

Aerographic personnel is of inestimable value to this station in its warnings of approaching squalls and general storms for use in the protection of aircraft and floating property. The early preparation each day, of charts, showing the general conditions of weather over the country, the Gulf of Mexico, and the western Caribbean Sea, and issuance of special bulletin on expected weather and winds has an important bearing on the general flight work of the station. The forces of wind with direction obtained up to 5000 feet during flight hours for seaplane and airship navigation, and special advices are given the seaplane and airship school by the Aerographic Officer when long flights are used."

The AEROGRAPH Takes Off - NAS Anacostia D.C. performed tests on the early Aerograph during June of 1919. One Aerograph was sent to Pensacola in the following month and on 23 July 1919 Pilot LTJG Mason and Observer LT W.F. Reed made the first Aerograph flight in an N-9 aircraft. Only a slight broadening of the trace, due to vibration, was noted. Thermometers were also calibrated and installed.

Pensacola Weather Schools Open - On 1 Nov 1919 an aerological school was opened whose first class consisted of 4 Naval officers and one Marine officer. One month later an enlisted school opened its doors and provided inter-service training by including Army personnel.

The Naval Aerological Service was established on a permanent basis in 1919. On the 8th of Nov 1919 the terms Aerology and Aerologist were noted in Pensacola logbooks for the first time. Aerography and Aerographer for Naval officers were used exclusively prior to this.

Progress in the Twenties - During the 1920s it became evident that the Navy needed a more active Aerology branch in peacetime as well as war. Plans to broaden the effort included placing aerological units at the dozen or so Navy and Marine Corps naval air stations, as well as the carrier USS Wright and seaplane tenders of the Atlantic and Pacific Fleets. A four month meteorological course was initiated for officers and enlisted ratings at Pensacola on 1 Nov 1919. The first class opened with one Marine and four Naval officers. At the Secretary of War's request, six Army men were enrolled in the enlisted course in aerography which convened on 1 Dec. Officers continued their education with an additional weather forecasting course at the Weather Bureau's Washington Office

Night Pibals - On 2 April 1920 NAS Hampton Roads VA reported that successful night pilot balloon soundings had been taken since January using candle lighted free balloons to plot wind conditions aloft.

A Historic Name Emerges - In 1921, Francis W. Reichelderfer converted to the regular Navy and took over the aerological desk whose rosters now listed 15 officers and 23 enlisted men with an additional six in training. Air mass analysis techniques were adopted by the Aerological Service. Manpower was still on the wane since Pensacola trained observers drifted into other programs or out of the Navy altogether almost as quickly as they could be trained.

Hydrogen Accidents - A series of tragic airship accidents in the early 1920s led to experimentation using helium in the blimp C-7.

The Navy's First Carrier - USS Langley, CV-1, was commissioned on 20 March 1922. MMI (A) with aviation duties R.L. "Bob" Welles was a plank owner.

A Maiden Flight Using Helium - On 4 Sept 1923 ZR-1, Shenandoah, launched on a 55 minute flight using helium as the lifting agent despite the still high cost of \$120 per 1000 cu. feet and the fact that the entire U.S. supply was used. Cost and availability would continue to be a problem. Shenandoah was fated to be torn apart in a severe squall line on 3 Sept 1925. 14 crewmen were killed including the CO, LCDR Zachary Lansdowne. Among 29 survivors was Aerologist LT J.B. Anderson.

Destroyer Disaster - On 23 Sept 1923 seven destroyers ran aground off Point Honda CA in a dense fog. With no radar for navigation purposes each ship followed the next to disaster on the rocks. On the 5th of the same month Mr. B.R. Coad reported in a letter from Tallulah, LA to CDR McAdie of an experiment to disperse ground fog with electrically charged dust from a crop duster aircraft. The fog was 25 feet thick and the plane flew 15 feet above a cotton field. The fog began to dissipate immediately where the dust was dispensed.



Aerographer Rating Genesis - The Circular Letter 99 dated 23 December 1923 created a formal rate effective 1 July 1924. Annual training classes increased to three and the school moved from Pensacola to Anacostia, D.C. Lured