

**Whence Mustang** - During the mobilization of 1917 to 1918 engendered by World War One CPOs, WOs & CWOs were advanced to Warrant Chief, Warrant Ensign, LTJG & LT grades temporarily. They carried the letter "T" after their rank & were part of the Mustang program. Yes, our government produced acronyms in those days as well. The derivation was Men Under Service Temporarily Assigned Gold Stripes.

**Aerographic Allowance List** - On 26 Feb 1918 In recognition of the importance to flight operations of weather phenomena in the upper atmosphere and on the recommendations of LCDR McAdie the Chief of Naval Operations established an allowance list of Aerographic equipment for overseas air stations.

**Over There** - The Navy, now embroiled in World War One ultimately planned to man aerographic stations with two officers and enlisted men to provide winds aloft measurements bi-hourly, particularly at blimp bases. To ready the new personnel, LT William F. Reed Jr., on loan from the Weather Bureau, began offering aerological training to Quartermaster strikers and officer candidates at Pelham Bay Park, Long Island, quartermaster school in January 1918. On April 16, the first detachment of trained aerologists, consisting of nine officers and 15 enlisted men, departed for duty in Europe. By war's end there were 25 aerological stations in Europe with 18 in France, five in Ireland and two in Italy as well as domestic stations at Key West, Pensacola, Miami, Florida, Cape Cod, Mass, Long Island, N.Y., Anacostia Naval Base, Washington D.C. and San Diego, Calif.

**First Weather Recon Flight** - LT W. F. Reed reported to NAS Pensacola, Fla. in April 1918. On 4 May of that year, he made the Navy's first recorded weather reconnaissance flight over the Gulf of Mexico in an R-6 aircraft. By June, he began a regular series of pibals to provide upper wind velocity and direction data for navigational training flights. Supplementary kite balloons suspended Robinson anemometers and wind registers at altitudes of 425 feet, 2375 feet and 2700 feet. The procedure was later streamlined to six daily soundings at 1000 feet. Recording instruments were carried aloft by a kite balloon. Weather charts were plotted and analyzed on blackboards at the south entrance of the flight school. In Aug of 1918 the NAS Pensacola weather office commenced sending observations to Miami, FL; Hampton Roads, Va; Cape May, N.J. and Blue Hill Observatory of M.I.T., MA.

On 23 November 1918 the CNO authorized the use of the title, "Aerographic Officer", to identify qualified officers in the Naval Air organization. The following month a booklet titled, "Aviation Meteorology", was submitted to the Superintendent of Aeronautics. The book was prepared by

LT W.F. Reed with suggestions from LT H.F. Farr, Naval Instructor, Royal Navy.

At the peak of WW1 hostilities the Navy boasted 53 CNO designated Aerological Officers and 200 enlisted men with aviation specialties. After the war, the Aerological Section became depleted. The entire section numbered a mere five officers and three enlisted men.

**Armistice** - World War One ended in Europe on 11 Nov 1918. In light of the recent victory, world peace and the allegedly diminished importance of aerological support, the section was removed from the aviation community and relegated to the back room of the Bureau of Navigation along with photographers and messenger pigeons.

**Pibals** - On 20 Jan 1919 NAS Pensacola FL commenced taking upper air observations using pilot balloons inflated with hydrogen gas. They used a system developed in Camp Omaha, Nebraska in late 1917. It consisted of plotting pilot balloon positions as recorded by a theodolite and would be called a pibal. On 9 Feb 1919 NAS Pensacola began the submission of aerological data to the U.S. Weather Bureau for use in coordinated study of weather condition.

**Trans-Lant** - The last act of aerological glory for some time was to provide weather information for the first mass trans Atlantic flight from the U. S. via Portugal to a final destination at Plymouth, England. Three Navy Curtiss NC flying boats, nick-named "Nancies", departed NAS Rockaway, NY at 8 May 1919 on the first leg of their flight. On 16 May NCs 1, 3 and 4 departed Trepassey Bay, Newfoundland on the long overwater flight to the Azores.

The Navy created a chain of 49 destroyers at 50 NM intervals from departure point to the Azores and Lisbon, Portugal. Some would later reform to cover the Portugal to Plymouth leg. Met data was provided by European collectives and offered to the U.S. Weather Bureau via the British Met Office. Surface weather obs were made by merchant vessels, five strategically located battleships and meteorological equipment aboard ten of the on-line destroyers. Seaplane tenders also carried forecasters including LT McAdie and Ensign Reichelderfer.

The two slower aircraft, hampered by bad weather and thick fog were forced to give up the journey midway due to landing damage to NC-3 and towing damage to NC-1. Only the NC-4 piloted by Lt. Cmdr Albert C. Read, made it all the way to Plymouth on 31 May 1919. Her total flying time for the entire route was 53 hours, 58 minutes over a 23 day period.

**Early "Atta-Boy"** - On 13 June 1919 the Director of Naval aviation commented on the accomplishments of the