THE STORY OF
AIR EVACUATION
1942-1989
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AIR EVACUATION

1942-1989

by

The World War II Flight Nurses Association
1989
DEDICATION

This history is dedicated to the Officers, Nurses and Enlisted Technicians of the Medical Air Evacuation Squadrons, who made the supreme sacrifice and paid with their lives while performing their duties doing what they did best — Air Evacuation of the sick and wounded.

The World War II Flight Nurses Association is proud to honor their lives and deeds in this book. May future generations honor their memory.

CREDITS

Ethel Cerasale | President WW II FNA
Evelyn Page  | Editor
Margaret Kemp | Design
Ted Kemp      | Consultant

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PREFACE

It has been the editor's intent with this book to present a history of Air Evacuation. Sections of this book were taken from a book published in 1944 for the Army Air Forces Troop Carrier Command at Bowman Army Air Base, Louisville, Kentucky. Sections from the history of the 801st MAES in Korea were also used.

From June 1943 to October 1944, one thousand and forty-nine nurses completed the School of Air Evacuation at Bowman Field. Many had taken a shorter course prior to that date and went directly overseas to combat areas to evacuate the sick and wounded. Most of these graduates were not aware that the Bowman Book existed until the reunion of the WWIIFNA in May 1988. After viewing it, many voiced a desire for the book. However, the publishing company had long since gone out of business and obtaining a copy was impossible. Seeing an overwhelming demand for the book, Ethel Cerasale, President of the organization, contacted the Taylor Publishing Company and the wheels were set in motion.

We regret that not all materials submitted are included in this book — space would not permit it and late entries made it impossible.

We express our sincere appreciation to all who participated in this project — space does not permit us to name them all. A special thanks to all Officers, Nurses, and Enlisted Technicians who were the pioneers of Air Evacuation. Their actions and dedication to duty resulted in the best possible care in the shortest possible time for our sick and wounded servicemen.

ACKNOWLEDGEMENTS

Special Thanks to:

Ethel C. Cerasale, President of the WWIIFNA, whose foresight and vision led to this volume.

My committee: Jean Tierney, Eleanor Hoppock and Dorothy Jouvenat, who willingly gave of their time and talents to assist in any way possible, promote sales and most of all provided moral support when my confidence sagged.

Those Air Evac Veterans, who contributed their stories and material and patiently awaited the publication of this book.

My husband, Robert Page, who did much of the leg work, post office runs, purchased supplies, listened patiently to my frustrations and remained optimistic throughout this endeavor.

Ted Kemp, III, Consultant, and Margaret Kemp, Lay Out Design for The Taylor Publishing Co., who gave me much needed guidance, moral support and confidence. Their friendship and genuine desire to see this project succeed, made my task easier.
After the war, Charlotte McFall Mallon and Mary Oldenhoff Stehle would visit back and forth in NJ. Most of their conversations were about their days in Air Evacuation. They knew there were many former flight nurses in the NJ-NY area, and they thought those nurses might like to join in with some reminiscing. Mallon and Stehle gathered as many local addresses as they could and sent notices for the first meeting which was held at the American Red Cross building in NYC May 1948, with eight former flight nurses attending. 25 were present for a luncheon meeting. For several years a meeting was held every three or four months. Occasionally flight surgeons and medical technicians were included.

Names and addresses of all Bowman Field graduates were requested from the School of Air Evacuation. Each person on the list was sent a notice concerning the organization. Many, many of the letters were returned due to out-of-date addresses, but 160 paid dues to join the organization. Numerous small reunions were held, and in 1963, a 20th anniversary of flight nursing luncheon was held at McGuire Air Force Base, NJ. This was well attended with Stehle coordinating the meeting. Mildred Osmun Beeman was elected president and Stehle treasurer. It was decided to collect dues of $5 per person. The aim of the organization was to help members keep in touch with each other and to encourage the rekindling of the spirit de corps the flight nurses had during the war. It was to be a social organization.

Shortly after that meeting, Kay Shafer Mayhue said, “Let me help work on the address list.” And work she did! The next large meeting was held at McGuire in 1966, arranged by Stehle. Mayhue was elected as president, and Stehle continued as treasurer. Mayhue had accomplished so much for the organization that no more elections or appointments were set up. A roster, containing over 500 names and addresses was printed in 1966 and updated in 1967. Mayhue asked Dorothy Berendt and Ethel Carbon Cerasale to arrange a reunion of California nurses. That two-day affair was held Feb. 25-26, 1967 in Vacaville, Calif. and Travis AFB. Another luncheon meeting was coordinated by Edith Wood Marks at Andrews AFB, Maryland in 1967 with over 50 nurses attending. At this reunion, Mayhue and Stehle were each presented with a framed painting by artist Franklin Boggs of a WWII Flight Nurse administering oxygen to a patient in flight. The following inscription was written on the painting: “With my congratulations for your significant role in establishing the WWII Flight Nurses Association. We of the Air Force, are proud of the accomplishments of our flight nurses, present and past. May you and your group continue your interest in and support of the USAF Aeromedical Mission.” Signed — “Sincerely, John McConnell.”

In 1968, Leora Stroup, Mayhue and Stehle were asked to be on a panel along with Col. Ed McBride, Deputy of Administration and Services at the school at Brooks, AFB, Texas, on the 25th anniversary of Flight Nursing. They were to present the story of early air evac to the present day flight nurses. A movie was made and placed in a time capsule at the large reunion there.

In 1969, Tina Forney Ford-Coates held a dinner meeting at her home in Maplewood, NJ with 24 attending. Mayhue continued to hold other small gatherings including a luncheon at her home in Bradenton, FLA, in 1973, until she retired to North Carolina to be near her son and his family. Kay Mayhue passed away Nov. 1983, after a lengthy illness. Mary Stehle, Denniz Nagle, Ethel Cerasale, and others decided to resume the association meetings with a reunion at Cocoa Beach, FL. by contacting those members in the state, who could be reached using the 66-67 roster. Cerasale and Nagle set it up for May ’86. When Jenny Boyle Silk was notified, she responded that she was holding an 816th reunion at her home in Tequesta, FL, about the same time. Nurses attended from as far away as Spain and Calif. Thirty nurses and several husbands and guests joined together at Cocoa Beach Holiday Inn and Patrick AFB. At a meeting of the nurses, Ethel Cerasale was elected temporary chairman, Denniz Nagle, vice chairman, and Mary Stehle, secretary.

The gathering in Cocoa Beach was the impetus for expansion of WWII FNA’s roster to 306 nurses in May 1987, when a new listing was printed. Since then, many additional addresses and donations have been sent to Cerasale, and enthusiasm for the San Antonio reunion indicated a large number would attend May 5-7, 1988 at the St. Anthony Intercontinental Hotel and Brooks AFB.

On May 5-7, 1988, 176 flight nurses gathered in San Antonio, Texas to renew old acquaintances and to celebrate the 45th birthday of Flight Nursing which began at Bowman Field, Ky., Feb. 1943 and continues to the present time with the school now being at Brooks AFB, Texas. This is the first large reunion with three fun filled, action packed days with many of the nurses meeting for the first time in 43 years. Much of our spare time was spent perusing name tags and screaming with joy as we recognized friends from yesteryear.

Bright and early the second day, we assembled at Lackland AFB where a parade was held in our honor. Quite a switch to be on the receiving end of a parade. A letter of congratulations from Secretary of Defense Frank Carlucci was read to the group.

Next stop was Brooks AFB where we toured the Flight Nurse Museum, enjoyed a delicious lunch at the Officers Club, and the graduation of the 182nd Flight Nurse Class. The Mayor of San Antonio proclaimed the week of May 5th as Flight Nurse week. The site of the 1990 reunion will be Melbourne, Fla.

Under the guidance and leadership of Ethel Cerasale, the organization has made some strides forward. After much work and consulting with lawyers, the By-laws were drawn up and approved and the organization was incorporated Aug. 31, 1988, received tax exempt status Feb. 1988, and approximately 600 names were added to the roster. It was deemed necessary to charge membership dues since the cost of mailing has increased and donations were not covering the costs. By word of mouth, the membership has increased and we fully expect it to continue to do so for Flight Nurses have a history of sticking together and we retirees are as dedicated to the program as we were when we were actively involved.

**ARMY AIR FORCES SCHOOL OF AIR EVACUATION INSIGNIA**

The insignia of the Army Air Forces School of Air Evacuation was a dark blue disc with two honey bees whose bodies were or and sable with argent wings bearing stars, carrying a brown litter all in front of a cloud argent.

Blue and gold are the Air Corps colors. The honey bees, helmeted and wearing red cross armbands are indicative of the industry displayed by the personnel of the organization. The litter is symbolic of evacuation of the sick and wounded, the cloud indicative of the area in which the mission was carried out.

(The insignia was designed by Mrs. Don Rider (nee: Carter) of Buechel, Kentucky, who was greatly impressed by the work of the Air Evacuation personnel during the Flood in Louisville in 1942.)
The Flight Surgeon's Oath

I accept the sacred charge to assist in the healing of the mind as well as the body.

I will at all times remember my responsibilities as a pioneer in the new and important field of aviation medicine. I will bear in mind that my studies are unending; my efforts ceaseless; that in the understanding and performance of my daily tasks may lie the future usefulness of countless airmen whose training has been difficult and whose value is immeasurable.

My obligation as a physician is to practice the medical art with uprightness and honor; my pledge as a soldier is devoted to Duty, Honor, Country.

I will be ingenious. I will find cures where there are none; I will call upon all the knowledge and skill at my command. I will be resourceful; I will, in the face of the direst emergency, strive to do the impossible.

What I learn by my experiences may influence the world, not only of today, but the air world of tomorrow which belongs to aviation. What I learn and practice may turn the tide of battle. It may send back to a peacetime world the future leaders of this country.

I will regard disease as the enemy; I will combat fatigue and discouragement as foes; I will keep the faith of the men entrusted in my care; I will keep the faith with the country which has singled me out, and with my God.

I do solemnly swear these things by the heavens in which men fly.

David N.W. Grant
Major General, U.S.A.
Air Surgeon

Flight Nurses's Creed

I will summon every resource to prevent the triumph of death over life.

I will stand guard over the medicines and equipment entrusted to my care and ensure their proper use.

I will be untiring in the performance of my duties, and I will remember that upon my disposition and spirit will in large measure depend the morale of my patients.

I will be faithful to my training and to the wisdom handed down to me by those who have gone before me.

I have taken a nurse's oath reverent in man's mind because of the spirit and work of its creator, Florence Nightingale. She, I remember, was called the "lady with the lamp."

It is now my privilege to lift this lamp of hope and faith and courage in my profession to heights not known by her in time, — Together with the, help of flight surgeons and surgical technicians, I, can set the very skies ablaze with life and promise for the sick, injured and wounded who are my sacred charges.

... This I will do, I will not falter, in war or in peace.

David N.W. Grant
Major General, U.S.A.
Air Surgeon
The History of Air Evacuation

The origin of air evacuation of the sick and wounded by military air transport is rooted in the period when the Wright Brothers developed the airplane. The first known report of aircraft to be used in the transportation of patients was made by Capt. George H.R. Cosman (MC), and Lt. A.L. Rhodeas, CAC, United States Army, to the Surgeon General of the Army in 1910. These officers had constructed an ambulance plane to be used in the transport of patients at Fort Benning, Georgia. They were the first to point out the great possibilities of the airplane for evacuation of sick and wounded.

During WWI, the service type evac planes were unsatisfactory as the patient was wedged into the narrow cockpit of the open plane. In Feb. 1918, at Gerston Field, La., Maj. Nelson E. Driver (MC) and Capt. William C. Ocker, Air Service (as the Air Force was then known) converted a " Jenny" airplane into an airplane ambulance, by changing the rear cockpit so that a special type litter with patients could be accommodated. They were credited with the first transportation of patients in an airplane in the U.S. and in demonstrating the practicability of transporting patients by air.

July 6, 1918 an improved airplane ambulance was designed at Ellington Field in which the standard U.S. litter could be used. The Director of Air Service requested several of the Curtiss training planes be converted into airplane ambulances to be used by the Air Service for the transportation of patients from air fields to general hospitals. Two were assigned to Ellington Field. In July 1918, the first to have a fuselage which was designed primarily for transportation of patients, was built and flown at McCook Field, Ohio. This plane provided space for a pilot, two Stokes litters and a medical technician.

In April 1921, the Army made a request for Curtiss Eagle airplanes which could accommodate four litters and six sitting patients. Unfortunately for the progress of aerial evacuation, this advanced airplane ambulance crashed while flying in a severe electrical storm. This untimely crash played an important part in delaying the development of aerial transportation of patients in the U.S.

In 1929, Maj. Robert K. Simpson (MC), advocated the use of large transport planes which could be converted to accommodate litters for the purpose of evacuation of casualties in the event of future wars. He predicted that air evacuation by plane would be a very important factor in handling the wounded of the next war, if not the method of choice altogether.

In April 1930, a tri-motorized Ford Transport which would accommodate six litter patients, a crew of two pilots, a flight surgeon and a medical technician, was used in the field exercises of the Air Corps Combat Units.

In the Spanish Civil War (1936-1938), the Germans transferred Nazi casualties of the Condor Legion, in transport planes. These evacuation methods were examined and utilized by an American doctor studying in Germany. Returning to the states, he was commissioned in the Army and became the first and only "Air Evacuation Officer" in the Office of the Air Surgeon.

In 1940, Headquarters AAF proposed the organization of an ambulance battalion to consist of an AT Group together with medical personnel. The Medical Air Ambulance Squadron was authorized Nov. 19, 1941, calling for a group composed of one headquarters squadron and three airplane medical squadrons, under the control of General Headquarters in a theater. Lt. Col. David N. Grant (MC), Chief, Medical Div., Office, Chief of Air Corps, pointed out at this time that the proposed organization, "would lighten and speed the task of transporting casualties due to the extreme mobility and would be able to render service at a time and place where other means of transportation are at a minimum."

Within three months, the country was at war and it became a matter of military necessity to evacuate patients by air, even though it was not an accepted practice. The first mass movement of patients occurred in Jan., 1942, during the construction of the Alcan Route to Alaska. C-47 type aircraft were utilized in evacuating these patients over long distances to medical installations. The medical personnel involved were largely untrained and on a voluntary basis.

The second mass evacuation of personnel by air, occurred in Burma in April 1942. Ten C-47's evacuated 1,900 individuals from Myitkyina, Burma to Dinjan, India in a ten day period.

In May 1942, the Buna-Gona Campaign marked the beginning of a counter attack against the Japanese in New Guinea. Many days of travel would be required to evacuate patients to Port Moresby by surface means; but by air, it was a flight of approximately 1 hour over the Owen-Stanley Range. A total of 1,300 sick and wounded Allied troops were flown over this route during the first 70 days of the campaign.

In June 1942, the 804th MAES arrived in New Guinea to aid in the air evac operations. In late August 1942, Marine Air Transport and in Sept. 1942, the AAF Troop Carrier Transport units began to evacuate patients from Guadalcanal to rear bases in New Caledonia and the New Hebrides; 12,000 casualties had been evacuated by air by the end of 1942.

On June 18, 1942 the AAF was given responsibility for developing an air evacuation system, with primary planning responsibility delegated to the Air Surgeon. There was a need for transport planes capable of mass evacuation, yet there was an acute shortage of aircraft. Experience demonstrated that regular transport planes using removable litter sup ported litters, could be used for the evacuation of large numbers of patients and wounded. This was further confirmed in the evacuation of the first 100 wounded and sick evacuees by air near Guadalcanal.

On May 25, 1943, the AAF activated the 38th Air Ambulance Battalion at Fort Benning, Ga. It was an independent unit under the command of the 4th Headquarters Detachment, 2nd Army Head quarters, Ft. Bragg, N.C. Maj. Ralph Ocker, MC, was designated as the cadre which was to comprise the 4th Air Evac, directed by Troop Carrier Command. The unit was hurriedly trained, and from it, 6 nurses and 15 enlisted men were used with 2 flight surgeons in the Texas Maneuvers.

The 349th Air Evacuation Group, Headquarters and Headquarters Squadron was activated Oct. 6, 1942. The group comprised 9 medical officers, 2 nurses in addition to the enlisted men. On Nov. 11, 1942, the 620th 621st and 622nd Air Evac Squadrons were activated and assigned to the 349th Air Evac Group. In late Nov. 1942, the War Dept. directed the 349th to train flight surgeons, flight nurses, and enlisted men for air evacuation aboard cargo carriers, and authorized new tables of organization for the basic unit, the Medical Squadron Air Evacuation Transport. This Table of Organization set up the squadron as a unit composed wholly of medical personnel, having no planes assigned. Each squadron was to consist of a headquarters section and four evac flights. The headquarters section would include the CO, Chief Nurse, and Medical Administrative Corps officer. Each flight headed by a flight surgeon, was to have 6 flight nurses and 6 medical technicians, with one nurse and one technician making up a flight team. Squadrons were to be assigned to Troop Carrier or Air Transport Units.

The early training afforded these units was haphazard and consisted of basic training, squadron administration, the use of the litter and loading of an evac aircraft. A didactic course of study was not established until Jan., 1943. All personnel, with the exception of the 801st and 802nd MAES, who were trained by the 349th Air Evac Group were graduated from the School of Air Evacuation. The personnel of the 801st and 802nd were not so graduated because the training of these units was meager and totally inadequate compared with the training of other squadrons after Jan. 1943. The personnel of these squadrons were desperately needed for overseas evacuation of the war casualties, necessitating cutting their training short. They continued to train and improve their skills and techniques in the theaters of operation. Most of the nurses of these early pioneers later returned to the school of Air Evac for the didactic course. On Christmas Day, 1942, the first of the squadrons departed for the North African Combat Zone. Similar units followed to every area, where American fighting men were engaging the enemy and to overseas stations along the global routes of the ATC.

The flight nurse emerged as the counterpart of the flight surgeon. Credit for the original idea of the flight nurse belongs to Miss Louette M. Schimmoner, who as early as 1932 envisioned the Aerial Nurse Corps of America. She suggested an organization composed of...
physically qualified and technically trained registered nurses, who would be available for duty in “air ambulances,” as well as other aerial assignments. There was an exchange of letters between Miss Schimmoler and Gen. “Hap” Arnold, then Chief of the Air Corps. In her letters, she sought recognition of her organization. Gen. Arnold advised her to coordinate her project with the Red Cross. She replied that she had contacted the Red Cross in previous years and the personnel in that office were not air minded and could not see the need for nurses to be so educated. The Red Cross maintained this attitude until 1940. By then, the activities of the Aerial Nurse Corps had been publicized and many inquiries were being directed to the Army Nurse Corps and the Red Cross Nursing Service. Answers to these inquiries, reveal an official attitude of opposition to the organization and a lack of imaginative foresight concerning the possibility of the future use of the airplane in the evacuation of the wounded.

By the latter part of 1940, Miss Mary Beard, Director of the Red Cross Nursing Service, acknowledged that Miss Schimmoler had promoted something which was needed. However there was a general lack of enthusiasm among most medical officers. As late as July 1940, the Chief of the Medical Div. felt that in time of war, nurses would not be used on a plane ambulance.

It remained for Gen. David N. Grant, as Air Surgeon, to develop the concept of the flight nurse as a part of the medical team. Without the personal interest of Gen. Grant in furthering the status of the nurse within the field of aviation medicine, it is doubtful the military indifference could have been overcome to the degree that it was during the war. Therefore Nov. 30, 1942, an urgent appeal was made to the Medical Graduates for appointment to the Army Air Forces Evacuation Service. The nursing program at Bowman Field, Ky., was at this time under the direction and leadership of Capt. Grace Munden.

On Feb. 18, 1943 the first formal graduation of nurses of the 349th Air Evac Group was held at the base chapel at Bowman Field, Ky. The 30 members of this group had completed a program of instruction that was definitely in the experimental stage. The 4-week course included class work in air evacuation, air evacuation tactics, survival, aero medical physiology, mental hygiene in relation to flying, training in plane loading procedures, military indoctrination and a one-day bivouac.

In his address to the first class, Brig. Gen. David N. Grant said, “Your graduation in the first class of nurses from the first organized course in air evacuation marks the beginning of a new chapter in the history of nursing. Air evacuation of the sick and wounded is already an accomplished feat, requiring only trained personnel for rapid and extensive expansion.” At the end of his address, on the spur of the moment, realizing no one had thought of an insinia for the flight nurse, he unpinned his own miniature flight surgeon’s wings and pinned them on the honor graduate, 2nd Lt. Geraldine Shoos, remarking that the insignia of the flight nurse would be similar to that of the flight surgeon, with the addition of a small “N” superimposed on it. Having created this insignia without authority, difficulty was encountered in having it manufactured as no insignia manufacturer would make the wings without the War Dept.’s approval.

In Feb. 1943, the course was extended to 6 weeks. A small amount of flight training was obtained by taking advantage of Troop Carrier Command planes going through Bowman Field or by scheduling personnel on the shuttle to Indianapolis when the load permitted. Not until June 25, 1943 was the Army Air Forces School of Air Evacuation officially designated and placed under direct supervision of the Commanding General, First Troop Carrier Command. Its mission was to instruct and train students in the professional, technical, tactical and administrative procedures involved in air evacuation. Lt. Col. John R. McGraw (MC) became Commandant of the School. Capt. Mary Leontine was the Principal Chief Nurse and Lt. Col. Soulie was the Instructor of the Dept. of Aviation Medicine and Nursing.

The School of Air Evacuation was the first of its kind in the world and its influence was world wide. During 1943, for example, nurses from the Royal Canadian Air Forces attended the school. The Brazilian Government, in cooperation with the Brazilian Red Cross, sent a representative to study the school so that one might be instituted in Brazil.

In Aug. 1944, it was decided that Headquarters, AAFATC would be responsible for evacuation of casualties within the continental United States. Redesignated the 26th AAF Base Unit (AAF School of Air Evacuation) Bowman Field, Ky., was assigned directly but temporarily to Headquarters, AAF. Effective Oct. 15, 1944, the 26th AAF Base Unit (AAF School of Air Evacuation), Bowman Field, Ky., was discontinued and the 27th AAF School of Aviation Medicine assumed the mission of the School of Air Evacuation at Randolph Field, Texas.

With the formal designation of the AAF School of Air Evacuation, June 25, 1943, a curriculum was systemized to acquaint medical officers, medical administrative officers, enlisted men and flight nurses with their special responsibilities for administering medical treatment, classifying patients, loading patients on the plane, and treatment while in the air. Courses concerning administration, medical nursing, and pilotage training procedures and tactics peculiar to air evac were carried out concurrently for each of those groups, so that at the conclusion of the training period, complete tactical organizations with their complement of male officers, nurses and enlisted personnel were ready for further training or assignment to overseas duty. Classes were conducted by squadron officers supplemented by instructors from the school. Actual air evac flights within the Zone of Interior ran concurrently. The training offered medical officers was primarily administrative. Another type of training program was that for Medical Administrative Corps Officers. One Medical Administrative Officer was assigned to each squadron.

The training of the flight nurse was designed to equip her for duties in connection with evacuation of the sick and wounded and prepare her for duty with ground medical installations. In order to complete the flight nurse’s education the Army Air Forces provided for her a commission in the Army Nurse Corps. After a minimum of 6 months in an Army Service Forces unit hospital, she could apply for admission to the school. She had to be 32-72 inches in height, weigh from 105-155 pounds, her age between 21-36. Physical fitness was important, in view of the fact most of the work was done in air at altitudes of some 5,000 to 10,000 feet. Work at that altitude is very tiring. The work of the flight nurse was not without danger. The clothing used, uniforms C-46, C-47 or C-54, was designed to a dual capacity. They carried cargo and troops to the battle fronts. After unloading were rapidly converted into ambulance planes for the return trip. Because of the dual use of the planes, they were not marked with the Geneva Red Cross, and on the return trip they were fair game for the enemy. Thus all nurses, who entered this field were volunteers.

The course of instruction for the flight nurses was increased from 6 weeks to 8 weeks in Nov. 1943. Emphasis was placed on the study of anatomy, physiology, ward management, operating room techniques, nursing, first aid, hygiene and sanitation. Two weeks of the 8-week course were devoted to specialized training at cooperating hospitals in Louisville, Ky. With the incorporation of the School of Air Evac with the School of Aviation Medicine, the course in aviation nursing was extended from 8 to 9 weeks. The course was designed to provide special training in emergency medical treatment.

A course in aeromedical physiology was a prerequisite for instruction in aeromedical nursing and therapeutics. The trainee learned the use of oxygen equipment and participated in two chamber flights in which treatment of patients at altitude was demonstrated. Transportation of neuropsychiatric casualties, was thoroughly covered in this program. Coaxial and Rehabilitation Programs were described to enable the nurse to indicate to the soldier the probable nature of his future and medical care. Simulated problems of evacuation from medical installations to aircraft, and from aircraft to medical installations were presented, using mock ups of a C-47, C-46 with web strap litter supports, and a CG-4A glider. Finally, the duties and responsibilities of an officer were fixed in the mind of the nurse. She reviewed military courtesy, the general of the service, logistics, and logistics of the Army. She learned to safeguard information, to understand the principles of the Geneva Convention as it pertained to medical personnel and to the treatment of prisoners of war.

Since advanced bases were located in the forward areas, often under primitive conditions, physical fitness and a knowledge of field living conditions were stressed. The student was issued field equipment, instructed in tent pitching, practical military hygiene and sanitation, made proficient in the use of camouflage, and taught map reading. Recent developments in diagnosis nursing care, and
treatment of chemical warfare were presented. Regular marches of increasing length for training and conditioning were utilized. The nurse practiced to maintain herself in deep water with minimum effort and learned rescue procedures. Ditching procedures were taught as part of the survival course, including a knowledge of lifeboat equipment. On land, the general characteristics of the desert, arctic, and tropics were studied in association with the use of emergency equipment, kits and safety devices present on the aircraft.

After a 4-day bivouac, the nurse was ready to undertake the final three weeks of her training. She participated in the actual evacuation of the sick and wounded within the continental U.S.

In August 1945, the flight nurse's course was changed to accelerate the training schedule and increase the number of nurses ready for assignment. Effective Aug. 20, 1945, the course consisted of three phases, each phase of two weeks duration instead of three. Six Philippine Airfield Nurses who had served in the Japanese occupation, on their own, graduated from this abbreviated course and were to become the nucleus of the Philippine Air Evac Service.

Upon the termination of hostilities much of the field work was no longer deemed necessary. The newer course covered a period of 9 weeks, the first five of which dealt with medical subjects related to aviation nursing and other subjects pertinent to tactical air evacuation, while the last four weeks consisted of participation in actual air evacuation flights within the Zone of the Interior. Upon completion of the course, to which she had been on temporary duty, the nurse returned to her proper station to await call for air evacuation duty. The designation flight nurse, was not automatic, but upon successful completion of the course a request could be made to the Commanding General, Army Air Forces, by whose authority such a designation was granted. Upon certification, the nurse was then permitted to wear her flight nurse's wing.

A fourth type of training was that given air evacuation medical technicians. During the period when air evacuation training was given at the AAF School of Air Evac, enlisted men recruited from medical installations all over the country underwent a basic three-week course in the elements of field work, first aid, camouflage, and other basic subjects necessary to the medical soldier. After this period of training, the enlisted men engaged in a five-week specialized training at Sheppard Field, Texas. The training of these medical technicians was in three cooperating Louisville hospitals, where the nurse and technicians were assigned for two weeks. Each nurse was assigned a technician and instructed him in the elements of nursing care, intravenous technique, catheterization, oxygen administration, and other emergency procedures. The enlisted man was then given a didactic course in emergency medical treatment, conversion of the cargo plane to an ambulance plane, loading of patients and use of emergency equipment. This was followed by a week of training devoted to training flights, field maneuvers and the practical study of psychotic patients. The surgical technician worked with a nurse as a member of a team in training flights.

In most cases, the student assigned for this work was required to have served in his military occupational specialty for 6 months or more and to meet the physical requirements of class three. He was sent to Robins Field, Ga., for a 5-week course in field medical training at the AAF Medical Service Training School, before undertaking a two-phase program of 3 weeks duration at the Dept. of Air Evac, School of Aviation Medicine. At Randolph Field, the training program was devoted primarily to material pertinent to air evacuation. Like the nurse's program, special emphasis was placed on aeromedical nursing and therapeutics. Air evacuation tactics, plane conversion, patient loading, and simulated evacuation preceded the local aerial training flights. Record keeping, supply procedures, parachute, and a basic study of weather for an understanding of the terms used in relation to the air evacuation operation were all part of the course. In the final phase of his course, he was under the tutelage of a graduate flight nurse. Here he engaged in actual evacuation flights within the U.S.

The Zone of Interior Training was arranged so that the three phases of training ran concurrently; thus the third phase was in operation at all times. This made possible the full utilization of the aircraft used for this training. Two C-47's, one L-5B, and one C-51 type aircraft were assigned to the school but were attached from First Troop Carrier Command for air evacuation.

The first mass evacuation of patients by air in the U.S. was in January 1944 when patients from the Sicilian and Italian campaigns arriving on the ships ARCADIA and SEMINOLE were evacuated from the Stark General Hosp, at the Port of Charleston, S.C. The School of Air Evac and the 214th MAES participated in movement of 661 patients by C-47's to five general hospitals in the U.S. This evacuation exercise proved that air evacuation was practical in this country as well as in the theaters of operation.

Training in air evacuation was planned and organized by the First Troop Carrier Command. The School of Air Evac. However, in a sense always a separate organization with its own commandant and director of training; and while it was attached and assigned to the First Troop Carrier Command, it exercised almost complete autonomy in perfecting its training functions.

On Aug. 28, the Assistant Chief of Air Staff, A-4 notified the Commanding General, ATC that to meet air evacuation responsibilities, he should make available the necessary aircraft equipment to evacuate casualties to the U.S. from such bases as Alaska, Canada, Newfoundland, Greenland, the Caribbean and Azores, whenever practicable and according to priorities and plans of the Air Surgeon. The plans did not call for special airplanes and stipulated that air evacuation was to be conducted in connection with routine operations of transports.

Three days later, the Chief of Staff cabled all theater and base commanders that air evacuations to the U.S. would be carried out by ATC; that the necessity for determining air evacuation priorities would be determined by the commander, with first priority given to emergency cases for whom essential medical treatment was not available locally; second priority be given to those cases where air evacuation was a matter of military necessity; and third priority to cases where prolonged hospitalization and rehabilitation were indicated, excepting psychiatric cases.

First Troop Carrier Units operating in the theater of operations were to evacuate patients to bases along the regularly established routes of the ATC, which agency in turn would transport patients from these bases to air terminals in the U.S. Facilities for medical care would be provided enroute and at bases along the routes for regularly scheduled stopovers or in the event of prolonged layovers. One MAES would be assigned to each wing. Receiving hospitals in the U.S. were to be located as near as possible to the airport of entry with facilities available above those normally required.

Sixty-five MAES were moved on a transport route from Washington, D.C. to the United Kingdom. The C-54, which enabled priority passengers, cargo and mail to be moved in large volume, were to be flown by crews under contract by the commercial airlines. A scheduled route was planned for operations from Washington, D.C. and England via New York and Newfoundland. Harmon Field, Field, Newfoundland was selected as the base to handle the transport operations. The removal of patients by this route would allow and make more easy the evacuation of the American and British forces, which would receive satisfactory care themselves. Steps were taken to establish a more direct route which would lead more directly to the United Kingdom. Gander Lake, Newfoundland was selected. At the development of the Central Atlantic air route to North Africa via Newfoundland and the Azores, it became necessary to establish an alternate airfield and refueling stop. In the Bermudas, La Guardia Field was the home of American Airlines and when this commercial carrier was awarded a government contract, it was from La Guardia that their ships flew the North Atlantic route.

In March 1944, the program expanded over night from the evacuation and care of an occasional patient to a proposed program for the handling of 200 evacuees per day, of which an estimated 40 percent would be litter patients. Since the primary mission of these transport planes was to transport vital war materials to the fighting fronts, patients had to be routed so that there would be a minimum of interruption to the scheduled flights. For that reason, it was decided to off-load all patients at La Guardia, N.Y. with the originating station for evacuation being Prestwick, Scotland. From Prestwick, the route of evacuation was to be through Meeks Field and Harmon Field to La Guardia. In Africa, the originating station was Casablanca. The route was to be through the Azores to Harmon Field and on to La Guardia. The carrying aircraft were to be C-54's and C-54A's operated by Transcontinental Western Airlines, American Airlines, and the Ferrying Div., of ATC.

Each base presented different problems; routes to be traveled passed through climates which varied from warm to sub-zero. The personnel at Lagens, Azores were housed in tents and operated under field conditions. Six Nissen buds were secured from the British and became the framework for the development of an evacu-
The vast areas covered by the PACD MAES brought up the problem of how to dispatch personnel so that maximum of benefit was derived from each team with a minimum of lost time “deadheading.” At the same time, it was desired to give each team the same amount of the good and the bad. All air evac personnel except the flight surgeon were stationed at Hickam Field and traveled from station to station throughout the entire trans-Pacific route. Every team made the entire trans-Pacific run, including the run to Hamilton Field. At the end of this run, the nurses and leechs received a rest at their home station at Hickam Field or Hilo, Hawaii.

From March 1943 through Oct. 1945, the PACD evacuated a grand total of over 111,000 patients, reaching its peak during May and June 1945 when over 10,000 patients were evacuated each month. The bulk of the patients were picked up in the Marianas, casualties from the two Jima and Okinawa campaigns.

The ATC transported patients from overseas hospitals to general hospitals in the United States. From July 1, 1943 through Apr. 1945, the foreign divisions evacuated more than 158,000 patients, mainly in C-54’s. The PACD carried the greatest number, 78,000. In the 17 months from Jan. 1943 through May 1945, the AAF in all theaters evacuated more than 1,172,000 sick and wounded. The total death rate in flight was 4 per 100,000.

Air Evacuation in AAF reached its maturity in the ETO where between D-Day and V-E Day, more than 300,000 patients were flown from a fast-moving front to general hospitals in England and France. The peak of activity in the ETO was reached in April 1945 when, in one month, nearly 2,600 a day stood as a record for all theaters of the war. The record for any single day was 4,707 patients.

The CBI, China, Burma, India Wing of the air evacuation began with the arrival of the 803rd MAES at Chabua, India, Nov. 7, 1943. Three C-47’s were assigned for use as hospital planes. Two were used by the Rotation and one which became a tri-weekly run of the Bracket. The third C-47 was allotted exclusively for flying over the “HUMP” and equipped with oxygen valves and marked with a red cross. On Dec. 2, 1943, the first American nurses allowed in China since the war, flew over the Hump from Assam, India.

Routine evac activities got under way only not in China but also in India and Burma. Flights were made tri-weekly from Chabua to the station hospitals, with each flight manned by two nurses, one flight surgeon and a radio operator. They were received in dispensaries at Mohanrel, 167th Field Sick Bay at Chabua, and at the Group Dispensary.

The battle to rotate Burmese and the emergency evac operations got under way in India and Burma. The air evac people started with the allies and followed them straight down through Burma. The Army maintained Field Hospitals and Portable Surgical Units right with them, and the evacuation was made in a tri-weekly run by C-47’s. However, the C-47’s had been used to do most of the air evac — flying into Kovalia, Sainp, Guam, Loyte, Manila, Okinawa, and Tokyo.

Because of the shortage of water, the PACD was committed to evacuate psychotics, A War Dept. Directive required that an extra technician be assigned for each five psychotics on a plane. Thus two technicians were required for most flights. This put an extra workload on the techs until an additional group of 30 medical technicians with training in mental institutions were sent from the U.S.

Only in rare instances did the flight surgeon accompany the patients since the duty of the flight surgeon at each individual station was that of supervising all air evac activities. These activities; screening of patients, dispatching of trips, maintenance of discipline among flight personnel, the keeping and preparing of the air evac records, the supervision of mess facilities, and the sending and preparation of the necessary radio messages, took up more than 80% of the flight surgeon’s time. A cadre, composed of at least one flight surgeon and technician went into the combat area at the earliest possible moment to contact the various hospitals which were to be evacuated, to establish a holding station, and to work out procedures prior to the actual start of the operation.
prisoners of the Japanese. Some of these had been held captive since Pearl Harbor; some were women and children and some were the heroes of the River Kwai incident.

The Naval Air Transport Service was established by the Secretary of the Navy five days after Pearl Harbor. In Dec. 1944, the Navy School of Air Evacuation at Alameda, Calif., was designed to train Navy flight nurses and pharmacists mates. The first class was graduated Feb. 13, 1945 and saw their first action in the battle of Iwo Jima.

Many types of aircraft were used for air evac. As far back as the Franco-Prussian War of 1870, the French used balloons to send 160 to safety. During WWII, the Army used four-engined C-54s for transoceanic evacuations and twin engined C-47's for stateside evac. The Navy evacuated battle casualties in twin-engined Catalina Seaplanes, four-engined PB4Ys and in landplanes, RD4Ds and RSDs. Light balloon or grasshopper-type planes were used to evacuate wounded in the aerial invasion of Burma. The use of the helicopter for evacuation was just in the experimental stage during WW II although it was used in India to transport casualties. A letter capable of enclosing a patient on a standard army litter was attached to each side of the fuselage. This was used extensively in Korea. The first test of glider evac of wounded in the ETO was made March 22, 1945 when a low flying troop-carrier plane towed a casualty-filled glider from Remagen, Germany to an evac hospital in France, a distance of 15 miles. 2nd Lt. Suella Bernard, flight nurse and Maj. Albert Haug, flight surgeon, both attached to the 816th MAES, made the historic flight with the casualties.

