Chapter 1 : The Aviator and the Weather Bureau - [PDF Document]

Excerpt. California, a description of the War Depart ment school of aviation at San Diego, a syllabus of the course of lectures delivered there on the subject of practical meteorology as applied to aviation, a narrative of weather-study from an airplane, and a recital of subsequent active cooperation between the aviators and the U. S. Weather Bureau..*

He was fluent in English. He attended the Military Academy at Mexico City and graduated in with honors. The child, Emilio Carranza, Jr. The child died at age 6 of an appendicitis. Aviation Records[edit] He was known to set a number of aviation records. In he made the first non-stop flight from Mexico City to Juarez miles. His safe arrival completed the longest non-stop flight by a Mexican. He received the plane on May 20th from the factory. Louis , Carranza reached Washington, D. C on June 12, , after a forced landing in Mooresville, North Carolina. The next day, he had lunch with U. A crowd of people, soldiers and 12 motorcycle policemen were on hand to greet him; as well as a military band. Mayor Jimmy Walker gave him the key to the city. He went at the request of Edith Nourse Rogers who was responsible for the lifting of an embargo of aviation products to Mexico. He then returned to New York City. At the reception, he was given a wrist watch and a scroll offering good wishes. According to the July 13, New York Times, Carranza departed after receiving a report via telegram from the US Weather Bureau, but it is unclear whether the weather report prompted his departure. Airport officials said he announced a delay so that spectators would leave the field. He reported before taking off that he would fly towards Washington and then steer a compass course from there. Investigators from Fort Monmouth conducted the accident probe to determine what happened. They were able to determine the engine throttle was closed and the spark lever was in the advanced position. This showed he was attempting to land. Carr, [36] and his family were out picking huckleberries when they discovered his body and the wreckage the next day. Three days later some metals, rings and clothing were turned into the local police. President Calles, the President of Mexico, declined the offer and the body was returned to Mexico via train transport amid full military honors. The military guard were dispatched from Governors Island. It was estimated that , people lined the route to see the coffin draped procession. National flags were flown at half-staff for a week. The rotunda is reserved for national heroes. Military offices linked arms to keep the family viewing space clear. Airplanes flew overhead in honor of his death. Carr, Superintendent of the Southern Division of the Long Branch Railroad, on a good will tour, stopped in Mexico City to deliver a pine tree from the scene of the crash site to Mexico City officials. The monument, installed with funds donated by Mexican schoolchildren, depicts a falling eagle of Aztec design. Each year in July, on the Saturday nearest the anniversary of his crash second Saturday in July at 1: The monument was funded by the children of Mexico who saved their coins to create this obelisk-looking statue. Another side has an inscription. It shows some deterioration and some letters in the message are missing. The message states "Messenger of Peace The p eople of Mexico Hope that your high ideal s will be rea l ized Homage of the children of Mexico to the aviator captain Emilio Carranza who died tragically on July 13, in his good will flight". A committee was established to design the memorial. There is a monument sign close to the monument which states "Monument - Captain Emilio Carranza fell to his death while returning to Mexico on a good will flight in Pennies of Mexican Children". Introduced June 24, by Senator Leonard T. The focus of the bill was to primarily provide for the restoration and maintenance of the Emilio Carranza memorial monument. Two men were charged in connection to the monument vandalization which was spray-painted in May with "white power" and "Die all Wetbacks". There was also a swastika. The work was performed by T. Scott Kreilick, whose Pennsylvania-based conservation company have also restored headstones at the U. According to Emmons Jr: Carlos Antonio Rodriguez-Munguia and Maj. Victor Aguirre-Serna who presented a wreath. A portrait and model of his airplane were on display during the ceremony.

Chapter 2 : Emilio Carranza - Wikipedia

The Signal Corps aviation school at San Diego, CaliforniaApplied meteorology for the aviatorWeather observations from an airplaneInvestigating the upper air.

