# American Meteorological Society
# University Corporation for Atmospheric Research
## TAPE RECORDED INTERVIEW PROJECT

## INTERVIEW OF ARTHUR MEREWETHER

30 JULY 1991
Interviewer: Earl Droessler

Droessler: This is Earl Droessler. It's Thursday, the 30th of July, 1991, and I am sitting on the front porch of Arthur Merewether, in Bayside, New York City. I came up today from Raleigh to interview Arthur, or "Merry," as we know him, on the developments in meteorology and the American Meteorological Society over the past forty years. He was one of the prime movers and shakers in this activity.

Merry, it's very nice to be here this morning and to be with you. I wanted to ask you about the AMS, particularly when did you first meet Ken Spengler?

Merewether: I first met Ken when he wanted to become a student in meteorology and came to my office and applied as a candidate. He indicated interest in becoming a student in the meteorology classes that we were organizing for training meteorologists in the military service.

Droessler: What sort of office did you have at that time?

Merewether: I was down in Washington in one of the old buildings, I can't recall just now exactly where it was, and the office was on the third or fourth floor. That was before the Pentagon was built. I was in charge of the Meteorological Division in the old Army Air Corps.

Droessler: Merry, whatever happened to Ken Spengler? What was your decision regarding his future?

Merewether: Of course, we met his desire and sent him to MIT, and he took the meteorological course there. As you know, there were just the two schools, at first, teaching meteorology; MIT in the East and Caltech in the West. Then later on--that is, in a year or so--they organized courses at the University of Chicago and at the University of California at Los Angeles and New York University. So we began increasing considerably the number of people in our classes and turning out meteorologists on a large scale.

Droessler: Let's leave Ken Spengler for the time being and we'll go back in time now to explore a little bit about Arthur Merewether. As I remember, you were a graduate student in chemistry and then you entered the Army Air Corps. How was it that you became a meteorologist, how did that happen?

Merewether: In the early days, around 1939 and the early forties, there was practically no Weather Service as we know it today providing observations and forecasts for aviation purposes. In those early days, the Army Weather Service was in the Signal Corps and it provided ordinary observations of wind, temperature, humidity, things of that sort and no observations of sky conditions, wind velocities aloft or things of that sort. So consequently, all those had to be developed.

Droessler: How many meteorologists were in the Army Air Corps at the time when you came in?

Merewether: At the time when I came in the Army Air Corps, there was only one other meteorologist and that was Pinky Williams. He had set up an experimental station at Langley Field in Virginia to try to find out how many people should be assigned to meteorology and what their particular jobs would be--how many forecasters, how many observers, etc. That's how the Weather Service in the Army got started. Then they decided that they ought to start training some meteorologists, so they selected me to go to MIT and take the weather course, and they selected Robert Losey to take the course at Caltech. So we continued our training and when we graduated, we joined Pinky Williams as part of the Service, but there was very, very little Weather Service in those days.

Droessler: So now there were three of you.

Merewether: There were three of us--

Droessler: Where were you located, at Langley Field?

Merewether: After I took the course, I was stationed at Barksdale Field and set up the first meteorological section there. And Bob Losey was assigned to California, to March Field, California, as I recall, [where] the very fascinating and interesting lighter-than-air operations by the old Army Air Corps. Pinky Williams was assigned as the meteorologist for the flights and there were two other very important officers, Harold Bassett and Leon Johnson, involved in flying the balloons. They took off one day up in someplace in the Northern Middle West like the Dakota area and established quite a record for altitude. The Chief of the Air Corps then, he had come from California, he knew Losey well so he brought

Losey in to be the first chief of the Weather Service. I was in the hospital at Walter Reed and I was about ready to get out and of course he and I were in contact and so when this situation came up where they needed somebody to be the military attache in Finland and Losey was given the assignment in January, 1940, I became the chief of the Weather Service.

We had this old B-18 airplane and of course I don't remember the time of year, but it was a time when you didn't have to think about icing problems in the United States. But it was very cold up in Labrador, in fact it was so cold, when we set the airplane for the night on the blocks and went to bed and came out the next morning, there was a big pool of oil at the bottom of the base of the two wheels. It was so cold that the metal fittings shrank and leaked all of the compression oil in the wheel standards.

Droessler: In the hydraulic system--

Merewether: The hydraulic system was destroyed completely, and we had a hell of a time--I don't remember how we got it fixed unless we were able to get some stiffer type of oil to put in there. Anyway, we also had a time getting the engine started. By the time we got one engine started, then we had to stop it in order to get the other started, and then when we got that one started, the first one couldn't start--it was that cold. I'll never forget that.

