

### WEATHER BUREAU FORECASTS FOR TRANS-ATLANTIC FLYERS

The part played by the U. S. Weather Bureau in timing a trans-Atlantic hop is as important as it is generally unknown. No small share of the credit for our three airplanes getting to Europe is due the Bureau's organized collection of information and to its forecasters who told the aviators when the weather would be such as to make a flight possible, even though favorable weather could not be hoped for over great stretches of the stormy north Atlantic in these latitudes. Lindbergh timed his getaway by advices from the Weather Bureau. Chamberlain and Levine awaited a favorable opportunity, and went armed with valuable commonsense advice from Dr. J. H. Kimball about how to run out of any fog they might meet on the northward course—by pulling to the south, which they did with success. Byrd was the best provided with weather information, having the benefit of the joint opinions of forecasters Kimball, of the Weather Bureau, Barrett, of the Navy, and Rossby, of the Daniel Guggenheim Fund. He was provided with a weather map of the storms he was to encounter and he placed his reliance on it in making the course of his ship.

Without in any way detracting from their high praise of the help afforded by the Weather Bureau, all the trans-Atlantic aviators are agreed that more reporting stations are needed along the routes they took before there can be any thought of regular trans-Atlantic flights.—*C. F. B.*

### AIRPLANE SHADOW AND GLORY

On June 8, 1927, some of the members of the San Diego Federal Business Association journeyed by airplane to Los Angeles for a luncheon meeting with members of the Association of that city. On our return, Lieut. Dallas, piloting the plane in which I was riding, climbed to an elevation of 7000 feet so that I might get an interesting and varied aerograph record. Shortly before reaching San Diego, as we descended to the top of a bank of stratus clouds, which lay at an elevation of about 1200 feet, a most beautiful corona or glory could be seen at intervals around the shadow of the airplane on the clouds below. At times it was single and again double with almost all the colors discernible, and was visible until we descended through the cloud bank. I understand it is not an uncommon sight, but those that make flights infrequently can consider themselves privileged in being able to observe the phenomenon.—*Dean Blake.*