In 1952, the 315th Air Div. Wing went from C-54s to C-124's which could accommodate 127 stretcher patients or ambulatory using fewer flight nurses and technicians. In 1954, MATS added Convair C-131A Samaritans which could carry 40 ambulatory and 27 stretcher cases. In 1961, MATS added the C-135 jet passenger-cargo transport plane. In 1964 during the Vietnam War the C-118, C-130 and C-135 were used. Then in 1965 during the Vietnam conflict, the C-141 Starlifter was added. In 1967, the C-118 replaced the C-130, while in 1968 the C-123 Provider, C-7A Canbou and C-9A Nightingale were added. In 1971, the C-141A Starlifter was added. In 1972, the C-130 replaced the C-130, while in 1972 the C-123 Provider, C-7A Canbou and C-9A Nightingale were added. In 1973, the C-141A Starlifter was added. In 1974, the C-141A Starlifter was added. In 1975, the C-141A Starlifter was added. In 1976, the C-141A Starlifter was added. In 1977, the C-141A Starlifter was added. In 1978, the C-141A Starlifter was added. In 1979, the C-141A Starlifter was added. In 1980, the C-141A Starlifter was added. In 1981, the C-141A Starlifter was added. In 1982, the C-141A Starlifter was added. In 1983, the C-141A Starlifter was added. In 1984, the C-141A Starlifter was added. In 1985, the C-141A Starlifter was added. In 1986, the C-141A Starlifter was added. In 1987, the C-141A Starlifter was added. In 1988, the C-141A Starlifter was added. In 1989, the C-141A Starlifter was added. In 1990, the C-141A Starlifter was added. In 1991, the C-141A Starlifter was added. In 1992, the C-141A Starlifter was added. In 1993, the C-141A Starlifter was added. In 1994, the C-141A Starlifter was added. In 1995, the C-141A Starlifter was added. In 1996, the C-141A Starlifter was added. In 1997, the C-141A Starlifter was added. In 1998, the C-141A Starlifter was added. In 1999, the C-141A Starlifter was added. In 2000, the C-141A Starlifter was added. In 2001, the C-141A Starlifter was added. In 2002, the C-141A Starlifter was added. In 2003, the C-141A Starlifter was added. In 2004, the C-141A Starlifter was added. In 2005, the C-141A Starlifter was added. In 2006, the C-141A Starlifter was added. In 2007, the C-141A Starlifter was added. In 2008, the C-141A Starlifter was added. In 2009, the C-141A Starlifter was added. In 2010, the C-141A Starlifter was added. In 2011, the C-141A Starlifter was added. In 2012, the C-141A Starlifter was added. In 2013, the C-141A Starlifter was added. In 2014, the C-141A Starlifter was added. In 2015, the C-141A Starlifter was added. In 2016, the C-141A Starlifter was added. In 2017, the C-141A Starlifter was added. In 2018, the C-141A Starlifter was added. In 2019, the C-141A Starlifter was added. In 2020, the C-141A Starlifter was added. In 2021, the C-141A Starlifter was added. In 2022, the C-141A Starlifter was added. In 2023, the C-141A Starlifter was added. In 2024, the C-141A Starlifter was added. In 2025, the C-141A Starlifter was added. In 2026, the C-141A Starlifter was added. In 2027, the C-141A Starlifter was added. In 2028, the C-141A Starlifter was added. In 2029, the C-141A Starlifter was added. In 2030, the C-141A Starlifter was added. In 2031, the C-141A Starlifter was added. In 2032, the C-141A Starlifter was added.
Abram Hite Bowman 1875-1943

Louisville's scenic east side airport takes its name from its developer, Abram Hite Bowman. In 1920, Bowman succeeded in his pursuit to establish an airport that has had a long and colorful history and still provides aviation services to the community.

Abram Bowman was born in a small town south of Louisville in 1875. Seeking adventure and fortune, he journeyed to gold rush Alaska at the age of 23. Three years later, he returned to Kentucky to settle in Louisville and open a business with what newspapers of the day called "a small stake" gained from his travels to the north. Mr. Bowman's business venture evolved into a trucking company that established his position in transportation. During World War One he took an avid interest in aviation, closely reading accounts of aviators and their machines in combat. Furthermore during that period of time, Bowman took a position with the Louisville Board of Trade and became a strong advocate for aviation in Louisville foreseeing the role of the airplane in a modern city's future. Interestingly, he never became a pilot.

In 1920, Abram Bowman formed a business partnership with Louisville native and World War One aviator Robert C. Cast launching the Bowman-Cast Aero Company. During the same year, Mr. Bowman leased land and purchased an airplane, but more significantly established a flying field that officially took his name some time later. In 1922, Bowman along with local officials travelled to Washington, D.C. and gained for the airport an Army Air Corps Reserve outfit that became the 325th Observation Squadron Reserve. With military aircraft at Bowman Field and government financed hangar construction, the future of the airport was insured. In 1927 Mr. Bowman enlisted support from local government to purchase the airport. Voters eventually approved a $750,000 bond issue and Bowman Field became public property.

During the late 1920s and early 1930s, major construction projects saw the reality of large permanent hangars and an administration/terminal building at the airport. The early 1930s also saw the arrival of scheduled airline service to Bowman Field. Still Abram Bowman continued to take an active part in airport activities despite the time devoted to his businesses, an important position with the Louisville Board of Trade, and presidency of a local bank. Mr. Bowman often visited the airport to greet notables arriving to the city, and every year he would approve and put his signature on the airport's annual report. In 1938 at ceremonies marking the construction of hard runways at Bowman Field, he personally released the first load of concrete. During the wartime years, Mr. Bowman attended numerous programs and graduations at the Bowman Field Air Base. Unfortunately in July 1943 he suffered a fatal heart attack and passed away during sleep. He was survived at that time by a wife and two daughters.

Abram Hite Bowman, a man with a vision, followed through on a dream and converted a farmer's field into an airport establishing a legacy that is a testimony to his name— even today.

By Charles W. Arrington
ARMY AIR FORCES

SCHOOL OF AIR EVACUATION

BOWMAN ARMY AIR BASE
To Officers and Enlisted Men of the School of Air Evacuation and all Medical Air Evacuation Transport Squadrons, wherever they may be:

During the past seven months, it has been my privilege to be associated with the School of Air Evacuation. During this period of time, many hundreds of you have come and gone who are now actively performing air evacuation functions, not only in the various theaters of war, but also in the continental United States. Your willingness and desire to improve yourself, expressed by each and everyone of you during your student days at the School, cannot help but leave one with the feeling that you will do your best for air evacuation.

On behalf of the Staff of the School, I wish to express our appreciation for the excellent work you have performed, and to tell you that it is with a great deal of pride that daily we read of your achievements and success. In this publication, while we cannot hope to adequately cover almost two years of the School’s existence, an honest attempt has been made to give each of you a souvenir or remembrance of the School of Air Evacuation and your part in its development.

JOHN R. McGRAW
Colonel, Medical Corps
Commandant
Colonel John R. McGraw, former Executive Officer Surgeon's Office, Second Air Forces Headquarters, Colorado Springs, Colorado, is Commandant of the Army Air Forces School of Air Evacuation at Bowman Field, Kentucky. He has been in command of the school since December, 1943.

Colonel McGraw, 49 Shady Lane, Johnstown, Pennsylvania, is a graduate of three of the Army's "upper bracket" schools: Medical Field Service School, Carlisle, Pennsylvania, 1939; Army Air Forces School of Aviation Medicine, Randolph Field, Texas, 1940; and the Command and General Staff School, Fort Leavenworth, Kansas, 1942.

Moving from a reserve commission since June 6, 1934, he entered upon active Army service at William Beaumont General Hospital, El Paso, January 4, 1937, and received a regular commission of First Lieutenant August 17 of that same year.

Subsequent assignments, from October, 1937, to July, 1940, took him to Fort McIntosh, McHenry, Walker Road General Hospital, Washington, D. C.; the Medical Field Service School at Carlisle, Pennsylvania, and Fort Leavenworth, Kansas.

He was graduated from the AAF School of Aviation Medicine in August, 1940, after which he served 10 months at McChord Field, Washington. In 1942 he attended the Command and General Staff School and was graduated in the same class with Colonel Stevenson whom he succeeded as Commandant of the AAF School of Air Evacuation here.

Colonel McGraw next was assigned to the Second Air Force Headquarters at Spokane, Washington, and moved with it to Colorado Springs, Colorado, in July, 1943, as Executive Officer in the Surgeon's Office. He remained there until his transfer in December, 1943.

Colonel McGraw was born at Lockmont, Pennsylvania, was graduated from the Johnstown High School, 1918, and from the Pre-Medical and Medical Schools of the University of Pittsburgh, M.D., in 1934. Upon completing his internship at Conemaugh Valley Memorial Hospital, Johnstown, in 1935 he entered private practice but, six months later, became associated with the United States Public Health Service at Marine Hospital, Galveston, Texas. He was with this institution, in an official capacity, until the time he began his Army career.
HISTORY OF AIR EVACUATION

Often referred to as one of medicine's outstanding developments of World War II, Air Evacuation has expanded during World War II with the same speed that has marked the development of our "Astronomical" air force. Today it is saving lives and alleviating suffering on all of our far-flung fighting fronts.

Organized at Bowman Field, Louisville, Kentucky, on October 6, 1942, the first Air Evacuation training program was a realization of a dream which medical officers of the Army Air Forces had for many years, to train Flight Surgeons, Flight Nurses and surgical technicians. It was still in the experimental stage when Major Scott M. Smith, then Commanding Officer of the School, and his staff of officers and nurses constantly sought new systems and ways to increase the speed and efficiency of the science of evacuation by air.

First known as the 349th Air Evacuation Group, and later redesignated the Army Air Forces School of Air Evacuation on June 25, 1943, and placed under the direct control of the Commanding General, Army Air Forces, this School has during its short history, trained numerous squadrons of officers, nurses, and enlisted technicians who are now serving on all major battle fronts of the war. Instrumental in the development of the School and its training program has been Colonel Ralph T. Stevenson, former Commanding Officer of the School, who assumed command of the organization soon after its establishment. Formerly a Dayton, Ohio, general physician, Colonel Stevenson received the rank of Lieutenant Colonel in December, 1942, and was promoted to the rank of full Colonel in October, 1943. He joined the Army in 1933 and after leaving...
at Bowman Field

at numerous Army Schools served in the Philippines from 1938 to 1940.

Present Commanding Officer of the School is Colonel John R. McGraw, 92, former Executive Officer, Surgeon’s Office, Second Air Force Headquarters, Colorado Springs, Colorado, who relieved Colonel Stevenson on January 1, 1944. On that date, Colonel Stevenson was transferred to Headquarters, First Troop Carrier Command, Stout Field, Indianapolis, Indiana, where he assumed the duties of Command Surgeon.

An integral part of the program of the Army Air Forces School of Air Evacuation is the training of Flight Nurses, the Angels of Mercy who ride the skies to care for the sick and wounded while in flight from battle zones to hospitals far behind the combat lines. A class of these nurses is now graduated from the School of Air Evacuation every eight weeks.

Today the Air Evacuation Nurse receives instructions in more than a dozen different courses which range from aircraft identification to oxygen administration. Upon successfully completing this course she is presented with a diploma and a pair of gold wings which officially designate her as an Air Evacuation Nurse. Although numerous nurses were trained at the School of Air Evacuation and sent to active duty overseas prior to the establishment of a definite curriculum of study, the first class of nurses was not formally graduated until February 18, 1943.

The curriculum of the School is designed to acquaint the three classes of personnel involved—flight surgeons, flight nurses and enlisted men of the Medical Department—with their special responsibilities for administering emergency medical treatment, classifying patients, leading patients on the plane, and treatment while in the air. Training courses are carried along concurrently for each of these three groups so that, at the conclusion of the training period, complete tactical organizations with their complement of doctors, nurses, and enlisted personnel are ready for assignment to overseas duty.

The curriculum of the School has been set up with one primary purpose: to make each nurse fit for the vital duties she spends in the plane. All the courses are practical.

Core of the Flight Nurse’s course is training in subjects that specially pertain to her work under flying conditions. Her instructors at the School are Flight Surgeons—graduates of the School of Aviation Medicine at Randolph Field, Texas, which has long been famous for its experimentation with the effects of flying on the human body. Effects of high altitudes on a patient’s condition must be taken into account; dosage of certain medicines must be determined under varying conditions.

The activities of the School of Air Evacuation and its comprehensive training program has attracted international notice and acclaim. Many prominent personages have visited the School to inspect its training curriculum. These include Mrs. Franklin D. Roosevelt, General H. H. Arnold, Commanding General of the Army Air Forces, Senator Anesio Machado, Brazilian aviator, and Lieutenant Colonel Nellie V. Glass, Chief Nurse in the Air Surgeon’s Office.

Latest figures released from Army Air Forces offices show that 210,000 casualties from every major theater of operation have been successfully evacuated since the outbreak of the war. Playing no small role in this vital function have been the hundreds of pretty, competent Lieutenants of the Army Nurse Corps whose names appear on the following pages of the History of the Army Air Forces School of Air Evacuation at Bowman Field.

Lieutenant Ruth M. Gardner of Indianapolis, Indiana, was the first nurse to be killed in a plane accident in training. In his name, Lieutenant Gardner graduated from Philadelphia General Hospital in 1925.

First Lieutenant Burton A. Hall was the first flight surgeon from the School of Air Evacuation to be assigned to the South Pacific area. Lieutenant Hall graduated from St. Joseph’s Medical School in 1938.
CHESTER C. DOHERTY
Lieutenant Colonel
Assistant Commandant of School of Air Evacuation

EDWIN J. MERRIDE
Captain
Deputy of Administration and Services

JOHN J. HORTON
Captain
Deputy of Supply and Maintenance

RUSSELL C. SMITH
Major
Director of Training
SCHOOL OFFICERS

ROBERT H. ATKINSON
Captain

griFF W. SILBO
Captain

MAURICE BLINSEKI
Captain

R. LEE BOILING
Captain

EDWARD M. COE
Captain

HERWALD B. GEIGER
Captain

DONALD H. MASLEWUHN
Captain

HOWARD R. LAWRENCE
Captain

JOHN G. TURLEY
Captain

SPENCER A. TRUEX
First Lieutenant

DONALD W. BRUNDAGE
Captain

ROBERT T. CURLEY
Captain

NORMAN FABIAN
Captain

ARETIUS D. MARTIN
Captain

ANTHONY P. SOLIMINE
First Lieutenant

Supervisor, 838th AET

THOMAS L. CALVIN
Captain

NORMAN E. MARSH
Captain

ROBERT C. STOW
Captain

STEWART C. WHEELER
Captain

RICHARD F. FOLEY
First Lieutenant

Supervisor, 827th AET

WILLIAM C. BROWNE
Captain

PAUL T. COOK
Captain

MARKIN J. SETZER
Captain

HAROLD ERS
First Lieutenant

COMMANDING, 823rd AET

IRVIN M. BERSKOWITZ
First Lieutenant

COMMANDING, 823rd AET
The Blunder Mug, as any one can plainly see, is an award both beautiful and utilitarian. This magnificent trophy is presented to that individual in the Army Air Forces School of Air Evacuation who, in the opinion of a wise and fair committee, behaved in the most unorthodox and unmilitary manner during any given period.

Strange and wondrous have been some of the misdemeanors. Space does not permit a discussion of this subject. So we hereby publish a list of the winners—those miscreants whose names are emblazoned on the gleaming walls of the mug for future generations to gaze upon in awe and envy.

Major William K. Jordan ............. April 21, 1943
Lieutenant George H. Gray ............ June 2, 1943
Major R. C. Weinstein ................. August 30, 1943
Colonel R. T. Stevenson ............... December 29, 1943
Captain G. H. Lemon .......... January 1, 1944
Major Mary Luontine ................. January 21, 1944
Major George H. Gray and Captain Edwin J. McBride .... July 28, 1944
Snapshots of School of Air Evacuation

Left to right: General H. H. Arnold, left, conferring with General D. N. W. Grant, Colonel E. L. Bergquist and Colonel R. T. Stevenson after inspecting the School of Air Evacuation at Bowman Field on May 5, 1943.

Brigadier General Grant, left, Air Surgeon of the Army Air Forces, talks things over with Brigadier General E. G. Chapman, commanding general of the Airborne Troops, at the first graduation of nurses at Bowman Field, February 26, 1943.

Colonel Rappe, Stevenson, left, and Lieutenant Colonel John R. McGraw (right) welcome back to Bowman Field three nurses who have returned from active duty in the South Pacific. From left to right, the nurses are Lieutenant Regina Brown, Seraphina Patricelli and Gerda H. Bouwhuis.

Mrs. Franklin D. Roosevelt is escorted on her inspection of the School of Air Evacuation by General Grant and Lieutenant Colonel McGraw.


Loading demonstration in honor of General Arnold.
Above: High Army officials review the School of Air Evacuation on the event of its first anniversary.

★

Right: Canadian nurses and officers of the Royal Canadian Air Force completed the course of the School of Air Evacuation at Bowman Field, graduating with the seventh class. Shown, left to right, are Nursing Sisters Lack, LaBreque, Collings, Jorgenson, Hardwick, Pinckney, and Flight Lieutenants Lloyd-Smith and Nassamelor.

★

Below, left: Instructing at bivouac with the fourth class are, left to right, Captain Edward Phillips, Lieutenant Leah B. Stroup, Captain William P. McKnight, Second Lieutenant Andrew F. Gruber, Captain Andrew D. Henderson, Captain Edward A. Savon, and First Lieutenant Joseph A. Alfieri.

Below, right: The Flight Training Office.
Explaining the compass during bivouac of the fourth graduating class (upper left) are, left to right, Lieutenant Colonel Stevenson, Second Lieutenants Mary R. Srahula, M. Elizabeth Shley and Beatrice E. Roberts. During bivouac one may expect to crawl through the most inaccessible places (upper right). There are no beauty parlors on bivouac. The girls shown at the lower left are not primping for dates. The idea is to make oneself look as much as the surrounding terrain as possible. Hard work brings on a tremendous thirst, and the old lister bag (lower right) comes in handy. Coca-Cola wasn't there that time, but the good old drinking water was.
CLASSES

Classroom work keeps them occupied for a considerable portion of the time during the courses at the School of Air Evacuation at Bowman Field. Many and varied are the subjects covered, and all tend to condition the pupils for the circumstances they will face on the flying fronts. Nurses are briefed before flight (upper left); trained in a mock plane to attend wounds during flight (upper right); given the old one-two-three for added pep (lower); instructed in the proper manner in which to load casualties (center); and are taught to identify planes immediately upon sight (bottom).

Below: Unloading ambulance plane.
Lower: Nurses march after retreat parade.

[Images of nurses in class, on flight training, and at a mock plane setting.]
Graduation day finds them eager and ready to go on their first mission. Shown, upper left, flight nurse and surgical technician simulate the evacuation of wounded from the battle zone. Flying nurses go on the air in more ways than one (upper right), while others, in flying togs, span the horizon with maps in hand (lower left). A nurse cuts her cake while they sing "Happy Birthday" (center), while another proudly displays her wings (lower right).

The nurse fully realizes the importance of discipline in Army life as she stands rigidly for inspection.

Wings for

Four rigorous weeks of training ended, gold Flight Nurse's wings were waiting for these nurses, the first official air evacuation group graduated from Bowman Field, as they were told to prepare for immediate call to foreign duty. Flying nurses wear flying togs, but her hospital uniform is the traditional white dress.
Flying nurses, angels of mercy to the men on the battlefronts, line up in V formation before a giant plane of the type that will take them to the battlefronts to evacuate the wounded, giving the professional medical attention en route to the hospitals behind the lines. The lives of many soldier boys who otherwise might have been lost are saved by brave nurses who risk their lives regularly that others might live and fight.

**Flying Nurses**


"Hut-two-three-four, hut-two-three-four." Garbed in natty blue flight suits, graduates of the first class for air evacuation prepare to parade before Brigadier General Borum, commanding general, First Troop Carrier Command, who presented diplomas. Soon after they were flying over the front lines, evacuating the wounded from foreign battlefronts.
Above. Left: Flight Nurse Mae E. Olson of Little Falls, Minn., tells Brigadier General Raymond E. O'Neill, Commanding General of Chanute Field, Ill., of her experiences on Guadalcanal. Lieutenant Olson was the first nurse on the island. She was awarded her fourth oak leaf cluster for her selfless efforts in evacuating the sick and wounded in troop carrier planes. The presentation was made at Bowman Field's Air Evacuation School, Louisville, Kentucky. Lieutenant Colonel Chester C. Doberto, Assistant Commandant of the school, looks on. Right: General H. H. Arnold, Commanding General, Army Air Forces, award Lieutenant Matilda D. Ginewich with the Oak Leaf Cluster to the Air Medal at ceremony at Bowman Field.

The award of the Air Medal to Second Lieutenant Dorothy R. Shilkas by Lieutenant General Halsey, New Hebrides.

General H. H. Arnold's Review.
Six flight nurses assembled at the Air Evacuation School's insignia at Bowman Field, Louisville, Kentucky, watch a Troop Carrier flight coming in for a landing. Upon completion of their studies at the Air Evacuation School, the nurses will be assigned to Troop Carrier Planes to evacuate sick and wounded soldiers from the war zones. Left to right, clockwise: Lieutenants Helen Logan (67 Van Cortlandt Park Avenue), Yonkers, New York; Beatrice Eastman (13 Richardson Street), Barre, Vermont; and Rita Marie Dowell (2618 Swan Street), Philadelphia, Pennsylvania. Lower left: Lieutenant Max Benjamin (104 6th Avenue, South), Escanaba, Michigan; Anne Bink (1100 Wisconsin Avenue), Washington, D.C.; and Betty Sulkalma, Seymour, Wisconsin.

Flight Nurse Essie Stensrud of Freeborn, Minnesota, points where she wants to be in the Philippines. General MacArthur's men are getting closer, and she hopes to be out there evaccuating the sick and wounded in Troop Carrier Planes. Looking on are Flight Nurse Lucille Strode of Chicago and Captain Leora B. Sloup, chief nurse of Cleveland, Ohio. Lieutenants Strode and Stensrud have seen service in the South Pacific. Captain Sloup, who waved goodbye to them two years ago, welcomes them back to Bowman Field's Air Evacuation School, Louisville, Kentucky, where the nurses are taking refresher courses.

Nurses' quarters on Guadalcanal.

Nurses' quarters on the New Hebrides.
827TH M. A. E. T. SQUADRON
<table>
<thead>
<tr>
<th>Name</th>
<th>Rank</th>
<th>Position</th>
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<tbody>
<tr>
<td>Irene R. Kaczanowski</td>
<td>Second Lieutenant</td>
<td>Air Evacuation Nurse</td>
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<td>Jimmie L. Kearns</td>
<td>Second Lieutenant</td>
<td>Air Evacuation Nurse</td>
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<td>Betty J. Keim</td>
<td>Second Lieutenant</td>
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<td>Regina R. Kempea</td>
<td>Second Lieutenant</td>
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<td>Rosemary T. Kerr</td>
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<td>Evelyn M. Kuehnle</td>
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<td>Ira B. Ledbetter</td>
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<td>Lilla M. Newbrand</td>
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<td>Marine M. Lewis</td>
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<td>Wilma D. Little</td>
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<td>June L. McLain</td>
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<td>Irene R. Mahar</td>
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<td>Esther L. Mahan</td>
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<td>Theresa Maytomchuk</td>
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<td>Doris E. Michel</td>
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<td>Helen M. Moyer</td>
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<td>Anne M. Murray</td>
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<td>Margaret M. Nadeau</td>
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<td>Helen E. Myhrenberg</td>
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<td>Constance W. Desripe</td>
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<td>Irene W. Olson</td>
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<td>Margaret M. O'Neil</td>
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<td>Joan E. Reese</td>
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<td>Mildred E. Ritter</td>
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<td>Ruth F. Schanz</td>
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<td>Agnes J. Schmidt</td>
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<tr>
<td>Shirley J. Stott</td>
<td>Second Lieutenant</td>
<td>Air Evacuation Nurse</td>
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<tr>
<td>Frances A. Seawright</td>
<td>Second Lieutenant</td>
<td>Air Evacuation Nurse</td>
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</tbody>
</table>
BERNADINE L. SMULF  
Second Lieutenant  
Nurse

HARRIET J. SILVERSTEIN  
Second Lieutenant  
Air Evacuation Nurse

JANE E. SIMONS  
Second Lieutenant  
Air Evacuation Nurse

MARY F. SPISAK  
Second Lieutenant  
Air Evacuation Nurse

REGINA E. STACK  
Second Lieutenant  
Air Evacuation Nurse

JEANNE A. SULLIVAN  
Second Lieutenant  
Air Evacuation Nurse

EDITH G. TERHAAR  
Second Lieutenant  
Air Evacuation Nurse

826TH MEDICAL AIR EVACUATION SQUADRON

(Reading from Left to Right)

First Row: Master Sergeant Lattier, Alphonse J.; Sergeant Ishmael, James T.; Corporals Gil, Yup Y.; Jackson, Edward L.; Rives, Lombe H.; Wolland, Lanus J.

Second Row: Corporal Wong, Fook K.; Technicians Fifth Grade Christrop, Arthur J.; Witt, Er; Privates First Class Boatright, Alton R.; Muoio, James R.; Vondracek, Charles J.

Third Row: Privates Belfour, Ray Y.; Benage, Gedage; Crawford, Archie E.; Larrick, William F.; Wigger, William; Williams, William A.
826TH MEDICAL AIR EVACUATION SQUADRON

[Reading from Left to Right]

First Row: Master Sergeant Malinovsky, William J.; Technical Sergeant Hurley, Howard W.; Staff Sergeants Beckham, Floyd; Ham, Harvey J.; Hunt, William A.

Second Row: Staff Sergeants Jacobs, David E.; Rose, LaVerne W.; Technicians Third Grade Beggett, Wilmens B.; Belcher, Floyd F.; Gumeroy, Peter P.; Sergeant Coleman, Huber H.

Third Row: Sergeants Durkin, Stephen W.; Fitzgerald, Richard P.; Goad, Gilbert E.; Godley, Noah H.; Holmes, Fred B.; Hristo, John J.

Fourth Row: Sergeants Mabry, James H.; Voorhees Robert L.; Technicians Fourth Grade Carlson, William A.; Conner, Charles H.; Evans, William H.; Meier, Thomas F.

Fifth Row: Corporals Burch, Harold E.; Marcus, Stanley; McCluskey, Richard D.; Napier, William J.; Polo, Andrew J.; Stende, Sidney M.

Sixth Row: Corporals Wolda, Conrad P.; W.; Technicians Fifth Grade Bingham, Warren W., Jr.; Davis, Raymond W.; Ferguson, John A.; Frank, Morton N.; Howard, Robert O.

Seventh Row: Technician Fifth Grade Tomassi, Louis; Privates First Class Edwards, William O.; Englhardt, Dennis L.; Geitz, Joseph D.; Metzo, Peter; Savage, James J.


Ninth Row: Privates Hudson, Garland; Kaczmarek, Edward J.; Ryan, Alvin G.; Ysiano, John R.
827TH MEDICAL AIR EVACUATION SQUADRON

(Reading from Left to Right)

First Row: First Sergeant West, Elmer D.; Staff Sergeant Tumosa, Joseph E.; Sergeant Kersting, Donald L.

Second Row: Sergeant Ward, James W.; Technicians Fourth Grade Brown, Leonard H.; Magid, Daniel J.; McDaniel, Samuel H.; Phillippou, Grammaticos D.

Third Row: Corporals Andromedas, James; McKelvey, George H., Jr.; Technicians Fifth Grade Campanella, Anthony J.; Lloyd, Paul A.; Lackey, Joseph A.

Fourth Row: Technicians Fifth Grade Moore, Loren E.; Morris, Peter; Willis, James L.; Privates First Class Cannon, Bernard D.; Dearth, Nolan R.

Fifth Row: Privates First Class Hubbell, Eugene E.; McLain, Arthur; Mosis, Roland A.; Shoever, Harold V.; Torrey, Frank A.

Sixth Row: Privates Allen, James W.; Briggs, Harry; Crisler, Ronald R.; Estesday, James F.; Hargus, Tommie P.

Seventh Row: Privates Paylor, Lloyd A.; Sanders, Oliver L.; Sherrill, Allen C.

ADDITIONAL PERSONNEL

(Reading from Left to Right)

First Row—822nd Medical Air Evacuation: Sergeant Zawinsky, John; Corporal Freeman, John S.

Second Row—823rd Medical Air Evacuation: Corporal Benavidez, Casimiro A.; Greenwood, Edgar M.


Third Row: Private First Class Mitrovich, Mike; AAF School of Air Evacuation: Sergeant Sutluge, Alice E.
HEADQUARTERS DETACHMENT
SCHOOL OF AIR EVACUATION

(Reading from Left to Right)


Second Row: Staff Sergeants Fisher, Rolland D.; Hughes, Bernard L.; Lunenfeld, Edward M.; Mobley, Robert O.; Rutledge, Donald C.

Third Row: Staff Sergeants Schultz, Ralph A.; Shafer, Raymond; Szczep, Edward G.; Wiedenski, Edward F.; Wolfson, Melvin.

Fourth Row: Technicians Third Grade Beseman, John A.; Haiden, Jack; Zeiber, Charles F.; Sergeants Astin, A. C.; Booth, Frederick R.

Fifth Row: Sergeants Gibbons, Edward H.; Greenbaum, Herbert; Kecur, Aloysius J.; Korth, Myron L.; Leinweber, Clarence A.

Sixth Row: Sergeants Lovell, Charles E.; Mavis, Gordon A.; McCueg, Warren O.; McKenna, Harold V.; McWilliam, Ludie M.

Seventh Row: Sergeants O'Brien, Harry A.; Oliver, Robert M.; Otte, George E.; Pearce, Edward D.; Peru, Edward J.

Eighth Row: Sergeants Piccirillo, Tony; Ralston, Chester R.; Rogers, Carol R.; Romania, Joseph F.; Shelby, Willard H.
HEADQUARTERS
DETACHMENT
SCHOOL OF AIR EVACUATION

(Reading from Left to Right)

First Row: Sergeants Simoncini, Merco J.; Skinson, John B.; Trautman, Robert P.; Technicians Fourth Grade Berger, Charles L.; McDonald, Virgil H.; Corporal Beines, Frederick D.

Second Row: Corporals Becksley, William C.; Becton, Walter V.; Bellmar, Richard H.; Beyersky, Samuel; Bynum, Harold D.; Daloy, Bernard J.


Fourth Row: Corporals Jackson, Frances M.; Lamb, Orris W.; Laughlin, James W.; Lind, Elmer G.; Martinez, Marcelo; Miller, Ernest W.

Fifth Row: Corporals Moore, Walter J.; Querin, Nosetel W.; Ridolfi, Salvatore; Schmidt, Harold G.; Shubella, August A.; Summers, Robert H.

Sixth Row: Corporals Sutfin, Jerome L.; Thomas, Robert J.; Tracey, Edward R.; Tracy, Charles R.; Weiss, Joseph L.; Wessells, Eugene L.

Seventh Row: Corporals West, Stanley C.; Wronoff, George S.; Technicians Fifth Grade Green, Julian P.; Johnson, Festus E.; Klimek, Adolph V.; Mabbs, Hubert D.

Eighth Row: Technicians Fifth Grade Moneyenney, Forest G.; Pennkoshi, Paul; Scarberry, Marion; Schrump, Kenneth O.; Weinbrecht, Carl W.; Private First Class Anderson, John E.

Ninth Row: Privates First Class Barcikowski, Clara; Bowers, Vernon O.; Cotsis, John J.; Cotsis, Warren G.; Cotten, Archie E.; Davis, Searcy M.
HEADQUARTERS DETACHMENT
SCHOOL OF AIR EVACUATION

(Reading from Left to Right)

First Row: Privates First Class
DeJong, Andrew; Eaton, James H.; Emery, John D.; Flores, Manuel; Gray, Etheld L.; Greene, Jack E.

Second Row: Privates First Class
Hurley, Leo J.; Jackson, Jeptha; Kovech, Paul S.; Le Duc, Vernon E.; Lemberger, Melvin D.; Little, Larry F.

Third Row: Privates First Class
Maher, James J.; Marsullo, Joseph A.; Maszkiewcz, Eugene; Meloy, Carl E.; Middleton, Vernon L.; Molinar, John S.

Fourth Row: Privates First Class
Murphy, Eldon L.; Murray, Robert S.; Olvera, Ramiro B.; Pitman, James L.; Reneker, Charles C.; Rich, Everett E.

Fifth Row: Privates First Class
Scott, Lester C.; Sharp, Armand W.; Simone, Leo D.; Slolie, Walter J.; Swoboda, Sylvester W.; Torneo, Norman W.

Sixth Row: Privates First Class
Wilson, Herbert S.; Wood, Lawrence A.; Yargo, Sullivan F.; Privates Bless, Robert L.; Brunworth, Bernice M.; Brummitt, Orval A.

Seventh Row: Privates Burns, Norbert F.; Conlin, John R.; Connelly, James E.; Dohle, Andrew; DePiano, Louis P.; Lockwood, Allen D.

Eighth Row: Privates Marrall, Charley L.; Miller, Loretta A.; Mullin, Eddie; Park, Royal R.; Reckart, James C.; Rickel, Stanley P.

Ninth Row: Privates Rideout, Ronald; Seymour, George C.; Vail, Jack D.; Virtue, Robert H.; Watson, Glory L.
805TH, 823RD, 824TH, 825TH, MEDICAL AIR EVACUATION SQUADRONS

[Reading from Left to Right]

First Row: Master Sergeant Gold, Bernard G.; Technical Sergeant Arnold, Frank A.; Staff Sergeants Allen, Thomas B.; Chambers, Charles W.; Kerpel, Jerome F.

Second Row: Staff Sergeants Lutterschmidt, John; Manuel, John P.; Muenger, George F.; Waggoner, Larry W.; Sergeant's Broth, J. M.; Epley, Charles B.


Fourth Row: Corporals Cheatham, Joseph M.; Jr.; Cack, Ralph F.; Erbe, Christopher C.; Knox, Earl L.; Morrissey, Vincent T.; Sturgill, Loyd B.

Fifth Row: Corporals Teresina, Theodore; Technicians Fifth Grade: Ard, Johnny D.; Buell, John R.; Conaway, Robert S.; Cotley, Robert E.; Eldridge, Edward.

Sixth Row: Technicians Fifth Grade: Lundy, James W.; Radeghiero, Theodore; Privates First Class: Barber, Philip J.; Bezak, Edward J.; Canfield, Raymond C.; Duncan, John E.

Seventh Row: Privates First Class: Dygert, Donald M.; Eberhart, Lester C.; Fassberg, James W.; Garcia, Pablo P.; Hampshier, Wood F.; Mandola, Lauterio V.

Eighth Row: Private First Class: Olsen, Fred; Privates Gay, Martin R.; Mayfield, Jesse B.; Miller, W. A.; Foque, William H.; Additional Staff Sergeant Smith, E. M.

Ninth Row: Sergeant Borders, H. F.; Corporals Doss, Ray; Eisenhower, Jim P.; Private Vanderburg, J. W.
801ST M.A.E.T. SQUADRON


Seated, left to right: Second Lieutenant Corlinda B. Otten, Captain Frederick G. Hall, First Lieutenant Paul J. O'Connor, Captain James F. Garsh, First Lieutenant John W. Pace.

802ND M. A. E. T. SQUADRON

803RD M.A.E.T. SQUADRON

Left to right: Captain John J. Duncan, First Lieutenant Robert F. VomacVa, Captain Robert G. Hanktrion, Major Morris Kaplan, Captain Gerald S. Young, Captain Louis K. Collins.

Beck Row, left to right: Second Lieutenant Evelyn M. Giroule, Nadar E. Johnson, Marie W. Adams, Esther M. Rier, Bertha V. McDaniel, Margaret E. Cunningham, Mabel V. Cunningham, Janet E. Hunt, Eula M. Blackburn, Audrey E. Rogr

Middle Row, left to right: Second Lieutenant Jeanette C. Glazeah, Miranda Bell, Bertha E. Manning, Rommy Alibright, Ellis S. Ott, Margaret E. Miller, Ruth Smith.

Front Row, left to right: Second Lieutenant Georgia E. Irby, Margaret D. Bisby, Jane B. Murphy, Donald M. Cremler, Pauline E. Curby, Jannett A. Pitcher, Isabel E. Bunting, Betty A. Berry.


Front Row, left to right: Technicians Third Grade Robert E. Spooner, Herbert R. Heyes, Carroll S. Moseley, Corporals Lashman D. House, Henry Ong, Technicians Third Grade William J. Vaytser, Francis X. Schmidt, Emile J. Sziklowski.

805TH M. A. E. T. SQUADRON

Left to Right: Second Lieutenants Miriam M. Britton, Sarah H. Ward, Mary E. Newback, Katherine A. Marsilley, Louise Ralffinger, Mildred A. Schifer.

Second Lieutenant Charlotte Young.


Back Row, left to right: Technician Third Grade Virgil B. Lohrer, Corporal Harvey E. Long, Technician Third Grade Charles S. Colvin, Technician Third Grade Glen E. Sharp, Technician Third Grade Ray Walters, JR.

Bottom Row, left to right: Technician Third Grade James E. Fahal, Corporal Herbert L. Kozel, Technician Third Grade Levi G. McHaleigh.
806TH M.A.E.T. SQUADRON


First Row: Anna G. Ranahan, Effie L. Cuffey, Mary L. McGuire, Delores C. Diaz, Madie O. Herrmann, Frances E. LeCraw, Rena G. Dillow, Ted D. Hawkes.

Second Row: Joan C. Dunn, Margaret M. Guglbiha, Wilma E. Wrenner, Doris M. Steck, Winifred A. Fales, Ruth Y. Comm, Patricia E. Coogan, Jean K. Bartholomew, Morris R. Hawkes.


807TH M.A.E.T. SQUADRON


Third Row; Technician Third Grade Thomas E. Putnam, Technician Third Grade Thomas J. Phillips, Private First Class Francis E. Quill, Technician Third Grade George W. Talia, Corporal Malcolm Kelly, Private First Class John E. Buchanan, Corporal Samuel R. Macinnes, Technician Third Grade Lawrence O. Abbott, Technician Third Grade George B. Lebanon, Sergeant James B. Moore, Technician Third Grade Gordon W. Mackinnon, Technician Fifth Grade Adam J. Mathews, Staff Sergeant William Brock, Technician Third Grade Joseph Baker, Master Sergeant Clifford O. Read.

Fourth Row; Private First Class W. Bar, Technician Third Grade William J. Eidticle, Private Michael T. Littrell, Technician Fifth Grade Angelo L. Lepore, Technician Fourth Grade Stanley E. Slover, Private Soldier Sabeti, Private First Class Oscar L. Harri, Technician Third Grade John F. Swappert, Corporal Force W. Cline, Technician Third Grade Jesus Leal, Jr., Technician Third Grade John P. Wolf, Private First Class T. L. Johnson, Technician Third Grade Raymond E. Ebert, Technician Third Grade Walter E. Hynan.

Fifth Row; Technician Third Grade Estward R. Ranian, Technician Third Grade Robert A. Cramer, Private Hugh S. Thompson, Private First Class Dewey Hall, Private First Class Eugene Walters, Private John Dilkara, Technician Fifth Grade Gordon N. A. Samped, Corporal Chester E. Lutehman, Technician Third Grade Charles J. Adams, Technician Third Grade Charles E. Zolak, Private Samuel Maxwell, Technician Third Grade Paul G. Allan, Corporal Joseph A. Murphy.

Sixth Row; Corporal Jacob E. Zaleski, Technician Third Grade Charles L. Davies, Corporal Theodora M. Buchheim, Technician Third Grade Donald E. Mattigan, Private First Class Frederick Winzburger, Technician Third Grade Harold L. Heyn, Technician Third Grade Robert E. Owen, Technician Third Grade Leonard W. Holten, Corporal James W. Edgari, Technical Sergeant John D. Adler, Private Joseph H. Underwood, Private James A. Williams, Technician Third Grade James P. Grice, Private First Class Paul Rayer, Private William G. Fitzpatrick.
808th M.A.E.T. Squadron

Standing, left to right: Stick, Ferrie, Leonard, Kertman, O'Reilly, Manwell, Binkley, Piatt, Johnson, Udbye, Smiley, Morrow, Jenett.