Droessler: Those early engines and those early aircraft were not really equipped to operate in that intense cold.

Merewether: Absolutely, absolutely. We made of course the basic mistake that the airplane was not fit at all. As a matter of fact I also remember when we got into Canada, all the windows in our airplane started to cover up with frost and I don't know whether you remember those old airplanes or not but the windshields were movable--you could open them up a little bit, and in order to open them up, they had little blocks of glass--if you could imagine this as rectangular, it would be about this size, not quite this big, rectangular. It was part of the window--if this was the rest of the window, it would be on the window and you would use this as a knob to open the window. And this was the only place you could look through, you could see through that. And we had to fly the airplane looking through that small place, that's how bad it was. And of course none of us had any experience flying in that kind of weather, so it was all a new and scary experience. As a matter of fact, I remember that on that flight, we went to the American officer in Newfoundland and asked him about this new airport at Goose Bay and he said, "Well, I don't know anything about it. Why don't you go over and ask the Canadian chief?" So we did. And he said, "Well, I don't know much about it either. I can give you some general idea." That's how new it was then. And so

he couldn't tell us much about it.

Droessler: How fast an aircraft was the B-18?

Merewether: It was probably, well, I guess around 100 miles an hour, something like that.

Droessler: So in 1946 you became a retired military officer with a medical discharge from the military, and then what happened to you in your weather career?

Merewether: I went immediately with American Airlines in charge of the Weather Service for both American and American Overseas Airlines. Started out at La Guardia Field, the headquarters there and toward the end of my tour, twenty years, moved over to Kennedy Airport, the new airport in New York.

Droessler: Now, Merry, as I remember the history, you served about twenty years as the head of the American Airlines Weather Service and during that time, there was an immense expansion of aviation activity. Who were some of the people you worked with in the other airlines who helped you and themselves accomplish this great expansion?

Merewether: These were the old-timers. Henry Harrison, with United. Joe George, with Eastern Airlines. Joe Brown, with TWA, but before Joe, there was Ed Minser.

Droessler: What did you fellows accomplish, I mean you certainly provided a great deal of weather service activities for the airlines and did you come together as a national group and organize yourself.

Merewether: Yes, we did, we had the committee of the airlines and we worked closely with the U.S. Weather Bureau, Reichelderfer--[we] worked very closely with him. In those days, the transmission of weather reports was very slow and we kept the pressure on and so did the Weather Bureau, for that matter, to speed up the transmission and the amount of weather information available and we finally got a very good service.

With the expansion of the service, you see, we had American Overseas airlines and so consequently, we needed service overseas. We had established an operating group in England and--gosh, I hadn't thought about this in so long that I can't even remember exactly where they were now, but we had several stations with Americans over there. Interestingly enough, I remember there was one place where we had our service in this particular room and the British with the Scandinavians had another room. We felt they were not well enough trained, or had had the opportunity. This was shortly after the war--for them to be able to handle the information adequately, so we didn't depend on the foreign services.

Droessler: But you had no difficulty recruiting more members for the meteorological activity of American Airlines; there were plenty of service people around who were well-trained--

Merewether: That's right. We got them out of the Army, the old Army Air Corps in those days, and I guess we had some Navy men. I can't think of the background of all of the fellows, but they were pretty varied.

Droessler: In addition to having the American Airlines overseas routes, I seem to recall that you and Joe George and Henry Harrison with the Chief of the Weather Bureau were also involved in some international weather activity coordination. What was that all about?

Merewether: Yes, we did. I hadn't thought about that in so long that right at the moment I can't pin it down.

Droessler: Well, Merry, you remember Dr. Francis W. Reichelderfer very well...what is your recollection of Reich?

Merewether: My recollection of Reich is that basically he was a very fine gentleman. He knew his business, and I believe he had a pretty good understanding of ours, but we didn't always agree on the solutions to several of our problems, I believe that he did his very best to meet our demanding requirements. After all, aviation in those early days was growing at a tremendous rate with more and more airplanes, faster airplanes covering more distances in a single flight and consequently demanding more and more weather service. And it was not always easy for Reich or anyone else to obtain the necessary services--it cost money to set up these observation stations and we insisted that he give us the best and he tried his best, but he wasn't always able to satisfy us.

