

Roads. After the war VADM Mikawa would become a civilian tugboat skipper at Harbor Master Pier, Yokosuka Naval Base and work for a BMC U.S. Navy.



Aerogs become Aerms - On 8 Aug 1942, the aerographer rating was changed to Aerographers Mate by Circular Letter 113-42. Aerogs became Aerms.

Battle of Eastern Solomons - From 23 to 25 August USS Saratoga and USS Enterprise battled IJN Carriers Zuikaku, Shokaku, and Ryujo. Enterprise required a two week stand-down to repair bomb damage. "Sara" a/c sank Ryujo but she was torpedoed on 31 August by the submarine I-26. Saratoga's Air Group Three flew to Guadalcanal and continued the fight while the "Big E" was out of action for a three month's repair stint.

Warrant Officers Established - Chief warrant officer and warrant officer pay grades were established at this time. Warrant Officer, AEROGRAPHER, selectees listed in the Army and Navy Journal on 12 Sept. were Caerogs Charles R. "Chuck" Barron, John R. Dungan (the FIRST Chief Aerographer, a former QM), Walter S. Hassel, Raymond J. Brown, Charles S. Elston, Robert L. Welles (the reluctant aviator), Francis A. Barbot, William G. Lindeman, Ned H. Walker, John A. Shirley, Fred W. Berry, Ralph P. Darr (the first Caerog to be an Aerographer from the first), Bloxham S. Brigman, Clarence G. Ellington, William R. Livingston, W.G.A. Funk, Edmund A. Oliver, William E. Skrym, Robert L. Currie, Clarence A. Kelly, Mason O. Erwin, Fred B. Chase, Everette G. Lewis, George R. Mills, James I. Shelton, Richard W. Camp, Okay R. Castner, Warren L. Price, Johnnie W. Reams, Jack A. Odbert, Harold L. Kimberley and Zemo Tarnowski. Aerogs 1/c selected were James W. Winchester, Frank A. McGill and James W. Tenbrink.

Aerographer POWs - Many U.S. service personnel were killed, wounded or taken prisoner during the early days of the war including several Aerographers. Perhaps the most famous aerographer POW of them all was Aerog 1/c Zemo Tarnowski who was among seven aerological personnel captured by the Japanese when U.S. and Philippine forces

surrendered the island of Corregidor on 6 May 1942. During Japan's three month campaign, the weather unit did not miss a single broadcast in support of fleet units in the southern islands. The broadcasts often included decoded data lifted from Japanese military weather units. After the island fell, the enemy submitted Tarnowski to three days of interrogation and two trips before a firing squad in an attempt to discover his source of the coded Japanese weather date. Tarnowski was elected prisoner camp commander at two POW camps. In Sept of 1946, he awoke as a CPO, was retroactively appointed Warrant officer at 1000AM, as of 1942. By 1100 he advanced to Ensign and LTJG as of 1943 and 1945. He retired with the rank of Commander in 1965.

Waves at War - On 30 July 1942 the WAVES, Women accepted for voluntary emergency service were instituted. Six years later Congress passed the Women's Services Integration Act, bringing women into regular military service. By 30 June 1945 sixty five women had graduated as aerographer's mates third class from Lakehurst. They numbered in the hundreds by the war's end. There were scores of distaff Aerologists on duty as well many of whom had participated in training programs at highly respected Universities such as M.I.T. The last class of WWII female aerographer's mates commenced on 1 Sept 1945. Already reduced quotas for women were eliminated completely after they graduated in November.

Wartime Training Heats Up - On 1 Sept 1942 "OUR NAVY" reported that the three year course for officers in Aerology has been slashed to one year. Nine hundred enlisted men are to undergo training in a 12 week course at Lakewood, NJ. One hundred officers will undergo training at one of five Universities. They are Cal Tech Pasadena, CA; Chicago University, M.I.T. Cambridge, MA, N.Y.U., New York, NY and the University of California at Los Angeles. A special class in advanced principles of Meteorology was started at the Post Graduate school U.S. Naval Academy

Wasp is Lost - On 15 Sept 1942 USS Wasp, CVE-7, was hit by three torpedoes from the Japanese submarine I-19. USS Lansdowne, DD-486, fired five torpedoes into her side when it was determined she could not make it back to port. Aerological office personnel aboard were; LCDR "Gus" Lentz (KIA), Caerm Leo Lee, Aerms 2/c Don Cruse and Ken Fairbrother, Aerms 3/c Jim Black, Perry Bruce and James Morgan.

Hornet is Lost - Hornet and Enterprise engage an IJN carrier force in the battle for Santa Cruz Islands. On 27 Oct 1942 Hornet is hit by three 550 lb bombs, 2 torpedoes and by two Kamikaze style attackers. She was abandoned dead in the water as enemy destroyers approached for the coup de gras with four torpedoes. The Hornet weather crew