granting the Weather Bureau increased appropriations to the extent of more than half a million dollars for the extension of such services. The total increase was \$516,580 of which \$166,580 was carried in the regular appropriation bill for the bureau, and \$350,000 in a deficiency bill.

The larger of these amounts is to be used for providing a more intensive service along two airways; viz, the transcontinental airway, and the airway between San Francisco and Los Angeles. This service will include hourly reports from numerous points along the airways and reports every three hours from selected stations in adjacent territory. The reports will be sent by teletype or otherwise to major control airport stations at Cleveland, Omaha and Salt Lake City for the transcontinental airway, and to San Francisco for the airway between that place and Los Angeles. Powerful radio stations of the Department of Commerce will broadcast hourly weather synopses and forecasts to planes in flight.

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