

# **1<sup>st</sup> WEATHER RECONNAISSANCE SQUADRON, AIR ROUTE, MEDIUM**



## **LINEAGE**

Army Air Forces Weather Reconnaissance Squadron (Test) Number constituted, 16 Aug 1942  
Activated, 21 Aug 1942  
Redesignated 30<sup>th</sup> Weather Reconnaissance Squadron, Air Route, Medium, 21 Dec 1943  
Redesignated 1<sup>st</sup> Weather Reconnaissance Squadron, Air Route, Medium, 5 Aug 1944  
Inactivated, 21 Dec 1945

## **STATIONS**

Patterson Field, OH  
Traux AAF, WI, Apr 1943  
Presque Isle, ME, 23 Jun 1943  
Grenier Field, NH, Sep 1944

## **ASSIGNMENTS**

Headquarters Army Air Forces Directorate of Weather  
Army Air Forces Weather Wing, 6 Jul 1943  
Air Transport Command, 21 Dec 1943  
311<sup>th</sup> Photographic Wing, Mapping and Charting, 9 Feb 1945

## **WEAPON SYSTEMS**

C-45, 1942  
B-25

## **COMMANDERS**

1Lt Horace J. Wheeler, Jr., 21 Aug 1942  
Cpt Arthur A. McCartan, 23 Sep 1942  
LTC Clark L. Hosmer, 23 Jun 1943  
Maj Karl T. Rauk, 14 Aug 1944  
Cpt Sidney C. Bruce, 14 Feb 1945

## **HONORS**

## **Service Streamers**

American Theater

7 Dec 1941-2 Mar 1946

## **Campaign Streamers**

## **Armed Forces Expeditionary Streamers**

## **Decorations**

### **EMBLEM**

The blue background represents the sky, which is the working area of the meteorologist. The thunderbird portrays the early American Indians conception of all the cause of all thunderstorms. The clouds, red thunderbolt, and raindrops depict meteorological elements associated with thunderstorms. (Approved, 26 Mar 1943)

### **MOTTO**

### **NICKNAME**

### **OPERATIONS**

The squadron began operations in the North Atlantic in the summer of 1943. The squadron headquarters remained at Presque Isle AAB, Maine; Flight A flew between Goose Bay, Labrador and BW-1 Greenland; Flight B flew between BW-1 and Meeks field, Iceland; and Flight C flew between Meeks Field and Stornoway, Scotland. Nine B-25s were employed and each crew contained a qualified weather forecaster. With the approach of each winter season, twin-engine aircraft operations over the North Atlantic was deemed too hazardous and the flights of the reconnaissance squadron were sent to cover the South Atlantic ferry route from Morrison Field, Florida to Puerto Rico to Trinidad to Brazil

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Air Force Order of Battle

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#### Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.