Smithsonian Institution supplies weather instruments to telegraph companies and establishes extensive observation network. Observations submitted by telegraph to the Smithsonian, where weather maps are created. By the end of , volunteers throughout the United States were reporting weather observations to the Smithsonian regularly. By , stations were furnishing daily telegraphic weather reports to the Washington Evening Star, and as the network grew, other existing systems were gradually absorbed, including several state weather services. Telegraph service, instituted in Cincinnati, began collecting weather data and producing weather charts. The ability to observe and display simultaneously observed weather data, through the use of the telegraph, quickly led to initial efforts toward the next logical advancement, the forecasting of weather. However, the ability to observe and forecast weather over much of the country, required considerable structure and organization, which could be provided through a government agency. A Joint Congressional Resolution requiring the Secretary of War "to provide for taking meteorological observations at the military stations in the interior of the continent, and at other points in the States and Territories Congress passed the resolution and on February 9, , President Ulysses S. Grant signed it into law. A new national weather service had been born within the U. Myer serves as chief signal officer, directing the new weather service. Upon the death of Gen. William Babcock Hazen takes over as chief signal officer. He serves until his death in Adolphus Greely takes over as chief signal officer. An earthen dam breaks near Johnstown, Pennsylvania. The flood kills 2, people and wrecks 1, homes and businesses. The weather service is first identified as a civilian agency when Congress, at the request of President Benjamin Harrison, passes an act transferring the meteorological responsibilities of the Signal Service to the newly-created U. Weather Bureau in the Department of Agriculture. A weather-sensitive sports event of that year: The secretary of agriculture directs R. Dyrenforth to carry out rain-making experiments by setting off explosions from balloons in the air. Weather Bureau becomes responsible for issuing flood warnings to the public; Telegraphic reports of stages of rivers were made at 26 places on the Mississippi and its tributaries, the Savannah and Potomac Rivers. Harrington becomes the first chief of the Weather Bureau. He serves until William Eddy, using five kites to loft a self-recording thermometer, makes first observations of temperatures aloft. Secretary of Agriculture J. Moore served until his resignation in Cable exchange of weather warnings and other weather information begins with Europe. A devastating hurricane strikes Galveston, Texas, killing more than 6, people. The wife of the Galveston Official-in-Charge Isaac Cline and one Weather Bureau employee and his wife are killed in the associated flooding. The Weather Bureau forecasts the storm four days earlier, but not the high tide. Official three-day forecasts begin for the North Atlantic. The one disadvantage to the system was the mail carriers started their routes about 7: The Weather Bureau begins collecting flood damage statistics nationally. Weather sensitive historic events: The government begins using airplanes to conduct upper air atmospheric research. The SS New York transmits the first wireless weather report received on ship at sea. Weather sensitive historic event: Round-the-world cruise of U. The Weather Bureau begins its program of free-rising balloon observations. Weather Bureau begins issuing generalized weekly forecasts for agricultural planning; its River and Flood Division begins assessment of water available each season for irrigating the West. Rogers, in 87 hours and 4 minutes, air time, over a period of 18 days. As a result of the Titanic disaster, an international ice patrol is established, conducted by the Coast Guard; first fire weather forecast issued. Marvin serves as the new chief of the Weather Bureau, replacing Professor Moore. Marvin serves until his retirement in An aerological section is established within the Weather Bureau to meet growing needs of aviation; first daily radiotelegraphy broadcast of agricultural forecasts by the University of North Dakota. A Fire Weather Service is established, with all district forecast centers authorized to issue fire weather forecasts. Norwegian meteorologists begin experimenting with air mass analysis techniques which will revolutionize the practice of meteorology. The Weather Bureau begins issuing bulletins and forecasts for domestic military flights and for new air mail

