

## Medications and Vaccinations Where Did the Name Aerograph Come From?

Summertime is here and those plans you made a couple months ago for your trip are just around the corner...time to pack suitcases now. But one item that you don't want to put in those suitcases—medications! Those go in your carry-on bag...and they're easy to take if you get one of those old pill-bottles (plastic) and just fill it up with your daily AM pills & 1 or 2 days more, and one more pill-container with your PM pills (again, with 1-2 days extra). Even if you have liquid meds you're taking, you can put them in your carry-on even if they exceed the 3 oz. TSA restricts you to...a medical bottle will allow you to have more, or some identifier paperwork along with the bottles will get you thru TSA and the airlines.

Do you need vaccinations where you're going? Your doctor can tell you or just go to [cdc.gov/travel](https://www.cdc.gov/travel) and you'll be able to see which country requires what vaccination...4 to 6 weeks before your trip to ensure no medical problems or those that take longer to become effective. If you take prescription medication, a copy of that prescription would be a good idea to take along in case you spend more time than you planned, and be aware, drug stores in some other countries do not say "drug stores" or look like your local store, but your hotel can tell you where/direction the nearest one is. Naturally, a list of those medications is a must for your carry-on. Another thing your hotel can tell you is where an English-speaking doctor is located.

A couple items you might want to consider beside your usual medicines: motion-sickness pills, laxatives, cold pills, antihistamine, pain-relief, eye-drops, and basic first-aid items like Band-Aids, etc.

You read this every 3 months and accept it, but did you ever wonder 'where did the name AEROGRAPH come from'? Soon after going into the USN in the '40s my PO2 boss suggested that I answer the "ad" in the Plan-of-the-Day for an Aerographer's Mate. Sounded great! A flying photographer...*wrong*. They had all those funny maps of the USA with big blue H's or red L's, blue or red lines halfway across the country, and not one photograph anywhere in the office. They didn't think too much of my answer "no" when asked if I had any math, science or physics in high school, but the one thing in my favor (and probably the ONLY thing), I could type 46 words per minute. And so, I was given six months to learn some of the codes, how to take surface obs and fit in with the other "strikers" fresh from 'A' school in Lakehurst. Before long I was told by the FDO to "take over the map" because the A-schooler was too slow and the duty officer had a forecast to put out, plus a really neat thing!

First class AGs plus senior 2nds got to fly Aerographs, but on their day-off at 0830 in the backseat of an SNJ (Queen 9), which had a reputation for good radio communication with the tower *ONLY* when it was on the ground without the engine running. Also the "horn" never sounded when the landing gear was going down and navigation needles seldom worked or were reliable if you were more than 10 miles from the "aid", which for some reason made the AG in the backseat ask why he was there when he could be sleeping on his day off!!! So, when I volunteered to take the flight for them (I soloed when I was 16 and this was free flight time that the Chief in the front seat let me have 3/4ths of the time, including many take-offs and landings), the assigned AG would let me do the flying, without pay, and then they would come in around 1000 and work up the Aerograph. An Aerograph was an instrument that you strapped onto its holder on the wing [See pictures on Page 17 of [May Aerograph](#)], and then you circled over the station (NCO-Quonset PT, RI) at 300 ft. per minute, recording the temperature and humidity to 10,000 ft. In later years it would be replaced by a radiosonde balloon. On Queen-9, we often (read "always") got 'lost' and ended up over New Hampshire, Conn, West Mass...almost anyplace but over NCO...of course, but you could always "blame the instruments"...yea, right.

The FDOs probably often wondered why the winds aloft were never quite what the Weather Bureau forecast. But in those days, with Queen-9 and modern technology like the Aerograph, there was never any doubt that our forecast would always be correct...otherwise, it was probably a USNR on 2 weeks active duty that made the "bad forecast".

Lack of **Aerographs** probably explains why your local forecast today isn't always correct. Don't tell them!