Kneeling, left to right: Ensilski, Poland, Roberts, Lutken, Epp, O'Donovan, Dubel, Timmons, Tarselle, Wieteska, Gresh.


Private First Class E. Clement, Private First Class John H. Johnson, Private First Class Joseph A. Zondek, Corporal Leon Fried.
809TH M.A.E.T. SQUADRON

Left to Right: Captain Charles Schnall, Captain James E. Latt, Major Andrew O. Henderson, First Lieutenant Joseph A. Affler, Captain Carl B. Ermiller, First Lieutenant Paul Lupider.

Technician Third Grade Joseph S. Caras,
Technician Third Grade Howard E. Emrich,
Technician Third Grade Robert K. Otten,
Technician Third Grade Donald J. Hall,
Technician Third Grade Lee M. Johnson,
Technician Third Grade Samuel L. Allgood,
Technician Third Grade Jerome J. Venti,
Technician Third Grade Richard C. Babwin,
Technician Third Grade Martin J. Belkawa,
Technician Third Grade Wallace C. Burtie,
Technician Third Grade Charles H. Dammott,
Technician Third Grade Frank Fecht,
Technician Third Grade Carl D. Graber,
Technician Third Grade John J. Lare,
Technician Third Grade Walter J. Becher,
Technician Third Grade Homer C. Flur,
Technician Third Grade Otis E. Swain,
Technician Third Grade Columbus B. Black,
Technician Third Grade Homer H. Hurst,
Technician Third Grade Vitas J. Dreslin,
Technician Third Grade Glen E. Ely,
Corporal Manuel C. Geraci,
Corporal John J. Ollary,
Corporal Gary W. Wert,
Private First Class Glenn A. Hemmings,
Technician Fourth Grade Edward M. Lighthall,
Technician Fourth Grade Walter G. Sandak,
Technician Fifth Grade Frank J. Berendell,
Technician Fifth Grade Robert D. Gorton,
Technician Fifth Grade Theodore H. Mdetails,
Technician Fifth Grade George J. Pinsky,
Private First Class Charles L. Belcher,
Private First Class Sherman A. Hemmings,
Technician Third Grade Homer H. Hurst,
Technician Third Grade Vitas J. Dreslin,
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Private First Class Charles L. Belcher,
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Technician Third Grade Vitas J. Dreslin,
Technician Third Grade Glen E. Ely,
Corporal Manuel C. Geraci,
Corporal John J. Ollary,
Corporal Gary W. Wert,
Private First Class Glenn A. Hemmings,
Technician Fourth Grade Edward M. Lighthall,
Technician Fourth Grade Walter G. Sandak,
Technician Fifth Grade Frank J. Berendell,
Technician Fifth Grade Robert D. Gorton,
Technician Fifth Grade Theodore H. Mdetails,
Technician Fifth Grade George J. Pinsky,
Private First Class Charles L. Belcher,
Private First Class Sherman A. Hemmings,
Technician Third Grade Homer H. Hurst,
Technician Third Grade Vitas J. Dreslin,
Technician Third Grade Glen E. Ely,
810TH M.A.E.T. SQUADRON


First Row, left to right: Croce, Mulligan, Rogers, Burgess, Armsden, Dohse, Enick, Clark, Rice, Russell, Guthnick, Kihela, Hilde.


811TH M. A. E. T. SQUADRON

812TH M. A. E. T. SQUADRON

813TH M.A.E.T. SQUADRON

Captain Kenneth V. Dalton, Captain Robert E. Miles, Captain Frederick P. Army, Captain Rudolph J. Paquet, Captain Maxwell H. D. Johnson, First Lieutenant Vivian C. Clipka.

First Row, left to right: Johnson, Bunge, Escavilla, Williamson, Raser, Large, Morrison, Whitley, De Bollis.

Second Row, left to right: Musolino, Strake, Guerra, Linkhart, Jechle, Galloway, Halter.

Third Row, left to right: Griffith, Tolan, Young, Comeau, Edell, Welsh, Barick, Whitley.


Fifth Row, left to right: J. Diacolo, P. Palmore, M. McCarthy, L. Reichard, W. Hall, R. Wilson, A. Masiar, F. Zembia, J. Black, E. Espertard.


First Row, left to right: Sandstrom, Arnold, Maislock, Grellop, Foster, Tackett, Gonzalez, Grant, Clark. Second Row, left to right: Lucas, Mowery, Kelso, Sleight, Schulter, Boles, Anthony, Sheper. Third Row, left to right: Young, Foster, Boyle, Cronquist, Mueller, Laffler, M. J. Brown, Bernard.
818TH M.A.E.T. SQUADRON

Left to right; Captain Sand, Major Donnelly, Captain Mills, Captain Sabatir, Captain Smith, Lieutenant Patti.

First Row, left to right: Second Lieutenants Selma J. Kaye, Virginia Croah, Gladie Harvey, Marie S. Last-Res, Wilma P. Cline, Shirley G. Fath, Alice B. Board.

Second Row, left to right: Second Lieutenants Elenora M. Laubhou, Alice R. Kleinhe, Margaret M. O'Toole, Jane H. Zuer, Velma M. Scholl, Catherine M. Bergman, Dolores E. Row, Katherine W. Durie, Linda Leland.


First Lieutenant Paul E. Haynie, Captain Lucien F. Belle Faye, Captain John E. Lally, Captain Emerson C. Kind, Captain Harvey A. Hinch, Captain William F. Beidler, Jr.

First Row, left to right: Chico, Peiko, Orospe, LaMunyan, Potash, DeVore, Piatt.

Second Row, left to right: Roy, Potash, Lau, Burkart, Daenier, DuPont.

Third Row, left to right: Blacker, Boasch, Brown, Radftiller, Rice, Janes.


Second Row, left to right: Private First Class Marvin R. Fanning, Private First Class Clift, W. Milne, Technician Third Grade Joseph Dawson, Staff Sergeant Reifs A. DeNino, Technician Third Grade Alwine, L. Pickett, Corporal Jack Pogal, Technician Third Grade John M. Macleod, Technician Third Grade Andrew E. maltzy, Technician Third Grade Patrick J. Shaly, Private First Class James T. Redding, Private Donald D. Gilhart.

Third Row, left to right: Sergeant Anthony Valenza, Technician Third Grade Milton E. Peña, Technician Third Grade Arthur Schroth, Technician Third Grade William M. Pullard, Technician Third Grade Emily D. Defalce, Technician Third Grade Marvin A. Pickett, Technician Third Grade Byron E. LeBlanc, Technician Third Grade Clark E. Synder, Technician Third Grade Richard J. Mills, Private First Class Raymond K. Neav, Private First Class Irving H. Soloway.


820TH M.A.E.T. SQUADRON

Front Row, left to right: Mary T. Coughlin, Editha C. Sullivan, Victoria E. Lancaster, Lelie H. Sudd, Alice Ellwood Abuham, Emily H. Bylman, Mary M. Bell, Dorothy M. Repu, Martha E. Black.

Second Row, left to right: Jane C. Carusone, Johanna N. Neglisi, Catherine L. O'Rear, Dorothy M. Conn, Savina E. Gonnell, Genevieve A. Dunaway, Thelma M. Lafave, Elizabeth D. Dodd, Gladys E. Brown.

Third Row, left to right: Gabrielle L. Guarino, Tresa E. Phillips, Darrell B. Corp, Florence L. Camisa, Bertha M. Brady, Anna C. A. Hickey, Laurel Lallitin.

821ST M.A.E.T. SQUADRON

First Row, left to right: Ross Hartnett, Dickills, Barish, Nash, Revel, Mayee.

Second Row, left to right: Thorp, Bice, Ellman, Rogers, Bacon, Olin, Barndt, House.

Third Row, left to right: Dunn, Boggs, Cracker, Newland, Richard, Jock, Demman, Klink, Yunker, Wahlstrom.
822ND M.A.E.T. SQUADRON

Front Row, left to right: Lieutenant Mary Hoadley, Victoria Grebow, Alice I. McConville, Anastasia Hartley, Sarah Hodge, Barbara Holmquist, Edith Gilles.

Center Row, left to right: Lieutenant Glenn M. Swann, Geraldine Lynne, Mary Kemick, Kathryn Haas, Janice Grewell, Sylvia Beranek, Hilda Hallman, Luella Hancock.

Back Row, left to right: Thelma Stephens, Helen Lukasiewicz, Frances Stein, Blanche Solomon, Agnes Simonson, Maxine Hagen, Frances Ester, Jeanette Formas, Retta Welford.

823RD M.A.E.T. SQUADRON


Third Row, left to right: Katharine B. Shaler, Dorothy Nordenstahl, Heniatta L. St. Clair, Leona Kent, Seraphina V. Petrezez, Mary A. Duky, Mary A. Coak.
REPLACEMENTS


Shown to the Left: Lieutenants Mary K. Hickey, Jean E. Boocher, Gertrude M. Ehring, Irene E. Miller, Oma Matthiis, Ruth N. Reed.

Shown to the Left are Lieutenants Cash, Charleston, Bain, Bachinski, Laros.
MAES Theaters and Awards

A total of 18 Medical Air Evacuation Squadrions served overseas with campaign credits and/or unit citations as follows:

801st Sqdn. — Bismarck Archipelgo; Leyte, Luzon, New Guinea, Northern Solomons, Southern Philippines and Western Pacific (ground). Received the Philippine Presidential Unit citation for the period 17 October 1944 -4 July 1945, GO 47-50.

802nd Sqdn. — Naples-Foggia; Northern Appennines; Po Valley, Rome-Arno; Sicily; Southern France and Tunisia (ground). Received Meritorious Unit Citation for the period 12 March 1943-15 May 1945, GO 147, Hq. 12th Air Force 3 July 1945.

803rd Sqdn. — China Defensive; India-Burma. Received Asiatic Theater Ribbon.

804th Sqdn. — Bismarck Archipelgo; Leyte, Luzon, New Guinea, Western Pacific (ground). Received Meritorious Unit Citation for the period 2 Jan-25 June, 1945, GO 1813, Hq, Far East Air Forces, 15 Aug., 1945. Received Philippine Presidential Unit citation for the period 17 Oct. 1944-4 July 1945, GO 47-50.

806th Sqdn. — Central Europe, Normandy, Northern France, Rhineland. Received a letter of commendation for its record achievement of evacuating 17,266 patients during the month of April 1945. Commendable also is the fact that 16,997 of these patients were flown directly from front lines. Commendation by Paul L. Williams, Maj. Gen. SA. This is a record and still stands.

807th Sqdn. — Naples-Foggia; Northern Appennines; Po Valley, Rome-Arno; Southern France. Received Meritorious Unit Citation for the period 6 Oct. 1943-15 May 1945. GO 147, Hq. 12th Air Force, 3 July 1945.

810th, 814th and 815th Sqdns. — Ardennes-Alsace; Normandy; Northern France; Rhineland. Each member of the 810th unit was awarded the Air Medal for serving with distinction on dangerous air evac missions in unmarked aircraft in hostile territory.

811th and 813th Sqdns. — Ardennes-Alsace; Central Europe, Normandy, Northern France; Rhineland.

816th, 817th, and 818th Sqdns. — Ardennes-Alsace; Central Europe; Normandy; Rhineland.

819th Sqdn. — Central Europe; Normandy; Rhineland.

820th Sqdn. — Leyte; New Guinea; Western Pacific (ground). Received Philippine Presidential Unit Citation for the period 17 Oct. 1944-11 July 1945 GO 47-50.

821st Sqdn. — Central Burma (A, B and D flights, Hq only); China Offensive (C flight only); India-Burma.

830th Sqdn. — From all indications this squadron was engaged in long range evacuations and is not credited with any one campaign. Received Meritorious Unit Citation for the period 1 May-30 June 1945, GO 26, Hq, ATC, 10 Oct. 1945.

Bivouac in the Kentucky Hills

Who will forget the bivouac and field training in the Kentucky hills?

Off we went from Bowman Field in Army trucks dressed in fatigues, steel helmets and "fill Alber" boots. When we arrived in the woods, the first order of business was to establish camp. We put up pup tents, put gear in place and were told to dig a latrine in the tarp enclosed area. That completed, orders came down that we were to do the same for the male officers latrine.

A group of nurses were assigned to this honor. Moving single file through the woods with short handled shovels in tow, the nurses arrived at the tarp enclosed area. This open space, sun drenched, hot and dusty awaited the nurses T.L.C. Anyone watching might believe this was a group of G.I.s on a work detail until they took notice of fingers nails. All were painted a deep maroon; chosen to match the color of the bands on the summer dress uniforms.

Jean Moore, who always found ironic humor in situations, suggested the trench should be dug inches wider than regulation. We all agreed and an overwide trench was dug. Y sticks were required on each wall of latrine to be hung. Arm lengths were measured, and Eleanor Hoppock was elected to squat and extend her arms. The Y sticks were carefully placed a good six inches beyond her fingers tips.

In the meantime it was discovered that one of our nurses was missing. It was Mary Neal who soon returned with a tangled bunch of dusty black-eyed susans, and daisies. She rather pet ulently asked if anyone was going to help her with the daisy chain.

We sat, dusty and hot in the unrelenting sunshine carefully tying susan until the chain was long enough to loop from Y stick to Y stick.

With the rolls of toilet tissue in Y sticks, a final touch was needed. With care, huge tissue bows were tied to each Y stick.

Interesting enough, we never heard a thank you from that matter, a reprimand.

Eleanor Hoppock would later be a popular member of the 809th Squadron at Hickam Field, Hawaii. Jean Moore and Mary Neal later became highly visible members of the 812th at Hickam Field.

By Marion Clark Dubbs — 812th MAES

Bowman Field Chapel

Located on Tenth Street near General Downing Boulevard one of the most remembered buildings at Bowman Field during World War Two was the base chapel. As the center of spiritual enlightenment and the location of many wartime marriages, memories of the chapel have left a fond soft spot in the hearts of many of the men and women stationed at Bowman. Although first constructed in 1942, the Bowman Chapel has had a long and colorful history finally coming to an end in 1989.

In 1940 it was decided by military planners to transform the east side of Louisville, Kentucky’s Bowman Field Airport into an Army Air Corps Air Base to be used as a training facility. A massive program went into effect that would see the construction of 124 new buildings. When completed few existing buildings were retained — one being an old farm house used as the base library. During the planning for Bowman Field Air Base, land was set aside for a chapel and on May 6, 1942 contract number W 559 eng — 6002 was signed with the James Burton Company of Chicago to construct the building. Construction of the wooden structure went fast and was completed by late summer. Then on August 30, 1942 the very first Sunday service was conducted from the chapel with Chaplain James R. Crowe in charge. During the war years, the chapel became the religious home for all faiths with Protestant, Catholic, and Jewish services sharing the building.

Then of course, there were the many weddings held at the base chapel. Nothing will ever replace the memories of those married at Bowman Field. Visions of couples walking down the aisle between cross dressed sabers to reach the altar and say, “I do” must linger in the minds of those in attendance.

With the end of WWII, the need for Bowman Field Air Base with its buildings quickly came to an end. In a few short years, many of the structures were leased to civilians or sold off by the War Assets Administration. The Bowman Chapel was no exception. Luckily, the nearby St. Matthews Methodist Church had developed the property and purchased the base chapel for a mere $5,100. It was decided to move the building intact rather than disassemble it for later reconstruction. During the Winter of 1947-1948, the operation began to move the building about two miles. Nearing its destination, the chapel had to move down a tree lined residential street. Problems abounded because the chapel’s width would not allow it to be transported down the street without much work being done.

Rachel Clark and Jean Moore on bivouac.

Marion Clark and Jean Moore on bivouac.
Residents objected to the building being moved down their street. Eventually, a court ruling allowed the chapel to proceed necessitating the removal of signs, utility poles, and the digging up of roots of trees so they could be leaned over to allow the building to pass. Finally, the St. Matthews Methodist Church now on Browns Lane, held their first service in their new home on May 23, 1948.

When positioned at its new location the chapel, now church, had its sides bricked over and it remained this way for many years. Now known as Gordon Hall, the building was the main focal point of worship until 1963 when the St. Matthews Methodist Congregation dedicated a new larger sanctuary. Regulated to a fellowship hall the former Bowman Chapel withstood a potentially dangerous lightning strike during a thunderstorm in 1971. The lightning damaged the church tower and steeple and started a fire in the ceiling. Fortunately the fire was put out before any serious damage could be done to its wooden interior. As a result of the lightning damage, the tower was removed at that time.

Finally in January 1989, to make room for a $1.85 million renovation and building project, the old Bowman Field Chapel fell to the wrecking ball. With this writer in attendance to watch, the chapel came to an end after 47 years of existence. It must be said that the building did not come down easy. It was observed that the wrecking ball often had to make repeated attempts to bring down parts of the structure. In just a few hours on a cloudy, dreary Saturday the chapel was no more, but memories would be bright and alive in those that will always remember it.

By Charles W. Arrington
Odette Squadron Histories

Uncensored, beauteous manuscript of undetermined styles:
Outlet for a thousand woes which make the best souls rise:
Confessor of a thousand sins found in no other file:
I wonder if you realize, you're very much worthwhile!

For any transgression, we make a confession.
Or turn (we hope) subtle accuser.
To right supposed wrongs, we type out our songs
Attempting to crush the abuser.

You're not just a recorder of events, or a haeder
Of Morning Reports and S.O.S.
You're our steam valve escape to keep us in shape —
Suppress tempers no matter what goes.

You help us coordinate, suppress insubordinates,
Stop court martial "fore they begin."
Though designed for Posternity, it appears with true clarity,
You quiet the present's mad din.

So we stop to salute — take time out enroute.
As we pour forth this latest edition,
We scroll out this tripe and spread on our grifce
in accordance with army tradition.

By P.H. LaMuyan

History of 801st MAES

The 801st and 802nd MAEs were organized in late 1942 at Bowman Field, Ky., and deployed overseas after a very short course of Air Evac. These two sqdns. were truly the pioneers of Air Evacuation. The 801st with 16 nurses and 55 medical technicians left the states, departing from Camp Stoneman, Ca. 10 Jan. 1943 aboard the Dutch freighter TJSADANE which was converted to a troop carrier. 28 days later, 14 Feb. 1943, it landed at Noumea, New Caledonia in the Pacific. They were stationed at Tontouta with the Univ. of Minn. Sta. Hosp. for ration only.

The 801st MAES which was the original Air Evac Sqdn. was assigned to the 13th AF. During the course of the squadron's life, it had 4 COs: Maj. James E. Crane, MC, Lt. Col. Charles G. Mester, MC, Maj. Wilbur A. Smith, MC and Capt. Paul R. Cronenwett, MC. The five officers of the outfit flew overseas to New Caledonia in Dec. 1942. The remainder followed latter under Lt. C.D. Pack, MAC. Evacuation of patients began from Guadalcanal through New Hebrides. The first American women to set foot on Guadalcanal, New Georgia and many other South Pacific Islands after the war in the Pacific began were flight nurses. Soon after arriving in New Caledonia, the flight nurses began taking over the duties of Air Evac which the 801st flight surgeons had assumed one month earlier in the closing days of the Guadalcanal campaign.

From Jan. 1943 to Oct. 1944, when the squadron left the South Pacific to follow the advance of the tactical units of the Air Force into the Southwest Pacific, the 801st, using 13AF, Navy and Marine Skytrains, evacuated more than 40,000 patients from the forward areas, flying into Hollandia, New Guinea, Morotai, Biak, Philippines, Leyte, Manila, Mindanao and Cebu. Air Evac in the South Pacific reached a peak in March 1944, when the Japanese push was on at Bataan. In ten days, the 801st evacuated more than 1,800 men to Guadalcanal and Espiritu Santo. As the attack died down in April, the work of the 801st tapered off. It remained at Guadalcanal until Oct. 44, when it moved to Biak Island off western New Guinea, operating there until March 1945, when it moved to Leyte in the Philippines. From Oct. 1944-April 1945, the squadron evacuated nearly 15,000 patients from Allied bases in the Philippines, the Netherlands, East Indies and Palau. In April, a peak of 3,877 patients were evacuated in a single week. Flight nurses and technicians averaged from 50 to 90 hours per month in the air, flying averaging from 4 to 8 hrs. flying time in tropical weather fronts which added to the hazards of long over-water hops. To tired and hungry patients, "K" rations and hot coffee were welcome appetizers, even if "K" rations had been their diet for months. Flying fatigue was taking over. Personnel were sent on R and R (rest and recuperation) to Sydney, Australia and Auckland, New Zealand.

During the course of the 801st's tour in the Pacific, three of its personnel were killed in action or missing in action; 1st Lt. Burton A. Hall, MC (the first flight surgeon from the Bowman Field, Ky. group to be killed in action), 2nd Lt. Eloise Richardson, flight nurse and T/J3 Eugene Barr, technician. The 801st was a very closely knit family unit and each one of its members was a friend.

Capt. Russell K. Ameter designed a canvas medical kit, complete for their needs. It was light, easy to carry, contained everything necessary for air evac. Capt. DeWitt C. Kissell designed the "Kissell Restrainer," a psychopathic patient, a very handy gadget. Capt. Kissell was famous throughout the Southwest Pacific theater for his GI foot powder cure — every hour on the hour for "Jungle rot." A remark was made that it was useless to go to the dispensary for anything while Capt. Kissell was there because no matter what one's diagnosis was they were given a can of GI foot powder.

May 1944, the squadron celebrated the second anniversary of the activation of the group. Jan. 1945, the nurses gave a party for the enlisted men who were celebrating their second anniversary overseas. The nurses, who went overseas with them had pointed back to the states and had replacements. The fact that the techs were still in the theater was just a gift. Kissell continued to be a friend to the nurses in his ever popular way. Lt. Margaret Richey Rafa was the original chief nurse with Capt. Lucy Joplin Wilson replacing her. All flight nurses were returned to the states, after serving 9-12 months overseas, to Bowman Field, Ky., to attend the School of Air Evac. From there they were assigned to various bases from which they were flown to planes with patients and then transported to hospitals nearest their homes. All the nurses received the Air Medal with 4 bronze oak leaf clusters. Presidential Unit Award with oak leaf cluster. Outstanding Unit Award with 2 oak leaf clusters. On 14 Nov. 1944, all 801st personnel received a letter of appreciation for outstanding performance of duty in the combat zone with the South Pacific ATC from 30 June 1944-15 Oct. 44 from Col. A.C. Koonce, U.S.M.C. Techs. received the Air Crew Wings.

The 25 original flight nurses are pictured and listed in the Bowman Book Section of this book.

By Margaret Richey Rafa, Matilda Grinевич, and Samuel Amiran

History of 802nd MAES

On 10 Dec. 1942 the 802nd MAE was activated at Bowman Field, Ky., and sent to North Africa. It had a complement of five medical officers; with Capt. James Givon, CO; one M.A.C. Officer; 70 enlisted men and 25 nurses with 2nd Lt. Catherine Cogran as C.O. The original personnel are pictured and listed in the Bowman Book Section.

The next two weeks were spent getting to know one another, Issuing supplies, attending classes, immunizations, getting the uniforms in order, making our kits. Our first working uniform would be: Navy blue slacks, navy blouse, overseas cap, tie, white shirt and socks, dark shoes and stockings. One was introduced to all the uses of the nurse's caduceus superimposed in the center. After reaching North Africa, we made our blouses into the Eisenhower style jackets. Not until June of 1944 did we receive the regulation uniforms.

Dec. 25, 1942; the 802nd left by train for Morrison Field, Fla., arriving 27 Dec. 1942. Our time was spent in further organization and regimentation, with the rest of the sqdn. joining us there. 21 Jan. 1943. We left by train for Camp Kilmer, N.J., arriving the 23rd at the cold and snowy camp. No word of ship drills overseas. Besides waiting, we did hospital duty during a measles epidemic. We ate our meals at the Officer's Club, a mile from our quarters, where something of interest was always going on. Four of our girls met their husbands-to-be while at Kilmer. 7 Feb. 1943, we traveled by train to our ship, the U.S.S. LYN, in the N.Y. harbor. The nurses had two very small staterooms. There was smooth sailing until we reached Gibraltar, where the rough seas made it necessary to serve only "hank" food and use disposable dishes. We had special hours to shower and to eat, with special seating arrangements at meals except when the Captain requested our presence at his table; had air raids drills in the middle of the night and abandoning ships drills during the day. After dinner, we stood on deck listening to the airman harmonizing below, and played cards to pass the time.

Arriving at Mers el Kabir, Okt. 21 Feb. 1943, we climbed over the side of the ship to North African soil, were assigned two empty vans and a bunch of the night before crew. We were instructed in all the dances, eating C and K rations for dinner. Next morning, we were taken to MUD-HILL, a tent city staging area at Assil-De-Meur, the beginning
of outdoor cold showers, latrines, slit trenches, litter bags for water, canteens, stand-up Chow lines, mess kits, sleeping on cots with bedrolls and mosquito netting. Our water allowance was one quart for washing purposes per day and one canteenful to drink plus 2 outdoor showers a week. HOUSEd in large ward tents, our time was spent waiting, plus a ten mile hike with full pack, returning with large blisters from ill-fitting high-top GI shoes. One morning while at breakfast, one of the tents had some fire damage due to clothes hanging too close to a candle. Some months later, the sqdn. received a bill for the damages.

3 Mar. 1943 we flew to Maison Blanche, Algiers. Home was an old French barracks building with flowers around it, cold showers, an indoor bathroom, dayroom, double deck bunks and housed four people. A private air raid shelter collapsed before we ever got to use it! Usually at dusk, there were air raids over the bomb run on the Algier's docks and bay. Personnel bombs were dropped on our base at night. Thus we were cautioned never to pick up fountain pens, pencils or cigarette lighters.

We were attached to the 51st TCS of the 12th AF. After the invasion of North Africa Nov. 1942, the need to move patients was so critical that Capt. Fred Guilford, a Flight Surgeon in a TCG gave a crash course in the care and handling of patient techs to volunteer medical technicians of the TCS. Without authorization or supplies, they brought back patients from the front lines on troop carrier planes that had carried cargo forward. When the 802nd arrived, these techs were transferred to the 802nd and Capt. Guilford replaced Capt. Gavin as our CO. Our nurses were the first flight nurses to fly in a combat area. While the cargo was off-loaded and the plane set up for patients by the techs and crew chief, the nurse assessed her patients. These patients had received first aid and their wounds were not many hours old, when they landed, these patients were taken by ambulance to an Evac or Gen. Hosp. There, they received further care and were either sent home or back to the front.

When scheduled for a mission, we arose at 4 AM, ate breakfast, waited at the airfield for the plane to be loaded with cargo and our name called, would then fly to our designated airfield, pick up our patients, care for them enroute, off load the patients to the waiting ambulances and return to home base. Often we had to RON (remain overnight) to wait for the next day's patient load. Takeoff depended on the weather and how long it would take to off load our pick-up for patients was the nearest airfield to the front. After each invasion, we had a fighter escort, depending on the degree of fire power on the ground as we witnessed many dogfights. The airfields were temporary with portable runways made of sections of heavy metal materials. As the airfields were so near the front lines, we could hear the sound of guns during the day and see the flash of gunfire at night. Our doctors and some of the techs were stationed at all the airfields forward, to do their best to care for the soldiers and patients.

Near Bizeita, North Africa, we picked up a group of German prisoners from a recently captured German hospital. The Germans left in such a hurry they abandoned their patients and equipment, which was of the finest quality.

9 July 1943, we moved on a moment's notice to Ben Auros, Foch Fld, Tunis, North Africa to cover the Sicilian campaign. Our squadron consisted of two old villas with a day room, bathroom with cold water and each room holding two bunks. Elizabeth Reilly was our first replacement as one of our nurses was sent home for health reasons. Julia Riley was married here. Air evac of Sicily began on D plus 6 from Ponte Olivo, 12 miles from the enemy lines. Our forward stations moved ahead at the same rapid pace as the front lines. To relieve the hospital situation in the Mateur and Tunisia area, patients were carried back as far as Algiers. We were busy flying almost daily missions, worked hard but morale was high and found time for socializing on the sandy beaches.

4 Sept. 1943 we moved to Licata, Sicily, remaining there a month living in the Light Keeper's house, a three story house situated next to the Light House, where we watched the fishermen mend their nets and set sail for the catch, reminding us of "Red Sails in the Sunset." While there, the Mayor and his wife invited us for 4 PM tea and cookies. Lena Van Sickle became our second nurse to marry. At Agrigento, we saw our first and only prison camp. The prisoners were behind barbed wire and seemed interested in seeing us. As was all the country, for it was very unusual here to see women in slacks, our working uniform.

Air Evac from the Salerno Beachhead began 17 Sept. — D plus 7, Italy capitulated and church bells rang, there was joy and dancing in the streets.

30 Oct. 1943, we moved to Palermo, Sicily, living in a five floor apt, building in the middle of the city. The Red Cross beauty shop was across the street, the electricity often failed and left us with wet hair. Shops were reopening, the Opera House was across the street, our Mess Hall was behind the Opera. The girls would attend the Sunday matinee and at intermission rush to the mess hall for dinner and get back for the final act. The Hurdy Gurdy man and his monkey stopped beneath our windows every day and played our requests. We waited passed a laundry on the street, during the night. Once a $75 load was lost. We had to make special requests home for things we needed and it took quite a long time to replace all that was lost. Another nurse was returned stateside for health reasons and Joan Ackerman joined us. Jo Sansone and Sylvia Van Antwerp were married while here.

We were entertained by Bob Hope and his troupe and met the reporter, Ernie Pyle. Mondello Beach was the site for the sqdn. party. There were beautiful churches in Palermo. The paintings and mosaics reflected the culture and art of the many different countries which had occupied the island over the ages. There were no kneel benches in any of the churches in Italy.

Ellen Church, Reatha Rodgers and Jo Sansone were chosen to transfer to England to coordinate air evac there. Palermo was our longest residence in any one place. Christmas 1943, we celebrated with a party for the sqdn. We were busy covering the Southern Italian Campaign from Palermo. On 30 Dec. 1943, we received a recommendation for the work done in the preceding 10 months in the Tunisian, Sicilian and Italian Campaigns from The Commanding General of the 12th TCC. The occasion coincided with the arrival of the 50,000th patient evacuated by the sqdn.

The 807th Sqn. arrived in Sicily to help us with evacuations on May 26, 1944. On May 31st, we moved to Naples, Italy. We lived in luxury for 6 weeks in a Baroness' villa located on the Bay of Naples. Vesuvius erupted on the 24th of May 1944. Vesuvius was another. Mt. Vesuvius had erupted earlier in the year; red flames and smoke could be seen for miles, making it very easy to spot Naples. When ships were in the harbor, barrage balloons were over each ship to protect them. The harbor was mined after each air raid. Then it had to be cleared before ship activity could take place.

From Naples, we covered the Salerno Beachhead, Rome and Caserta in August. We were flown to Rome by night, frequently trailing the moon. In 1945, we moved to Lido de Roma, 10 miles from Rome, a vacation spot built by Mussolini, a seaside resort. Most of us had an audience with Pope Pious XII, we visited the catacombs, stores were reopening, the Opera House was used for movies, Mass and other religious services. From Lido de Roma, we evacuated patients from the Northern Italian and Southern French Campaigns. Some of us were assigned to TDI at Istres, France near Marseilles, evacuating patients from the Belfort Gap area on the German border. Here we met our first nurse, Alice E. Lutz, when the aircraft in which she was flying with 15 patients enroute from Lieuexuil to Istres crashed near Lyon, France. "Lutz" was loved by all and her death was a great loss to us. Most of our nurses had rotated back to the states being replaced by Marion Arthur, Bernice Creighton, Eve and Olga Romanovitch, Anne Murphy and Billie Burke.

Siena, Italy was our last working station. It was a beautiful old walled city built on a hill in a country setting with green grass and fields. We lived in an apt, house again and remained here until May 8, 1945, the end of the war in Europe. Elsie Brennan was married while here. When the war was over, there was continuous celebrations. We were restricted to quarters for our own safety, Maj. Guilford and Jean Ackerman rotated back to the states and were later married. Capt. Holt became our CO. Our Chief nurse remained until Aug. 1945 at which time the 802nd and 807th became one unit.
We flew back to the states in a C-54 with only three engines running half of the time. The Statue of Liberty was a welcome sight! We arrived at Fort Totten on May 28th, were given leave and later discharged.

In addition to the names of the enlisted men in the 802nd in the Bowman Field Book, the pioneers, who set up air-evac in North Africa and joined the sqdn, in North Africa should be mentioned: Vito Tursi, Joseph Vito, Louis Palazzo, Arnold Bergman, Benjamin Brodow, John Matrise, Earl Crowell, Bill Kuryer and George Oltean. They were a valued addition to our group. Sgt. Jack Hornsby was the medical tech from our sqdn, who was with the 807th group that was forced down in Albania — he later returned to the sqdn.

By Dec. 1943, the 802nd had evacuated 50,000 patients, by Nov. 1944, 107,000 and by 31 Mar. 1945, with a month to go before the end of the war, we evacuated 115,729 patients. All of the nurses received the Air Medal with ten receiving the Air Medal with 4 Oak Leaf Clusters and 10 battle stars on the Theater Ribbon.

By Clara Morrey Murphy, Dottie Lonergan Jouvenet, Harold Carter, John Matrise, Catherine Laven, Charles Bybee, Leona Benson, Anne Wilson, Barb Clay, Jane Faukner and Vito Tursi — much of this is from memory.

A Poem To Flight Nurses
"The Fighting Air Evac"

From the sandy shores of Africa, to the hills of Sicily,
The Air Evac has flown, to promote liberty.
When the roar of Ily's guns grew dim,
And to France the battle roared,
The Air Evac was there to help,
Saving the wounded by the score.

So here's a tribute to those gallant souls
And things they just deserve,
And a prayer for those who fell in flames,
For their courage and nerve,
Then when all is over, over here,
And those promised lands we see.
Don't forget the fighting Air Evac,
And the angels of mercy.

By Sgt. John Matrise, 802nd MAES

803rd MAES North Africa C. in five types of gear.

History of 803rd MAES

Air Evacuation in China-Burma-India Theater

The 803rd Air Evacuation Sqn. was activated at Bowman Field, KY in early 1943. It was among the first group of squadrons formed. It sailed to India on the troopship George Washington in the fall of 1943 and set up headquarters at Chabua in Assam. It was under the command of Maj. Morris Kaplan, who also was attached to Gen. Stilwell's staff as Theater Air Evacuation Officer. The 803rd was given the responsibility of all air evacuation within the entire theater. The busiest period for the 803rd was the spring and summer of 1944 when the Japs were being driven out of Northern Burma for the building of the Burma Road which was climaxed by the capture and occupation of Myitkyina. During this period, several air evacuation planes were each making several daily round trips to the front line airstrips in Burma. At this time, some of the 803rd people were in China attached to the 14th Air Force and making air evacuation flights wholly within China. A few were in Calcutta operating air evacuation flights out of Dum Dum. The Hump flights, Assam Valley and Karachi flights were also being maintained at this time. Flying personnel rotated on all of the assignments.

The only casualties suffered by the 803rd were when 3 of its members were wounded when they were strafed by a Japanese aircraft as they were loading wounded onto the plane at the Myitkyina airstrip. A litter patient being loaded onto the plane was killed by the strafing. The 803rd had 2 crash landings that required "walk outs". There were emergency rescue missions, seven which were under very hazardous conditions, 1 bail-out over China and numerous close calls. In summary the 803rd had a memorable record.

In the fall of 1944, the 821st Air Evacuation Sqn. arrived in CBI to assist the 803rd. It established its headquarters at Ledo. Under the combined operation, the 821st took over the Burma operation and the 803rd continued to be responsible for the China, Hump and trans India air evacuation requirements.

At about this same time some members of the 803rd began rotating back to the states. By 1945, the air evacuation requirements throughout the theater had dropped considerably and the dual squadron operation had a lighter work load than anticipated.

By Clifford Emling
History of 804th MAES

Summary. The first Air Evacuation Squadron to be sent to the SWPA. The concept of rapid air evacuation of wounded from the front lines was new to the USASOS (US Army Service of Supply). Their first reaction was to break up the unit and assign its personnel to ground medical units. In fact, our nurses were reassigned to a station hospital for a few nervous weeks.

We spend 80 days in Australia, battling the USASOS and preaching the principles of Air Evacuation. October 1943 was the month in which we were last reassigned to the 5th Air Force and our nurses rejoined the unit.

The 804th was activated at Bowman Field, Kentucky, Dec. 10, 1942, departed Bowman Field 9 May 1943.

We stayed at Camp Shanks, N.Y. in 3 days and were equipped with Arctic gear — to foil the enemy!

Boarded the "Uruguay" 14 May, landing at Brisbane, Australia 14 June. We had no escort but zipped and zagged until we came out of the Panama Canal into the Pacific. There we picked up a destroyer and several nights out almost collided with it.

We staged at Cape Doremen, one of the better race tracks in Brisbane and were assigned to USASOS (US Army Service of Supply) rather than the Air Force. Our nurses were sent to "Sans Souci" — a Red Cross R&R area in Southport on the coast south of Brisbane, with the male officers rotating there every two days to brief them on developments.

30 August 1943 we departed Australia minus Capt. Boileau and his flight who were sent to Townsville, arriving Port Moresby on 11 September. On 22 September Capt. Snyder's flight went to Dobodura and on 4 October Capt. Wiedeman to Nadzab. It would be Christmas 1943 before our nurses would be allowed to join us at Port Moresby.

From Nadzab we started accompanying C-47 cargo runs in support of the Australians who were fighting up the Ramu and Markham valleys. Communications were not available and primitive methods were used. A red flag on a pole by the Dumpu, Gusap or Kalpil airstrips meant patients were awaiting and our C-47 would land after discharging its cargo in the forward area. The Medical Techs were on board regardless and always happier when they had to look after patients rather than have a dry run.

The Australian 7th Division fought up the Markham Valley while the 9th fought around Finschhafen. We positioned our flight of usually 1 flight surgeon and 3 to 5 technicians wherever the troop carriers were landing supplies to carry to the troops. Malaria and later typhus were the causative agents of Australian evacuees.

One of the most challenging problems we encountered was the handling of psychotics under restraints and crossing the Owen Stanley Range at 14 to 15,000 feet. We devised an oxygen system using low pressure G type O2 bottles with an A-13 regulator and the universal gas mask. A full plane load of restrained litter patients was an awesome task even though they were sedated. Port Moresby to Brisbane was 1300 miles and took just over 8 hours. The nurses and techs were exhausted when they arrived in Brisbane.