routes. Navy Aerological Service established on a permanent basis. First Transatlantic flight by U. Navy sea plane, with stops in Newfoundland, Azores and Lisbon. Meteorologists form a professional organization, the American Meteorological Society, which is still active today. The University of Wisconsin makes a radiotelephone broadcast of weather forecasts, the first successful use of the new medium for weather advisories. Histories of river stations completed. The Air Commerce Act directs the Weather Bureau to provide for weather services to civilian aviation; fire weather service formally inaugurated when Congress provides funds for seven fire weather districts. Charles Lindbergh flies alone from Long Island, non-stop, to Paris. The 3, mile trip is completed in As on his earlier transcontinental flight, he consulted the Weather Bureau in planning this flight. When Weather Bureau officials in New York heard that Lindbergh had left, they expressed surprise because the forecasts indicated that the flight should have been delayed by at least 12 hours. Indeed, Lindbergh ran into problems with fog and rain â€" as the Weather Bureau had predicted. The teletype replaces telegraph and telephone service as the primary method for communicating weather information. The Weather Bureau begins regular 5: This program spells the demise of "kite stations. A science advisory group apprizes President Franklin D. Roosevelt that the work of the volunteer Cooperative Observer Program is one of the most extraordinary services ever developed, netting the public more benefits per dollar expended than any other government service in the world. By the network encompasses more than 11, stations. Gregg is named chief of the Weather Bureau, replacing Professor Marvin. He served as chief until his death in A hurricane warning service is established. The Smithsonian Institution begins making long-range weather forecasts based on solar cycles; floating automatic weather instruments mounted on buoys begin collecting marine weather data. The Hoover Dam is completed, a weather sensitive engineering feat. This program spells the end for aircraft soundings since balloons average only 50, feet altitude. Twelve pilots die flying weather missions. January flood on the Ohio River is the greatest ever experienced, with Ohio River levels exceeding all previous. Seventy percent of Louisville under water, , of its residents flee their homes; the entire city of Paducah, Kentucky, population 40, is evacuated. Reichelderfer chief of the Weather Bureau. The Weather Bureau initiates automatic telephone weather service in New York City; radio meteorgraphs, or radiosondes, replace all military and Weather Bureau aircraft observations. The Weather Bureau is transferred to the Department of Commerce. Both the Army and Navy establish weather centers. President Roosevelt orders Coast Guard to man ocean weather stations. Helmut Landsberg, the "Father of Climatology," writes the first edition of his elementary textbook entitled, Physical Climatology. Two women are listed among the ranks of observers and forecasters in the Weather Bureau. A Central Analysis Center, forerunner of the National Meteorological Center, is created to prepare and distribute master analyses of upper atmosphere; Joint Chiefs of Staff establish a Joint Meteorological Committee to coordinate wartime civilian and military weather activities. The Navy gives the Weather Bureau 25 surplus aircraft radars to be modified for ground meteorological use, marking the start of a weather radar system in the U. Navy aerologists play key role as U. A cooperative thunderstorm research effort is undertaken by the Weather Bureau, military services, and the University of Chicago. The decision to invade Normandy on June 6 was based on weather forecasts, which indicated the correct combination of tides and winds. More than women are employed by the Weather Bureau as observers and forecasters, as a result of filling positions of men during World War II. Chicago Weather Bureau office demonstrates use of facsimile for map transmission. Truck-mounted campers first used as mobile forecast stations in major forest fires. The Weather Bureau begins issuing day weather outlooks; authorizes release of "tornado alerts" to the public. World Meteorological Organization established by the U. This will become a twice daily routine in , using an IBM Hurricane Diane floods the Northeast resulting in deaths. Regularly-scheduled operational computer forecasts begun by the Joint Numerical Forecast Unit. The Weather Bureau becomes a pioneer civilian user of computers along with the Census Bureau in Commerce; Bureau begins development of Barotropic model, a first for numerical predictions.

Chapter 3 : Formats and Editions of The aviator and the Weather bureau, [theinnatdunvilla.com]

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Early history[edit] Francis was born in Harlan, Indiana in , [1] the son of a Methodist minister. He worked his way through college, rising at 3: He did not even begin his career as a meteorologist, graduating in from Northwestern University with a degree in chemical engineering. Navy service[edit] Francis began a series of experiences and career appointments in the U. During World War I , he became a naval reserve officer in and was selected for the first class of military personnel for training at the Massachusetts Institute of Technology meteorological school. Afterwards, he was assigned as naval aerographer a Navy term for meteorologist and sent to Nova Scotia to brief submarine patrol pilots on weather conditions. As such, he not only thought about observing and forecasting the weather, but also realized that understanding it was a matter of life and death for the aviation community. He flew in dirigibles, fixed wing aircraft, and even as a competitive hot air balloonist. Because of his meteorological and aviation experience, he became Chief of Navy Aerology in and served in that capacity until He worked in a corner of the main Weather Bureau offices in Washington, D. The Norwegian Bergen School of Meteorology attracted his attention, and soon Reichelderfer became one of the first American meteorologists to espouse its approach to predicting weather. This approach relied on physical principles for analyzing weather fronts and air masses and not simply weather observations. The Navy assigned Reichelderfer to Bergen, Norway , in for further studies in air mass and frontal analysis. Following this assignment, he had a tour of duty at sea on the battleship Oklahoma , then back to the Navy dirigible service, and finally to sea as executive officer of the battleship Utah. During this period, Reichelderfer made many influential friends. In September , Willis Gregg , then head of the Weather Bureau, died suddenly from a heart attack. After 22 years in the United States Navy , he retired from a first career and began moving the Weather Service into the future. He surrounded himself with scientifically minded individuals such as Carl Rossby, Harry Wexler , and Horace Byers and began pushing the Bureau towards the Bergen methods of forecasting. He grasped the need for worldwide weather services, helped institute wartime training for hundreds of meteorologists, recruited hundreds of women to replace the men who had entered the armed services, and served on the Joint Meteorological Committee composed of himself and the heads of the Army and Navy weather services. National leaders now viewed weather forecasting, possibly for the first time, as a worldwide strategic imperative affecting the movements of vast numbers of men and amounts of material. Reichelderfer quickly grasped the importance of technological advances and soon pursued radar as a weather observation and forecast tool. He advanced the study of climatology by overseeing the production of a forty-year series of carefully analyzed surface maps that showed weather patterns dating back to These aided World War II forecasts and also served as research guides. Perhaps the greatest of weather observation innovations, the meteorological satellite , was also introduced during his tenure with the launch of TIROS I on April 1, Francis Reichelderfer was a sailor, aviator, meteorologist, visionary, and administrator. He was instrumental in making important changes in the Weather Bureau through his ability to guide the organization; work with, encourage, and direct talented individuals; and work within the military and political systems of the U. His influence transcended the national boundaries as he helped form the World Meteorological Organization and served as its first president in