Droessler: Well, many times you took some of his very best people, and converted them into Air Weather Service officers. Did he have any response to that?

Merewether: No, not that I can recall right now, no.

Droessler: So he was a gentleman and always appreciative of the fact that his people were being promoted.

Merewether: That's right. Reich was a fine gentleman. He tried to meet all of our demands and some of them I guess were just out of reach for him in those days, because what we demanded required money and he had to get it from the Congress and it wasn't an easy thing to do.

Droessler: And in many ways you were a colleague of Reichelderfer at that time, especially during the wartime, as a member of the Joint Meteorological Committee. Did he serve as your chairman?

Merewether: Yes, he did.

Droessler: And on that committee were yourself and other representatives.

Merewether: And Shorty Orville, [representing] the Navy and then Reich representing the Weather Bureau--Army, Navy and Weather Bureau. And we used to have a fair number of meetings to iron out some of our problems with regard to obtaining observational service as well as forecast service, I feel in my heart that Reich did the very best that he could to meet our demands.

Droessler: The next person I'd like to ask you about, Merry, is Dr. Carl Rossby, who is one of the outstanding academicians and meteorological leaders at the same time you were one of the leaders in the field. What is your recollection of Carl Rossby?

Merewether: Well, actually, my recollection begins with being one of his students at M.I.T., and I was always very impressed with Rossby. I remember some of the funny things that happened with him. I remember he never liked to make a forecast or be named as the originator of a forecast. That responsibility always went to Hurd Willett, who was also a professor in the M.I.T. meteorological department. But occasionally there was a demand for a forecast from someone on the staff, on the teaching staff or other staff at M.I.T., for a forecast at a critical time, on a weekend or holiday or something of that sort, when Willett was not around but Rossby was. And so consequently the responsibility for providing that forecast fell to Rossby. I never will forget one day I happened to be in the office when he was giving out this forecast, and after he ended the forecast, he said, "Don't quote me, don't quote me on this!" I'll never forget that.

Droessler: So Willett was really the person at M.I.T. who provided you with some instruction and education on weather forecasting.

Merewether: That's right. You might say that in a way, Willett was the practical man and Rossby was the theoretical man. I remember one day in a class in dynamic meteorology when there was a group of us in this room on which there were slates, chalk slates, on three adjacent sides of the room. And Rossby started on one side writing this equation and he finished on that side and he went around to the second side and he continued right around to the third side--that was one equation. I'll never forget that. Rossby was a real theoretician--he was a practical man, too, but he was really a theoretical meteorologist.

Droessler: Did you find him a person of inspiration and encouragement, always reaching out and trying to make you strive for excellence?

Merewether: Yes, he was and he always had a very pleasant personality. You could always go to him and ask questions and get an answer.

Droessler: Houghton had not yet arrived at M.I.T.?

Merewether: No, Houghton had not arrived there before I left.

Droessler: And Petterssen neither?

Merewether: No, that's right, Petterssen was not there so I did not have the same kind of contacts with those two that I had with Willett and Rossby.

Droessler: Well, thanks very much for your recollection of Rossby, Willett and the M.I.T. education you received in meteorology. Let's turn next to Harry Wexler, who for many years was the Director of Research in the U.S. Weather Bureau.

Merewether: Well, Harry and I were classmates in meteorology at M.I.T. and I always respected him as one of the smartest students in the class. He really had the theoretical side of meteorology right in his hands at all times. But I never did get to work with him with regard to other than our forecast practices.

Droessler: Was Jerry Namias a member of your forecast class?

Merewether: Jerry Namias was also.

Droessler: He'd be more down your alley, wouldn't he, in the forecasting end of it?

Merewether: Yes, Jerry Namias was there, too, and [he] was also was very smart--these were smart people in those classes and I admired and respected them all. So I had very high regard for those fellows.

Droessler: Did you use Jerry Namias as a consultant in the Air Force?

Merewether: To tell you the truth, I can't recall right now.

Droessler: Next, we'll turn to Captain Harold T. Orville. I believe he was a colleague of yours on the Joint Meteorological Committee and probably represented the U.S.Navy. What do you remember about Shorty Orville and his contributions?

Merewether: I always liked Shorty. He was a very nice fellow and as far as I knew, a very intelligent man. I didn't have much opportunity to work with him in detail in meteorological matters, but did work with him in connection with the Weather Bureau and the requirements of our respective services for observations and forecasts and weather intelligence of that nature.

