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A Science Service Feature

? WHY THE WEATHER ?

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AIRWAY WEATHER SERVICES

Special weather services along airways, such as have been in operation for some years in Europe, have now fully arrived in America, where they will soon greatly exceed in magnitude those of the Old World. A model airway service was established in southern California last year by the Guggenheim Fund for the Promotion of Aeronautics and was recently turned over to the United States Weather Bureau. A much bigger organization is the service inaugurated July 1 of this year along the transcontinental airway between New York and San Francisco by the United States Government. It is operated by the Weather Bureau, with the cooperation of the Department of Commerce.

The new service includes a network of some sixty stations that report weather conditions every three hours within a zone about 400 miles wide extending across the continent, in addition to which there is a system of hourly reports from stations at intervals of 25 to 50 miles directly on the airway. The reports are centralized by telegraph at four "major control stations", located at Cleveland, Omaha, Salt Lake City, and San Francisco, from which are issued radio broadcasts of current weather information of interest to flyers and also short-period weather forecasts.

A somewhat different style of airway weather service is the unofficial one maintained by Transcontinental Air Transport, Inc., among the flying sections of its combination air and railway route between New York and Los Angeles. These sections extend from Columbus to Waynoka, Okla., and from Clovis, N. M., to Los Angeles. Though this organization receives reports from Weather Bureau stations it maintains upwards of 80 stations of its own, including ten principal stations at the main landing fields. As the service is privately owned, the schedule of observations and reports is adapted to the flying schedules of the operating company, so that the pilots receive "last minute" weather information whenever they begin a flight.

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