In March, the 820th with 25 new nurses arrived at Port Moresby and Capt. Crumay, one of our flight leaders, left us to assume command.

By April we were headquartered at Nadzab, Papuan New Guinea, with Captain Boileau's flight of nurses and techs handling the Finschhafen evacuation and Capt. Snyder and five techs at Port Moresby handling the arriving patients and flying with the recently arrived 820th nurses for training.

For a short period we were obliged to use 8-175 modified to carry twenty litter cases because fighter cover could not be spared to accompany the C-47s flying into Morot. When we were flying up the Ramu Valley, we were always at tree top level and close to the sides of the hills so that the Zeros could not get to us without running up the mountain. We also had high level fighter cover when available.

March 1944 saw the final preparations for the RAAF Air Evacuation Squadron which had been in planning stages since October 1943. Two officers, fifteen "sisters" (nurses) and 33 enlisted were to be assigned to us for operational control and training.

March also branched the subject of Air Evacuation direct to the US. Reality occurred on 30 April when a patient accompanied by our Capt. Nurse, Mary Ann, was flown from Brisbane to the US.

This same month our technicians were finally designated as flying crew and made eligible for combat awards. The first so recognized were T/3s Lowell Dees, Eugene Donovan, Bert Drummond, Harry Littenton, Elgin Mortonson, Herman Patnaude, Norbert Pfiffer, Nicholas Oleyar, Lloyd Fry and posthumously to Ralph Mowry.

April... Haunted? We finally have communications within troop camp and are able to work better. Still the biggest problem is the problem of liaison with ground troops. Last month two of our officers with 3 enlisted each went in with the infantry and proved the value of being there early to coordinate air evacuation.

May — Capt. Snyder and Capt. Boileau went in with the major assault forces at Tadji and Aitape respectively. Once again, they found ground forces medical personnel unaware of the potential of Air Evacuation. However, after contact and explanation, they were well received with open arms. For the first time much medical attention was given by the Japanese due to "souvenir hunters" who destroyed medical records and log books in Japanese medical facilities while looking for something to carry off. On the 15th of May, we celebrated our second year overseas. 1st Lt. Quantrillio, ever the supply officer with an flair, managed to find enough "spints fermenti" to do the occasion justice. Return of our litters, blankets, etc., continued to be a problem. Two Adelaide Engs, Capt. Lloyd and Leona Lund were awarded Air Medals, while T/3s Pfiffer and Sims received their first clusters. Noteeworthy news was made by NBC which reported the landing of our nurses on a strip only recently conquered and made ready for C-47s.

June — Our crew of Major Miller, Lt. Dial and T/3 Ramsey are injured in a C-47 which crashed landed on a small island of Port Moresby when weather forced it down. The 16 psychotic patients on board were not injured nor was the aircrew. Our team had braced themselves against the cargo door which flew open on impact with the coconut trees and they were thrown out and injured.

Blak. A strange operation where we were given a camp site to clear and make liveable even though it was beyond the infantry perimeter. However our enlisted personnel did their usual "over and above" and we set up camp. The first night we shot two Japanese dogs who were watching the camp long a single trail. At daylight we found them with grenades in the waist bands. After two more nights of similar activity, the infantry was moved out beyond our camp. It was while there we were told that our Commander, Major Miller, Lt. Dial and T/3 Ramsey, all injured in a plane crash last month were to be returned to the States. Capt. Wiedeman was the senior officer and took command. The Australian Squadron now took over all evacuation from Nadzab.

November. It seemed that we were forever trying to get Air Evacuation personnel into the newly opened strips. We they 804th, 820th or 801st. The Philippine invasion was next and inspite of all our efforts, not one single Air Evacuation person got to the first open airstrip via planning. Capt. Boileau made it by dint of personal effort and desire to see the wounded properly evacuated. Our nurses were denied entry into Leyte even though Army nurses were on the ground with the 36th Evacuation Hospital. The desperate need for a theater Air Evacuation officer and staff was again pointed out to
the authorities but nothing ensued, even though the Air Surgeon, Maj. Gen. David Grant came through and was briefed on our problems. He did say he would get a rotation started for nurses. Alas, this was not done either and we continued to rely on the diagnosis of "Combat fatigue" to get them home. The morale of our nurses dropped to the very lowest point when they were not allowed to participate in the Leyte invasion. They saw little hope for a role in Air Evacuation. (WACS were being flown into Leyte for clerical work.)

December. A break finally. Our nurses were allowed as far forward as Peillinu and later in the month 820th nurses were sent to Leyte. On 11 December, Capt. Wiedeman received notice of his promotion to Major effective from 13 November. Christmas on Biau was celebrated with turkey and a 'Christmas tree made out of palm fronds.

1945 — January. Nurses are going home and replacements are coming. Even our technicians are being rotated. A sudden order to move to Mindoro within 24 hours omitted our nurses. We decided to misunderstand that paragraph and we all went together. A sad occasion on the 25th of January was the loss of Sergeant Robert Oliver, who was flying with an 820th nurse from Peillinu to Leyte and never made it. The male replacements were not trained in Air Evacuation and this added an unneeded task to our very busy crews.

February. A month of great confusion. Patients were being flown within the Philippines and out of the islands. And three agencies were sticking their noses into our business. (The Surgeon's Office of the 308th Bomb Wing, the Operations officers of the 3rd Air Commando Group, and the CO of the 135th Medical Group.) We had a meeting and were able to get them to mind their own business and let us do ours. Capt. Boileau was everywhere this month and even was helping the surgeons of the 7th Portable Surgical Hospital in the OR. We went to Manila landing on Dewey Boulevard with one wheel on each side of the median since the street was too narrow to accommodate both wheels. By the end of February only Capt. Kerr, our Chief Nurse, remained. All the others had rotated.

We had two near misses when our transport received small arms fire; Capt. McLennan was under fire by a Japanese machine gun and spent a very watchful night.

March. We moved again to Fort Statesburg on Luzon. A second tragic accident and we lost 2nd Lt. Beatrice Memler and Tec 3/3 John Hudzon, plus 28 patients. The C-46 disappeared from Mindoro to Leyte in a thunderstorm. To add to these losses, the 820th also suffered the loss of a plane load of patients and medical crew. March is the worst month we have ever had in the history of Air Evacuation.

Our camp was located in the former stables of the Fort and was eventually developed into a very pleasant "home".

Infectious hepatitis was almost epidemic in some units. Venereal diseases are appearing in greater numbers. Our first case of spontaneous pneumothorax in flight occurred this month and caused the transport to immediately get back on the ground.

16 replacement nurses were gratefully greeted and we are now almost up to our 7/0/6.

We evacuated 9 Belgian nurses who had been interred by the Japanese at Bagac. All suffered from malnourishment, anemia, intestinal disease and some from wounds. Their joy at being released was reward for all.

May. June. Capt. Snyder leaves to take over the 820th. We have been together for 30 months and will miss him. Only 3 of the six original male officers remain. Lt. Quantiello, Capt. Boileau and Major Wiedeman.

A living legend, T/Sgt. McKeen rotated home. He was assigned at activation of the squadron. A former railroad employee, "Mac" would type a morning report listing all our personnel with serial numbers without referring to documents. "Mac" never missed a day, did all our typing and I shall never forget him as he sat smoking his pipe and wiping the sweat off his forehead and bald pate with toilet paper. No Kleenex then.

July. A new Acting Chief Nurse is appointed, 1st Lt. Mary L. Wiggins, Reg. Army. Very experienced and a charming personality. Air Medals were awarded to the medical crew who made the flight to Leyte with the Marine Corp (see incident). Two crashes this month on poor strips but, thank goodness, no one was hurt. We evacuated 1040 hepatitis cases, 563 demenitis and 569 psychoses. Only 929 cases of battle injury. We are told that Okinawa is to be our next camp site.

August. September. We are on a muddy, slippery hillside overlooking Motobu Air field on Okinawa. Snakes abound. One of our nurse's dogs was killed by a snake. The ubiquitous SNAFU arose again. The 820th was forced to move from Yontan to Motobu from where the C-46's were to fly. But they did not. Instead they flew out of Kadena. So our crews were shuttled to Kadena and back. Nurses and techs were forced to wait 8 to 10 hours before leaving Kadena; flying at night they would not get back until the next morning. The flight lasted 11 hours and though tired, all our personnel came through with flying colors.

Noteworthy was the evacuation of 1100 plus RAMPs from Japan during 2 days on 5 and 6 September. Another evacuation out of Kyushu was to be for a few hundred POWs but some 11,000 were found scattered throughout some 30 camps. Four hundred were seriously ill, another 400 too ill to move by air. Water shipment was arranged by our personnel.

On the 13th of September we were moved to Tachikawa, and immediately began to lose our personnel to stateside rotation. In fact, we lost 33 out of 44 and had to put the nurses to doing administration. "Big John" Quarantiello our MAC was the first male officer to leave on the 21st. He had been with us since Bowman Field and was the best supply man ever.

On the 27th the Squadron received the "Meritorious Achievement Plaque". By regulation only those assigned at the time of presentation could wear the sleeve insignia. Pity! Those who earned it have been reassigned.

The 80th Squadron under strength and the 820th suffering the same will probably be deactivated and a new unit combined with the 801st will be created. The 804th can be justly proud of its war effort and caring for 96,000 patients evacuated by air.

The Squadron was awarded: 52 Air Medals
13 Oak Leaf Clusters
1 Bronze Star

March 5, 1945 Lt. Gerda Mulack of Newburgh, NY and T/3 Ralph Mowry of Bellefontaine, Ohio started on a routine trip from Nadzab to Sabdor. They stopped at Finachiten, loaded supplies and took off, encountering bad weather. They asked permission to land which was granted and that was the last heard or seen of them.

March 12, 1945 2nd Lt. Beatrice Memler and T/3 John Hudson plus 28 pts. disappeared when their C-46 encountered a thunderstorm enroute from Mindoro to Leyte.

January 1945 Sgt. Robert Oliver was helping the 820th and was flying with another tech and nurse from Peillinu to Leyte. They were never seen again.

By Geoffrey P. Wiedeman, M.D.

Emergency Evacuation From Chimbu Valley

March 30, 1944 as we were eating dinner, an emergency call came in for an evac team to go to Dumps. Capt. Fred, Fl. Surg., escorted me on the flight. We collected a medical chest, blood plasma, oxygen tank, water and took off for Dumps which is a 50 min.
ute flight. There we learned our patient was at Kirawagi. This was a native village approximately 150 miles away and out of bounds to army personnel unless granted permission to enter from the Australian New Guinea Adm., Unit.

Once more, we were airborne, the weather was not good with clouds filling the valleys rapidly. The grass strip was sighted and it was just long enough for takeoff and landing of the C-47. As the engines died, the crew chief opened the plane door and I started down the steps. The sight before my eyes held me spellbound. The entire population of the village had come to watch the airplane land.

As I reached the bottom step, the native women realized I was also a woman. They didn't react, they just chattered with delight, kneeling on the ground, and clutched at my feet and legs. My bright red fingernail polish threw them into a frenzy and their voices reached a crescendo. As we walked toward the small wooden cottage where my patient was, I stared raptly at the colorful scenes about me. The male natives' faces were all painted in various colors. Each had a large hole through his nose and ears. Nose decorations consisted of bone, brightly colored wood, shells of every size and shape. The nose that really caught my eye was the one string with old fashioned underwear buttons. All the men carried beautiful hand carved spears. Some carried hand hewn, polished rock axes. Their most prized possessions were string about their necks. Opposum fur six inches wide was worn around the ankles and wrists. The headress was individualistic, all unusual creations.

Cpl. William, of the Australian Army, gave us a rundown on the natives. These natives were head hunters less than ten years past. The village activities were now under the supervision of the Australian Army. A Lutheran missionary, his wife and baby, had lived in the village for five years; but were evacuated at the beginning of the war. I was the first white woman these natives had seen in three years.

We found the patient lying on a four foot wide, six foot long native litter made from three inch tree branches; covered with a large sheet of tin and the middle cut out. The patient was lying on a bright red leather ticking. A native houseboy was casually brushing the flies away with a palm leaf. Cpl. Church, USAF, was a mechanic, who was flying in a fairchild to an isolated air strip to do some work on a grounded plane. It was in bad weather and the plane in which he was a passenger crashed into one of the peaks of the Owen Stanley Mountain Range. The pilot was unhurt; however, Cpl. Church sustained a back injury. The pilot managed to pull him to safety before the plane exploded and burned. The pilot walked to the nearest village, Kirawagi. The natives brought the litter and it took five days to evacuate him back to the village. He was very nauseated and could not tolerate fluids or solids. Becoming alarmed, the natives forced him to eat a banana.

It was 250 c.c's of blood plasma in running in that I learned of the accident. Following the plasma, we proceeded to leave the village. We flew on instruments for 1 1/2 hours before the pilot decided we would have to return to Kirawagi for the night. This is where my experience in bedside nursing came in hand. We started out with sips of water, disposed of a five day old beard, sponge bath and alcohol rub, brushed his teeth.

The patient was clean and comfortable but a temperature reading showed he was spiking a fever. A discussion with the flight surgeon ensued and a regime of quinine was given. Slowly, the fever began to drop.

Herbert overtook us and we began to investigate the food situation. To our surprise, they had well cultivated vegetable gardens, orchards, chickens, horses and a herd of cows. Cpl. Church dined on fresh strawberries and thick cream. The crew chief and the native houseboys prepared us a meal such as we had not seen in over a week. We sat down to a table laden with sweet corn, tomatoes, sweet potatoes, fresh green beans, strawberries, oranges and lemons and cream for our coffee.

Capt. Fried offered to sit with the patient during the night. His bed consisted of a baby's crib mattress on the floor next to the litter. We were at 5,500 feet above sea level and it gets cold at night. I slept in my flight suit covered with three blankets.

Once the lights were out, the rats scurried out of their various holes and began a noisy night scampering about, dragging objects, gnawing and shrieking.

Morning came, cold and clear. The patient had tested well with the aid of a sedative and his temperature reading was down. Once more, he was loaded onto the plane for the ride back to civilization.

As a farewell gift, I was given three perfectly carved arrows, a huge bouquet of roses, a sack of lemons and a sack of peanuts. Capt. Fried was the proud owner of a large sack of sweet corn.

Adalbert awaited the plane to escort the patient to a medical facility. His general condition was better and he had had no complaints in flight. Just a routine mission!

Dorothea E. Rice, 804th MAES

Evacuating an Aussie

It was late afternoon on March 18, 1944, when a Capt. of the Australian medical corps came to my tent. He worried if it would be possible to move a seriously ill patient to Port Moresby that day. The patient was of the Australian Army and had been diagnosed as an "Acute Ascending Paralysis" which had begun to involve the diaphragm. The nearest respirator was at Moresby and the next day might be too late.

Just then, a lone transport plane came sneaking in for the right. Here was a plane ready to go. We asked the pilot, Charles F. Ward of Indian River, Mich. if he would make the flight and he readily agreed to do so. It would be at least 30 minutes before the patient reached the airstrip, giving the medical team time to load the oxygen equipment and medical chest. The patient was a middle aged Aussie, anxious, breathing rapidly and was restless. He had a complete paralysis of the legs with no evidence of any motor control. His temperature was 99.6 F and 24 as we took off, the last bit of daylight disappearing. We climbed to 2,000 feet and the patient was rational and cooperative. When we reached 5,000 feet, the patient became restless and complained of pain in his left arm, breathing was rapid and there was evidence of early cyanosis, his mouth was dry, requiring small amounts of water. Pulse was 100 and resp. was 28.

Oxygen was applied and his condition improved. By the time we reached 8,000 feet, oxygen was given almost continually. Just before this mask to give him water caused a twitching of the left face with some muscle lag. He had some difficulty swallowing and complained of numbness in the left arm. Above the steady drone of the motors, there was an occasional question from the crew as to the patient's condition and they also kept me informed of altitude variations.

At this time, the patient was so restless the mask had to be removed at intervals, the TPR was 100-110-30. His lower extremities became very cold and were wrapped in blankets.

The altitude was dropping and we came feeling our way through the darkness and saw the welcome lights of Port Moresby. The pilot brought the plane down slowly, circling above the lighted strip. The plane came in for a smooth landing, and we were met by an ambulance and one of our own Flight Surgeons. The patient's condition on arrival was good, the TPR 100-94-22. The flight had been a routine operation for air evacuation in New Guinea

Capt. Thornton L. Belleau, 804th MAES

Incident of 804th MAES

10 June 1944, Maj. Miller, C.O., Lt. Dial and T/3 Ramsay were flying a load of psychiatric patients to Milne Bay in the SWPA. The weather was bad and the plane could not land. Heading toward Port Moresby, one of the engines failed and they flew on one engine. The weather at Moresby was too bad to allow a landing — a crash landing was inevitable. They flew on for an hour.

During this hour, Lt. Dial and Sgt. Ramsay continued their nursing care, preparing, at the same time for a crash landing. They continued their duties in a very calm manner. securing the litter and placing the ambulatory patients in a safe spot. Finally, the plane landed on a tiny Fisherman's Island above Port Moresby.

On landing, all three medical personnel were thrown clear of the plane sustaining serious injuries. Maj. Miller had 3 ribs fractured with a punctured right lung. Lt. Dial received a nasty fracture of the upper third of the right humerus with a separation of the fracture surfaces. T/3 Ramsay had a compression fracture of the 1st and 2nd lumbar vertebrae bodies with temporary paralysis of his lower extremities and loss of sphincter control. This paralysis left in 2 days.

They were evacuated to Townsville where Lt. Dial had an open reduction of his fracture and Ramsay was maintained in a hypoten-
sion cast. Maj. Miller required oxygen, blood transfusions and extended nursing care and hospitalization. They were all three evacuated back to the states when their conditions stabilized.

Lt. Dial was awarded the DFC and the Purple Heart for her bravery and dedication to duty when she disregarded her own injuries to direct the removal of her 18 patients from the plane when it crashed.

Incidents — 804th MAES

A call from Wing Ops. Two lighter pilots have crashed at Terapo, a Catholic Mission up on the West Coast of New Guinea. One said to be severely injured.

The C-47 took 45 minutes to get there. The ship was 2300 feet long, marginal for the C-47. However, a wrecked P-47 lay in the middle of the strip 300 feet from the end. At the other end of the strip, now 2000 feet, was an intact P-47 pulled over to the edge about 100 yards from the end. Another 300 feet of marginal use but, due to the skill of the pilot, used. He landed with the left wing of the C-47 completely off the runway. The injured pilot had a crushed left ankle and cuts and bruises. The return flight was concluded as darkness fell, without incident.

January 1945

We were given a rice paddy as a camp site just behind a big sugar mill. The runway for P-47s was perpendicular to the mill and as they cleared the mill they passed over our area. The ground was always very soft and after one heavy rain we were ankle deep in water throughout the camp.

One morning we heard a P-47 back firing as it was taking off over the mill, we saw it barely clear the building and as it passed over us it released a 300 lb. bomb in order to gain altitude. The bomb landed in the middle of our camp, buried itself halfway while we all tried to do the same. After hugging the ground for what seemed an eternity we decided it was not going to burst and called the P-47 base. We were told we should not have worried because it had more than a few feet for the fuse to be set.

March 1945

We were asked to move a Marine Corporal who had developed bulbar involvement with his poliomyelitis and had been receiving artificial respiration for over 24 hours. Bad weather at our destination on Leyte was turning transport away but a volunteer crew from the 57th T.C. Squadron responded. Lt. Mary Wiggins, Tec 3/S McMullen, Landler and Oreyar and Corporal De Simone were the medical attendants. They placed the patient on a sheet of plywood and rocked him as on a see-saw using the motion of his abdominal contents to create artificial breathing. O2 was administered continuously. He made it but died the next day in the "iron lung". All members of the flying crew were recommended for the Bronze Star.

July 1945

Late evening the nurses were startled by an exchange of shots. Grabbing their 45s and 38s they prepared for the worst. But the Philippine guard who had been jumped by a Japanese in C1 clothing was able to fire his weapons as the Japanese fired his lager. He lost the fight. The girls left they had received their baptism of fire.

By Capt. Snyder, 804 MAES

History of 806th MAES
(on the Occasion of our 25th Anniversary)

In writing this brief history for this illustrious occasion, I have been confronted with statistics and memories, and the realization that in order to make this a short story, some things will inevitably be left out. However, I have tried to recapture the essence of what was, to us, an education and a most memorable experience.

During December 1942 while battles raged in North Africa, Guadalcanal, and Stalingrad, nurses from all over the United States began to arrive at Bowman Field, Kentucky to form the First Flight Nurses Training School. After six weeks of training, the first graduation exercises were held on 18 February 1943. Brig. Gen. David Grant, First Air Surgeon, gave the main address and awarded to Lt. Jerry Dishion a pair of gold wings for maintaining the highest average during the course of study. (Though it seemed to me every time I looked at Jerry, she was taking a nap!)

The succeeding months were spent in more classroom instruction, marching and drilling (the weather being no deterrent), flying time, practical experience in plane loading and gas mask drills. We also had several blowouts and went on maneuvers to Fort Bragg and Pope Field.

On July 5, 1943, the 806th left Bowman by train for Camp Shanks, New York, our port of embarkation for England. Forty-eight hours before we were to board the ship, the Army with its usual foresight suddenly issued us the new O.D. uniforms. Sizes were first come-first served, and there was a lot of frantic sewing and pinning in order to leave fully clothed and not too baggy. Jerry Dishion never did find a belt for her raincoat and drove Miss Dunnama crazy for the next two years.

On the eve of the 165th of July we went aboard the S.S. Thomas H. Barry, and early the next a.m., sailed for England — and adventure!! The boat trip, as I remember it was notable for several things besides being our first trip across the Atlantic — wonderful food, Lulu Chaloupka's porthole tan, "Mrs. Murphy-Tub 10," listening to rumors about submarines, learning shillings, pounds and pence and only one nighttime boat drill.

Early on the morning of the 27th, we landed at Liverpool and later left for Newbury and Welford Park. Being at Welford was memorable for several things — that wonderful English countryside, double summertime when it stayed light till 7 p.m., our telephone code making us known as the "Gladstone Bag," trying to get those black boards up, marching to the mess hall, the RAF Mess, Gudobba's birthday cake, learning to ride those English bicycles with the handbrakes. We also had early morning calisthenics which were received favorably by everyone! After three months, we left Welford for Nottingham and Langar — where we again established residence in the local Nissen huts. These lovely domiciles were noted for their lack of insulation, lack of heat, lack of comfort and plenty of air conditioning. Also, when it rained and the wind blew from any certain direction, they had a tendency to become flooded. I remember awakening one morning and seeing Dolly Vincent's cot completely surrounded by water, with her shoes floating across the ceiling.

All the while, of course, we were continuing to learn things — how to set up pup tents in the snow (Major Jordan's idea!) how to get coke to burn, lessons in English history, classes in emergency ditching procedures etc at Cokesmore, how to get a good night's
sleep on biscuits and bottles, and how to catch the train to London before our 48-hour pass actually started and how to get back at the last minute — Dolly Vinsant made a science of this!

All of us during our tour so far had been constantly reminded of our need to prove Air Evac. It was really a pioneering job we were doing and along with a squadron in Africa and one in the Pacific, we were establishing a new concept of medical history. The problems which we had studied in theory, and some no one ever mentioned, were now to be faced in reality and by each as an individual.

Air Evac is so completely accepted today and so vital a part of good medical care that it is difficult to believe its value was ever doubted, but as we all knew — it was. And we were among the Early Birds!

Our greatest opportunity came after D-Day and in the months of war that followed while stationed at Grove with the 31st Air Transport Group. On 11 June 1944, Lt. Grace E. Dunnam made the first authorized evac trip to Omaha Beach and brought back 18 litter patients.

Then during June, July, and August, with the 31st, we evacuated 20,142 patients and received two letters of commendation from Wing Headquarters for this.

Our adventures in Scotland began next. We moved to Ayr on the 28th of August and began transatlantic flights from Prestwick in C-54's with the ATC — to Iceland, Newfoundland, Labrador and the Azores. As usual, we took advantage of our new location and visited Edinburgh and Glasgow and enjoyed the hospitality and friendliness of the people of Ayr.

Then 5 December was our first permanent move to France — to Orly — and who among us can forget that lovely building we felt heir to? It had everything — except heat, hot water and window panes. (The warmest place was outside in the snow). On the 7th of December 1944 Lt. Flo E. Twidale and T/3 David Winston made the first evac of American wounded from the continent for a transatlantic flight — the plane was a C-54 and there were 16 litter patients. During the months of December and January with ATC, 4,928 patients were evacuated. Many of these flights were to the Azores, where we enjoyed the warm weather and hot water and got our washing and bathing done. While back at Orly, on our days off, we volunteered to work at the 1st General Hospital in Paris. We also kept our bags packed since the Germans had begun the Ardennes offensive and had hopes of being in Paris by Christmas. A common sight at that time were the individual German paratroopers who landed near Orly and were captured — none, however, by the 806th! A short move occurred in January. We moved from Orly back to Welford and as soon as it was certain that we had all our Class A's in the cleaners, and all the electrical appliances had been converted back to English current, we got orders to move back to France.

This move made necessary our tenth traditional "Mood to Move" Ceremony — a toast to mobility and mellow friendship. Strictly a squadron affair attended by all the faithful, it was carried on (and on) with great dignity and solemnity — with a small libation from time to time! This was followed by the writing of the Round Robin letter to some lucky guy who usually spent the next few days trying to read it.

During our stay at Melun and later Villacoublay, France, in the months of 1945, there was much hard work and many changes. A short tour of duty with a tent hospital near Le Mans preceded our real work, and after the Rhine paratroop in March, we began the Germany to France flights with the 436th T.C. Group — following General Patton and the Third Army in their sweep across Europe.

In April 1945, the 806th set a world-wide record, which still stands, by evacuating 17,287 patients during that one month. This was more patients than had ever been evacuated in one month by any squadron in any Theatre of Operations. We received a letter of commendation from Major General Paul Williams of the Ninth Troop Carrier Command for this effort. And to tell the truth, I think we deserved every word of it!

Also in July we made the first Air Evac of patients from Berlin, Germany — "Howkisle-Mas" did this. Four of us, along with Major Cannon, had been assigned to Berlin in order to evacuate by air any personnel attending the Potsdam Conference.

On 8 May 1945, the war had ended in Europe and tho' our hard work continued, the winds of change were in the air. As in life itself, our days at Melun and Villacoublay were some of the loveliest and some of the saddest times together. We had good fun getting Jerry and Bill, and "Gulf and Dick", married and we mourned the loss of three friends — Sgt. Arthur Steiner, Lt. Dolly Vinsant, and Sgt. William McMullen. We attended the "Mass Hall Movie" and laughed at the way the reel usually got stuck at some important place — those "tours of the Ruhr" and sitting on the grass at some isolated fields in Germany basking in the sun — Paris and the Riviera and eating our share of K-rations.

All of us were affected by the plight of the displaced persons and liberated prisoners we brought back.

I would like to end the story of the 806th at this point, but it was not really an ending, for each of us over these two years has remembered not only those memories but also the spirit, generosity and dedication of our days together in the 806th.

Perhaps William Wordsworth has expressed it best:

"Thy friends are exultations,
agony and love
And man's unconquerable mind."

IN MEMORIAM:
Wilma R. "Dolly" Vinsant, flight nurse 4/14/45
Arthur D. Steiner, medical technician 2/45
William M. McMullen, medical technician buried at sea 7/45

By Wilma Jean Fofey Tierney

History of 807th MAES

The radio was interrupted with the urgent voice of the announcer: "We have a message from the White House." Pres. Franklin D. Roosevelt came on the air and in a very somber tone announced, "Dec. 7, 1941, a date that will live in infamy, the United States of America was suddenly and deliberately attacked by Naval and Air Forces of the Empire of Japan." The Japanese had bombed Pearl Harbor.

I was a 21 year old senior nursing student in a large Detroit hospital. My future and that of thousands of registered nurses across the country changed with that announcement. The following 3 years were memorable because our generation was at war. On Oct. 5, 1943 I enlisted in the ANC and later became one of the first flight nurses to go through the School of Air Evacuation at Bowman Fld., KY. We were at war and war casualties were mounting necessitating rapid removal of sick and wounded from the battle areas. Air Evac was a new phase of caring for the wounded and was not readily accepted as an alternative to the established means.

Aug. 1943, members of the 807th MAES left the states in a convoy heading toward the Mediterranean Theater arriving at Bizerte, Tunisia, staying at the bivouac area at the City of Tunis, their destination was Sicily. They did air evac from Catania Main Airfield, Sicily to Bari, Italy evacuating the sick and wounded from the battlefronts to the rear hospitals. There was very heavy fighting in Italy and with the load of wounded more teams of air evac personnel were being sent to the front lines. On Nov. 8, 1943, 13 nurses and 13 technicians plus a crew of 4 headed for Bari, Italy. They became lost and were in the air for 3 days, forced to land in Albania in the Balkan Mts. In enemy territory, and for the next 62 days, they cross-country those snow covered mountains in blizzards and snow storms, evading the Germans, who were searching for them.

The following day, more of us flew to Bari. The nurse's quarters in Bari only had six cots, so we figured we would be three to a cot. Upon our arrival in Bari, the Medical Officer wanted to know where the other nurses were as he had such a backlog of patients and the other plane load of air evac personnel did not arrive as expected. The next day, our CO, Maj. McKnight, met our plane and told us the plane was missing in the Balkans.

We had spent months in rigorous training in the KY hills to learn to do air evac in combat and here we had only been overseas three months and already 26 of our personnel were missing in action. It was devastating. For almost a month we walked and wondered and prayed for their safe return. On Dec. 2, 1944, the sqdn, was called together and we were informed that the C-47 had crashed landed in Albania, there were survivors and the British would try to reach them. The Germans were also looking for them.

Our work with the 807th went on as usual but each day our thoughts and eyes looked east across the Adriatic Sea, praying for their safe return. The empty cots and vacant chairs in the mess hall were constant reminders of our loss. The war went on and casualties increased and 13 replacements were sent from Bowman Fld. in Dec. At noon Jan. 14, 1944, all our nurses were in the mess hall when the phone rang. Our CN, Lt. Grace Stakeman, answered. Then she informed the mess sergeant that there would be 13 guests coming for dinner! We became silent, glancing about with questions in our eyes — "Is it them?"

Suddenly the jeep horn could be heard in the distance, we ran outside to see our long lost friends waving, smiling and crying. — as well as our names. Only ten nurses and the crew returned that day. The other 3 were still missing but in due time they returned to civilization and safety. This story is told by Agnes Jensen Mangerich in this book, so will not repeat it here. The enlisted men came home with the remaining three nurses. Many of the personnel had physical as well as emotional scars — they were emaciated, one could not see and other disabilities. Their biggest problem had been fleas, they had not showered or shampooed in two months.

After rest and recuperation, all were returned to assignments stateside and could never return to the ETO as the Germans had pictures of them and if caught, they would be tried as spies.

No sooner had we gotten over this episode in our squadron's life than two weeks later on Jan. 30, 1944, three of our nurses were badly injured in a jeep accident, Mildred Wallace died a few hours later, Allen fractured her arm and Dottie Booth fractured her spine. Three weeks later on Feb. 24, 1944, Dottie, enscased in a body cast was being evacuated stateside to recuperate, Elizabeth H., Howren, flight nurse and S/Sgt, William Fitzpatrick, technician were the evac crew — all 807th MAES. On the flight from Catania, Sicily to Algiers, North Africa one hour after take-off, the C-47 crashed into a Sicilian Mt, killing all on board. Our hearts were heavy as we followed the casket laden jeeps up the hillside where the American Flag was flying at half mast and taps were being played in the background.

Three replacements arrived in early March — Rae, Willy and Holly brought our numbers up to 25. At the end of March, the last of the missing nurses returned to us. They were in much better physical shape than the 13 had been. They had been hidden in various homes.

39 years later, the nurses and enlisted men involved in the Balkan Interlude had a reunion Aug. 1983 in Columbus, Ohio. As we met again, we noticed the wrinkles, added weight and grey hair, then the stories began and the years rolled back to 1944. We enjoyed a delicious dinner in a private club in Columbus, each told of their lives since the war. Some had married and had children but most had continued in some field of nursing or furthered their education.

We met the guest of honor, Lloyd Smith, former CIA agent, who had parachuted into Albania, staying with the missing group until they returned to Italy. On our final day of fun we received tragic news, Polly, one of the nurses, who survived the crash and was planning to attend the reunion, was killed in an automobile accident in Ill.

A few of our original group have not kept in touch with any of us. Where are you Ann, Bobbie, Billie and Vicklet? 5 nurses have died since the war, May 1988 in San Antonio, TX, we met, remembered and shared a dozen laughs and memories — that's what keeps us forever young!

By Dorothy White Earns

Grace Stakeman, C.N., foreground with 807th MAES personnel receiving medals at Ledo de Roma.

L-R: Lt. Hollingsworth, Henker, Wilson. Replacements for 3 nurses who crashed in Balkans. 807th
History of 809th MAES

The 809th served in the Pacific with the 7th A.F. from Nov. 1943, the beginning of the offensive, to the end of the war September, 1945; from Hickam Field, Hawaii to Okinawa, Japan. And from Hickam Field to San Francisco, The 7th wrote their book in 1946, "One Damned Island Another". For every island that they took, we were right behind them picking up the wounded, flying them back to well-established hospitals in the U.S. On long difficult flights, there were some close calls, but also a lot of fun along the way covering almost half a world of water and islands.

We left Bowman Field, on a freezing day in Oct. 1943, spent 2 weeks at Hamilton Field, near San Francisco waiting for our C-47s (the first four-engine transport planes) to take us to Hawaii, the beautiful island of sunshine and flowers. "This is warm!" we thought. To make it even more unbelievable, we were treated like celebrities. On touring the island, at the Outrigger Club at Waikiki, we met the legendary Duke Kahanamoku, one of the few pure Hawaiian families left in The Islands. On the other side of the island was Lanakai, an officers' rest camp beach house where we would later spend rest leaves.

We enjoyed this island paradise for about a month, did some inter-island air evac and had a course in Tropical Medicine which would be helpful later when we picked up pts. with "jungle rot". We met a lot of high ranking officers during this time, one of whom was General H.H. 'Doc' A.F. Under his command, the entire Pacific would be taken.

It wasn't until late 1943 that the U.S. was in a military position to start an offensive to re-take our islands and free our P.O.W.'s in the Philippines. Therefore, it wasn't until that time that there was a need for air evac. The 809th MAES was the first of flight nurses in the Pacific. In November 1943, we established air evacuation there — but not without some reluctance — and proved to the world what air evac COULD do.

Our patients were not fresh from battlefield injuries due to the long distances between islands, larger aircraft and longer runways needed, so the island was relatively well established before we went in. The boys had already had excellent front-line medical care.

Of primary concern should we have to ditch was the patients with casts. We had to consider how many Mae Wests would be needed to keep each affog at bay, how we would get him into a raft and what would happen if it became saturated even if we saved him. Fortunately, it never happened but the possibility was always there.

After the Blitz on Dec. 7, 1941 all the families were sent home. The island consisted of military and natives. Military protocol still prevailed. It was the era of big bands, beautiful uniforms and parties. We brought with us a new life — we were young and full of life and the pioneers of flight nursing in the Pacific. For the first 6 months, we had no correspondence, no mail, no phone calls from back home. Our own articles about flight nurses were in papers and magazines across the country. To us however, our status as flight nurses, held its own importance. We never let go of that.

We flew from Hickam Field to Hamilton Field, Ca. to Canton, Tarawa, Kwajalein, Saipan, Guam, Okinawa, Philippines, Biak, Guadalcanal, New Caledonia, Espiritu Santos with our longest flight about 12 hours, shortest 4. We flew on C-47s with a patient load of 24, sometimes extra patients with ICU, sometimes cargo. Some planes had large auxiliary gas tanks behind the cockpit so patients had to go to the cockpit to smoke. Litter patients were taken up litter and all. We had to turn the litter sideways to get them through the door. They endured it to have that smoke.

Our in-flight medical equipment was a medical chest designed by our squadron (very efficient), 2 cylinders of oxygen, 2 bottles of plasma, 2 of saline, an electric hot cup for soup, a narcotics pouch our patients were strapped in the aisle, sometimes cargo. Some planes had large auxiliary gas tanks behind the cockpit so patients had to go to the cockpit to smoke. Litter patients were taken up litter and all. We had to turn the litter sideways to get them through the door. They endured it to have that smoke.

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The 809th had joined us by then and were most welcome as well as all other squadrons who came later. We needed all the help we could get.

On a flight to Tarawa, we lost two engines on the same wing soon after take-off. We couldn't hold altitude with a full load of gas and no dump valves, but we were legally supposed to ditch at sea, our skillful pilot limped back in and landed anyway.

Kwajalein was boring, muddy and hot. I do recall going to Church there, sitting on an embankment out under the sky. Rather inspiring, actually.

Peggy had one lovely white formal wedding gown, we did our bit to help her wind. We had ping-pong, darts, bridge games, using the old trolley Singer to mend uniforms for ourselves and the men. We also had parties and danced to live bands right in our house. We were not permitted to wear our uniforms as officers when we went to parties or socials.

Later they moved us from our beloved house to apartments. We were flying so much and trips so long that we seldom saw each other anyway. And our numbers continued to dwindle. Soon we were flying patients back to the States, into Hamilton Field, a 12 hr. flight. Most of us would go to San Francisco by limo. The St. Francis Hotel prepared a four-bed dorm just for flight nurses. San Francisco was pure magic.

On to Guadalcanal — the beginning of the end. Flight nurses now, it seemed were also considered indescribable. 5 nurses on Tdy, lived in the Dallas huts in a palm grove on a bay, behind the station hospital nurses' quarters. We were taking patients back to Hickam through Canton; no layover. A 24 hr trip with one nurse, no technician. Between those flights we flew inter-island to Espiritu Santos and New Caledonia round trip same day. We flew on C-47s inter-island with young inexperienced crews (fresh from flight school) who knew nothing about tropical storms. We were either blown off course or got lost trying to go around them. Real trouble when even the mental patients knew we were lost.

On the 24 hr Hickam flights, we were taken benzedrine to stay clear on the flight and seconal at Hickam to get some sleep. Layovers barely gave enough time to pick up laundry, collect mail, repackage and catch a night's sleep. The cockpit crews were changing at Canton for the dedicating nurse. On one such flight I became dizzy, a little cyanotic and had to take oxygen. This was entered in the ship's log and the United A.I. pilots (on contact out there) wrote a report. Three of us were taken off flight status for 6 weeks. Layovers were then established at Canton and New Caledonia and more nurses were sent to replace us.
Just after we left Iquitos, a C-47 crashed on a beach. A patient's stretcher was crushed from the litter above. The nurse of the 812th and her T-3 died in a treacherous accident. They received several awards.