Droessler: Looking back over your career in the Weather Service for the military and then your continuing association with the Air Weather Service leaders even while you were associated with American Airlines, who do you think was the most outstanding leader of the Air Weather Service?

Merewether: Of the Air Weather Service. Well, of a group of forecasters that you mentioned, I think that my highest regard in connection with the problems of meteorology, I think I would select Tommy Moorman. We had already selected him to go to M.I.T. and take a special course in long-range forecasting and I knew that he was doing well up there. Then with regard to Yates, I had the highest regard for him too, so that among the group mentioned, I think the most outstanding would be Moorman and Yates. The others were certainly good men, but I believe those two would be the best.

Droessler: And the group that we were discussing were all Air Weather Service commanders.

Merewether: Right.

Droessler: Commander Yates, Commander Moorman, Commander Peterson, Commander Pierce, Commander Zimmerman, Commander Bassett, and Commander Senter. I believe I covered them all.

Well, Merry, you gave some remarks on your recollection of Rossby, who ran the famous school at Chicago and at MIT. I'd like you to recall Irving Krick, who was chairman of the Caltech's meteorology department, and your recollection of the work of Irving and what his impact was on meteorology.

Merewether: Yes, Irv was quite a character in the meteorological field. As the head of the meteorology department at Caltech, he was very brash and in fact we thought outrageous in some of the claims and assessments that he made, which antagonized other members of the meteorological groups.

Droessler: These were his weather forecasting claims.

Merewether: Yes. Right. His claims of what he could do with regard to correct forecasts--I remember one time there was a problem with regard to a forecast in connection

with a dirigible that went down somewhere off the East Coast of the United States. My recollection is that Krick insisted that--I'm not 100% sure about my recollection of it, but basically it was that if a correct forecast had been made, this disaster would not have happened.

Droessler: And he would have been able to make that forecast--

Merewether: Yes, yes.

Droessler: --with his methods.

Merewether: That's right. And consequently, irritated a great many people. In fact, they had meetings in New York with faculty from MIT and Krick--Krick came on from California to be at these meetings. But Krick was a very fine speaker, he had a wonderful command of the English language and he could make you believe that his forecast was going to predict the weather in the future.

Some of the recollections I have of Krick are his personality with regard to relations with other people. For example, he was a most gracious host at his home in California and he was a marvelous piano player. I had been to his home on several occasions and I have fond memories of the gracious host that he was.

Droessler: I remember you could play the piano, too.

Merewether: Yes. Well, I wasn't in his class, he was really very excellent, talent enough to be a concert pianist.

Droessler: Along with his charming personality.

Merewether: Yes, right.

Droessler: Really quite a complex individual.

Merewether: He was indeed.

Droessler: Of course, one of Krick's great contributions to meteorology was the creation of that department at Caltech and the students that he turned out. Some of [these] students are the leaders of our science and our operations in meteorology.

Merewether: The very fact that he did raise the hairs on the backs of some of the other meteorologists and the meteorology department's help to sharpen the ideas of some of the rest of us, to counter-act or disagree with him in some ways.

Droessler: Merry, let's turn now to the American Meteorological Society and have your perspective on the AMS and how it developed over the years and then we'll get into the period when you were the president of AMS a little later on.

Merewether: AMS was not a very notable or forceful organization in the very early days, but as the importance of meteorology developed with regard to requirements for aviation and farming and just travel in general, the demands on the weathermen increased and consequently the AMS began to grow at a considerable rate. More meteorologists were being trained and the AMS was forceful in pushing for these advancements, both in the services and in the training of meteorologists and the Society deserves a lot of credit for its contributions to the development of the service.

Droessler: Do you remember in the twenties and the thirties one of the people who helped to get AMS started, Charles Brooks?

Merewether: Yes, I remember Charlie quite well because he was at the Blue Hill Observatory and also at Harvard University, and was probably one of the most outstanding citizens in our country in the field of meteorology in those days. He deserves very high credit for his contributions to meteorology.

Droessler: About the time, Merry, when you became most active in the affairs of the American Meteorological Society, serving on the council and serving as the president of the AMS in the years 1954-55, during that ten-year period, the late forties and the early fifties, there was not only a substantial growth in AMS, but also I note that three very distinguished members of the Air Weather Service served as presidents of the AMS: there was Don Yates, yourself, and Bob Fletcher, chief scientist of the Air Weather Service. Can you give us some of your recollections of what was happening during that period of the late forties and the early fifties?