Chapter 4 : Books - Radiosonde Museum of North America

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Reichelderfer, head of the U. Weather Bureau from to , laying the cornerstone of a new weather service building in Click image for larger view. From to , Reich guided the organization through World War II and brought modern technology to weather forecasting. His greatest strengths were comprehending where meteorology should be going, acting to move in that direction, and then attracting and keeping the talent to make it happen. He was born in Harlan, Indiana, in , the son of a Methodist minister. He worked his way through college, rising at 3: He did not even begin his career as a meteorologist, graduating in from Northwestern University with a degree in chemical engineering. Navy that prepared him to lead the U. Weather Bureau for a quarter century. During World War I, he became a naval reserve officer in and was selected for the first class of military personnel for training at the Massachusetts Institute of Technology meteorological school. Afterwards, he was assigned as naval aerographer a Navy term for meteorologist and sent to Nova Scotia to brief submarine patrol pilots on weather conditions. As such, he not only thought about observing and forecasting the weather, but also realized that understanding it was a matter of life and death for the aviation community. He flew in dirigibles, fixed wing aircraft, and even as a competitive hot air balloonist. Because of his meteorological and aviation experience, he became Chief of Navy Aerology in and served in that capacity until He worked in a corner of the main Weather Bureau offices in Washington, D. This approach relied on physical principles for analyzing weather fronts and air masses and not simply weather observations. The Navy assigned Reichelderfer to Bergen, Norway, in for further studies in air mass and frontal analysis. Following this assignment, he had a tour of duty at sea on the battleship Oklahoma, then back to the Navy dirigible service, and finally to sea as executive officer of the battleship Utah. After 22 years in the United States Navy, he retired from a first career and began moving the Weather Service into the future. Rossby first explained large-scale atmospheric motion in terms of fluid mechanics. Reichelderfer began his tenure as Weather Bureau Chief on December 15, He surrounded himself with scientifically minded individuals such as Carl Rossby, Harry Wexler, and Horace Byers and began pushing the Bureau towards the Bergen methods of forecasting. He grasped the need for worldwide weather services, helped institute wartime training for hundreds of meteorologists, recruited hundreds of women to replace the men who had entered the armed services, and served on the Joint Meteorological Committee composed of himself and the heads of the Army and Navy weather services. National leaders now viewed weather forecasting, possibly for the first time, as a worldwide strategic imperative affecting the movements of vast amounts of men and material. Reichelderfer quickly grasped the importance of technological advances and soon pursued radar as a weather observation and forecast tool. He advanced the study of climatology by overseeing the production of a forty-year series of carefully analyzed surface maps that showed weather patterns dating back to These aided World War II forecasts and also served as research guides. Perhaps the greatest of weather observation innovations, the meteorological satellite, was also introduced during his tenure with the launch of TIROS I on April 1, Francis Reichelderfer was a sailor, aviator, meteorologist, visionary, and administrator. Perhaps the greatest explosion of meteorological methods, theory, and instrumentation in the history of humankind occurred during his tenure as director of the United States Weather Bureau. He was instrumental in making this happen through his ability to guide the organization; work with, encourage, and direct talented individuals; and work within the military and political systems of the U. His influence transcended the national boundaries as he helped form the World Meteorological Organization and served as its first president in

Chapter 5 : Francis Reichelderfer - Wikipedia

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Chapter 9 : History of the National Weather Service

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