By the time I had a trip to the Philippines most of the P0Ws had gone home. Our crew hired a horse and buggy to go sightseeing. Our first visit of this kind of destruction; a city in complete ruin. Our quarters (formally a school) had a huge hole in the wall. We slept on canvas cots with mosquito nets over them.

Blak was the most God-forsaken place on earth, right on the Equator at the beginning of Indonesia. The evening before I arrived, there had been a kamikaze attack which bombed the officers' mess at dinner hour. There was still an atmosphere of honor. About 3 hours out I had come down with dengue (break-bone) fever. That plus the fatigue of the 30 hour trip down caused me to forget to sign the courier mail. This in itself, caused my own state of hysteria and threats. This wasn't a neat little pout that fits on a lip. It was a heavy canvas sack that I had guarded with my life until the final moment. After all was said and done, headquarters was upset to learn flight nurses were being used as couriers.

Our quarters at Blak was again the little Dallas huts in a barren compound surrounded by a high wire fence with armed guard at the gate and a foxhole (long ditch) which was put to full use as the slightest disturbance brought on the air raid alarm.

Okinawa was our last "damned Island". This was my first view of war. It was an 8 hr night flight from Guam to pick up patients the next morning and return. About 2 hrs before ETA a large flight of Navy fighter planes came out to escort us in and stayed with us as we circled because of burning aircraft along the run way. They too had had a kamikaze attack, a six-gauge as actually. As we landed and taxied up I could see a Japanese plane on its belly out in the tullies and our GIs rounding up laps with fixed bayonets to their backs. The terminal was in turmoil. I could get no information about patients or anything. I decided to go for coffee and as I started on the footpath down the embankment I slipped in the red mud and slid the first 10 feet. About 5 hours later I was told there would be no patients today and we were to return to Guam as it was not safe for the ambulances to be on the road or for the aircraft to remain on the ground overnight. I wasn't too anxious to remain there either.

I am quite sure that was the first air evac plane in there. I have since learned that the 7th A.F. was no longer in command. A new 8th A.F. had been formed for Okinawa and the 7th was just pushed off into obscurity, after having taken the entire Pacific, to that point. At least the symbol of WWII, the Marines raising the flag over Iwo Jima, was under the rein of the 7th. No one can take that away. Its cast in bronze.

August 1945. THE WAR IS OVER. By chance we were all at home at Hickam. One by one lights come on all over Hickam. We joined the activity out on Signer Blvd. in our P1s. The Air Force band is playing "Goodbye". We held band playing "Willie Blue Yankee". The GIs jump off the C-47 and run out over saying "Oh boy, we can kiss the nurses now" EVERYONE is hugging, laughing, crying and dancing in the streets.

I don't recall our goodbyes. Each of us was under separate orders. We just seemed to kind of GO. We have kept in touch over the years. Marvelous group. A JOB WELL DONE!

By Marie Farmer Weltz — Her personal view

History of 809th MAES

In September 1943 the Pacific War was escalating. The first offensive in the Central Pacific was planned to be the Gilberts Islands, triggering activation of the 809th MAES. Major Andrew Henderson, an Alabaman, was named CO and Lt. Frances Morgan, a Texan, C.N.

The Flight Nurses assigned to the 809th were a talented group with various nursing experiences, coming from the four corners of the USA. The multitalented nurses, with their varied backgrounds provided a rich continuing education for all. On an overnight flight from Bowman Field to Hamilton Field everyone felt pretty grumpy with "ring-around-the collar syndrome." At a refueling stop in Albuquerque, one bright nurse told us to turn our shirts wrong side out, put our ties and jackets back on and no one would know how dirty we really were! In quarters where we had cooking facilities, specialties from around the whole USA were being prepared, and we either liked or hated each other's cooking. There was Welsh rarebit and Boston baked beans from New England, fried chicken and grits, from the south, and milk gravy from the mid-west.

In October 1943, the newly organized 809th was assigned to 7 AF in the Central Pacific Theater of War, headquartered at Hickam Field AAB, Oahu, Hawaii. After the complete squadron arrived at Hickam, there were 26 flight nurses, 6 physicians, technicians and supportive personnel, officers and enlisted, for administration, transportation and supply services. Sometime later, when it was determined that our planes would be safe, we were extended to the Southwest Pacific.

The five C-54s and ten crews that would be transporting the 809th teams on their early missions, arrived at the same time. The C-54s were the largest planes used in the Air Evacuation system at the time, propeller driven, with non pressurized cabins and an air speed of approximately 180-200 miles an hour.

An intensive indoctrination was carried out the first few weeks, to prepare us for the invasions, to understand the air and the tropics, including the care of major trauma victims, the signs, symptoms and treatment of tropical diseases, and orientation to the C-54s which accommodated 24 litter patients. The medical chest for supplies, medicines and equipment essential to patient care was redesigned for the big planes, Limited amounts of oxygen, plasma and saline were always available on board the aircraft. The flight nurses carried all narcotics in a pouch on our hips.

Ordinarily, the planes, with a full load of patients, were staffed by one nurse and a technician. When an airfield or an island was pronounced adequate and secure to land, the patients who had been screened by a flight nurse, would be loaded on the plane and take off occurred as soon as possible.

The trips to Hickam from Tarawa, Kwajalein, Saipan and Guam averaged 11 hours... monitoring vital signs, checking wounds for bleeding, administering medications and infusions fluids... trying different techniques to relieve abdominal distention. We were constantly responding to the anticipated and unanticipated reactions of our patients. At times, the pilot was requested to descend to a lower altitude to see if this would relieve the respiratory and abdominal distress of some patients.

The flight nurse was in charge of the patients' care; she directed the technicians. The captain of the aircraft directed the crew and advised the nurse about precautions to take during turbulent weather. On one trip, the fully loaded C-54 plunged 5000 feet before control was resumed. When a patient needed medical intervention, the captain radioed ahead for special equipment or supplies and to assure the availability of a physician on the flight line.

Critical patients were seen by a physician boarding the plane on landing. The most critical patients were deplaned first and transferred to the nearest military hospital. Whenever a plane load of patients arrived at an airfield, our hospital would pick up patients and technicans to assist in deplaning the patients and placing them holding wards which had been set up near the flight line. Patients were bathed, fed, ambuluated when appropriate, dressings changed and finally evaluated by a flight surgeon and a nurse.

As the Islands were secured and the casualties were significantly decreased, the flight nurses and technicians worked in the hospitals or in the holding wards or met troop carrier planes to examine the personnel on board for symptoms of Dengue fever or other tropical diseases.

Prior to the assignment to the 809th, most of the nurses had not known each other. The flight to Hickam and the month in Hawaii was a time to get acquainted, to select a confidante or pal, to bond new friendships. We bivouacked in the mountains above Pearl Harbor for two weeks... living in tents, hiking and having intensive classes.

The social life of Hickam and on the Island was a young woman's dream... dances at the Officer's Club, first in the Flight Nurses' cadet blue uniform then in evening gowns, swimming and surfing at Waikiki, shopping in Honolulu, playing bridge, bicycling, learning to hula and so forth. That idyllic month was the only time we were all together; once the evacuation flights started, there were only three or four nurses at Hickam at any one time.

The squadron was organized into four flights, each with a flight leader. Throughout the war an attempt was made to keep each of the flights together. Periodically, each of the nurses flew with patients from Hickam to Hamilton.

Flight Leaders and members were well-matched, each nurse had
her strengths and weaknesses. It was the Flight Leader’s job to capital-
ize on the strengths and know the weaknesses.

Flight A Leader was our only regular Army Nurse. The Flight A nurses
were young, attractive ... the dynamics on the social scene except one whose main interest was writing her husband daily.

Flight B Leader was a tall, beautiful Brunette who was always
eager to learn and was thoughtful about the needs of the nurses in
her flight. On the whole she had a quiet and unassuming group who
were not particularly interested in partying.

Flight C was the most dissimilar group. The Leader was an enigma.
She was very tall with a deep raspy voice, plain and an “operator”;
a feminine version of Sergeant Bilko.

Flight D, headed by an experienced public health nurse from
Georgia, was the most sophisticated group. They were older and
wiser.

Each of the nurses had her own personal concerns about flying
over large bodies of water for extended periods of time. One of the
nurses worried about the number of Mae Wests (life vests) it would
take to keep a patient with a heavy cast afloat.

The uniqueness of the 809th mission, and later the 812th and the
Navy Flight Nurse Group, clearly lay in the long over water flights.
The unfamiliar cultures encountered on each island were a chal-
lenge to the military personnel and a new wonder for “the families
and friends back home.”

We called our quarters on Canton Atoll, “The Garden of Eden.”
Each day among two or three of the nurses hadlatrine duty. Scrub brushes
and mops were used vigorously the first two hours.

A holiday was a day like all the rest. Thanksgiving 1943 saw two
flight nurses leave Canton Island early in the morning to fly over the
international date line to Funafuti, and back to Canton late at night
missing the holiday in both places.

One of the nurses, a strawberry blonde, was on a plane that had
an emergency landing on Apamama. The natives who greeted the
plane were enthralled by the red head. The news of her arrival
spread rapidly over the island. When the sixteen year old Queen
was escorted to view her, she whipped off her grass skirt and pres-
ented it to the honored nurse.

Tarawa served as our departure point for Kwajalein. We lived in
a Quonset hut near the naval medical hospital. It was a lovely,
breezy, pleasant place to be. We ate in a Navy mess along with the
saloon and frequently had beans for breakfast. At supper time we
would see fish jumping up in the lagoon and after eating we would
go fishing with a net.

The natives were very curious about the pale-skinned women living
in their midst. In the morning while dressing, it was not unusual
to look up and see noses pressed against the screened windows of
our hut. One night after we had gone to bed, a nurse yelled that
there was a rat on her chin. She had forgotten to lower her mosquito
netting. The flight nurses chased the rat round and round until
someone got the bright idea to open the door and the rat dashed
out. We had just settled down when another nurse screamed with
an excruciating pain in her ear, an ant was walking across her ear
drum. The intruder walked out when a flash light was used to exa-
nine the ear.

We had taken “lava lava” to Tarawa to use as a barter. The Tar-
awans made baskets, wove floor mats, etc. “Lava lava” was a yard
piece of fabric that the natives, men and women, wrapped around
themselves as skirts. We bought the fabric in the “5-and-10”
in Honolulu for 25 cents a yard. We would bring back all sorts of good-
ies from our swap shopping.

On Los Negros in the Admiralty Islands, we lived in thatched huts
built for other nurses. The hospital had no patients so the nurses
had been farmed out to other units. The huts were right on the beach
and we were frequently sprayed with sea water. We could sit in our
huts and see plenty of interested Transport plane arrivals to return air
evac personnel to Biak were kept secret and as a result a lot of time
was taken up waiting on the flight line. Sometimes a bridge game
would take shape, or we might play cribbage.

The Biak commander ordered officers who were awaiting flights
to help censor the mail. After breakfast the mail was dumped on the
tables in the mess hall and we all had a hand in making sure that no
secrets were written for enemy eyes.

Half of our flying time was traveling to a site to pick up patients.
The time on these trips was our own, spent in many ways: bridge
games, cribbage games, reading, sleeping, talking about the noises
of the engines, etc. One of the advantages of our long flights was the
time we spent with our patients. We were able to establish a rap-
tor with them and appreciate their individual personalities.

There were lots of cheerful banter between patients and flight
nurses. Something about the young nurses made the soldiers and
marines feel at ease. They talked to these officers as if they would
never have dared to speak to their line officers.

The food on our flights from the forward areas depended on what
was available in the mess halls. Sometimes we had only thick slices
of GI bread with liberal amounts of orange marmalade. Vietnamese
noodles from a can appeared once a while. There were no gourmet
delicacies except Nescafe which was a godsend to us all. If the mess
hall didn’t have it, neither did we. Occasionally, the patients would
bring C-rations on board which was shared with all.

The massive abdominal wounds, the jungle rot (a severe skin fun-
gus) which covered the entire body from top of the head to the bot-
tom of the feet, the missing legs, the multiple fractures, the with-
drawal syndrome were the major concerns to the Air Evacuation
teams. However, the battle casualties going home showed humor
and thoughtfulness for each other rather than dwelling on their in-
juries.

A dying GI in an underground hospital on Canton Island gave the
809th its first experience with Penicillin. He had a very severe eye
and face infection, a high fever and was delirious. After 3 days, with
nurses around the clock caring for him and monitoring the drug given
by intravenous drip, he showed great improvement. He made a
complete recovery.

The evacuation of psychiatric casualties was the most serious
dilemma faced by the air evacuation teams. A flight on a C47 with
20 patients, from Biak to Guadalcanal, was a near disaster. The
patients had been sedated before take-off but their behavior was
very difficult to control. Soon after that experience, a directive was
issued limiting the number of patients with mental disorders to five
on each plane.

One of the greatest shocks for many of us happened in February
1945. A group of Americans who had been Prisoners of War (P.O.W.)
in the Philippines were transported from Leyte to the United States.
Among the prisoners were some of the 62 nurses who had been interned.
The sight of our colleagues, emaciated and malnourished, was painful.
For the first time, the suffering and deprivation experienced by these nurses was a reality. The hell of living through the capture and occupation was reflected in their fac-
tes.

A plane load of Japanese prisoners, who needed medical atten-
tion and who were to be interrogated, were flown from Tarawa to
Hickam. In addition to the nurse and technicians to care for the
prisoners there were three representatives from the G-2 section of the
7th AF. Transportation of the prisoners created some conflicts
about how much to do for thedetected enemy. It was a great relief
at the end of the flight to have them removed from our care.

The training of nurses as field personnel to Tarawa to be nurses’
aid was an unexpected challenge. Although language was some-
what of a barrier, the young ladies learned quickly. We brought fab-
ric from Hawaii, made a simple uniform to replace the grass skirts
and taught them to care for the sick. It was fun teaching them to take
a temperature or to place a person on a bedpan, etc. The comedy
of this situation was exacerbated by the young navy men who were
hospitalized and had “great (A) symptoms of hunger.

There were many tropical diseases that we had not seen before
going to the Pacific. Especially curious to us, was a man with ele-
phantiasis wheezing his scrotum around in a wheelbarrow.

The reputation of being “glamour girls” of the Nurse Corps was
dispelled for one hospital nurse being air-evac’d from Fiji. After
observing the Air Evac Team for about four hours, she remarked,
“Thank God I work in a hospital, I never realized how tough your
job.”

One day the 7th A.F. Surgeon, Colonel Andy Smith, facetiously
suggested that we cut off the legs of our khaki pants we would be
cooler. Two of the nurses did just that, going to Funafuti in “shorts.”
It took just 24 hours for a directive to come out of 7th A.F.
Headquarters: that no females would wear shorts on an airplane.

We were frequently exposed to some pretty famous people. One
day James Roosevelt, the President’s son, was riding in the crew
compartments on his way back from being sent back to Washington. He was very pleased and offered to write letters to the parents of all our patients when he
reached Washington. He took the names and addresses of every-
one on the plane and followed through with his promise.

Spencer Tracy, dead-heading on a C-54 on route to a tour of the
Central Pacific, was a very frightened man to be flying over the
world’s biggest ocean. He took frequent sips from a beautiful flas-
k that always seemed to be full.
Edgar Rice Burroughs, author of Tarzan, invited three nurses to accompany him on an amphibious tank to visit another island. When they started, the tide was low, and on the way back the tide had risen and no one knew how to make the tank seaworthy and it was swamped. They all sat on top of the tank until some brave sailors came to their rescue. Mr. Burrough’s jungle skills did not work in the lagoon.

Olivia DeHaviland, returning from a tour, was a charming and friendly woman en route.

There were unbelievable increases in the Air Evacuation capabilities during the last year of the 809th tenure. The number of planes had more than quadrupled; there were new flight nurses including Navy, arriving regularly and the numbers of sick and wounded being evacuated from Okinawa, the Philippines and the Southwest Pacific to the United States was impressive.

The reports of Japan’s surrender dominated our discussions, especially after the B-29 bombing of Hiroshima on August 6, 1945 and Nagasaki on August 9, 1945. Each day we waited, then on September 2, 1945, President Truman declared the war was over! The Squadron was once again together at Hickam on that momentous day. We celebrated and shared feelings of pride and elation.

Shortly after September 2, 1945, we left the islands as we had arrived 23 months before, at various times and on several different planes. We were thankful that the war was over and to be going home.

By Eleanor Hoppock and Agnes Flaherty

History of 810th MAES

The 810th MAES graduated August 13, 1943, from AAF School of Air Evacuation, Bowman Field, Kentucky. Each squadron was given continued training until overseas orders were received.

In November 1943, the squadron of four doctors, twenty-four nurses, twenty-four medical corpsmen and office personnel sailed aboard the Cristobol, becoming part of an eighty-ship convoy that zig-zagged across the Atlantic to avoid detection by German submarines. The 810th was sent to Bottesford, England and continued training until D-Day was near. Prior to D-Day the 810th was moved to Abingdon, England, and assigned to the Troop Carrier Command.

D-Day plus four, the squadron began air evacuating the wounded from Normandy, with fighter escort protection. The first casualties had received only first aid and were still wearing combat fatigues.

As the army moved forward, the Troop Carriers C-47’s carried in needed supplies and the medical crew. When the supplies were off-loaded, the Flight Nurse and Medical Corpsman converted the aircraft interior to receive ambulatory and litter patients. It was not unusual to hear or see bombs bursting nearby and it was imperative to take off as quickly as possible. The C-47’s flew at low altitude, often just over tree tops, to avoid detection.

They followed the army forward until they reached Berlin. The squadron evacuated casualties from the Normandy, N. France, Ardennes and Rhineland Campaigns.

The Air Medal was awarded each member of the squadron for serving with distinction on dangerous air evacuation missions, in unmarked aircraft, in hostile territory.

In May 1945, the 810th was assigned to A.T.C. and flew transatlantic missions between Prestwick, Scotland and New York and later between Paris, France and New York.

The last part of 1945 the squadron returned to the states and disbanded.

By Evelyn C. (Andersen) Taylor

History of 813th MAES

It was one of those hot August days in 1943 when the five of us arrived from the Lincoln Army Air Base, Nebraska, to join the other nurses for a three months strenuous tour of duty at Bowman Field, Kentucky. We were very much involved with many classes, daily drilling, daily calisthenics, bed checks, and room inspections. (Remember how tightly the blankets on the bunks had to be? They were tested religiously by bouncing a dime on it.)

Remember the forced ten mile hike with a full backpack? The Capt. driving a jeep in front of us — dripping tear gas that we were supposed to detect? And yes, we did don our gas masks in time to avoid the tears.

Remember the overnight camp with the nurses doing their stint at guard duty? I wonder how many would have been able to use their gun had the occasion arose. Then at 3 A.M., we were woken up because of a noisy, simulated attack. And yes, we did make the move in record time.

Remember the wriggling on the belly in about six inches of dust and grime — for a couple hundred feet (!) — with live ammunition being fired over our heads! How many times were we yelled at to "keep your head down." (I wonder if it really was live ammunition.)

Because I had the loudest mouth, I was a Squad Leader for most of the time. Each day at the 4 P.M. Retreat, the drums and I counted cadence. And then there was the day we had a General come to review the troops. We really did look sharp as we marched up to the
reviewing stand. As we were ready to leave, I called for a left turn instead of the expected right! All followed the command, even though they knew it should have been a right turn. What a dilemma! An "about face" was called and all marched from the field in perfect unison. It was later pointed out how well we followed orders, even the mistaken ones!

October 1 arrived, and it was graduation day, and the winning of our coveted wings, a really big status symbol of the Flight Nurse. We were assigned to the 813th. We left Bowman Field on January 1, 1944 for the P.O.E.

Remember the bed rolls we packed, unpacked, and repacked... just how were we to pack everything in only one footlocker? Where were we to stow the extra soap, toilet tissue, kleenez and ketchup? How embarrassing when the problem was solved by the enlisted men who had to do the repacking of the jammed full of all the little extras in the bed roll...

The 813th sailed on the Queen Mary — a total of 25 females and 15,000 enlisted troops stashed on board. (I recently learned that our Major and C.O., had guards posted outside our state rooms. He also tried in vain to have the hot water turned on a short time each day in order for us to have a hot shower. No luck! General Patton came aboard the Queen when we arrived in Scotland to welcome the troops — only we were not included...)

After our arrival, we boarded a typical British train for an all night trip to Balderton, England, our first of many stations. Believe it or not, but one of the first things to be issued to us was the 3 speed English bicycle! G.I. issue or not, it did get us around the country lanes. It was one of the main types of transportation.

Remember how we would barter our frustrated with the cook for peanut butter, sugar and butter, and then cook up the best peanut butter fudge on our little 'monkey stove' that each of us had in our rooms? We lived in Quonset huts which had 8-10 rooms, with two sharing a room. Not bad quarters actually.

Later we transferred to Grove, England, where the Quonset hut grew to larger size. There were two large rooms, with 10-12 beds, and a couple of private rooms for the chief nurse. Also had a large gathering room where many entertained visiting officers. There were many a bridge game played, every time there was a short break, out would come a deck of cards. The famous "squeak" card game with as many as 6-B participating was played on a C.I. blanket spread out on the floor. (Each had to have their own deck of cards.)

Our 813th was featured in the July 1944 Look Magazine. It depicted the life style of the Flight Nurse. Jeanne was the star featured.

I understand that one of the nurses from each group had been picked to watch out for any suspicious activity. She was to report weekly of any subversive action she might observe. (C.I.A.???)

In July 1944 we suffered our first casualty. Jacky was on her way to Scotland with a plane load of patients, bound for the U.S.A. The plane crashed into the side of a hill, killing all on board.

Bad news again in September 1944. One night Reba Whittle failed to return from her trip across the channel. Since many times we had to R.O.N. we did not worry about her. Days passed and no news from her. She was presumed dead, and we had a memorial service for her. That same evening we learned through the underground that she had been captured by the Germans, and was being held as a P.O.W. She later was repatriated through the Red Cross and returned to the U.S.A.

Winter arrived on schedule, and we transferred to the Le Bourget Air Base, Paris, France. Since there were three empty houses, we were quartered there. No furniture, but we did have army cots issued and a down sleeping bag. It was cold and since there was no coal to heat the furnaces, we had to improvise. Each trip back to England with a load of patients, we all carried a funny sack. Immediately after the patients were unloaded, we made a bedline for the ever present coal pile, filling the funny sack with the nuggets. When we returned to Paris with the fuel for the furnaces, the warmth was well worth the effort.

Soon after the first of the year, 1945, we again returned to Grove, England. Now, there were more trips to the states with our patients. Sometimes we flew the northern route — Iceland, Greenland, Newfoundland, Prestwick and New York City. If it was the southern route, it would include Paris, Azores, Bermuda and then on to New York City.

Remember the 'Short Snorter'? Mine grew to several feet long, and I have many a signature on it.

The big day finally arrived... V.E. DAY... and look out America, here we come home!!! The 813th soon became deactivated. Some were discharged back to the civilian life. Many were transferred to other active units — headed for the South Pacific. Several of us had been discharged because of pregnant condition. Looking back, we all were glad it was over — but had the satisfaction of a job well done." And yes, if we had to do it all over again — we could do it!!

An 813th reunion was held on the Queen Mary at Long Beach, Calif. May 1988. Our first in 40 years!

By Tammy Barnacastle

History of 813th — My View

The 813th left Bowman Field, KY for Ft. Dix staging area in NJ and boarded the Queen Mary, a luxury ship converted to a troop ship on 24 Jan. 1944. Our ship zig-zagged across the ocean in varying temperatures — first it was warm, then cold and wet causing the ship to do a 30 degree roll in the cold storm. Three nurses were assigned to one little state room with a cot three decks high. Our B-4 bags slid from one side of the room to another day and night as the ship rolled. Ropes were tied to the dock so we could walk to the dining room. Since the furniture had been moved from the lounge, we sat on the floor. However, we were entertained by an all black choir.

While listening to the radio one evening, we heard them announce that the German Wolf Pack had sunk the Queen Mary! We spent a lot of time on deck watching the ship plough through the aqua sea.

It was a cold, windy, rainy day when we landed in Scotland. We rode in a train with no windows. Arriving at Balderton AB at Newark, England, we were assigned to the RAF Officer's club, were issued nine wool blankets and still froze during the night. The brick walls were wet with moisture in the mornings. Walking through the mud, we went to the USAF dining room. Soon we were moved to the British WAF quarters near the mess hall on the base. Each room had a pot belly stove for heat which an airman was assigned to keep fed with coal during the night.

L:R: Irene Schulitz, Helen Ranick, Vangie Comeaux, Mable Strube, Helen Morison, Betty Williamson, Vee Moss, Mary Bell Fraser, Winnie Plutz of 813th — Le Bourget, Paris, France.
Our meals were far from tasty. The powdered eggs, cooked like scrambled eggs, looked green and tasted like there was a spoiled one in the batch. The powdered milk for cereal had a very unnatural flavor. To spread the paraffin filled butter on the dark English bread, we held it on a fork over hot coals in the stove.

Being an early riser, I was assigned to be the house mother and awaken everyone for an hour of callisthenics. Once we were inspected by the CO of the 94th Sqn. and he remarked later he was embarrassed to inspect nurses standing at attention with their bosoms protruding.

We sponged #10 can of peanut butter and fruit cocktail from the cook, having become bored with spam and old tasting cheddar cheese.

While waiting for the invasion, we flew pts. from England and Ireland to Scotland for Trans-Atlantic flights in C-47's to the states. Each of us had a chance to fly to the states at this period. One March night, we heard a British bomber returning from a mission over Germany and the sounds of another motor was nearby. A crash was heard, the German plane escaped but the British plane was shot down by error. On 8 June 1944, when we went to breakfast, the sky was full of planes in formation and the airfield was empty — D-Day had come. My first trip as a flight nurse was D-18. Wearing gas mask, helmet and carrying a canteen full of water, we flew into the beautiful sunrise over the English Channel. Sitting on bombs and barrels of gasoline, we landed at Omaha Beach, France on a bull-dozed air strip. When the dust settled and the C-47's door opened, there were hundreds of white crosses. There lay broken dreams; sweethearts; husbands; fathers; sons; young men all with aspirations and plans for the future gone. This was the future site of the National Cemetery of Omaha Beach, France. Some of the pts. were unconscious, still under anesthetic. Some of the soldiers were suffering from battle fatigue from tank duty in Gen. George Patton's Tank Corps.

Most of the time we were not sure just where we were as the air-strips were known by # for security reasons. Our seats on the planes were cargo of supplies for the war effort, food, Stars and Stripe papers, eggs or barrels of gasoline. When the French Resistance Fighters were near, they stopped for a visit and always thanked us for our help in liberating France.

Flying pts. out of Liege, Belgium, we had pts. lying on cots under trees and on the ground — all over the place. We split our teams filling all the planes as rapidly as possible taking the heavy pt. load off the field hospital. All this time, American and German soldiers were involved in a "dog fight" overhead.

Moving to Maryvale, England, we lived in quonset huts. Here we suffered our first tragedy. "Jacky" Jackley and her technician along with the crew and load of pts. perished on the cliffs in Scotland while flying in heavy fog better known as "pea soup." Jacky is buried in the National Cemetery in Epworth, England.

To prepare the nurses for the hardships they would be facing D-Day, they were assigned to the 100th Bomb Group at Epsworth. I was almost a casualty over Scotland when to avoid hitting an English bomber, our C-47 pilot dived under the bomber. Two litters were torn loose and we were bounced about. The Lord was in that cockpit that day. In another instance of a close call, we were over the English Channel when the plane hit an air pocket and dropped 1000 feet. On board was a pt. on a litter, who was terrified of flying anyway and this episode caused him to panic. It took a lot of reassurance to get his emotions under control.

In Oct. 1944, we moved to Le Bourget Air Field in Paris, France, lived in bombed out buildings with no heat. The weather was cold, rainy, soggy and miserable. The planes were unable to fly in the Battle of the Bulge because of foul weather. Soon after we moved to Le Bourget, the Battle of the Bulge took place. On my first flight in the plane had to pull up to miss a pine covered mountain.

One of our nurses, Reba Whittle was on a C-47 which was shot down by the Germans. She was captured and imprisoned for two months before she was repatriated. Thinking she was killed, the sqdn. held a memorial service for her. What a relief to learn she had been sent home later.

After we were transferred back to Grove England, I had a close call on a flight to Brest, France when the aircraft was fired on by the Germans from the isle of Jersey. On a flight to Munich and Nurnberg, cities with no roof tops, we landed on a German airfield which had German planes parked on it — one with a smaller plane tied on top of it.

We were hungry and asked the cook for something and he made us sandwiches of chicken-a-la-king! We chatted with nurses from the field hospital and saw the beautiful things they had collected.

Without warning, I was transferred to the 816th MAES and near the end of the war was transferred to the 811th. At the war's end, I returned stateside, was given a month's vacation before reporting to the station hospital at Long Beach, Cali. Saving a white blanket from my flight kit, I bagged all the things I collected and attached them to the blanket with the US in the center. It is now in the March AFB Museum, Cali. I did air evac air shows in the states to help promote the program. While stationed at Brookley AFB, I flew to Panama and Puerto Rico and received a letter of appreciation from the Public Health Commander.

In 1950 at Ladd AFB, Alaska, I finally received the Air Medal for the period from Jan. 1944-Feb. 1945 while serving in the ETO in WWII. It was a struggle every inch of the way, but I attended college graduating with a BS in Nursing, BA in Education and a Masters in Education, later teaching in the Bureau of Indian Affairs.

June 6, 1980 the 94th TCG, lead group in the invasion of France, held its reunion starting in Amsterdam and retraced every area where they dropped gliders and paratroopers. The Mayor in Bastogne, Belgium gave a welcome reception for us. We ended the trip on the field where the invasion began, on the same day in 1944. One speaker said, "it was the cream of American Youth, that liberated France." All those white crosses proved it without a doubt.

Mable Strube Lada, Flight Nurse.

Lt. Reba Z. Whittle

Lt. Reba Z. Whittle from Rock Springs, Texas was the first flight nurse to be imprisoned by the Germans and the first to be repatriated by the enemy. On Sept. 27, 1944, Lt. Whittle and five other members of the 9th Air Force started on a mercy flight to cover the European battle front. Caught in a flak barrage, their riddled C-47 landed in a turnip patch behind enemy lines. Every member of the crew was injured including Lt. Whittle, who sustained flak wounds as well as a head wound. Despite her injuries, she assisted with moving a wounded medical technician from the burning craft.

As they huddled near their rushing plane, enemy soldiers rushed toward them. Neither side could understand the other. The Germans were shocked to learn one of the prisoners was a female! They administered first aid to the prisoners and then escorted them to the enemy camp. This was the beginning of four months of imprisonment during which Lt. Whittle never saw another female. She lived in the exclusion of a prison cell except during working hours when she nursed wounded Allied prisoners. She remarked that she was sure she was the greatest nuisance the Germans ever had. Apparently, they had never taken a female prisoner before and they did not have facilities for women. She kept quoting Genesis 3:16, "the Lord God said, 'It is not good for man to be alone. I will make a helper suitable for him.'" The story of a woman's plight resonated with her — the part about proper segregation of the sexes among prisoners of war. She learned this from lectures by Capt. Gray at Bowman. She always felt they repatriated her out of sheer desperation.

As a prisoner, Lt. Whittle found ample use for her nursing. She volunteered to work among the prisoners suffering from burns. There were British, Americans and Australians attending who were captured. British Medical Officers. She was mentioned in the Air Force Diary by James Struble. The English flyers gave her the silk lining from their flying boots to make underwear for herself.

History of 815th MAES

Activated at Bowman Field, Louisville, Ky. Jan. 1944 with Clare Stanton as Chief Nurse. This squadron was forced to cut short its training as it was needed in the ETO for the invasion. They were sent to Camp Lewis, NJ, remaining there for a month prior to leaving for Europe. Sailed on the LE DE FRANCE March 1944 — a four-day trip. Arrived in Guernsey, Scotland, put on a train to Lambourn, England, from there went by CT truck to Boxford House. They were prepared
History of 816th MAES

Activated Bowman Field, Ky., Jan. 1944, left Bowman Feb. 1944 for Camp Kilmer, N.J. There was a delay of overseas departure and everyone took passes except Sgt. Arthur Hehr. He did not suffer too badly as he went into NYC every weekend and was treated royally. Departed on the ISLE DE FRANCE, a huge ship with a capacity to hold 15,000 people (we were told by the British crew), on March 13, 1944. The enlisted men’s bunks were deep in the ship near the engines. The musty air and pounding engines added to the misery of the seasick personnel. The crewmen sold them English bread which helped soothe the weary stomachs. The ship traveled without a convoy, zig zagging along with an occasional deep “whump” of a depth charge being dropped.

Arrived Scotland March 22, 1944 and were met by the Scottish people, who brought them coffee and donuts to the windows of the train. From Scotland, went to Greenham Common in Reading, England. The German bombers passed over the base at Greenham Common every night on their way to bomb the English factories. The Germans were aware the air evac personnel were there but the factories took first priority. Here at Greenham Common, the GIs learned to change American dollars into pounds and shillings — mostly by shooting “craps.” Greenham Commons was an old fashioned place with barracks with attached latrines for the nurses. The men had quonset huts with outdoor privies — necessitating a walk to the latrine with the “honey bucket.”

The nurses were issued bicycles which they seldom used and we GIs used to borrow them to see the sights. The nurses were in demand as the Officers had dances and the girls were very popular. The officers usually had “wheels” and the nurses had transportation. When the squad first arrived in Greenham Common, the techs were required to guard the nurses’ barracks at night. At 4 A.M., a tech would build a fire in the Chief Nurse’s room and the Big Ward where the other nurses slept. This practice did not last long.

Various activities kept the personnel busy. The enlisted men built a volley ball court which was a favorite of all the personnel. Some of the people went on passes to London and others to TDDY with the 816th. They all became acquainted with Thatcham and Newbury. The group continued the air evac training started in the states. They went to bomber bases for altitude and oxygen use training. We were located near bases loaded with C-47s and CG-4 Gliders which they often visited and inspected. The 816th, under the direction of Maj. Albert D. Haug, (who was assisted in the planning stages by Sgt. Arthur Hehr) performed the first Glider Snatch of patients from Germany, 2nd Lt. Suella Bernard was the flight nurse on this glider evac. The trip was made March 22, 1945 from Remagen, Germany to an evac hospital 15 miles away in France. Maj. Haug escorted pts. in the 2nd glider. Ten technicians had already been “volunteered” to perform future glider evacs and were waiting for improvements on the gliders for evac missions when further glider participation was cancelled.

In May 1944, the invasion was expected and the 816th was placed on alert June 4-5th for the invasion of France. The unit also received its C-47’s. A first aid station was set up near the flight line.
There was even a rumor going around that the "Dirty Dozen" were going to load there. No one ever knew if they did or not, but there was a lot of "brass" running about. Around June 5th it was evident that the invasion had begun. The sqdn. was prepared for possible but there was no training in what to tell the patients, shown the first aid kits they would carry, were given French invasion money they would carry, taught the use of parachutes which they carried on the Normandy flights. Later, because of weight and low altitude flying, patients and air evoc personnel did not carry parachutes. (April 1945, Capt. Douglas, flight surgeon and Lt. Porter evacuated the first C-47 loaded with wounded from Germany.)

By June 9th, there were "blood runs," with the flight nurses accompanying the blood. Often the troop carrier crews dropped blood by parachute to hospitals on the ground—some pilots swore they hit the Red Cross on the ground dead center! By D-Day plus seven or June 13th, teams of air evoc personnel, using cases of TNT for seats, headed for Omaha Beach under fighter escort. They landed on makeshift runways made of pieces of metal which had been stripped together—and dust was everywhere.

July 1st they moved to Prestwick, Scotland in preparation to start the Trans-Atlantic flights from Scotland to NY to evacuate the wounded from the invasion. Dr. John Fissell, surgeon, was killed returning to Prestwick from NY, where he had just been married. His plane with all on board vanished after crashing into a mountain. His loss was a tragedy for the sqdn., and the morale was at an all time low for it was a close-knit family.

By July 4, they were flying into Normandy. At St. Mere Eglis, the German POW's were settled in and were assigned to KP. They were eating better than they ever did with the German Army and morale was high. The Americans were making money in the black market by selling German pistols for $75 each. There was a big market for German souvenirs.

The Trans-Atlantic flights were made in C-54's manned by civilian ATC pilots and navigators. Transporting 18 patients, the flights were usually five hours to Iceland, where patients were fed, then eight hours to Newfoundland and another meal with change of patients' dressings and refueling of the aircraft. The last leg of the journey was six hours to LaGuardia, NY. These Trans-Atlantic crossings were far from sale. One flight which left Prestwick, Scotland, was lost over Iceland. The entire civilian crew and air evoc personnel were lost. Lt. Catherine Price from the 817th MAES and T/3 Frank Sorrells from the 816th MAES (who was on TDY) both perished. The next flight out from Prestwick with Lt. Mildred M. Shafter and T/3 Elmer Cox with 18 litter patients and a civilian crew flying in a C-54 landed safely at Iceland. Two hours out of Iceland, they noticed a prop was not functioning and the plane landed at Greenland for repairs. This involved going over the IceCaps which was very dangerous. In the meantime, another engine began to cough and sputter forcing them to land at Bule West. This load of patients was the first wounded from Normandy to reach Greenland and the patients were treated royally.

Their next move was back to Greenham Common and from there to Orleans, France—a muddy place. Late Oct. '44 found them at LeMans making flights to England and Paris hospitals. Many of the personnel went to southern France for that campaign. Some flew into Germany evacuating casualties in the Battle of the Bulge Dec. '44. Late March '45, they packed to move to Villa Cobley and Chateau near Paris. The men lived in the Chateau Malrehinal, a millionaires' home. The group was evacuating American and German wounded from the Rhine area April 12, 1945 when it was announced over the radio that President Franklin D. Roosevelt had died. One German POW remarked Roosevelt was a good man but he knew nothing of this man called Truman.

Between flights, the personnel toured and learned about the area—especially Paris. For V-E Day, they shot off all the flares they could find—many of the natives learned of the war's end from the Allied pilots' messages.

Major Albert Haug, the Commanding Officer, volunteered the 816th for duty in the Pacific Theater. They went to an "Assembly Camp" awaiting orders to go to the Pacific when on Aug. 14, 1945, the Japanese surrendered.

The long wait was over and the hunt for suitable transportation home began. Space on the ship, SANTA ROSA was obtained and the 816th left for the U.S. Oct. 1st, 1945 arriving at Camp Kilmer, N.J. Oct. 10 where they were disbanded.

