

A Science Service Feature

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? WHY THE WEATHER ? Mailed October 10, 1932

By Charles Fitzhugh Talman,  
Authority on Meteorology.

WEATHER AND TRANSOCEANIC FLIGHT

The International Congress of Transoceanic Aviators that met in Rome last May resolved itself into two commissions: one for the discussion of the conditions of flight over the South Atlantic and the other for the discussion of corresponding conditions over the North Atlantic. The latter, of which Commander H.C. Richardson, U.S.N. retired, was chairman, found that at present the most feasible route for a commercial airline over the North Atlantic is the one via Labrador, Greenland and Iceland. The report of the commission on the climatic and other features of this route is quoted as follows in the October Geographical Review:

"With existing equipment this route could be flown, as it affords intermediate stations at reasonable distances. It would be necessary, however, to establish complete meteorological and radio services and many landing and maintenance facilities. A definite survey of each step should first be made to determine the variation in route necessitated by daily and seasonal changes in conditions. Attention is drawn to the fact that during the summer fog seldom extends far inland or over inland waters and that generally when there is fog on one coast of Iceland it is clear on the other coast. This applies also to Greenland. It would be necessary to have alternate landing fields in both countries and have traffic directed by radio as circumstances required. It is considered that all-year flying is possible over Greenland to Iceland but that difficulties would be met in the form of icing of machines and irregular, suddenly changing strong winds on the North Sea section during the winter months. It is considered that flying boats could land and take off from the deep snow on the Greenland plateau and that lake landings in the northern areas would be possible except during two short seasons of the year."  
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