Merewether: Yes. At that time, aviation was really beginning to take off. The demands were increasing at an enormous rate, both in terms of military requirements and civil requirements for transportation, people and goods throughout the country. As a matter of fact, I recall in the very early days, the question of whether or not dirigibles were going to become the big basic vehicle for travel. However, there developed a series of accidents with the zeppelins, a number of which were destroyed in flight, killing quite a large number of people and creating a fear of flying of any dirigible and they finally had to give up any ideas of using them as the main sources of travel. The airplane was developed, took off and had its series of accidents, too, especially in 1934 during the Air Mail disaster, when a number of planes crashed in a series of bad weather conditions involving not only bad flying conditions but untrained pilots who took over as a result of the strike of

the regular pilots and the inability of the Weather Forecasting Service to handle the problems in a completely satisfactory manner.

I remember around 1934 when I was a student at MIT, studying meteorology, I used to have to fly about every other day--it was my responsibility to make a flight that was as high in altitude as the plane would take me, in other words a sounding of the atmosphere for temperature, humidity and so forth, and that was a period when the regular pilots on the airlines were on strike and Roosevelt turned to the chief of the Air Corps and inquired if the Air Corps pilots would be able to take over the duties of those who were flying the mail. The answer was yes, they could do the job. So the Air Corps pilots started flying these routes but were certainly not trained sufficiently in blind flying.

**END OF TAPE 1, SIDE 1**

# Interview with Arthur Merewether

## TAPE 1, SIDE 2

Merewether: As a consequence, they had some terrible disasters. The weather at that time, in February of 1934, for example, we had one of the worst winters on record in this century. And there were heavy snows and extremely poor visibility across the country. This combination with the relatively untrained military pilots created a terrible series of disasters. I have forgotten just how many pilots were killed, but it seems to me like there must have been fifteen to twenty. It was a huge loss of human life. The snowfall was so bad I recall that I was at MIT at the time, taking the weather course, and I was out at the airport one day watching a pilot come in to land and the snow had been so heavy at the airport, just simply to clear the runways at all they had to push it to one end and there was this enormous pile of snow. This pilot came in the direction of this pile and landed a little too long and consequently couldn't stop in time until he plunged right into this big pile of snow. Fortunately, he wasn't hurt but in a way [it was] a very comical disaster. This was the type of thing that was a serious matter.

Droessler: Let's return to your remembrances of the American Meteorological Society and its activities, and especially we'll focus on the affairs of the Society at around the time you were the president of the Society, which was 1954-55. If you would give us your recollections, Merry.

Merewether: Yes, one of the things was that first national meeting on numerical weather prediction in 1954 by the American Meteorological Society. We worked hard to get that out...Another activity was the development and promotion of meteorology which was greatly encouraged by the American Meteorological Society in those days.

Droessler: Private meteorology.

Merewether: Private meteorology in those days. One of the leaders in this activity was Shorty Orville.

In the area of radio and TV broadcasting of weather, there was an awful lot of shenanigans and attempts at comedy on TV. and that sort of thing, and the treatment in the forecasts of weather; and so consequently, I appointed a committee to look into the situation and see if we couldn't bring this under control.

Droessler: As I remember, one benefit that [followed] from the committee was the seal of approval by the American Meteorological Society for TV broadcasters and the

radio broadcasters, and that was really a major accomplishment of your presidency.

Merewether: Yes, the committee focused on those broadcasts that were making weather and weather predictions a comedy situation and moved them into the real world of serious concern.

Our vice-president was Harry Wexler, who proved to be a most helpful leader of the Society. Lastly, at the annual meeting I presented to Joe George, the first AMS Applied Meteorology Award to "my colleague and friendly competitor in weather forecasting."

Droessler: Those are marvelous accomplishments, Merry, of your term in office as president of AMS. Of course, at that time you had some capable people with you on the Council: Orville, Yates, Byers, Fletcher, Petterssen, Malone, Neiburger--a fantastic crowd of leaders there that were helping you and helping the Society to coordinate meteorology and move it forward into the next decade and decades of activity.

Thanks very much for these recollections.

Merewether: It has certainly been a pleasure for me to think about these good old days and recall the wonderful friends and very fine scientists that were operating in those days in this very interesting field of meteorology.

Droessler: Let's just mention Ken Spengler for a few moments here and I'd like to recall some of your feelings about, and recollections about that gentleman.