Awards: All flying personnel of the 816th received the Air Medal, American Theater Ribbon, European and African, Middle Eastern Theater with 4 Bronze Stars, Good Conduct Medals and the techni-


IN MEMORIAM:
Dr. John Fissell, flight surgeon over Scotland
T/3 Frank Sorrells, medical technician near Iceland
By Elmer F. Cox, Arthur Hehr and Suella Bernard Delp

My First Flight into Normandy on D-9

Our table of organization called for each plane for Air Evacuation to be manned with a flight nurse and a Tech. Sgt. who had been well trained to make these flights. Since these C-47 cargo planes carried military supplies to front lines we could not have the planes marked with a Red Cross, nor could they be armed as we carried injured soldiers to the rear for medical care. While cargo was hastily unloaded at forward positions, the flight nurse and technician set up the litter strips for the patients.

When we boarded the plane all the bucket seats were folded against the walls, and the cargo completely filled all the inside space. The pilot met us at the door and said, "Welcome, you don't have to worry, we have this plane armed." Knowing it could not be armed, we replied, laughing, "Of course, the pistol you are wearing!" He laughed, saying, "Go look on the wall in the blue room, ...we really are armed!" and, hanging on the wall an ancient rusted muzzle-loaded shot-gun. It made good decoration if nothing else! Since we had only the cases of cargo to sit upon the T/3 and I hooked it all over. Cases of 50 caliber machine gun bullets, cases of 105 mesh shells, and all the rest of the space was filled with five gallon cans of gasoline. We had to sit upon the cases. All the planes were lined up for formation take-off. On this flight we were to have fighter escort.

Taking off in formation, the planes were behind scheduled time
apparently as the cover of fighters and we had to be coordinated. We both watched through the windows when about three hundred feet or so off the ground our plane on inside wing position had to throttle-back to stay inside when the lead planes made a left turn. We were barely maintaining airspeed. The plane would sometimes slip sideways toward the ground, I wondered if we might crash... Then I was concerned about the cargo we were carrying. Remembering my few weeks detached duty at a B-24 bomber base near Norwich... That some of those planes blow-up on take-off, or also collided in air after take-off... I asked him the T/3, "Do you think we would blow-up if we made a crash landing?"

"I don't know!" He seemed as nervous as I did about it! After some discussion of it, we decided that even a bullet in the right place might blow this stuff and us up. Our parachutes or the Mae Wests wouldn't do us much good either, Soon our formation straightened up and flew right. We felt much safer with the fighter planes over us... The Allied positions on the beach-head we had heard were precarious.

Soon we were over the English Channel. Below us we could see all sorts of ships heading both ways. We were well aware that the Allied force had such a small toe-hold on shore, Enemy resistance was fierce.

Across the channel as we neared the shore, we saw hundreds of wrecked ships that had never reached shore, as well as the thousands of wrecked equipment, wreckage... Unbelievable sights. All the wrecked, broken gliders that had crashed into posts set securely in any open field or into the thick impenetrable hedgerows... the open field where the mat landing was, still had the wrecked gliders with wings torn off, and other debris of war around it. The air was very dusty with all the activity. We could hear regular explosions of bombs and shells as we landed. On the flight over, I'd been so interested in all we were passing over that I'd not noticed my ears becoming stopped-up a bit. That did interfere with my hearing all the shells falling, seemingly nearer! As soon as the door was opened I stepped outside and saw a Flight Surgeon acting as coordinator, Capt. Mills. He was covered and caked with dust, his face, his hair, and clothes. Even his eyebrows were thick with it. He said the patients had been lined up on the litters on the ground nearby and in front of us for a long time because of the delayed landing. Shells falling and exploding nearby continued with regularity.

Pattern bombing quickly the cargo had been unloaded and we immediately started loading the plane with the litters. Capt. Mills was overseeing it from the ground. The patients passed by me so fast I had only a quick look at them. Their charts were tucked under an edge of their litters. About eight patients were loaded when I noticed that one who passed by did not look at all good. He seemed to be comatose, and had been without food or water for a long time. I went to him and tried to check his condition. His pulse was weak and thready; I checked his chart to see what his injuries were. He had serious abdominal wounds that had been surgically treated. He was dying, could not be roused. I decided to give him back for more care. Just that second Capt. Mills stuck his head in the doorway and yelled at us to, "Shut the doors and get the hell out of here, the shells are getting too close!" I immediately went to the door to give the patient back to him... But everyone, ambulances, all had disappeared completely. No one at all there! We had to go... no time to lose.

Soon as we were airborne I went up front to notify the radio operator that we had a dying patient on board. That I was afraid he could not last until our landing, wherever it might be. "If he dies during the flight I don't want the other soldiers on board to know it. I'd like them to have a doctor on board the plane the second the doors are opened. In any event this patient needs very prompt attention," He said but he was not at all sure how he could do it. The plane was only about half loaded, Asking him to mostly take care of the others while I was busy with this poor dying soldier. We had a German prisoner of war with a sucking chest wound, and I'd be mostly occupied with them on this short flight. All the other patients were really in quite good condition with their previous battle-ground care. The POW with the chest wound was not in the best of condition, but he was not at all sure how he would be treated. Since he did not understand English I worked a bit harder with him and tried to assure him he would be treated well. I wanted to let him know he would be all right and that he would recover.

I constantly checked the dying patient, changed his position a bit. Not long after he did die. I definitely did not want the others to know about it, and I was afraid the patients across from him would notice he wasn't breathing. I turned him a bit more towards the wall, adjusting his pillows and head to make it appear as though he were asleep. I immediately informed the T/3 and asked him to act as though all was normal. Our take-off from Normandy, near Ste. Marie-Église had been done with great haste. The last shell falling even closer... that explosion popped my ears open!

When we landed in England near a General Hospital the plane had barely stopped moving when the doors opened from the outside, First on board was a flight surgeon followed by litter-bearers... They all seemed to crowd onto the plane. I spoke, "I'm so glad to see you Doctor. This is the patient I wanted you to check." I handed him the patient's chart which I'd closed. He then went to check the soldiers condition. He briefly checked the pulse, listened for a heart beat, turned to the litter-bearers and said, "Take this patient to Ward 3." I spoke to him of the German POW and his sucking chest wound. After checking him briefly the Doctor said, "Take this patient to Ward 2. This is really a problem... I told him.

It was a great relief to me that none of the patients knew that one of them had not 'made it'.

In May 1948 at San Antonio, Texas I attended a World War II Flight Nurse reunion. Also attending was former T/3 Eimer Cox of our Squadron. He mentioned that he had a patient who died on a flight out of Normandy. I asked him to please write the details of it to me, as I'd thought I was the only one who'd lost a patient. When his account arrived, he had the same date... D-9. He had not remembered who the flight nurse was. I am certain he was with me on that flight.

Summer of 1985 I attended a reunion of the 440th Troop Carrier Group to whom in October 1944 we were attached at A-50 airfield near Orleans, France. During one of the social social evenings in a large room each of the different group squadrons were in different areas of large room smoking tables and renewing old friendships. I visited each group, talking with different ones. One of the former pilots was telling me about one of his first trips into Normandy to pick up patients. He spoke of the terrible wreckage along the shoreline as well as all the broken gliders in the immediate area. He said, "As soon as we landed I went outside the plane to get a better look... They had injured soldiers on litters lined up on the ground waiting for us. I wandered over to take a closer look at them. There they were, young! One looked to me as though he was dying. He was lying there crying, tears rolling down his cheeks, and he kept calling for his mother. I've never forgotten him, ... and whatever happened to him... Whether or not he made it through the war."

When I reconnoitered to the above description of my first flight into Normandy that pilot said to me, "When you were telling me about that, chills were running up and down my spine... That was my plane... The wheels had barely stopped moving when we landed... and the door was opened. The Doctor, litter-bearers... ambulances were all there! I never had it happen that fast again... even!" After all these years, this story is now complete.

By Louise Anthony de Flon — 816th MAES

Glider Pick-up at Remagen by 816th MAES

Several persons in recent months have asked me about the glider pick-up with patients at Remagen, Germany and across the Rhine River during WWII when that bridge and all others were temporarily out. This happened forty-four years ago — on March 23, 1945 — and this is what I remember.

First, the planning had all been done when I came upon the scene and the gliders already made into hospital ships for transporting patients... I remember this was not a completely new operation, since it had previously been done over mountainous territory in the China-India Theatre, although reportedly not with nurses. At any rate, it was not heroic on my part... Major Albert D. Haug (our CO) had asked me to go on this flight just after my return one of my routine flights with patients on a C-47. I was told I would care for patients in flight, the same as on other trips, and I readily agreed to do so.

I remember our landing at the pick-up point — an orchard strip — was smooth and uneventful. However, patients were not there and ready to be loaded as anticipated. I later heard that some had been ready the day before and we did not make the flight because of bad weather — therefore they weren't sure if or when we would arrive. There were several army ground personnel milling around, but no patients.

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I remember we waited what seemed like quite a long time and became concerned that the C-47 circling over head would run out of gas and have to leave without us.

I did not see and do not remember anything about the 2nd glider, although I must have known about it at the time. I later learned that it may have been the first to land and take off.

I know there were two persons riding with me — other than patients — an Army Sgt. and another — perhaps a newsman. The patients finally arrived, were loaded in the glider, and the C-47 snatch[ed us] up. There was quite a jolt on take-off and one of the ropes by which the litters were suspended broke — thus dangling at one corner, three litters with patients. The Sgt. riding with me helped me re-attach it. My one completely unconscious patient happened to be in this group and I remember worrying a great deal about him.

I don’t know how long the flight lasted but one of the wheels collapsed on landing and we came to rest against a fence but had a fairly smooth landing in spite of it. The patients were removed from the glider and taken by ambulance to a hospital. Of course, I never knew what became of them after that — wondered about it for a long time afterwards — but I then flew back to my base near Paris, and back to my usual duties.

This probably could have become a successful on-going operation, but, since transportation across the Rhine was re-established, there was no longer any need for similar air evacuation missions.

1/7 Elmer Cox remembers Maj. Albert D. Hauag, M.D. worked to perfect the Glider Evac and attended wounded on the second glider.

By Sue Bernard Delp

History of 817th MAES

The 817th was organized 12 Nov. 1943 at Bowman Field, Ky. Early in March — 14th — 1944, sailing orders were given and the 817th proceeded by truck and train to Camp Kilmer, NJ; then by ship to Scotland, arriving 2 April 1944 where we were greeted by a chorus of bagpipes. We went by train to Barkston Heath, England near Grantham, arriving 3 April 1944. Quarters in England consisted of 2 open barracks with the most essential facilities across the street. It was cold and damp, our cots small and hard and orange crates became bedside tables. The comforts were few, but we were an eager and happy group. We sang with enthusiasm as we boarded trucks to and from missions.

After settling in at Barkston Heath, England, we began to explore the surrounding towns and villages. We were each issued a bicycle and we made good use of them to get around the Base and going to town for "fish and chips" or to a movie. We went on tours to Stratford-on-Avon to see Shakespearean plays, to London to view the historic places, and to Scotland for a boat trip on Loch Lomand. Gwyn Ramsay Sheppard made a trip to North Wales to visit her grandmother and relatives.

Before D-Day, we evacuated patients from Ireland to England, England to Scotland and flew the Transatlantic route to NY.

During one of the Transatlantic flights, we had our first casualty of 817th personnel. On a mission out of Iceland, July 26, 1944, Catherine Price was lost. It was a traumatic shock to all of us for we were a very closely knit group. A technician from the 817th MAES, Frank Sorrels was lost with Catherine.

We had a heroine in Ann Macek Kreuger. Her plane loaded with patients crashed and burned at Etaples, France Dec. '44, Ann was awarded the Soldier's Medal for heroic achievement while evacuating patients from the plane after the crash. All on board were saved.

D-Day was 6 June 1944 and on 10 June we made our first flights to France and landed at St. Marie Iglese. On 14 Oct. '44 we moved to LeMans, France, our quarters — previously occupied by the enemy and bombed out by our Air Force — taught us to scrounge for the comforts of home. Because the runways were poor, we were soon moved to Dreux, France where we remained until May 1, 1945. Here we lived more comfortably on the third floor of a former school dormitory. We evacuated patients from the front lines to Rheims and Paris and across the English Channel to southern England. On these flights we usually carried jerry-cans of gas, bombs or other supplies for the forward areas. Sometimes we had green, young soldiers going to the front as replacements. Though these flights were dangerous, we had youth on our side, which simply meant we didn't know enough to be scared.

Dreux was only 40 miles from Paris and whenever our schedules permitted we would make the most of the Rue de la Paix, always in search of a better perfume. We worked the hardest right after each campaign and during the full some of us were assigned TDY with ATC, evacuating patients to NY and Miami.

After we moved to France in Oct. 1944, it was not all work. We had R and R leaves on the French Riviera, to Switzerland, tours around Paris, to the U.K. and to Rome. We had 3 military weddings. Our nurses married Troop Carrier Pilots, Rosemary Loden married Jerry Pacassi, Irene Wist married Mike Wassil, and Ruth Cannon married Leo O'Connor.

The most memorable event for Ann Macek Kreuger was the Christmas party the 817th nurses gave for the French orphans of the Sisters of Charity. They were served in the GI mess, plates filled to
capacity and each plate was cleaned of its last morsel. The party itself was held in the Rec room complete with a trimmed tree and Santa played by 1st Lt. O. Miron, MAC Adjutant. The nurses had saved their candy rations, purchased small gifts and what few toys that were available. All the girls would have given anything to be home with their families but the sparkling eyes, broad grins and the joy in the laughter of the children was the best present they could have had other than being home. The nurses, who took part in the event were Gasvoda, Cannon, Koster, Price, Caulkins, Goldberg, Todt, Fruzynski, Bielecki, Reed, Berendsen and Kreuger.

On 29 April we transferred to Toul, moving us closer to the front lines for availability to evacuate from western Germany to hospitals in France and England. On one of these forward flights, Christine Gasvoda, flight nurse, lost her life near Putterborn, 16 April 1945 — crashing into a mountain in Germany. This was the second stunning blow to our morale and her death saddened us all.

After V-E Day we continued to evacuate patients from prison camps, including German POWs. In May 1945 we moved to Paris (Orly Field), to fly the Trans-Atlantic missions evacuating “our boys” from Paris to the Azores, to Bermuda and on to Miami. Each of our nurses received the Air Medal and 5 Battle Stars for missions flown.

Before the Japanese surrender, all except one of the nurses volunteered to go to the Pacific. August found us in tents at a staging area in Rheims awaiting orders for Pacific duty. During this time we were able to visit Switzerland and the Riviera, then back to tents.

Victory in the Pacific came before our shipping orders and by mid-September, we were Marseilles bound to await transportation home! The 2nd of Oct. 45, we boarded the Marine Angel, the Liberty Ship that would take 12 long days to sail us across the Atlantic.

Within two days we were scattered to all parts of the country. These memories are ours, the 817th, to reflect on and to treasure for years to come. We were a close knit and compatible group and still enjoy our reunions.

The original personnel are pictured in the Bowman Book.

By Dorothy Berendsen, Gwen Ramsay Sheppard and Ann Maciek Kreuger

History of 819th MAES

We of the 819th MAES are well-aware of our good fortune in being assigned to what we consider to be the best squadron to leave Bowman Field in the past, present and future. Our CO is Maj. Emerson Kunde and our CQ is 2nd Lt. Phoebe Lamunyan. We graduated from the S.A.E. 21 Jan. 1944, earning the right to wear our golden wings. We wear them with the knowledge we have successfully completed a difficult course.

The week following graduation, our school was honored by a visit from Mrs. Eleanor Roosevelt, wife of President Roosevelt. She visited our classes, ate our chow, watched the parade in her honor and we demonstrated plane loading to her. We read with interest her brief description of the school which appeared in “My Day” — she spoke of the “Grim Litter Bearers.”

No one knows just when we are leaving Bowman but rumors circulate daily. Suddenly, six of our girls left as replacements toward the Pacific Area. The morning of 14 Feb. 1944, we awakened to a base blanketed by several inches of snow. With full packs, helmets, gas masks and mustard bags, we left Bowman accompanied by the 815th and 816th Squadrons.

15 Feb. 1944, we arrived at Camp Kilmer, N.J with the hope our stay would be brief. We attended lectures on subjects we had already spent hours studying previously. Military courtesy was lacking at Kilmer and we were subjected to whistles by the Ground Forces. After a week on a starvation diet, our meals improved a bit but not our relationship with the powers responsible for the abominable condition.

26 Feb. 1944, we started our long journey from Kilmer to the ship, H.M.S. Samaria, an old British boat, overaged and overcrowded. Midst music and doughnuts and thousands of fellow travelers, we boarded. 19 nurses were housed in two cabins. The officers had crowded quarters too but the enlisted men were placed in places unfit for pigs. A small epidemic of measles, mumps and meningitis broke out and the sick-bay was overflowing. With no isolation facilities available, we carried out our technique as best we could. Our free days began to grate on the nerves of the nurses working in the sick-bay, so we gladly took over the nursing of the ship to pass the time away.

Our trip across the ocean was slow with no enemy intervention. After two weeks at sea, land looked inviting. However a heavy fog made docking impossible so we sat for a day and a half in the Mercury, Fri. 10 Mar. 1944, we pulled into Fort and watched the other units debark as the band played “Pistol Packin’ Mamas.” We debarked Sat. AM, were taken by truck to the R.R. Station, put in our compartments and were fed doughnuts and coffee by the Red Cross.

Darkness found us in London with our destination still unknown. We finally spent the night at the Red Cross Club at 10 Charles St. We had seen London from the back of a G.I. truck in a blackout. We had a good meal, hot bath, comfortable beds and set forth the next morning on the final lap of our journey. We reached Aldermaston the morning of 12 March 1944. The ranking officers of the post had been removed to make room for us in the best Nissen Hut available. They took everything movable with them. We doubled up to make the largest room in a lounge. Cold and shakling, we finally mastered the art of making a fire in an English stove with damp coke and wood. We found paint and redecorated with Patsy making couch covers for two cots. The Service Group, located us a piano and it began to look like home. We even found time to plant a garden which they named our “The Lazy Lights.”

When our bicycle issue came, we learned bicycling was more dangerous than flying! Everyone mastered the bicycle and we spent time cycling over the English countryside.

The 26 of March, Lois Roy went to the hospital with Mumps and two days later, Pearl Platt followed with the Measles. Fortunately, they were the only victims of the ship Samaria.

The month of May had passed quickly in spite of the fact our work was not started. We received 5 replacements for the 6 we lost at Bowman but Gertrude Berlings was transferred to the 806th. All of us had our turn at detached service at bomber bases with the 8th AF B17 and B24 varieties. We were expected to be on the line for all mission take-offs and return and attended briefings. We flew in the bombers as much as possible to learn as much as we could about their equipment. The nurses at Old Buckingham were shown how to B-24 for the back seat of jobs.

In Sandown the 802nd visited our camp and told us the practical aspects of Air Evac, Capt. Hatch taught us French and we did ditching procedure training. Our Sqdn. Softball team comprised of officers and enlisted men while not champions of the base, were in there pitching! Our pup, Winkie succumbed to a case of round worms and died while under treatment of the vet. And just as he had learned how to bark and become housebroken almost military momentum was reaching its peak. We could feel it and sensed it as new outfits — Anti Aircraft, Field Artillery, Airborne Infantry — moved in. Restrictions were on again, off again — something had to be cooking.

June is ushered in with mystery and tension. Combat groups and squadrons were sealed in their areas. Our only glimpse of men aside from the Chaplain and Base Surgeon were brief glimpses of the sol...
The evening of June 5th 1944, Maj. Finkelstein, Base Surgeon announced that D-Day had arrived and we were permitted to go to the beach and watch the takeoff and sweat out the returns. Time dragged as we counted the stream of red and green lights from a neighboring g.p. flying toward the English Channel. We watched our own C-47's and gliders take off, circle the field forming a beautiful tree formation and fly off into the moonlight. We retired to our respective tents and tried to sleep until time to count the returning planes. We were seeing history in the making.

The next few days were spent in awaiting the announcement that evacuation by air had begun. We learned of this from a glamorous picture of girls from a neighboring field with their arms filled with poppies shown in the Stars and Stripes. Our battle for Air Evac had slipped a trifle. The picture left Flight Nurses wide open for ridicule — we were called the "Poppy Girls."

The 819th started its official evacuation 14 Jan. 1944. The 4 of us, who were fortunate enough to take part, returned to our base filled with high hopes of doing our part in our country's enterprise. We didn't know that we would appear almost as an excess sqdn, which specialized the entire month in being alerted and unalerted. We set new world records in dressing and undressing.

Strawberry season arrived and we discovered 2 large patches of them within the confines of the base. We ate berries and even made home made jam. For occupational therapy, we were presented a loveable little pussy cat, which we named Chloe. Seeking to keep her happy, we found a "Good Polish" kitten to keep her company, named Elmer.

Our month of June ended on a disappointing note. We were fast losing all hope that someday we would be allowed to take part in our primary mission — Air Evac. The 819th welcomed July bored, restless, irritable and resigned to the fate we were champion Goldbricks. Gertrude VanKirk and Margaret Murphy arrived on the 4th to complete our quota. Just as we were reconciling ourselves to a life of ineptness, the unexpected happened — we started flying and we loved it. We flew daily, weather permitting into Normandy. Our trips were comparatively uneventful as far as enemy hazards were concerned. Roy's ship was fired upon by sniper fire but was not hit; Rice hit Air Evac Strip #1 just in time for an air raid; Murphy's plane skidded sideways and blew a tire while landing with a full load of pts: Peike prepared for a crash landing but the plane landed safely.

Just as we settled in, rumors of our going to Prestwick for the North Atlantic flights surfaced, with transfer imminent. We decided to give a cocktail party for some of our friends. Col. Whtacre contributed a ham which Blackie, the mess Sgt. baked to perfection. Our 8th AF buddies parted with a portion of their whiskey stash. The party was a success but the evening ended on a somber note when June Sanders, our Sqdn. poet and historian, was in a jeep accident, suffering multiple rib fractures, fr. vertebrae, brain concussion and sprained cranial injuries. We held our breath. We held our breath for several days. Mary Graton was sent TDY to replace June. The next day, we were told we were to start taking atabrine and not to reveal this to anyone. When we took off for the southern tip of England, everyone realized we were leaving the British Isles and the ETO. But for where? Our trip was speedy, pleasant and uneventful except for a forced landing after the plane's hydraulic system was shot by a sniper at Casa Blanca. By July 25, 1944, we had reached our destination — never dreaming we would see Casa Blanca, Algiers and Naples.

Lido de Roma, our new home, was at one time Mussolini's playground. We had a large apartment house without windows, lights or plumbing. We plundered for furniture, built a crude fireplace in the backyard to heat water for showers and the techs built us a unique shower.

Soon after arriving, we started working — it was regular but not as pleasant as runs to Normandy. Runs were dusty and evac records were obsolete. Many of the pts. were British, Arab and Indian. We were not flying near the front lines as in Normandy and the pts. were not newly wounded. We enjoyed the work and especially Lido de Roma with its sandy beach, beautiful sea and gorgeous moon. We had Italian maids, however, could not converse with them. We were still anxious to return to England and our friends.

Another invasion was approaching, everyone could feel it — but we were only too happy to find our neighbors. A week before was a surprise. We heard about it on the streets of Rome — it was a success with few casualties and it appeared once again the 819th was not needed.

We went swimming, got a tan, saw Rome, had an audience with the Pope, saw St. Peter's Cathedral. We visited the catacombs and some investigated the catacombs the Germans had turned into a tomb for several hundred Italians a few weeks before. By this time, the heat, unsatisfactory mess facilities, too much C Ration hash, lack of mail, or the unsettled circumstances under which we were living had gotten to us and for the first time our sqdn., began to squabble amongst ourselves. Therefore it was with unbounded joy that we learned we were being returned to England. We left Lido de Roma 22 Aug, bright and early taking off from Oran. The PX there had bountiful rations and everyone stocked up. In Casa Blanca, we had some free time so decided to shop. We were dressed in slacks and wondered why so many men were overly familiar. It turned out any woman on the streets in slacks was considered a prostitute. By


the afternoon of Aug. 25th we were all back in England — with hot water and a bath tub again.

We were stationed at Prestwick to make the North Atlantic hops. The girls, who had made the trip to Newfoundland and returned were thrilled with the work. Those who flew on to the states were too. The nurses lived in an old hotel which was crowded but not too bad, protected by a Sgt. After arriving, the work load decreased. Was it possible that once again the 819th was not needed?

We were into Sept. and broke, Our money has not caught up with us and everyone is broke. And nothing is free. Three complete squadrons had arrived in Prestwick and Evacs were down. Our social life had dwindled — we were forced to "knit" two, purl two.

The news of the Holland invasion reached our knitting circle and we sweated the boys out for casualties were heavier. While the girls knitted, the enlisted men were discovering the Scottish girls, who were cute and good dancers. They took in old movies and danced at the Bobby Jones Ballroom.

Our work was scanty but the North Atlantic run was a long hard grind. Many pts. are seriously ill and required lots of nursing care. The sickest pts. are accompanied by the Flight Surgeon and nurse. When critical cond pts. were evacuated, doctor, nurse and tech accompanied each ship. It's on runs like those when one realizes they're helping carry out air evac. All the nurses had had one trip across the ocean and some reached NYC. They were overcome by the bright lights, steaks, ice cream, milk and no shortages.

We moved to Westfield by the Sea in Scotland. We were miserable, what with our overbearing Srgs., over crowded rooms, oversized rats, drafty ventilation, overactive fleas, too few bathrooms — made us dislike Scottish castles.

Now, has 30 days and that was enough! The plane one of our offi-
cers was scheduled to fly in returning from NY crashed in New-

foundland. Lt. Hickey circled for hours — finally landing in England
with 20 min. of gas left. Eichelberger, a tech on TDY in France rode a plane to earth leaving a much torn ground — but survived. We continued to fly to the states and a new stop was, Fort Totten — out of this world. No one there had been taught Military Courtesy; our techs had to work in the permanent personnel’s mess hall on KP. Then our routine was changed and we only flew to the Azores. They were not well organized, food was unpalatable, quarters for transients were inadequate — not enough beds. They did have ice cream, limcs, fresh fruit, leather goods, watches at reasonable prices. Now. was over and it marked the 1st anniversary of the activation of the 819th. We had grown a lot, traveled a lot and had our ups and downs. We are more united than ever before — a complete sqdn. and proud of it. We are praying for a transfer:

“Twas the night before Christmas in the ETO.
Our bedding rolls were packed all ready to go.
We went to church and said prayers sincerely.
In hopes that our orders would soon be there!”

By June Sanders

The New Year 1945 finds us on the move again. The 806th left for Orley to open a new base in Paris. Some of our Christmas plgs. arrived in time, others were stranded. Life continues in its slow monotonous fashion. We gave a party and had a great time. It was good to be all together again. Christmas day, Betty Rice was stricken with a queer type of paralysis, affecting partially the entire left side of her body but she is gradually improving. Christmas was celebrated with too much emphasis on the day.

“Christmas is over, the New Year draws near.
And from all appearances we will be here.
We’ve spouted and pouted and fumed and we’ve roared.
The 819th’s transfer has been well ignored!
Our mail can not find us; we’re packed up on a shelf.
We surely feel sorry — mainly — for ourselves.
The time’s in the offing, at the close of the year
For new resolutions soon to appear.
We’re firmly convinced we should make a stand
Size ourselves up and take us in hand.
We will do our best no matter where stuck
We’ll try not to send our tempers amuck.
We’ll settle us down and all cease to gripe.
But who — in blue blazes — would believe all this trip?”

By Phoebe LaMunyan

This history was incomplete when presented to the Editor so we shall end it here. However they did return stateside and some were discharged but many remained in the service making it a career.

By June Sanders and Phoebe LaMunyan

History of 820th MAES

The 92 personnel of the 820th MAES consisted of a CO, 4 Flight Surgeons, one administrative on CN and 24 nurses. 6 NCO’s and one Master Sgt. The class of 43H, flight nurses, received their certificates 21 Jan. 1944 from the AAFSAE at Bowman Field, KY. During sqdn. activation week, all five sqdns. “passed in review” for Mrs. Eleanor Roosevelt, wife of Pres. Franklin D. Roosevelt. The 820th nurses received a unit commendation for excellence. On 9 Feb. 1944, the 820th left Bowman Field, by train for Camp Stoneman, Pittsburg, CA, arriving on 10 Feb. The next day, they embarked on a small ship but later transferred to the USS West Point, a former luxury liner, which for the duration of the war would be utilized as a transport for military troops. Boarding 19 Feb. 1944, they joined a large convoy with Navy ships as escorts. When they crossed the Equator Feb. 28th, there were special Neptune ceremonies. 6 March, we docked at New Caledonia in the Pacific and reached Milne Bay, New Guinea 10 Mar. 1944 — 7773 miles from our starting point! Disembarking 13 Mar. 1944, we were trucked to a staging area for nurses. Many of the nurses had been there for two to six months, restricted to the compound area due to the recent rape of a nurse in this area.

The group set about readying the tents. The humidity, heat and insects had made us a bit short tempered. Occupants of the area fashioned a sign which read, “Creeps inn.” The nurses had certain hours for meals at the mess which was not remembered for its menu — many recall the grapefruit jc. and the can of orange marmalade on each table — with no bread or crackers to spread it on.

Milne Bay, New Guinea, (AP0 928) Base A. (which had represented the first land victory by USAF and militia in Aug. 1942). We were assigned TDY here for one week for orientation and acclimation prior to our first overseas assignment. A nurse of this station, was assigned as a big sister to each of the 820th nurses to instruct her in tropical living, provide advice and reassurance. As part of the acclimation, we were required to take afternoon siestas.

On to Port Moresby, 19 March 1944, AP0 929, our first air evac assignment. This island was occupied by US Troops on 10 Feb. 1943. We landed at the Ward Drome (strip) in compliance with General Order 129 par 2, Hq. 5th AF, AP0 925, dated 10 Mar. 44, where our CO, Maj. Ralph M. Lechasse gave our welcoming speech. He started out with, “Ladies and gentlemen, this is it!”

“Macarthur will remember the beautiful ladies of the nurses here in the Dutch priest and the native servers. Our technicians were not with us at this point and some of us flew with the Australian medical technician, MacDonald on flights from Moresby to Saifor. Our technicians had gone ahead of us to prepare out headquarters and camp.

Here we were assigned to the 54th TCW, commanded by Col. Paul H. Prentiss, and under the 5th AF Commander, Ennis C. Whitehead, assigned routine flights with the 375th TC Sqdn. Flying in C-47’s, supplies were taken to forward areas and injured soldiers were evacuated back to Port Moresby. We flew twice a week to Ward Airdrome and Jackson Strip. Patients were evacuated from Dobodura and Wau.

Leaving Port Moresby 9 May 1944, we went to Nadzab, New Guinea (Markham Valley) which was captured by the Allies in Sept. 1943, and flew out of airstrips Sagarat, Dampier and Gusop, evacuating pts. from Lae, Tadji, Saifor, Medang, and Finschafen. Flights to Port Moresby were over the Adele Spot, a beautiful area and made a landing. The “ach ach” from a Japanese air base while flying over We Wak. July 1944, the nurses began R and R — some going to Sydney, Australia and others to Cairns, Brisbane and Townsville, Australia. All the wonders of civilization, even breakfast in bed, were highlights of this wonderful leave time. They enjoyed sight-seeing, eggs, steaks, fresh fruits, vegetables and fresh milk. Sydney was a wonderful city with friendly and hospitable people, excellent water and sandy beaches. For entertainment, there were theatres, zoos with beautiful and rare birds and animals, and good restaurants.

Hollandia, which was located on Humbolt Bay and secured by US troops on 22 April 1944 was our next assignment, arriving there 7 Aug. 1944. We operated from three main airstrips: Cyclops, Seni, and Hollandia Air Drome, evacuating injured from Morit, Wadke, and Owil. On our first flight into Wadke, we took out the airfield in the area. We continued to evacuate planes destroyed by Japanese strafing only one-half earlier. Laila Budd, one of our nurses spent two nights in a trench dug around the air-strip perimeter in Wadke, due to enemy attacks. This was later a “Staging area” for the Jolly Rogers Bomber Grp. Our barracks here were erected on a Japanese burial ground as an area of disabled Japanese aircraft. Zero’s and Betty’s were located just below our quarters. Swimming in Humbolt Bay was a wash.

On 7 Nov. 1944, we moved further north to Biak (Netherlands East Indies), a coral reef captured by US Forces on 27 May, 1944. Upon our arrival, the 804th MAES was already stationed there. They occupied a wooden barracks and we lived in tents. We were placed on detached service with the 804th until they moved to the forward echelon at Bauruau, Leyte, Philippine Islands. We then moved into their vacated quarters. Biak had palm trees, vegetation, hot weather, 100% humidity, rain, high forceful winds and mosquitoes.

As the war in the Pacific progressed our flights increased both in number as well as length. We evacuated pts. from Noemfoor, Sanapor, Morotai, and began flights to Tacloban, Leyte, P.I., which required R.O.N. ’s in Pelewau, Palau Islands and continuing flights to Leyte. The forward echelon of the 804th had located on Bauruau, Leyte which required flights in L-5’s from Tacloban to Bauruau and return trips to pick up our flights in Tacloban. Part of the Sqdn. remained in the rear echelon in Biak. It was during this period that two of the 820th personnel were declared missing or killed in action. On Jan. 26, 1945, Thelma LaFave from Georgetown, Mich., flight nurse and T/3 Orli Bittler technician were reported missing in flight from Peleliu to Leyte (presumably over Zamboanga). No trace of plane nor crew was found. And on Mar. 10, 1945, Martha F. Black from Ny, NY, flight nurse and T/3 Delbert V. Beery, technician, were killed in Luzon. P.I. in an air crash with patients aboard. All persons on board were killed. The horrors of war and combat
were very real to us as we grieved for our lost friends. They shall always remain in our hearts and this history is dedicated to their memory. May we never forget them.

In late Jan., 1945, we moved to Buraen, Leyte, an island in the Philippines, which was captured by Allied Troops 20 Oct. ’44. Buraen was a small dirty village from which we flew to Tacleben Airdrome to catch our flights throughout the area. Aerial “dog fights” between the US and Japanese fighters were a usual occurrence. It was here that two of our nurses had a very close call when on 10 Feb., Lt. C-47 with a crew and passengers totalling 12, two of which were Lt. Victoria Lancaster and Lt. Theta Phillips, had blown off course in bad weather, was running low on fuel, had lost all contact by radio, was circling searching for a place to land. That morning on orders from Gen. Geo. C. Kenney, four P-51 fighter pilots, Capt. Louis E. Curdes, Lt. Schmidl, Scalley and LaCroix, took off from Central Luzon to do reconnaissance missions, each having certain areas to observe. Having observed Formosa, they headed for the Bataan Island chain looking for enemy activity or air-strip. Spotting an air strip on a Japanese held islet, Lt. Scalley and LaCroix strafed the area. Lt. LaCroix’s plane was hit by enemy fire injuring his leg and he was forced to ditch in the sea. When Capt. Curdes learned of the incident, he and Lt. Schmidl arrived on the scene to help protect the downed pilot. Realizing fuel was running low and night approaching, Capt. Curdes ordered Lt. Scalley to return to base and send a PBY to rescue the downed pilot.

Capt. Curdes gave the Jap held air strip his full attention and strafed it from one end to the other. Pulling up, he suddenly saw another plane approaching which appeared to be a transport. He climbed to get in a good position to fire when he recognized the American insignia on the transport. Using his radio, he attempted to warn the transport of impending danger on the Jap held island but got no response from the transport crew. Ignoring his efforts to divert it, he was forced to fire a round of ammunition at both engines, crippling it and causing it to ditch along side Lt. LaCroix in the water. When the door of the downed transport opened, out crawled 12 people, two of them nurses. They ditched safely and soon the two dinghies were tied together. Another crew of P-51’s came to relieve Capt. Curdes, who had been keeping watch overhead. He returned to base and returned the following morning with a PBY to rescue the stranded personnel. Later, Capt. Curdes was awarded the DFC for deliberately shooting down an American plane and he proudly painted the American flag on the fuselage of his plane.

We prayed this would be the end of our troubles but on 11 Feb., 1945, a C-47 pilot was wounded by artillery fire while the plane was on the ground at Clark Field, Luzon in the Philippines. On board, were Lt. Mary Coughlin and T/1 Joseph Pelletier, members of the 820th Troop Carrier. He was to be returned to base injured. Sailing Day, on 17 Feb., 1945, tragedy struck again when one of our ground crew members, Louis Eilenberger was drowned in the surf at Dulag, Leyte Island in the Philippines.

Dulag was our 2nd assignment in the Leyte area. We lived in tents built upon stilts. The airstrip consisted of corrugated metal runways. While awaiting “take-offs” in our revetments, the noise from the fighters and bombers taking off was almost unbearable. From Dulag, we evacuated injured from Panay, Negros, Mindoro, Cebu, Samar, Baguio, San Fernando and Lingayen. On 3 Jun., 1945, our CO, Maj. Hugh Crumley, M.C., was transferred to Far Eastern Air Forces in Manilla as Flight Surgeon of FEAF. We greatly missed him and his fatherly concern for all of us, but it represented a promotion with an increase in rank to Lt. Col. His new post would unite all air evacuation operations in the Southwest Pacific area. Capt. Leopold Snyder, 804th Flight Surgeon and Senior Air Fleet Office in the 5th AF became our new CO. Our Chief Flight Nurse, Alice Ristine, received orders for duty change and Capt. Mary Keir, 804th MAES was appointed to Chief Flight Nurse of the 5th AF. She was the first female to hold a staff post in the 5th AF Headquarters.

The 820th flight personnel were very busy with many rapid moves in the Philippines which were: Dulag - Leyte Island (Feb. 27, 1945); Camp Bau, Lubon (June 11, 1945); Camp Statensberg, Luzon (Aug. 6, 1945); Camp 822, Aug. 22, 1945, we moved to Morotai, Okinawa Island, of the Ryukiu chain. The gend’s. stay there was short due to a typhoon which demolished the area. We were evacuated to Kadena and then to Yantan, Okinawa.

We reached Luzon, P.O. June 11, 1945. Manila had fallen to the US Troops on 5 Feb., 1945. We were assigned to Camp Bau and occupied a barracks (brick) which was quite modern with a sanitation and was formerly a Japanese Officer’s barracks located near Clark and Nicholas Air Fields. The only drawback to our plush quarters was an over abundance of bats, which necessitated the use of mosquito nets. It was great to be in civilized surroundings again with paved highways and to watch the caribou wandering about. Patients were evacuated throughout Luzon.

The last few months of the war were near; the atomic bomb was dropped on Hiroshma, Japan 6 Aug. 1945. American C-54’s arrived from England and we used to transport our prisoners of war to the US. The C-54’s were quite a contrast to the C-47’s and C-46’s which we had been flying in. We flew with the large transports to Finchafen, Fadje, Nadzab, Loe, Hollandia, Momote, Biak to Leyte, Luzon and Okinawa.

