

Cadets On Watch Observe Weather Data For Aerology

Hourly weather observations, fundamental in the activities of airmen, are a phase of cadet watch duty at the Alexander Hall administration building.

Established by the Aerology division of the Academic Department, the weather observation station is equipped with an automatic indicating anemometer and wind vane, an aneroid barometer and a psychrometer.

Cadets check prevailing weather every hour between 0530 and 2130, estimate ceiling, visibility, cloud type and coverage, and take readings of barometric pressure, temperature, wind direction and velocity. This information is communicated hourly by telephone to the Aerology office in Lenoir Hall, the service enabling instructors to check closely on correctness of cadet observations and to have an up-to-the-hour sequence which may be used in classroom discussion of "Present Weather."

Practical Experience

This responsibility for weather reports is of real benefit to cadets who gain practical experience in the use of instruments and making of observations.

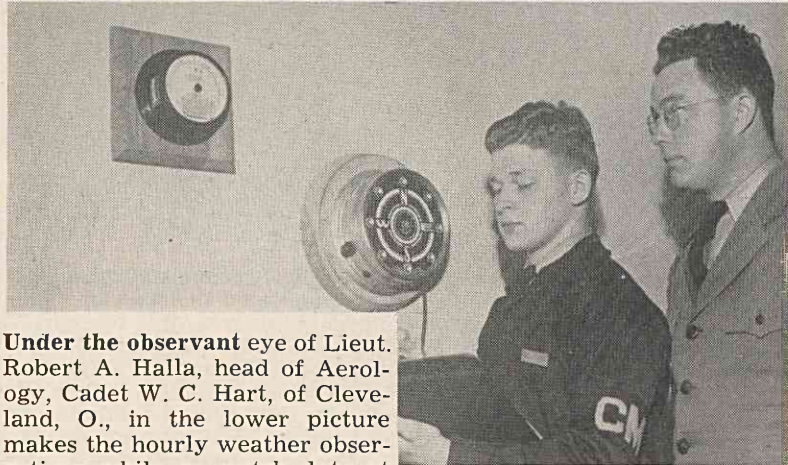
In addition to the hourly reports, daily weather maps are received from the U. S. Weather Bureau and from the Naval Air Station, Memphis, Tenn. These give a picture of conditions throughout the nation, and although they arrive two or three days after the published date, they serve as a check on local observations and are important classroom instructional aids.

Cadets are invited to contribute clippings, personal experience data, and any specialized knowledge regarding weather conditions in the areas with which they are familiar. A scrap book and weather accident file are maintained in the Aerology division for current news items and for miscellaneous information. Major sources of information for the accident file and scrapbook are the *Naval Aviation News* and *Civil Aeronautics Board* publications.

Advice from Pacific

From a former member of the Aerology division now in the Pacific recently came the following comment on the importance of being a weather-wise pilot:

"Tell those boys for me that Aerology is important in spite of what they may think at their current stage of learning. Every chance you get stress fronts (both warm and cold), squalls and typhoons. Of course they are not going to do any flying in typhoons, but they will be living in some of them. Partly developed fronts form at any time and any place out here. Forecasting conditions at the best are not too good, so it's up to the pilot to know his weather well



Under the observant eye of Lieut. Robert A. Halla, head of Aerology, Cadet W. C. Hart, of Cleveland, O., in the lower picture makes the hourly weather observations while on watch duty at Alexander Hall. The aneroid barometer on the left measures air pressure, while the mechanism on the right is a wind direction and velocity indicator. Upper left, Hart takes a reading off the

psychrometer which measures relative humidity and dewpoint, while on the right is shown the anemometer and wind vane installed on the roof to register wind velocity and direction.

Fats, Paper, Bones Copper And Brass Are Salvaged Here

Sizeable quantities of grease, fats, paper, bones, copper and brass have been turned in by this Pre-Flight School in cooperation with the national salvage program, it is reported by Lieut. Comdr. Edmund M. Waller, senior member of the Conservation and Salvage Board.

During the six-month period ending Jan. 31, salvaged materials included approximately three tons of grease, one and a half tons of fats, 300 tons of paper, three-quarters of a ton of saleable bones, and one and a half tons of copper and brass from the rifle range.

In addition, all cleaning cloths for station use were salvaged from old linen, towels and similar items, and a determined effort was made to salvage all cratings—wood and cardboard—for re-use.

—Marshalls—

(Continued from Page 1)

500 feet. I found the commander because, despite having lost consciousness before crashing, he managed to break out his rubber raft, climb into it, and later release some dye-marker on the water. I landed among the big swells and picked him up."

Flew Over Iwo Jima

The former Cloudbuster flew over Iwo Jima as long ago as last July, when the now-famed island was given its surface bombardment baptism. He served as spotter.

COMING EVENTS

SATURDAY

MOVIES

Village: Free movies, "Andy Hardy's Blonde Troubles," with Mickey Rooney. Shows start at 1500, 1900 and 2055. Carolina: "For Whom The Bells Toll," with Gary Cooper and Ingrid Bergman. Pick: "Hands Across The Border," with Roy Rogers.

DANCE

Hop for 64th, 66th battalions and 11-R-A cadets in Pine Room, Lenoir Hall, 2100-2400. Music by the Cloudbusters. Refreshments.

SUNDAY

DIVINE SERVICES

Protestant: Memorial Hall at 1000. Catholic: Gerrard Hall at 0630, Hill Music Hall at 1000. Jewish: Hillel House at 1000.

MOVIES

Village: Free movies, "Maisie Goes To Reno," with Ann Sothern. Shows start at 1300 and 1447. Carolina: "Music For Millions," with Margaret O'Brien and Jimmy Durante. Pick: "Under Western Skies," with Martha O'Driscoll and Noah Beery, jr.

WEDNESDAY

HAPPY HOUR

Movies and Cloudbuster Glee Club, Memorial Hall at 1900.

—Join the Red Cross—

The Wolf

by Sansone

Copyright 1945 by Leonard Sansone. distributed by Camp



"Oh! I forgot to tell you— my sister was a guerrilla!"

enough that he does not even have to think about what to do. A squall or frontal disturbances are not considered very good reasons for failing to carry out a mission. Being able to identify clouds is a big help in aiding a pilot to decide what to do. . . I've seen planes land and take off when you could hardly see from one end of the carrier to the other."