

Instruments of particular interest to aviation staff were the "ceilometers" (électronic cloud searchlights) which showed very clearly the rapid changes of cloud height with time. Recorders of cloud height were either operating or planned at Paris, London and Washington. At Washington a transmissometer was set up to measure visibility to a range of $1\frac{1}{2}$ miles.

In U.K. and U.S.A. experiments with evaporation tanks were under consideration and in Canada and U.S.A. remote reading thermometers and either wet bulb or dew point indicators were in widespread use but developmental work in this field was still proceeding.

In many locations in U.S.A. weather radars were placed in the meteorological office and particularly in the middle west, were used for flash flood and tornado forecasting. In U.K. the London forecast office mans a weather radar continuously in the day time. Even with the close and frequent network of observations available around London, this radar provided significant information.

In reply to questions on current developments in automatic weather stations, Mr. Brann described an automatic station in U.S.A. designed to report wind speed and direction, temperature, dew point, pressure, rain amount and whether raining at time and thunderstorms within 25 miles. The inclusion of visibility and cloud height measurements is under consideration. Mr. Brann thought transmission problems were the main barrier to be overcome in the development of a simple, comparatively cheap automatic floating weather station.

CORRIGENDA

In the Australian Meteorological Magazine No. 18 (The Climate of Mawson during 1955 by P.J. Shaw) please make the following corrections -

Page 4, 10 lines from bottom, "five" to read "fine"

Page 12, line 8, "marked" to read "masked"

Page 16, add above 8th last line

$$\int_0^{60} a \, dl = 0.09$$