Some of the personnel witnessed the green strip down the runway when the Japanese came for the signing of the surrender of the Japanese to Gen. Douglas MacArthur.

Our personnel were routing stateside, changes occurred swiftly and replacements came to fill each vacancy. Already we began to miss those that had left, we had little or no information or communication. The time in history for us in the Southwest Pacific was over, our work was completed and each of us had given our best effort to the war.

Mel, J.H. Paul wrote a poem called “The Conqueror” to an Army Flight Nurse aboard a Troop Carrier plane somewhere in the Southwest Pacific. We would like to send this message to him: “Your poetry is accurate, true and beautiful. We shall always remember you.”

The Conqueror

To an Army Flight Nurse, aboard a Troop Carrier airplane somewhere in the Southwest Pacific.

I caught the hesitant, the fleeting smile,
And read the anxious doubt in your soft eyes.
Born of the tense, disturbing interval.
Your practical mind had failed to analyze.
I watched you as the overburdened ship
Rose through the weather with a sluggish head.
Then saw the color steal back to your cheeks.
Discounting all the things that had been said.
Of Lailai, Kilauea, the cold, uncertain flight—
And knew the faith a child has in the night.

I saw these things, and marked your courage well.
For then I knew just how a vagrant dream
Could claim you, in that surging, plunging ship
While we fought through squalls... ahead... a beam.
For you had conquered fear of death, and pain.
With gentle words... the comfort of your hand
For those who fly... Oh, time and time again.
And so you slept; of course the pilot knew.

“Sleep gently, child. This one’s on me... for you!”
Major J.H. Paul, U.S.A.
History By Trude Champkin White

History of 821st MAES

naded them and the Red Cross offered coffee as they boarded the USS General George M. Randall, which was on its maiden voyage. May 27th, ’44, passed through the Panama Canal, May 30th, ’44, crossed the Equator and had a session in King Neptune’s Court—face painting, hair cutting, and a shampoo of old coffee grounds and left over pancake mix. A dunking in the tank made them fully flegged Shellbacks! June 13, ’44, they crossed the International Date Line and June 14, 1944 never existed for them! June 21, ’44, they reached Fremantle, Australia, where they were given shore leave and an opportunity to meet the friendly Aussies. July 5, ’44, they arrived in Bombay, India which was during the monsoon season. The dull, dismal dirty dock crowded with dirty, gaping, emotionless Indians was uninspiring! They boarded a train in Bombay to nearby Ballard Station enroute to Calcutta. They reached Howrah Station at Calcutta July 9, ’44, welcomed by an Army band playing American tunes.

They were under the impression they were going to China. Aug.
8, '44, they left by air for Chabua, India where they were billeted with the 803rd MAES until their future home was carved out of the jungle at Ledo by the Naga head hunters and three advance enlisted men. They shared air evacuation duties with the 803rd. By Sept. '44, the 821st had evacuated 1,449 patients. At the close of Oct. '44, 1,298 patients had been evacuated for the month with 1,806 being evacuated for the month of Nov.

Dec. 2, 1944, they reached their new home at Ledo, a neat and pleasantly situated area on a knoll overlooking the airstrip. In the distance, they could see the lofty peaks of the Himalaya Mountains, behind them beautiful jungle covered hills. No longer were they to be grateful for handouts from other units. Their job was to evacuate wounded and sick from Myitkyina, Tinkawk Saka, Shingbwiyang, Sahmaw, Mauler, Moauk, Nansin and Katha — or any place our planes flew.

Dec. '44 was their biggest month for they brought out 4,575 patients, their first month with the 10th AF. Their total to Dec. '44 was 9,130 patients. Dec. '44, they were entitled to wear a bronze star on their Asiatic theater service ribbon. The flight nurses and medical technicians each received an Air Medal. One DFC and two Soldiers' Medals were also awarded. There were numerous close calls but no major casualties.

Flights A-B-D flew with the 10th AF in Burma, and Flight C with the 14th AF in China. In August, '45 they flew into Japan-held territory to evacuate POWs of the Japanese, some were the heroes of the "River Kwai," some women and children and some had been imprisoned four years, since the attack on Pearl Harbor. By June '45, only Flight C of the 821st was active. When the flight nurses were removed from the CBI, air evac duties were left to medical technicians aided by medical officers from various bases. It is an amazing tribute to the skill, resourcefulness and devotion of all air evac personnel that despite crossing the "Hump," weather conditions, the number transported, and the varieties of injured and sick, not a single death was reported.

The 821st left Ledo for Karachi late in 1945 arriving NY through the Suez Canal.

By Katherine Hack, Gene Rybowski, and Ralph B. Breckenridge

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**History 823rd MAES Later the 830th**

February 1944 the 823rd MAES was formed with the arrival of 24 Lieutenants of the ANC for assignment to the eight-week course — the care and method of evacuation of wounded from battle areas — Air Force School of Air Evacuation, Bowman Field, Louisville, Kentucky. Upon Graduation and receiving the gold wings, the newly designated flight nurses of the 823rd MAES were released from assignment to the First Troop Carrier Command and assigned to the ATC, New Castle Army Air Force Base, Wilmington, Delaware and the Memphis Air Port, Memphis, Tenn. The 823rd as a squadron ceased to exist; however, the flight nurses and assigned technicians were actively performing evacuation functions transporting WWII casualties from European and Pacific Theaters to hospitals throughout the Continental United States from May to November-December 1944, at which time they were assigned to the 830th MAES, 1500 AAF Base Unit, AAF Air Transport Command, Hickam Air Base, Hawaii. As members of the 830th they participated in the evacuation of wounded from battle zones on remote Pacific islands to hospitals far behind the combat lines and to the United States flying over thousands of miles of Pacific Ocean. These islands included Hawaii, Guam, Saipan, New Caledonia, New Zealand, Australia, Solomon Islands, Shouten Islands (New Guinea), Iwo Jima, Japan, northern Marianas, Micronesia, Philippine Islands, Okinawa, Korea, Malasia, China, and others of forgotten names.

**Battle and Campaigns participated in:** Central Pacific, Philippine Islands, Luzon, Ryukyu, Philippine Liberation.

**Citations:** Meritorious Service Unit Plaques; Air Medals, Army Occupation Medals; American Campaign Medal, Asiatic Pacific
Campaign Medal (4 battle stars); Philippine Liberation Medal (1 battle star); WW II Victory Medal.

Lest we forget—they served with loyalty and zeal for duty rarely, if ever, equaled.

Original personnel are pictured in the Bowman Book.

By Vafaia S. Samfo

History of 824th

June 1944, six nurses and one flight surgeon were assigned from the 826th squadron at Bowman, Kentucky to Palm Springs, California. Within the month, four additional nurses and another flight surgeon were assigned, the lieve the other flights at Romulus, Michigan and Memphis, Tennessee were similarly staffed. The day before we were to transport patients, we flew to Letterman General Hospital, San Francisco. We stayed with the same plane and crew throughout our trip. We picked up patients and flew them to hospitals for definitive treatment or to a hospital near their home. The personnel from Letterman would make phone calls to the first stop for each plane and advise the base how many ambulatory and how many litter patients would be off-loaded as well as the ETA. From then on, it was the flight nurse’s duty to make those phone calls. At times, those cross-country trips would last three days. If there were patients on the east coast, we would make a return trip westward. In the early stages, newspaper coverage was extensive and interest of ground personnel was intense but as the newness of the program wore off, so did the cooperation and exposure.

At Palm Springs, the nurses lived in a one story barracks. We each had our own bedroom and there was one living room to share. We had a field telephone connected to the flight surgeon’s office only. To shower, we had to go to a separate building about 200 feet away. Not exactly living at the Ritz, but the gorgeous weather helped a lot.

By Mary Oldehafle Stehle

History of 825th MAES

Later the 830th MAES

Flights 11, 12, 13, and 14

I do not have access to official orders or records. Therefore, this is an unofficial history of the 825th MAES from April 1944 to November 1945 when I was discharged.

After the formation of the 825th MAES in April 1944, we were held at Bowman Field waiting for the southern France invasion. On 30 June 1944 we flew to Charleston, South Carolina for overseas processing and debarkation. On 2 July we sailed on the hospital ship Chateau Thierry, spending 18 days on the Atlantic, finally stopping at Oran, Algeria where we were supposed to disembark. We stripped our bunks, dressed in class A uniforms including helmets and canvas and waited on deck for orders. When our doctors returned, no one on shore knew our final destination. As a result, we remained on board the ship to its destination Naples, Italy. Here we were quartered in a bombéd out school which turned out to be in the middle of the red light district. We found out at dinner time that we were flying to Casablanca the next day.

Casablanca was the headquarters for our squadron. Two flights were stationed here. One flight went to Karâchî, India, flying to Abadan, Iran and Cairo, Egypt. One flight went to Cairo, Egypt flying to Tripoli, Libya and Casablanca, French Morocco. The Casablanca based nurses did the Lagens A.F.B. Azores Islands run which was about six hours. We were flying in contract C-54’s from Pan American, United and American Air Lines with all civilian crews except the flight nurse and the medical technician. If no one relieved us at Lagens, Azores we went on to Newfoundland or Bermuda. This meant a 16-18 hour flight, so we were allowed to go on to Uncle Sugar Aبل (U.S.A.) for 48 hours.

The Azores were a delightful place to visit, about 1920 en. Taxis were horse and buggies, women in slacks a real novelty. In Casablanca, we lived in crude small wood houses on Cazes Air Base. The showers (enclosed) were in the living room. We had Italian F.O.W.’s as house boys who chopped the wood for hot water and heat.

In January 1945, my flight moved to Karâchî, India. Karâchî Air Base was fifteen miles out in the boon docks. Our house was at the end of the base. In back was a Gurka camp, next to it the camel caravans road to Karâchî. Being based in Karâchî was a different way of living. Our house consisted of living room, small kitchen, three bedrooms and two screened in porches. We rented furniture for the living room. The government furnished beds and dressers. Three servants (tongue in cheek) and gardener were paid for by Uncle Sam. The gardener watered shrubs for several houses and with temperatures that sometimes reached 125 degrees it was a thankless task. We paid for the master bearer, Mohammad who lived in a small house in back. Due to the cast system, we also had Balâdy the sweeping who was an “untouchable.” They had an Indian kitchen at the end of the house with charcoal stoves. Here they heated the water for our showers. Two buckets for a shower and three buckets for a shower and shampoo. We tried to scrounge coffee, eggs, bread and canned butter so we could fix our own breakfast. The mess hall was in the terminal and so far from our quarters we had to have transportation to go to eat.

Karâchî was our introduction to the C-46 aircraft also known as the Curtiss time bomb. They had gasoline heaters and a few had blown up so the pilots did not like to use them. Our flights left Karâchî between midnight and two a.m. so we could reach Abadan, Iran before the heat melted the asphalt runways. The flight to Abadan was 7½ to 9 hours depending on winds and weather. Abadan was a crew change and refueling stop. The Red Cross girls fed our patients and entertained them so we could have a short break. The flight nurse and medical technician went on to Cairo another 6½ to 7½ hours. Due to the time change we were always eating breakfast. We were replacing a flight of sick nurses so we started with a large backlog of patients. On arrival in Cairo we returned on the first plane available. These six months, despite the long flying hours, were very interesting. Because of the political situation we were restricted to certain parts of the city. The shops contained beautiful materials, jewelry and ivory. We could be honorary members of the British Gymnka club and the Boat club. We went there for dinner and Saturday night dances (formal) when in town which wasn’t often. I think I remained overnight at every airfield from Casablanca to Karâchî because of weather or aircraft mechanical problems. We put patients up in tents, school houses in Algiers, British hospital in Palestine, hospital in Iraq and one at Sharya, Trucial Oman. My roommate and I returned so many times to Cairo with engine failures that the sergeant in charge of passenger manifests would tell the passengers if we were on board they would probably be back. One night we returned to Cairo three times.

Our flight the last summer overseas was spent on the Cairo, Tripoli, Casablanca run. We were stationed at Payen Field about ten miles from Cairo. Our quarters were in a long building with an open porch. The rooms were large so we made one area into a sitting room with our rattan furniture we bought in India. Unfortunately there was no privacy so we were on a main street and people walked up and down the porch constantly. Cairo was a fantastic city with so much to see and do. Trips these days were more normal hours. Cal-
History of 826th MAES

The sqdn. 826th was destined to be only a training one. We were all anxious to go — trained special and definitely were the best! The enlisted men even bought a black cocker spaniel as a mascot. We had all had our shots, our 201 files were complete — all we needed were orders. However, the 826th was broken up and personnel sent out as replacements. They called all of us leaving Bowman at that time the 830th. When we reached Hickam Field, we were divided into 2 groups — one flew to Saipan and the other down under. I was put in charge of the Saipan group. Our biggest job was bringing to Saipan the injured from Leyte. It was a long hard trip. We left at 5AM and returned about 7PM or later. There was no camouflage for the plane.

By Mildred Osmun Booman

History of 829th MAES

Many flight nurses as medical attendants aboard medical transport planes participated in numerous long over-water flights returning battle casualties to hospitals in the rear areas. Many hours of these flights were flown over or within enemy held territory and were subject to possible enemy interception and anti-aircraft fire. Their devotion to duty and untiring efforts reflect great credit upon themselves and the military service.

Mrs. Jane (Simons) Silva, was on a trip off the eastern coast of New Guinea on a DC-3 when it hit an air pocket and suddenly dropped 1,800 ft. Heavy cargo boxes flew up in the air and came down with such a thud that the entire plane was filled with dust and she thought the plane would break in two.

On another flight to Okinawa in April of 1945, the plane Jane was on prepared to land at a field tent hospital surrounded by mud to pick up the wounded. Instead they were informed to go into a holding pattern for 45 min. while the fighter planes chased off the Japanese planes. She could see the battleships below in the harbor with smoke billowing from their cannons.

A third experience was near Catania, Sicily. It was overcast and gloomy for several days. Each day a group went out to fly to Italy but could get no weather clearance so returned to quarters. Each day another nurse and a technician would be added to the list to go out until we finally had 13 nurses and 12 technicians, who were members of the 837th MAES. We had only been overseas two months. Activated late in 1942, we had been given an intensive 6 weeks training at Bowman Field, Ky, before leaving NY in a large convoy. Cpl. Hornsby from the 802nd MAES stationed in Palermo was hitching a ride back to Italy where he helped the doctors care and sort the patients for us. There was a crew of 4. There were 30 of us on board that old C-53 (a converted DC-3 airliner. 1st Lt. Charles Thrasher was pilot, 2nd Lt. James Boggs was co-pilot. The weather report was cold front moving down from Naples, but we would get to Bari hours ahead of it — well, we evidently met it right off the coast of Sicily. I've flown some 1,500 plus hours since and know I have never met rougher weather for such a stretch — we were in such weather for at least five hours. I remember seeing a couple of water spouts on the sea below us. We were on the deck trying to go under, and then 12,000 feet and over trying to get above to no avail. We did come out over Bari, but the radio either failed just after they gave their name, plane number, etc. and asked for landing instructions, or it was sending and not receiving. The pilots did not hear Bari give us landing instructions (we learned 2 months later that they had had an absolute minimum ceiling, but since we were there decided to let us come on in.) We also found out that all other planes that had left Catania that same day had turned back due to the bad weather! The pilots had dated not come down to 500 feet. The weather as the疗hills of 600 plus feet were only 30 miles or so from Bari.

I first realized we were over enemy territory when after more than four hours of flying we came over an open area of sky and saw a field below. Thrasher said, "There's a field, we'll try to make it, fasten your seatbelts tight, it may be a rough landing." As we let down through the hole in the clouds, we saw puffs of anti-aircraft fire right up beside us — a slight clank on the tail and we lurched a bit. We went through the clouds again unusually. This made the passengers take it. My belief was that we had gone too far north into Italy.

I was sure sometime before this that the radio was not functioning as I sat in the 2nd bucket seat and could see the radio man desperately checking and trying to work the radio. Having made this same trip before I knew it was only about a two-hour flight.

Sometime after the anti-aircraft fire, I was sitting looking out the window and caught a fleeting glimpse of a mountain off our wingtip through the overcast — but this one seemed to be higher than we were flying. I was sure we did not have enough para-chutes (the ones we had been so carefully fitted with at Bowman Field had not arrived as yet) and I could count about 6 Mac Wests swinging in the rear of the plane.

I can remember cautiously glancing down the aisle at the nurses trying to see their reactions (four of the 13 were former stewardesses). At least they were a group of strong women and accounted for it — nursing, airlines and air evacuation — for I could easily see that some of the technicians across the aisle were frightened and apprehensive. Because of their fear, I didn't want to appear to be too anxious about our situation. Nonetheless, as I saw we had very slim chances, and with these thoughts I started "writing off" all the passengers. The nurses I knew fairly well (2 were married), I knew a few of the technicians and then only by name. I sat studying each one, wondering which might be married, and perhaps leaving children as well as wives. After having gone down the entire line (some of the fellows were shaking so they had clasped their arms around their knees in an attempt to keep themselves still.) and after checking us all off, I decided I didn't want to know when we hit that mountain so I fixed my Musette bags, loosened my belt and lay back — somewhere along there I must have dozed off.

Thrasher came out some time later and said that we were going down through this hole because it looked like level ground down below. We were to fasten our seat belts tight as we were to make a wheels up landing and it could be rough. He did put the wheels down, however; it was wonderful those first few seconds to feel the wheels roll under us, but immediately we caught and could feel the drags we were in and the nose of the plane rooted in the mud. Sgt. Shumway (crew chief) sat in the back of the plane hoping to hold down the loose ends of equipment. He held onto the doorhook of the toilet for support. He could not hold on, and came through the air striking his forehead on the metal ceiling braces and cut his nose on the rough metal floor. I believe he later ascended that he had kicked Lois Watson on the cheek as he flew past. She received a small cut on the cheek and loosened some teeth. We cleared the

A Balkan Interlude

We took off at 8:15 AM from Catania, Sicily. It was overcast and gloomy for several days. Each day a group went out to fly to Italy but could get no weather clearance so returned to quarters. Each day
plane quickly. Shumway was carried out and placed on the tail of the plane. Later the men removed part of the bucket seats and fashioned a litter to carry him to a farmhouse.

We had landed in a cornfield which was part of a dried lake bed. It was absolutely empty and we were sure we were miles from nowhere. Suddenly from behind almost every stump, bush and tree, a dozen or more men and boys came running toward the plane. All were carrying guns slung over their backs and some had hand grenades. One man came running right toward me with a big smile on his face, and I just stood watching him come, evidently believing his smile and ignoring the gun. I felt no fear, standing there watching his approach. As he reached me, he grabbed my hand jabbering wildly — of which I could not discern, "Americano, Americano!" Still thinking we were too far north in Italy, I pointed to him and asked, "Italian!" It was the first time the word "Italian" had meant anything to me. He drew me to the red star on his blue uniform-type hat, and said, "Russi"! I was dumbfounded — thinking, "We can't be in Russia, we were over water about ninety minutes ago." He had been telling me his allegiance, and I had been asking for the country in which we had landed. He went on to welcome the others and turned to go back in the plane to get some things. Ann Maness, another flight nurse, was coming out. I stopped and must have stated at her for my mouth was in a U.S. 82nd Div. accent that was. "Ann, how are you?" Since I had "written us all off" a short time earlier, I had to shake myself to bring myself back to reality. (Later Ann and I were discussing this, and I explained as how I had "written us all off." Ann asked me jokingly, "which way did you think you went, since you were so surprised to see me there?"

Some of us had gone back into the plane to salvage what we could. Boggs came running to the door and informed us we were in Albania and was occupied by the Germans. — In fact, they were not far away and may have seen the plane crash. We grabbed what supplies we could — K-rations, bouillon, parachutes, Musette bags with personal items in them. The pilots took out the navigational equipment and the natives ruined the radios trying to salvage them. Boggs explained that the man on the white horse would lead us to a nearby farmhouse. We walked about 2 miles, uphill, through open fields of tall grass, bushes, and stumps, and in the heavy, constant cold miserable drizzle of rain. The farmhouse where we stayed two and a half days was a primitive place — a fireplace but no chimney, tiny windows with no panes, no furniture. We slept on the floor around the fire — it was a toss-up as to whether we would freeze to death or suffocate from the smoke.

Next day we headed for Berat, a village of 600 houses. The day we arrived was in U.S. 82nd Div. and the 101st and the 10th. "Ann is here too!" we were greeted by the townsfolk with flowers and songs. They thought we were the invasion forces of which they had prayed for. In Berat, we stayed with different families — breaking up into groups of 2 or 3 to a house. During the day, we were given a tour of the city — the local shrines and other sights of interest. We remained at Berat three nights. On the 4th morning, the Germans began shelling the town. Ann Kopisco and I were awakened and went to the door just as two of the American technicians were leaving for a plane to rescue us at this site. We decided to head out of town and the small road was crowded. The pilots managed to hitch a ride on a bright orange truck and stopped and picked us up. The Albanians also crawled on board. German planes were bombing the town and each time they passed over we abandoned the truck for cover. We decided to go up into the hills and wait out the raids. In the meantime, the planes strafed the road and the truck we were using was.

When we reassembled on the road, I realized we could not account for three of the nurses — Maness, Lytle and Porter. Not only were these three nurses missing but of the 27 accounted for when we crashed, 17 had gone up to hide. The other 10 plus an American speaking Albanian, who had been with us seemed to vanish.

We had been in Albania one week, exactly. We spent four days following a young boy, who actually did not understand a word we said. On the 3rd day, we came upon a village and there waiting for us was the missing 10! While they were waiting for us to catch up to them, they had had a chance to bathe. I was sitting by Jean Rutkowski telling her of our trek when she said, "You know, you positively stink!" We had all picked up body lice and fleas from the native homes. They often pushed a goat out of the way to make room for us at the fire. They did not have any covers to offer us for the Germans took moveable belongings and oftentimes so any extra blankets, dishes etc., were all carefully buried.

We wandered from village to village in search of food. The 27 of us, plott guides, interpreters, and "hangers-on" would eat all their available food. They were anxious for us to move on because of the fear that the Germans would find us there. Their fear of the Ballista — (opposite of Pansman), who were sympathetic to the Germans was great. The permanent German encampments were fairly easy to skirt but the Ballista slipped about in small groups. For the first three weeks, our main reason for moving was for food and to elude the enemy.

Thresher sent a note via a runner to the British the 2nd week. We received an answer via the runner the day after Thanksgiving. They advised us to try and reach them as we were fairly near — a village near Korcza — almost to the Greek-Yugoslav border and we got there Dec. 1st. There we met Gary Duff, and Blondie, his wireless operator. We made him a new headband, which helped. We were hung up for another week. The Army notified our parents that we were in Allied hands. The British SAS made a supply drop and we received shoes and socks which were badly needed as our shoes were worn out. The clothes dropped were men's sizes and the small girls put six pairs of socks on to fit in the huge shoes. The British assigned Duffy and Blondie to accompany us to the coast, where we would meet a boat for pickup.

Our topic of conversation for most of our waking hours was food! The staples for the Albanians was corn bread with no salt and leavering and boiled beans. Occasionally goat-milk cheese which was a strong flavored food, was added.

The day after Thanksgiving, we crossed a mountain rather than go around it for the Ballista had taken a position in a town along the route. Later we learned the Albanians never crossed that route or part of it. Later, we had the top of the mountain, a dark cloud moved in and suddenly we were in a blizzard. This compared to blizzards I had witnessed in Northern Minn., as a child. The guides panicked for the trail was being covered by the snow. Our long line of travelers began slipping, falling and disappearing from sight. The wind was howling so strongly, we could not pass the word to regroup. One of the technicians managed to get up to the head of the line and slow up the guides. Miraculously they stumbled out of the storm. The next place we were to stay was in a tiny village in a valley near Berat.

The numbing cold had left some with frostbite of fingers and toes. We noticed that as we came into the village some of the natives were chattering and gesturing toward us. This was the usual reaction of the natives so we ignored it. They were excited because we had crossed the second highest mountain after September! This was the second time on this adventure that I didn't expect to make it.

The Germans were aware that we were there and visited the villages asking if a party of Americans with 13 nurses had been there. This gave us hope that they had not captured the other three. We were constantly worried about the fate of the three missing nurses.

The pilots decided to ask for planes to rescue us in mid-Dec. We had seen a field near Agriscosira were told the Italians used it but the Germans never did. And as far as the pilots could tell, it was not mined. There was a track of the mountain, a dark cloud moved in and suddenly we were in a blizzard. There was no field on which the pilots could take off and start heading toward the coast. The British did not seem to want to send a plane to rescue us at this site. The weather turned bad the next day and for 10 days we waited. On the 29th of Dec., we got a wireless that a C-47 with fighter escort would arrive about 1300 hours. There was a small, dusted field, where the skies were high enough for the plane to land nearby. Gary was waiting on what to do. He had been in the country 7 months and was aware of the possibility the plane might not drop down and then we would have more stranded to care for.

In the airplane after Christmas, it was at this point that the AF decided to add the Wellington Bomber with bombs to circle the town with orders to bomb. We had wired that if we felt it was safe for them to land, some of the men would be holding a yellow parachute silk at the end of the field. Gary disapproved of the signal. He was not aware that eighteen P-38's and 80 British and 2 C-47's were used. Our messages had been very garbled. We were up on a nearly hill and we got too far for us to reach the area without keeping the planes on the ground too long. We were amazed that the AF would put out that much equipment for so few of us! The rescue could not be made and the planes flew away as the stranded party stood and watched. Then came the long forced march of 7 days to the sea. By now, more than half had des-ency, two were seriously ill with jaundice, and another with pneumonia. Finally reaching the rocky Atlantic Coast, the nurses were met by a British officer, who fed them chocolate bars and candy. Through the next silent hours of the night they were transported in
one row boat, a few at a time, to the waiting British motor boat. Shortly after midnight, they headed away from Albania to the Allied-occupied Italy, reaching there 9 Jan., 1944. The saga was not ended, though; for not until 25 March 1944 did the three nurses, who had become lost from the party, arrive by an equally circuitous path at 12th AF Headquarters.

Ava Maness, Helen Porter and Wilma Lytle were left behind at Berat. Ava Maness, one of the three mentioned above, tells her story at the WWII flight nurse’s reunion May 1968. “We were taken to the city of Berat and hidden in various homes. The next morning, 27 of our group went off to meet an American OSS Officer. Three of us remained hidden in a home. The Albanians told us to keep wearing our uniforms, to act natural, and that if the Germans found us to immediately admit to being American nurses. In two days, we saw Germans out of the windows. Some Hungarian soldiers, forced to fight for Germany, found us. When they found out that we were nurses and Americans, they shook our hands and upon leaving told the Albanians hiding us, ‘Take care of the girls.’”

Around April 18th, we were told to make dresses so that we would look like Albanian women. Our hostess taught us how to make it in the style of an Albanian dress. When not making dresses, we played three-handed bridge. One night after being in the home four months, we three nurses began driving with two Albanian men who told us we would be coming to a German roadblock and we were to keep our eyes lowered in the manner of Albanian women. We did as we were told, the German walked all around the car and then let us pass. That night, we camped in hills that looked a bit like the Texas Hill Country. The following morning, the OSS Officer met with us. He was the same OSS officer who met with the second group of refugees.

We got a lot of help from the British, who were well liked by the Albanians. The Albanians who helped us wore red caps and were called partisans. The talk was that they were backed by the Russians. Even an Albanian administrator, who was working for the Germans, helped us. The OSS man was paying money, but these people helping us took risks that money alone could not buy safety. Late one night we were put into a boat on the southern coast of Albania and were ordered below deck. It was a rough ride in the Adriatic Sea and all night long there was the risk of the Germans finding us. The next morning we put into a southern harbor of Italy called Brindisi. It is precisely at the top of the heel of the map of Italy. It was under Allied control and from there we were taken to Bari, Italy.

The Army gave us orders to keep our mouths shut. I suppose because of the OSS Officer. To this day, I have never talked with the press. At long last, I would like to let the people know some of the things women went through for our country. I am simply telling you history.”

The 13 nurses were returned to the states in April 1944 and were sent to the School of Air Evac at Bowman Field, Ky. where they served as instructors for the students. The 13 nurses were: Lts. Gertrude G. Dawson, Agnes A. Jensen, Pauleen J. Kanable, Ann E. Kopscio, Wilma D. Lytle, Ava A. Maness, Ann Markowicz, Frances Nelson, Helen Porter, Eugenia H. Rutkowski, Elza Schwant, Lillian J. Tacina, and Lois E. Watson.

By Agnes Jensen Mangerick

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**War Nurse**

She was born in War’s grim garden,
A rose of the battlefield,
Baptized under hell and fire
While the world around her reeled.

She stayed at the front against orders
And when GI’s gripped began
One soldier told her “If you can take it,
I am sure we soldiers can”

Mercy’s angel in a helmet,
She knew many a prison hell;
She lived and died like a soldier...
To the wounded she was “Swell”

With the war she’s been forgotten
Like the strains of “Over There,”
But each soldier boy remembers
Some brave War Nurse in his prayer.

-Nick Kenny

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**THE SECRETARY OF DEFENSE**

**WASHINGTON, THE DISTRICT OF COLUMBIA**

**MEMORANDUM FOR UNITED STATES DoD FLIGHT NURSES**

**SUBJECT:** Letter of Appreciation

You, the flight nurses who served during World War II, carved a unique role in history. You met the challenges with skill and determination and served as role models for future nurses. Advances in aeromedical evacuation have greatly improved the timely delivery of quality health care. Be it evacuation of the wounded from the battlefield, or humanitarian airlift of civilian and military personnel, the flight nurse has continued to play a vital role in worldwide aeromedical evacuation.

On the occasion of the 45th year of flight nursing, I am pleased and proud to salute you, the flight nurses of the Army, Navy and Air Force Nurse Corps for your bravery and expertise. And, on behalf of the men and women of the United States of America, I thank you for your dedicated service and devotion to duty. Congratulations and best wishes.

Frank Carlucci

Jenny — Hospital ship pioneer.


Simulated air evacuation — Bowman, with Flight Nurse, Lt. McCain.

Ann Macek, survivor of plane crash Le Havre, France, 1944.

Squadron D, 1462nd AAF Alaskan Division A.T.C. White Horse, Yukon.
Parachute class, Bowman Field, Kentucky 1944


John Payne, Betty Grable, June Haver entertain troops at Bowman, 1944.

December 1944, Milwaukee, WI 6th War Bond Drive Demo team.
Grace I. Mundell, 1st Chief Nurse Bowman Field, School of Air Evac.

Mary Leontine, 2nd Chief Nurse, Bowman

Three Brazilian flight nurses meet American flight nurse, E. Page, 2nd from left.

L-R: Eileen Newbeck, Leora Stroup, Margaret Guddoba members of Michigan's 1st chapter of the Aerial Nurse Corps, meet and serve together in Air Evac, Bowman Field.

Graduation at Bowman Field, 1944. L-R: Lucille Koca, Mary Wilson, Barbara Watts, Elsie Brennan.

Graduation Day April 14, 1944 -- Bowman Field, Kentucky
Class 44C April 14, 1944 — 121 graduates, the largest class to that date, Bowman Field, Kentucky

805th Flight nurses try on new uniforms. L-R: Geraldine Curtis, Geraldine Dishroon, Irene McMullen.

AAF School of Aviation Medicine — graduating class 46A, Randolph Field, Texas

Iron lung

803rd unloading patient from C-46 that arrived in Chabua on a Hump flight from Kunming.
Memories in Uniform
Bowman Field

1. Learning to march in cadence — and silly songs like (Be Kind to your Fine Feathered Friends).
2. BIVOUACS — Bugs, rain, pit toilets, exhaustion, and wonderful hot showers back in our barracks afterwards.
3. Dresses we made out of cardboard boxes for our bare rooms in barracks.
5. Participation in Air Show — Milwaukee, Dallas, Boston, and New York City.

Overseas

1. In flight lunches for crew and patients — Thermos jugs of water, coffee and lemonade. Boxes of sandwiches — mostly tuna fish. Food poisoning resulting from just one tuna sandwich during flight.
2. Ten Hole "out house" on Kwajalein "Hell's Angels" — Nurses Quarters.
3. Brackish cold water showers.
4. Meals at Mess Halls on various Islands — little black bugs baked into the bread — dehydrated eggs etc.
5. Sail pan — Early days of occupation. Extra officer with gun required to ride along on every date off base.
6. Typhoon on Guam — Everyone taken to a large concrete building for 28 hours or so. Plenty of coffee and sandwiches.
7. Laundry drying on clothes line outside our quarters at Hickam AFB. Underwear only items stolen.
8. Nightly out door movies — plus mosquitoes.
9. Nurses Quarters on some Islands enclosed with high protective fences and guards posted outside.
10. Getting accustomed to mosquito netting covering entire cot at night.
11. Japanese toilets — Hole in floor, — Straddle it and carry your own paper or go without.
12. Plane load of prisoner of war patients from the Philippines — so happy to be going home to U.S.
13. A few flight nurses — dinner guests of General Harmon at his quarters on Guam. He was killed a short time later.
14. Beautiful and lasting friendships formed — especially while overseas.

By Frances Martin Hill, 830th MAES

Flight Nurse
I have one battle souvenir I shall always keep. It was given me by a young rear gunner, shot down with one of our planes in the Marshalls. He was 19, with dark hair and eyes. He carried a volume of Rupert Brooke's verse everywhere he went. That golden poet of World War I was almost a god to him. Before he died in Hawaii, he wrote a sonnet, "Flight Nurse." And the spirit of it is all the things we hope we might be.

You spanned the brassy dome of burning sky
With winged feet — the wind was in your hair.
And even men who were about to die
Could smile because they saw a woman there.
Your fingers danced across the burning cheek
And cooled the brow, so burning hot with pain.
Dedriuum would stop when you would speak —
A woman's voice soothes, like gentle rain.
You bound our wounds, roused weary hearts from sleep;
You helped forgotten men to carry on
So each a braver rendezvous might keep
With Life or Death when came another dawn.
In wind and rain we'll build your monument,
And it shall live when tyrant's wrath is spent.

By Second Lieutenant Madeline S. Doherty

Westinghouse Presents
"Top of the Evening"

Ted Malone . . . Speaking From Overseas
December 11, 1944

ANNOUNCER:

From the ETO, Westinghouse presents "Top of the Evening" with Ted Malone, bringing you human interest stories of life and events with your men overseas — how they live and work and fight — and most important of all — their thoughts at home and yours. Now, Ted Malone, Westinghouse overseas correspondent, with his recorded shortwave broadcast from overseas!

MALONE:

Hello, there! This is Ted Malone overseas. Maybe this is a good time to remind you that American girls have about as rugged a time in this war as anybody. Dodging bombs and bullets, getting lost in the front lines, going down on emergency plane landings with litter patients and German prisoners, dashing in the cold water of the choppy English Channel, missing their meals, losing their sleep and sometimes even their lives, working side by side, regardless of danger, with the rest of the American Army — this is all more or less standard operational procedure, line of duty for the MAES of the 1st Allied Airborne Army.

Becoming pretty much of a commuter these days, I've had the privilege of flying with many of these air evac crews, nurses and techs, on their daily missions back and forth between lines and base hospitals. They go in planes packed with ammunition and supplies for the troops and bring back planes loaded with litters, rushing injured boys to hospitals where they can be given every medical aid known to science within only a few hours of their injuries. This is something new in warfare — air evacuation of the wounded — and it is saving thousands of lives. It is also costing a few, and some of these are nurses.

On our flight to Iceland, they told us about the big trans-Atlantic plane carrying a nurse and wounded that started for America and never has been heard of since. It just vanished. Nearly every time I visit an air evac headquarters to see old friends, I find empty places at tables because a ship has hit bad weather and plunged into a mountainside. Only a couple of weeks ago, two ships coming in through a blinding English fog that had closed in suddenly over the field, crashed together and crews, nurses and all were lost.

But the girls say, "What do you expect in war?" And there isn't any answer. Until we win and end this fighting once and for all, we can expect these tragedies to go on.

Like the rest of the soldiers, the nurses don't like to talk about their adventures. But the other afternoon with a heavy storm grounding all planes and some hot coffee to go with the Christmas fruitcake someone couldn't wait to open, I collected a few stories that belong in the record.

Red-haired Capt. Jane E. Mobley, from Thomson, Ga., is Chief Nurse of the 814th MAES, including one Atlantic crossing this Georgian gal has had 32 evacuation missions and just as an example, Capt. Mobley's first flight was just after D-Day in a plane loaded with hand grenades. The brakes on the ship failed and they came within a few feet of rolling right over on a cliff into the ocean. Capt. Mobley's last trip was a little easier, but not without worries. A storm forced them down on a secondary field with a plane full of wounded and for a few minutes, Jane really thought it might be her last trip.

Of the 4 nurses sitting around the big stove munching fruitcake as the rain and sleet beat against the windows, all of them had stories. Lt. Kathleen Davies, from Bakersfield, Calif., protested at first that nothing special had happened to her. In the Army three years, overseas ten months, she has finished 32 missions without serious mishap, which means in a few words that she's flown with supplies for the troops, supervised the loading of from 10 to 24 soldiers, and has brought them back safely to hospitals in England. This isn't quite as easy as it sounds. Many of the fellows on board have never been in planes before and are much more fearful of the flight back than their wounds. Some are in pain and must be quieted. All of them are hungry. All of them want to talk about anything else than the war, and all of them want to show the picture they have of their wives or mothers or sweethearts or children. Sometimes when wounded German POWs are aboard, it takes all the tact and diplomacy a nurse can muster to keep a small war from flaring up aboard a plane.
or in stormy weather she sometimes has to care for new ailments not included on their chart. But assuming she overcomes all these challenging problems, then she calls it an uneventful standard operational air evacuation flight. Of course, she has help. Every nurse is accompanied by an enlisted man she calls her tech. And two of the air evacuation techs who worked with these girls and figured in these stories I want to tell you tonight are Sgt. Edward Kundvorski, of Chicago, Ill., and Sgt. William P. Berry, Jr., of Cortland, N.Y.

As I said, Lt. Davis has finished 32 missions, without serious mishap. But there had been a pretty close call a few weeks ago, she finally confessed.

"What happened?"

"Well, nothing the night we were there. But the night after we stopped at a hospital in Belgium, a buzz bomb came over and blew the place to smithereens."

"And if you had been there?"

"Well, but we weren't," Lt. Davis insisted. "The next day was Thanksgiving and we had to get home, so we took off early."

"And you got home all right?"

"Well, no. We didn't. Bad weather forced us down at a bomber base in Belgium. We ate Thanksgiving dinner over there."

"Ah, too bad!"

"No, we had turkey, believe it or not."

"Well, time Frozen, I suppose, from the States?"

"Yeah, although the fellows all denied it at first. They insisted that one of their bombs had accidentally fallen on a turkey ranch and all the turkeys had been scared stiff --- frozen in their tracks, as the boys said."

