

constant pressure contours) are not more likely to occur in tropical latitudes than synoptic situations associated with positive acceleration term, so that whilst the acceleration term may in some situations contribute to the magnitude of the non-geostrophic component it is not an adequate explanation.

Friction force is a more probable explanation of the non-geostrophic component, and is generally thought to oppose the wind flow. Gibbs (1945) investigated the motion of air in low latitudes and computed values of kV , the acceleration due to friction for a horizontal velocity V , assuming that friction was linearly proportional to and opposite to the wind velocity. It cannot be shown theoretically that friction is linearly proportional to wind velocity and Brunt (1939) considered it likely that friction acts at $22\frac{1}{2}$ degrees to the direction assumed, which would modify the conclusions derived by Gibbs, but it would be interesting to examine the computed values of kV in the light of their possible relation to the non-geostrophic component of the wind flow.

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References :

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BRUNT, D.	1939	Physical and Dynamical Meteorology (Cambridge University Press)
GODSON, W. L.	1952	Circ. 2076, Tec. IIO. (Met. Division, Canada)

COMINGS AND GOINGS AMONG THE FIELD STAFF.

After a preliminary test flight, JACK (Cold Pool) GRAY taxied on to the runway on Friday, 10th July, for the long flight from Research Section, C.W.B. to Eagle Farm. Refueling was a long process requiring the co-operation of many friends and interrupted from time to time by a slight haze over the strip, but at six o'clock, with tanks filled, flaps up and engines racing, Jack was seen heading down-wind with the apparent intention of buzzing Bourke Street.