

## WEATHER SERVICE FOR OCEAN PLANES

### Aviators Now Planning Flights from Europe Westward to Be Benefitted

The non-stop planes now lining up again in Europe to try the hitherto almost certain death westward flight across the north Atlantic have a new aide, says Howard W. Blakeslee, Associated Press science editor, writing from New York.

This is a new weather service, started in May, 1930, that plans the first complete ocean forecasting. In its files here are pictures that explain better than words why but one west-bound non-stop plane has crossed the north Atlantic, while eight have made it in the other direction.

Take, for illustration, one of these pictures, the weather map of the north Atlantic on November 25 last, made during preliminary organization.

The lines that mark the course of the winds trace a vast shape, that looks like a devil fish filling the ocean from Newfoundland to Ireland.

#### Two Whirling Cyclones

Its eyes are two whirling cyclones set one-third the distance out from each shore. Its tentacles swing southward to the Azores and north nearly to Greenland.

On it the thing which swallowed the westbound fliers without trace, from the French ace Nungesser to Princess Lowenstein - Wertheim and the Hon. Elsie Mackay, is apparent. It is a steady rush of air toward Europe.

Though from locality to locality its always into the teeth of the west-bound plane, with a range from 10 miles an hour up to raging gales. It flows like the Gulf stream centering above the stream, through immensely wider, and subject to swings of nearly 1,000 miles.

#### Winds Reduce Speed

Westbound planes bucking even the mildest of these currents were cut down 10 miles an hour, and often far more. These figures must be multiplied by two to obtain the actual disadvantage.

The effect gives the westbound flier a far wider ocean to cross, as if the American coastline were pushed back nearly to Chicago.

The new ocean forecasting can warn of tempests that sometimes develop from nothing even during the few hours a crossing plane takes.

The resulting charts are made by Dr. James Kimball of the New York weather bureau. For 15 years he has worked voluntary extra hours on ocean weather as a hobby.

E. B. Calvert, chief of the forecast division at Washington, made two trips to Europe in getting the work started.

### Radio Sets in Canada Rapidly Increasing

Last year the number of radio receiving sets in Canada was increased at the rate of 295 a day, according to E. A. Weir, director of radio for the

Canadian National railways.

Up to the end of February, there were 405,117 licensed receiving sets in the Dominion, an increase of 108,000 over the preceding 12 months.

The Canadian National railways system, which began wireless experi-

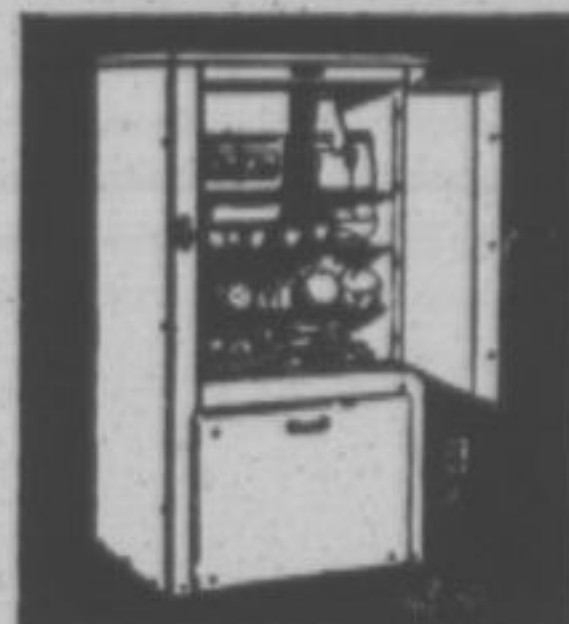
ments nearly 330 years ago and installed receiving apparatus on its principal trains as soon as radio came into prominence, maintains a series of 14 stations with "CNR" call letters, covering Canada from Atlantic to Pacific.

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