Merewether: Well, I have the very highest regard for Ken. The AMS would not be the high quality and world-famous society it is today if the Society did not have the good fortune of having Ken Spengler as its Executive Director for over forty years. His dedication and loyalty to each president as the presidents marched along was remarkable. He tried to make each president the best of the AMS presidents. He did not look for self-credit in the work that he did.

Droessler: I would like to second everything you said about Ken Spengler. He truly is a remarkable gentleman, and a gentleman who serves everyone in the Society. He leaves no one out, from the president right on down to the least of the members. He serves every committee, every committee chairman, and just works and has worked tirelessly for the advancement of the Society and that's what we have--a great Society, built on the efforts of volunteers with Ken Spengler.

Lastly, Merry, I would like to collect a little bit of biographical information on

you so that students of the future who review this tape and a transcript of the tape will be able to answer that question, "Who is Arthur Francis Merewether?"

Merewether: My mother came from a very poor family in England up in the northern part just south of the border with Scotland, where she was born. She came to this country as a little girl and my father and grandfather were born and brought up and educated in the United States, in Rhode Island. I was born in 1902, in East Providence, Rhode Island, as the oldest of five children in the Merewether family. Four of us boys, and then my little sister. We went to school locally, and I finally made it into Brown University and after four years, graduated from Brown where I was fortunate enough to make the baseball team, and then I moved on to MIT and got my Master's degree at MIT.

Droessler: What was your field of study?

Merewether: Chemistry; I should have mentioned that.

Droessler: You got both your undergraduate degree in chemistry and your graduate degree at M.I.T.?

Merewether: That's right, in the field of chemistry.

Droessler: And what were you expecting to do with this degree?

Merewether: Well, I thought that I would become a chemist and hopefully make some great discoveries that would make me famous, but that didn't happen. However, I did work in the field for awhile as a chemist.

Droessler: And you were a teacher?

Merewether: No, not a teacher of chemistry.

In 1929, actually, before that, I saw all these airplanes flying around and got excited about flying myself and remembered the tremendous feeling when Lindbergh flew non-stop across the Atlantic Ocean alone, so I decided that I wanted to get into the Army Air Corps and was finally accepted and went down to San Antonio and started in the primary class at Brooks Field. Moved over to Kelly Field and graduated and then took my service in the Army Air Corps for about seventeen or eighteen years.

Droessler: Were you married at that time? When did you meet your bride?

Merewether: I was not married until 1937, when I was stationed at Barksdale in Shrevesport,

Louisiana.

Droessler: Do you have children?

Merewether: Yes, and my lovely bride and I married and we had four children, two boys and two girls, all living happily.

There was one part of my life that was extremely exciting to me. I was at Brown in my senior year, a member of the baseball team, and loved the game very much, and idealized the big-league ball players that I read about. Of course we did not see them on television in those days. But anyway, I was good enough to be signed by the Pittsburgh Pirates. So shortly after I graduated from Brown, I took the train and went down to Pittsburgh to join the team. It was one of the most fascinating experiences I've ever had. Here I was now sitting on the bench with nationally-famous baseball players, whom I had idolized just the week before. And they were sitting alongside of me in the flesh-and-blood. It was a very remarkable and exciting experience.

Droessler: How long did you stay with them?

Merewether: I stayed with the Pirates for probably a couple of months and I got into only one game. When the team moved up to Boston, they sent me to a minor league club in Worcester, Massachusetts. But that was for all practical purposes the end of my career as a big-league ball player. I did play a lot of what we call semi-pro baseball for many summers thereafter, in New England and Massachusetts and Maine and New Hampshire, and made pretty good money, enough to help pay for my education at M.I.T. and so forth.

Droessler: Art Merewether, I want to thank you very, very much for inviting me to your home, and to have this conversation with you over the past two days. It's a special honor for me to be sitting here with one of the truly great leaders of meteorology, a leader in the American Meteorological Society, but I think even more important, one of the people of great vision and great leadership activity in the field of aviation meteorology. It was very kind of you to have me here, and I appreciate the opportunity of having this interview with you. Thank you very, very much.

Merewether: Well, thank you very much for those very kind words. It's been a marvelous experience for me to talk with you and reminisce about the good old days in my life. I'll never forget this very, very nice and pleasant experience. Thank you very much.

Droessler: This is Earl Droessler ending the interview with Arthur Merewether, on

Wednesday, the 31st of July, 1991, and we have conducted the interview in his home in Bayside, New York.

**END OF INTERVIEW**