Festive that Lt. Davitz was about to give me the bird, I hastily brought Lt. Bredmond T. Maletta into the conversation. She is from Curwensville, Pens. Knowing that I could never repeat her name twice, she said I might call her Betty. Like the others, she's been in the Army three years, overseas ten months. But Betty has a little edge on the others. She has three brothers and a secret in the services -- Ralph Maletta, twenty-three, in the AAF; Tom and Pat, nineteen-year-old twins, in the Navy and Army, and her secret in the Air Corps, Betty doesn't really think that they would call off the war if anybody found out she was married, but since nobody except her friends knows it, I assume you are now one of her friends. He's an officer with a heavy bomber now in his second tour of mission. Most pilots tell me one tour of missions is plenty for anybody. So when I meet a fellow on his second tour, I figure he considers himself pretty lucky. The way Lt. Maletta tells it, they both feel pretty lucky finding each other over here.

Lt. June L. Sanders, of Canton, Ohio, almost joined the Goldfish Club a few weeks ago when her plane lost an engine over the Channel and everybody got ready to get out and get in, and June didn't relish the idea. She has a brother, Charles, in the Ordance Division in France. And although her time in service and overseas is the same as the others, June has gathered a few extra missions, punching up some 37. Her most exciting flight was one in which they returned home without patients. About half way across the Channel, one engine went out. In a couple of minutes the crew chief came back and said he didn't want to worry her, but she should immediately put on her life jacket and parachute, and he began getting everything ready to launch the rubber raft at the rear door. One motor was gone and the other coughed as it labored to pull the ship through the sky. It was dark outside, no stars overhead, but the black water below was even darker. The plane was losing altitude, creeping slowly along, it seemed hours. But Lt. Sanders said it was only about 20 or 30 minutes until the English shore loomed into sight and in 10 more minutes, they had made an emergency landing at a runway along the coast. June said never in her life was she so happy to put her feet down on solid ground.

Lt. Emma S. Gingrich, of Lebanon, Pa., said she knew just how she felt, recalling at the same time her most exciting flight home. Ginny, as the girls call her, has been in the service almost four years. She's had 40 missions since D-Day. Their troubles began when, due to some misunderstanding, they flew to the wrong field to pick up wounded. The order, apparently, called for them to land 12 miles west of a certain city and they landed 12 miles east. When they opened the door of the ship to ask for the medical officer, a jeep came hurrying across the field and the excited soldier shouted to them to get into the air as quickly as possible, they were square in the middle of the front lines. He didn't have to shout twice. They slammed the cabin door shut, started the engines and roared across the field for all they were worth. Locating the correct base 12 miles to the other side of the city, they came in for a landing, only to find bad luck still hounding them. A soft bomb crater caught one wheel of the plane and swung it around to stop just as another plane sped by and although no one was hurt, the ships collided and sheared off the wing of Ginny's plane. As she described it, "We knew then we had had it."

The only thing to do, then, was to double up with another crew and leave a crippled bird in the bomb crater. That is just what they did. The patients were brought aboard and in squad, of three with one navigator each flight, they started for a base hospital down by Cherbourg. All went well until they neared the tip of the peninsula, where a Channel storm blew in and in the rain and clouds the planes became separated and Ginny's plane got lost. For an hour or more they flew blind, hunting for a landing field. Once, out over the water, they were challenged by ships at sea and turned and fled before they were shot down as the enemy. The pilot called Ginny up and said he had just five minutes of gas left, and he was going to have to make a forced landing. So the nurse went back into the cabin, reinforced all the life belts, packed pillows and blankets around the patients and waited. There were so many tiny airfields in that section that the pilot found a little one to try to come in on, hoping that he could stop the rushing plane before it reached the end of the runway. He made it. It was no small miracle, but he made it. Then the problem was, what to do with the plane full of wounded on a deserted air field at night? War is curious, though; strange things happen. Up drove a sergeant in a jeep, he'd been out hunting for cider, seen their ship in distress and rushed to them when they landed. He took the pilot and nurse to a nearby hospital to arrange for accommodations for the wounded and the next morning when they saw how small the field was, they knew the pilot could never get a loaded plane out of it, so they loaded the patients into ambulances and drove to another field and the pilot and crew pulling the ship clear back to the edge of the runway gave both engines the gun and just barely made it over the fence of the smaller field and then flew to the larger one, sat down, released the wounded and brought them home.

"Exciting!" Well, Ginny admitted nothing like that ever happened in Lebanon, Pa.

The nurses and medics and doctors of the evac unit, dodging bullets and bombs, are there flying right up to the front lines to bring the wounded back. The nurses of the American Army are soldiers in every sense of the word. Most of them will live to tell you more stories when it is all over, but some of them give their lives saving your boys lighting for you.

This is Ted Malone overseas, returning you now to NY and Westinghouse.

801st MAES IN KOREA

The following fifteen pages are reprinted from the book entitled 801st MAES and traces the history of the 801st Medical Evacuation Squadron from its activation through the Korean Conflict.
Col. Allen D. Smith
Commanding officer

Lt. Col. Jesse K. Grace
A SHORT HISTORY OF THE 801st MEDICAL AIR EVACUATION SQUADRON

Air Evacuation of the sick, wounded and injured, which became a military necessity early in 1912 and today is ranked as one of the five greatest life-saving measures of military medicine, is an accepted procedure in the Air Force, Army, Navy, and Marine Corps. It is the "method of choice," in the prompt removal of the wounded from battle zones in all parts of the world, according to the Air Surgeon of the Air Forces. (Taken from an article written in 1915).

The achievements of the air evacuation program, which as late as 7 December 1941, was considered by many military authorities to be "dangerous, impracticable, medically unsound and militarily impossible," have been so startling that one high officer of the Air Force has predicted that air will be the open road by which all the wounded may be transported in any future war.

Military authorities support air evacuation today because it has proved its feasibility from the standpoint of logistics and strategy. Medical personnel endorse and favor it because it provides casualties with the best possible care in the shortest possible time. Others have turned from skepticism to approval after noting its value in stimulating the morale, and consequently in hastening the recovery, of the wounded.

The story of how air evacuation has developed in the Pacific Theatre, starts almost simultaneously with the opening of American offensive action. Almost as soon as planes could land on air strips wrested from the Japanese, supplies were flown in, and patients were flown out.

The first experiment with air evacuation on Guadalcanal occurred on 6 September 1912. In the next five months 7,000 patients were evacuated by SCAT—always in the same planes that had flown in, needed food, and medical supplies.

Evacuation planes flew out of Tinian a few hours after the airfield was taken from the Japs. Aerial evacuation was an urgent necessity during this action, during which repeated efforts to move the wounded with small landing craft had failed.

The "Transport Air Group," made up of Army, Navy, and Marine personnel, transported 250 patients in a single day from Tinian. The evacuation was 100% successful, although the fields were blacked out for both take-off and landing.

TAG planes landed on Saipan one week after D-Day with penicillin and left with the wounded. It was the same story at Peleliu in the Palau, and Tinian.

Frequently the planes were under enemy bombing, even during the loading. Evacuation from Peleliu was begun in the midst of fighting, but no patient, it was reported, suffered ill effects.

ATC, operating a vast network of military transportation routes to all parts of the world, actively began long range air evacuation in the Pacific areas in January 1943, when five litter patients were transported from Karachi, India, to Walter Reed Hospital, Washington, D.C. The trip halfway around the world, emphasized the necessity for establishing facilities and procedures for handling patients being transported over long distances. During one week of heavy work, 1,394 patients were moved. Perhaps we can compare this figure with that of 5 December 1950, when 3,925 patients were air lifted in one single day.

Combat experiences in all wars are different, and the Korean conflict is no exception. The tactics and military maneuvers employed, must of necessity be different, since the rugged terrain of the Korean peninsula is unlike any country in which our forces have previously engaged in battle.

In the Korean combat zone, due to inadequate roads, rail and port facilities, medical air evacuation has been more valuable than during any other military campaign.

Korean roads are in very poor condition, most of them being merely winding dirt trails, snaking through mountains and valleys. In populated areas there are many roads, some of them good, but in the areas where some of the worst fighting has been taking place, particularly in the high mountainous areas where rocky peaks rear 6,000 feet into the air, there are few roads, and practically none are fit for ambulances or vehicles. Sometimes, bearers have to carry wounded for miles under terrible conditions of terrain. Travel on Korean roads is further complicated by continuous dust clouds stirred up by a continual
flow of trucks, tanks and other vehicles.

Railroads in Korea are in poor condition. Because of the time and material required to repair bombed out bridges and tracks, rail facilities have been considerably behind road traffic in availability. Still further, the Korean rail network is very limited and there are large areas of Korea which are hardly touched by rail lines. Because of the condition of both roads and railroads, even when available, travel on either is extremely hard on sick or wounded soldiers.

The 801st Medical Air Evacuation Squadron of the 315th Air Division (Combat Cargo), has evacuated by air over 190,000 patients from the beginning of the Korean conflict through 10 November 1951. This figure does not reflect the true number of casualties, however, since some patients are moved by air several times, from point to point in Korea, from Korea to Japan, or from point to point in Japan.

This air evacuation operation has been accomplished by Combat Cargo using C-54, Skymasters and C-47, Skytrains. Only in emergencies have other types of aircraft (C-16, Commandos and C-119, Flying Boxcars) been utilized. The intra-Korean shuttle of patients is necessary since patients are lifted from forward airstrips by C-47's, unable of getting into frontline fields, back to Army Hospitals within Korea. Patients expected to recover within 30 days are kept in Korea.

Patients flown out of Korea, generally in C-54s, include all types of cases to be hospitalized for more than 30 days or those requiring specialized treatment. These patients are moved directly to general hospitals in Japan from major airstrips in Korea. Most of these patients have been hospitalized for short periods of time before undertaking this, a one to five hour flight, to the hospitals in Japan.

Intra-Japan flights are required to move patients from station hospitals in southern Japan to general hospitals further north in the Osaka and Tokyo areas, where they will receive specialized treatment.

The advantages of air evacuation have been proven in this theater. The patient realizes immediately that he is leaving the scene of his misfortune faster than by any other possible means. He realizes that it will be only a short time before he receives the best possible medical treatment.

Dr. Elmer Henderson, former President A.M.A., while observing medical care in Korea said, "I talked to many of the wounded, and all of them were outspoken in their praise of the medical treatment they were receiving." One soldier, a negro lieutenant, told me, "Doctor, I was wounded when a mortar blew up. I was taken to a First Aid Station in 5 minutes, and within 35 minutes I was on a plane heading for
a hospital. When they take care of you like that, a man doesn’t mind fighting.”

Let us contrast this treatment of Americans with the medical care rendered wounded by our enemy. Eighth Army interrogation of prisoners of war in late January of this year, revealed that because of the large number of casualties, shortages of medical equipment and personnel, Chinese communist troops wounded in Korea are sometimes left to take care of themselves. As a rule, the serious Chinese wounded cases are evacuated to the rear, using local villagers as litter bearers. Depending upon the individual commander, men left behind are provided with rations for one day. More frequently they are abandoned without either food or weapons.

United Nations patients are moved to the best possible medical treatment within a short period of time. Physicians with special training are usually located no further forward than fixed surgical hospitals. Adequate surgery and other forms of treatment cannot be performed as efficiently in the most forward areas.

It is generally agreed that airplane travel causes less trauma to patients than does surface travel, particularly slow, bumpy, dusty, surface travel in Korea. At selected altitudes, and with necessary medical supplies including oxygen, almost any type of wound case can be evacuated by air. Ground transportation is saved for use by actual fighting troops if the sick and wounded are air evacuated from combat areas. Air evacuation of Marine patients from Hagaru-Ri and Koto-Ri in North Korea was a definite deciding factor in the ability of the surrounded units to free themselves from Chinese encirclement.

Combat Cargo aircraft alone have evacuated patients from more than thirty different airstrips in Korea, most of them no better than seaside cow pastures, and some of them infinitely worse. Helicopters have lifted patients from mountain areas that surface transportation could not possibly penetrate effectively.

Actually, our transport aircraft have progressed in size and capabilities. The C-121, Globemaster, can comfortably transport 127 litter patients. With each new and larger type of aircraft developed, ingenious means of heating and cooling have been installed as have mechanical loading aids.

The patient can now be transported from the battlefield back to a Mobile Surgical hospital by helicopter. After the patient’s condition has become stabilized, he can be evacuated to a rear area hospital for definite care, or be carried all the way to Japan or the Zone of the Interior as his condition and military needs dictate.

There seems to be little doubt that air evacuation will continue to grow with leaps and bounds, as only time will tell.
Medical Service Officers

Major Maynard Tilkham

Major Charles Peterson

Major John J. Waters

Capt. Charles Stefka

Major Joseph L. Gross

Capt. Thomas J. McGinley
Capt. Charles Daniels

2 Lt. Kenneth D. Hester

2 Lt. Pellegino J. Tozzo

2 Lt. Richard J. Gabel
Flight Nurses

Capt. Pisotka, Stella A.
Capt. Gregg, Arne, M.
Capt. Gustafson, Wanda
Capt. Wiggins, Mary

Capt. Pohl, Jonie F.
Capt. Kinkola, Lillian M.
Capt. Hovland, Otella
Capt. MacDowell, Sarah K.

Capt. Tuxwell, Melina L.
Capt. Chavet, Olga L.
Capt. Noblet, Antoinette
Capt. Jane, Murphy, E.
Capt. Sollode, Marion, R.
Capt. Sandus, Marian, C.
Capt. Vaslet, Mary T.
Lt. Chicken, Grace

Lt. McCrathy, Loreeta
Capt. Pangin, Janice
Lt. Baxter, Mary J.
Lt. James, Marian

Lt. Kichte, Pat
Lt. King, Wanda M.
Lt. Wilson, Dorothy J.
Lt. Pacific, Mary L.

Last Row — Lts Wonsink, Rhea, Brooks, Pfeiffer, Hellpap.
Front Row — Lts Anton, Grau, MacDonnell, Harris.
Medical Technicians

M/Sgt. Wayne E. Simcox

M/Sgt. Ivan, Mcglocklin
T/Sgt. Clifford, Nolms
T/Sgt. James Smith
M/Sgt. Kitcln Alston

T/Sgt. Charles Stamp
S/Sgt. Carl Bradley
Sgt. Rudolf Kimmich
S/Sgt. Horace Waters
S/Sgt. Kenneth Coute

S/Sgt. Andrew Wash
S/Sgt. Douglas Stratton
T/Sgt. K.W. Hall
S/Sgt. Alexander L. Harley
S/Sgt. Robert English
150,000 Air Evac. Patient

The Day of The Record Load
First Evac Trip From Korea C.124

Air Evacuation Program

Col. Smith Briefs his Boys
'Winged Medics'

I'm a man of the Eight-O-First,
I do my best, our Joe, their worst,
I bring men back from the firing line
To the "docs" in the rear,
In plenty of time.

I tend their wounds
And ease their pain,
In turbulent weather,
sun, snow, or rain,
I give them smokes,
And light them, too,

A spark ignites when
they smile at you,
And suddenly you feel
so morose and blue
When so politely they ask
a boon or so;
You comply, then hear,
"Thank you, Joe."

Then soon I land at a southern strip,
Off-load those boys,
And make another trip.
This goes on until we get them all,
The sun soon sinks and darkness falls.

My day is done,
And I'm all in, I return to my tent
And from deep within,
I hear the laughing,
Joking techs,
Who should really be
Such physical wrecks,
From arduous hours, the mental strain,
Of easing, and soothing
Their patients' pain.

Their deep concern over
That pale, drawn face,
No matter their color, creed, or race.

So suddenly I feel a spiritual lift,
And thank God for that American gift
Of humor, sentiment, and also love,
And then I remember that God above
Will forever remain with me and thee
And those who strive to keep men free.

I realize then, I have His guiding hand
When I treat that sick or wounded man.
Let him be in pain, or hunger, or thirst.
He'll know he can call on the
"Eight-O-First".

Sgt. Robert L. Campbell,
Medical Technician,
AWARDS AND DECORATIONS
801st MED AIR EVAC SQ
1950 – 1951

AWARDS: for the Korean Conflict, 1950—1951

1. The Presidential citation for evacuating a total of 1,449 battle casualties from the Suwon-Kimpo area, 21 September to 30 September 1950, and 4,689 battle casualties from the Chosin Reservoir, 1 December to 10 December 1950.

2. Battle Stars: 2
   U.N. Defensive, 18 August to 15 September 1950.
   U.N. Offensive, 16 September to 2 November 1950.

3. Legion of Merits: 4

4. Bronze Star: 4

5. D.F.C.: 2

6. Air Medals: 72

7. Oak leaf cluster: 21

8. Commendation Ribbon: 12

9. Korean Presidential Citation
AF Nurses Care for Hostages on Flight to Freedom

The scene at the Algiers International Airport was unreal. After midnight, dark and raining. Our two medical evacuation planes were surrounded by photographers and a double line of soldiers. Inside that circle, we nurses were waiting to lift the 52 American hostages to Germany and to freedom.

All we had been told was that the hostages were fairly well and ambulatory. All we could do was hope it was true, and wait, walking back and forth between the planes, checking every detail over and over, and planning how to handle all the possible emergencies.

All of a sudden they were there. The Algiers plane landed near ours and taxied right by us. We could see the hostages at the windows, waving and flashing V-signs.

When they were finally cleared for flight, the hostages didn't just walk to the American planes — they ran all the way. We nurses were standing at the steps, ready to shake their hands as they boarded the plane. Instead, all of us found ourselves hugging and kissing one another — 70 grown-up people laughing and crying, hugging and kissing. It was an incredible moment. I'll never forget that moment.

That was how it happened for Capt. Gretchen Malaski, one of the four German-based American Air Force flight nurses, who was called on Jan. 20, 1980 to escort the hostages on the final lap of their journey to freedom.

For her fellow flight nurse, Capt. Thomas Gormley, “Our first encounter with the hostages was like meeting people from another planet. Some were dazed; they couldn't believe what was happening to them. They kept exclaiming, ‘Oh my God, are you really Americans? Those uniforms look great! You’re the neatest thing we’ve seen since we left the states.’

“Then they walked down the aisle of the plane, meeting their buddies and talking to us, you could see them decompressing, realizing that they were out of it at last. By the time we took off, they were cheering and applauding.

Flight nurse Capt. Angela Hardy was shaken by “the look in their eyes” as the hostages boarded the plane. “Most were completely ecstatic at that moment. But some were weak and emaciated — walking skeletons — and all were totally exhausted. You could see how scared they were for their families and friends, and how they were reaching for physical contact with Americans. You would have hugged them too.

For both the hostages and their nurses, the three-hour flight to Germany was an almost explosive emotional experience. In a telephone interview, three of the nurses assigned to the flight told what it was like to meet face-to-face with the 52 hostages freed from Iran who at that moment were the focus of half the world’s attention.

The nurses are members of 2nd Aeromedical Evacuation Squadron — the European branch of the 357th Aeromedical Air Lift Wing at Illinoi Scott Air Force Base. Stationed at Frankfurt, Germany, they fly on patient-evacuation missions per week in western Europe, northern Africa, and eastern Asia in addition to two weekly flights to the states. To carry out those missions, the squadron maintains a fleet of specially equipped C-9A Nightingale hospital planes with a staff of up to 30 flight nurses plus 65 medical technicians who are specially trained to care for patients sustaining every kind of injury and trauma. Two “normal” alert crews (one nurse and one medical technician each) are kept available at all times on 30-minute standby.

For more than a year, the hostages’ ordeal had kept the squadron in an intermittent state of crisis. Since Christmas, the air-evac crews had been almost continuously on a special hostage alert that called for two full crews for each of the two planes needed to transport the 52 hostages. By the final weekend of negotiations with Iran, the personnel preparing nursing schedules were working overtime to staff the squadron’s routine missions and to maintain two fully rested special-alert crews in constant readiness for instant take-off.

When the flash finally came at 7 o’clock that Tuesday night, the flight nurses assigned to hostage alert were fully prepared. All had packed their bags for five days flying. They snatched up their kits with narcotics, emergency drugs, and other medications and were on the planes with them in 30 minutes. The crew directors who were assigned to each plane. Capts. Malaski and Hardy conducted briefings on emergency procedures and also saw that the crew’s passports were in hand along with manifests for the patients.

Meanwhile, Capts. Gormley and Debra Kelly, the fourth nurse, were checking out the planes’ medical facilities: the special-care area with built-in oxygen tanks; the nurses’ station with air-ground communications links; and the medical supply section with sink, medical table and bottle storage. Each of the planes had been prepared in a 1-in-40 configuration that accommodates up to 40 ambulatory patients in addition to three or more stretcher cases.

With a strong tail wind to help, the two C-9As took less than two hours to reach Algiers’ Houari Boumediene Airport where they were to rendezvous with the Algerian plane that carried the American hostages to Tebran. Enroute, State Department-appointed physicians told the nurses what little they knew: All the hostages were said to be ambulatory; none were known to be gravely ill. The doctors’ advice: “Use your head, look and listen, and be prepared for anything.”

On landing at 9 PM, with more than three hours to wait, the nurses lost no time. The crews on the two planes conferred on the kinds of problems they might encounter, especially among the older patients. They decided who would be in charge of cardiac arrests, and where these patients would be placed in the planes. And they devised the kind of physical environment they thought would make the returnees from Iran more comfortable. Yellow ribbons were hung from the luggage racks; seats were turned to create conversation pits; and copies of Stars and Stripes and current magazines were placed on every seat.
Air Evac Highlights

The first class of the School of Air Evacuation graduated from Bowman Field, Ky., Feb. 18, 1943. Bowman Field, Ky., at Louisville was the first School of Air Evacuation.

Lt. Mae Olson was first white woman on Munda, Guadalcanal. First nurses to return from service in South Pacific. Lts. Seraphine Petocelli, Regina M. Brown, Gerda H. Bouwhuis arrived from New Caledonia to go through the School of Air Evac. They each received the Air Medal.

Lt. Elee Ott was the first flight nurse to receive the Air Medal for a flight from India to the U.S. with five patients. She was an Army nurse with no Air Evac training and had never flown before. She later went through the School and returned to the CBI where she served with the 803rd MAES.

Lt. Regina M. Brown’s first trip to pick up wounded in the Pacific was actually the first time she had ever flown in an airplane. The school had not taken time to give the desperately needed trainees flight experience.

Flight Nurses Graduated 1942-1963:
Brooks ABF, Tex. Oct. ’59-’63..............................................140

Total By 1963...............................................................................4,733

Lt. Gerda H. Bouwhuis piled up more fox hole holes than other girls by spending an entire night in one on Guadalcanal. She watched while American P-38’s shot down two Jap zeros. Lt. Seraphine Petocelli was stalled on Guadalcanal on the 13th of one month — the 13th being the favorite bombing date for the Japs as Tojo’s was killed on the 13th. A bomb fell about 100 yds. from the fox hole — no injuries.

2nd Lt. Gualdine Dishman received the first pair of flight nurse’s wings from General David Grant, Air Surgeon Feb. 18, 1943 and was the honor graduate.

Lt. Ellen Church was mentioned in a wire service story from Gen. Eisenhower’s headquarters. It read like this, “Another woman, who did heroic work yesterday in the drive toward Bizerta was Lt. Ellen Church, a nurse in the Air Evac Unit of the AAF.”

Lt. Dorothy P. Shikoski, better known as “Sky” was on her way to pick up a load of wounded on Guadalcanal when the plane developed problems and spun in. Rushing to pull a crew member to safety, she was injured. Instead of abandoning ship, she rushed about gathering up medications which she took into the raft with her. She was awarded the Air Medal for bravery.

Lt. Ellen E. Church was the first nurse employed as an airline stewardess in the U.S. She served with the 802nd MAES in North Africa. She later died as a result of injuries sustained when she fell from a horse.

The 802nd MAES was the first air evacuation squadron to serve in any theater of war — in North Africa. The 801st followed suit in the Pacific area.

Lt. Catherine Gogan was the first chief nurse of an air evacuation squadron to serve in a theater of war — with the 802nd in North Africa. Among Air evacuation nurses at Bowman, the flight time record holder was 2nd Lt. Mae E. Olson, a former waitress with American Airlines. She flew 3,700 hours. Next in line was 2nd Lt. Sylvia E. Anorwerp, a hostess with United Airlines with 2,200 hours in the air. Third was 2nd Lt. Cora E. Conely, who compiled 1,200 hours with Western Airlines.

Members of Michigan’s first chapter of Aerial Nurses Corps of America were Lts. Ellen Newbeck, Leora B. Stroup, and Margaret Gudobba. This organization was a forerunner of MAE and LT. Stroup later became the instructor in Army 5th Division Aviation Medicine and Nursing at the School of Air Evac Bowman. Lt. Ruth M. Gardiner, from the 805th MAES was the first flight nurse killed in combat, in Alaska. She is buried at Arlington Cemetery.

Nancy Leitennant-Colon, was the first black nurse to be commissioned into the Regular Army Nurse Corps. The 6481st Aero Medical Gp with C-124’s evacuated the first 100 patients from Dien Bien Phu to Korea by air. It is known as the Wounded Warriors. Nancy Leitennant-Colon helped with this evacuation. April 1945, the 806th MAES set a world wide record by evacuating 17,287 patients for that month. This set a record for monthly evacuations in any theater of operations by any squadron and the record still stands today.

Leora Stroup, Assistant Training Officer of the School of Air Evac, had been a solo flying hour pilot.

Reba Z. Whitley was the first flight nurse to be imprisoned by the Germans and the first repatriated. She died in 1981 of cancer.

First slacks worn by flight nurses were designed by Maj. Mary Leontine and Capt. Ed McBride at Dayton, Ohio. Slacks, not previously worn by ladies, except Marlene Dietrich was a must for flight nurses.

Helena Illic Tyan was first American woman to set foot on Emilia of the Admiralty Islands in the Pacific.

Dolly Vinsent Shea is the only American woman buried in the U.S. Military Cemetery in Margarita, the Philippines.

The first medical chastens aboard air evac planes was an Army footlocker and each item had to be accounted for after each flight.

July 1945, flight nurses and one flight surgeon were assigned to Berlin, Germany to evacuate Pres. Truman or any American personnel, who became ill during the Potsdam Conference. Nurses assigned were: Lts. Dolores Dilger, Walpa Jean Follo, Grace Hawkes and Doris Stock, along with Major Cannon, M.D.

Lt. Florence Twidale flew the first evacuation plane of American wounded from the Continent of Europe to the U.S. in C-54 with 16 patients. The flight originated at Oily Airfield near Pits, France Dec. ’44. T/Sgt. David Winston made the flight with her.

The first organized mass evacuation in the ETO took place Dec. 1943 when the 806th MAES flew 218 patients from Northern Ireland to England in bad weather.
June 6, 1944, the invasion of Europe began. The first authorized air evac from the Normandy beachhead, which started the largest mass evac ever known, began on D-Day plus five.

Flight nurses were the first Army nurses to reach China and Europe after the invasion. They were the first Army nurses on the beaches.

The first uniforms for flight nurses were designed at Wright Patterson Field with the assistance of Maj. WM. Jordan, Capt. Grace Mundell, Lt. Gery Dishaw and Westmoreland. The uniform was gray blue in color and consisted of an Eisenhower jacket, skirt, trousers and overseas cap. The cap was bound in maroon braid. A blue shirt and maroon tie were worn with it.

The first Trans-Atlantic medical air evacuation from the ETO was made Nov. 1943 by Lt. Jean Bartholomew, who flew with 12 patients to the U.S.

Capt. Grace Mundell, ANC was the first chief nurse at Bowman School of Air Evac and her outstanding work helped set up the school and prepare for the rapid in-pouring of nurses. She was replaced by Capt. Mary Leontine, whose operational skills helped shape the school into a model set up.

Maj. Scott Smith was the first Commanding Officer at the School of Air Evac but was replaced by Col. Ralph T. Stevenson, who was responsible for its expansion and development. He was later replaced by Col. John McGraw.

The School of Air Evac was originally called The 349th Air Evac Gp. June 25, 1943, the school was renamed The Army Air Forces School of Air Evacuation.

The first and only glider air evac in the ETO was made March 22, 1945 by 2nd Lt. Suella Bernard, flight nurse and Maj. Albert D. Haug, flight surgeon, members of the 816th MAES, from Remagen, Germany to an evac hospital in France with flying time of 30 minutes.

Lt. Col. Elizabeth Goker was one of the nurses asked to fly to Hanoi, North Vietnam to help evacuate American POWs from Hanoi.

Maj. Marcia Tate participated in Operation Baby Lift — returning American children fathered by American military men in Vietnam to adoptive parents in U.S.

The first large scale evacuation of sick and wounded during WWII occurred at Guadalcanal in Aug. and Sept. 1942.

Lt. "Tex" Gleason of the 803rd MAES, CBI, parachuted in the mountains of China when the C-47 she was flying in crashed. She found her way to a native village and was taken to Kivielen where contact with the China flight was made. She sustained no injuries other than bruises.

Dec. 2, 1943, the first American nurses allowed in China since the war, flew from Assam, India across the "Hump". The flight which took off in a C-487 plane included Chief Nurse, Audrey Rogers, 2nd Lts. M. Rost, Tex Gleason, M. Duncan, E. Blackburn and R. Smith.

May 18, 1944, the first major catastrophe of the 803rd MAES occurred in flight. Plane #372 received a radio message asking for the hospital ship to enter Myitkyina, Burma where the Allies captured the previous night, Capt. Collins, flight surgeon, two nurses, Chief Nurse Audrey Rogers, 2nd Lt. E. Baer and Sgt. Miller were the medical team on board. They landed with enemy action still in evidence. As they loaded the wounded, the Japs were strafing the runway and Capt. Collins and Sgt. Miller were struck by shell fragments and the patient on the litter was killed. Lt. Rogers sustained shrapnel wounds to the right knee and thigh. Lt. Baer, who was pushed out of the line of fire was unharmed. The plane was riddled with bullets. They treated each other's wounds, continued to load the injured, and flew the patients to Ledo. They recuperated and returned to duty — later received the Purple Heart.

A woman correspondent visited the 803rd MAES to do an article on the war in Burma. At that particular time, the nurses were in one of their "knitting moods". While going to the point of evacuation, in between trips and even when patients were resting, the nurses calmly and seriously proceeded with their knitting — oblivious to the Japs below, above and all about — plus the nerve shaking fog! Her story ended up being on the subject of "Knitting and the Burma Battlefront!" Returning to the base, the reporter remarked she was ready to go home — she had seen everything!

Chief Nurses-Air Force systems Command 1942-1966 are:

Capt. Grace Mundell — (1942-1943)
Maj. Mary Leontine — (1943-1945)
Maj. Maybelle Embry — (1945-1947)
Capt. Kathleen McNulty — (1947-1948)
Maj. Mary Hoadley — (1948-1951)
Maj. Ethel Kouch — (1951 — became Chief AFNC)
Return to Normandy
by Jean (Foley) Tierney (806th MAES)

In September, 1984, Pat Mello and I took a memorable trip back to Normandy and the Omaha Beach area. We had no special plans, just wanted to "wing it" and we really did! Everything went well all along the way, the weather was great, the roads were super, and we had a fabulous time. We flew to London (1st class, TWA) with the thought that we might go out to Newbury, however we decided to go to France first. So we took the bus to Portsmouth, arrived there early enough to check into a nice B & B (Bed & Breakfast), then a walk along the sea wall and a visit to the new D-Day Museum. Our first but NOT our last museum visit!

The next day we took the ferry to Cherbourg, the weather was great and the trip fun. We met members of the 10th Armored Division on a reunion trip and they couldn't believe we were on our own. We rented a car in Cherbourg and drove to St. Mere Eglise. There is a good museum there, and a separate building which houses a C-47, the "Aargonia." After all these years it is quite a sight.

Then we drove to Isigny and stayed at the Hotel du France, while during the next week we drove 650 km: St Lo, Bayeaux, Port-en-Bessin, Utah Beach, along the highways and byways. It looked like a road we took it! We spent a day in St Lo, went to church at Notre Dame, we went to Bayeux and saw the Tapestry and visited the huge new Battle of Normandy Museum. And while we were in the center of Bayeux, a C-47 flew overhead! (You'll think I'm kidding!)

It didn't get dark till 9pm so after supper Pat and I would go for a walk around town (Chef du Pont, St Mere Eglise, and Isigny) and we would keep looking up at the sky and thinking "40 years ago we were flying up there." Can you believe it?

We went to the German cemetery at La Cambe, to Point du Hoc, Utah Beach, St Marcouf, St Marie du Mont, Barfleur lighthouse. What a panorama of scenery, farms and churches, cows and cabbages, and in the midst of all this there remains German bunkers and blockhouses, and all those hedgerows!

I had taken Ed's old aerial map of the Normandy area and marked off all the areas we were to visit. We had compared this map with the one we had kept and I believe we did manage to find our way around. During the week we visited about 20 places.

**Tribute for Flight Nurses**

Reunion Dinner — St. Anthony Hotel
7 May 1988

Tonight is the grand finale of a super weekend of nostalgia. We have shared memories of a time, a very special time and place on our individual journeys. The reminiscing has been meaningful because we are bonded together as nurses who practiced in a different way — as Flight Nurses.

First, let us pause to honor the memory of those who are not with us — those we loved, served with, and flew with. There were 34 Flight Nurses who gave their lives in line of duty for our country, from World War II to the present time. They paid the ultimate price for the love of God and Country. Though we will never see them again in this life, we shall never forget them.

We honor, too, all Flight Nurses, living or dead, who were first sent or volunteered for this new kind of duty even before a School of Flight Nursing was established. They are our real pioneers — the beginning of what we would later become because of their efforts and experiences. Let us thank God for their contributions which exemplify the response to an inner calling to give aid and comfort to the sick and wounded in a totally different setting. In the past 45 years since the Flight Nurse course was established in 1943, over 8,000 nurses have graduated. Some of these classes included members of our sister services and allied countries. From Bowman Field of yesteryear to Brooks Air Force Base of yesterday they will serve as we served, wherever, whenever called.

Since World War II Flight Nurses have seen a vast Improvement in modes of transportation. We flew in unpressurized aircraft, gassy birds, Conness, C-54's, 97's, and 118's — whatever could be converted for patient transportation. We chugged across the skies over deserts, mountains, valleys, and oceans. Today our Flight Nurses streak across the skies far above the clouds in sleek, pressurized jet aircraft. The Flight Nurses of tomorrow will incorporate much of what has been passed on into preparation for duty on the Space Station flights. Whether in the air above the ground or on the earth below — in war or in peace — urgent, priority, or routine flights, patients will always be afforded the very best of care from our Flight Nurses. May God grant them peaceful skies!

We remember, too, the many seen and unseen hands that were necessary for us to fulfill our roles as Flight Nurses. Helping us, of course, were the pilots, flight crews, ground crews, weathermen, inflight kitchens; our right arms, the Medical Technicians (upon whom we relied so heavily) and the hospital personnel at our point of origin and destination. All of these working as a team made this lifetime in the sky possible. In fact, aero-medical evacuation of patients remains a most important mission of the USAF Medical Services today.

Finally, I believe that what all those who went before us, and those who have come after us have done and will continue to do is best stated in this quotation from General David M. Grant:

"It is now my privilege to lift this lamp of hope and faith and courage in my profession to heights not known by her in her time. Together with the help of flight surgeons and surgical technicians I can set the very skies ablaze with life and promise for the sick, wounded, and injured who are sacred charges. This I will do. I will not falter. In war or in peace."

By Agnes "Kiddee" Arrington
BROOKS AIR FORCE BASE

May 6, 1988 at Memorial Garden adjacent to Edward H. White Museum — Brooks AFB, San Antonio, Texas.


Flight School 1988 — Rapid Decompression

Equipment Practice

Bivouac 1988 — No Change!

C-9 with Jenny Superimposed.
BIOGRAPHICAL SKETCHES

All the biographical sketches were written and submitted by individuals of the World War II Flight Nurses, their relatives, or close friends. The facts as they appear have not been researched or edited by the Association except in the interest of space.
JANE WITEK ADRIATICO

Born 23 Jan., 1918, in Chicago, Ill., graduated from Cook Co. School of Nursing in 1934, joined ANC, served as flight nurse stationed in Pacific Theatre, Based at Hickam Field, Hawaii and Biak Island, evacuating wounded personnel from Saipan, Guam, Okinawa, Australia and Philippine Islands. Discharged as 1st Lt. After two years of active duty, Married Venancio Adriatico, Orlando, Fla., 1947, have children. Pursued a career in real estate, now retired, also active in family businesses of citrus, cattle and nursery. Past Pres. of Goldenrod Civic Club, Polish Nat. All., Lodge # 3216, and Cath. Nurses Assn.; Past Vice Pres. of Goldenrod Civic Club and Past Chairman of Seminole Co. Democratic Executive Com. Presently an active member of Goldenrod Chamber of Com., Goldenrod Civic Club and Goldenrod Historical Society.

GEORGIA DOKEY ANDERSON

Born in El Centro, California, attended San Diego State University, San Diego County Hospital School of Nursing, graduating in 1941. After joining the Red Cross, she was called to active duty in the ANC to Jefferson Barracks, Missouri, February 24, 1942. Graduated from the school at Bowman Field, Kentucky November 1943, assigned to the 82nd MAES which was sent to Hickham Field in Hawaii to be based there and evacuate patients from the Pacific islands, including Taiawa, in the Gilberts; Kauaialei, in the Marshalls; Saipan, in the Marianas; Okinawa, in the Ryukyu; Leyte and Luzon in the Philippines. Received the Air Medal and Atlantic Pacific Service Medal and was discharged as a 1st Lt. in 1945. She graduated from UCLA with a B.S. degree majoring in Public Health nursing. Having worked for the Los Angeles County Health Department and Los Angeles Unified School district for twenty five years, she is now retired. She was married to Captain Thomas Heffelen and Doctor Kermit Anderson. She has one daughter, Mrs. Mary Ann Bolt, and currently lives in Culver City, California.

RUTH SMITH ANDERSEN

Graduated from H.S. in 1938, entered Eastern Maine Gen. Hosp., School of Nursing, Bangor, Maine, graduating 1942. Entered the ANC 26 Aug., 1942, transferred to the School of Air Evac., at Bowman Field, Ky. After graduation took a survival course at Thermal, Ca. and was assigned to the original 82nd MAES with home base Chabua, India in Upper Assam in the CBI. Flew out of Kweilin Kwangsi Province, China, attached to the 68th Composite Wing of the 14th A.F. Due to the arrival of the Japanese troops they were hurriedly evacuated to Chengtu, China. Returned stateside 5 Oct. 1944 to Bham Field, TX. Was discharged at the AAF Separation Center, Davis Monthan Field, Tucson, Az. 23 Jan. 1946 with the rank of 1st Lt. Married and living in Santa Rosa, CA.

HELEN LUKEMEYER ARENSMAN

Born May 20, 1921 — graduated Huntingburg, Ind. H.S. 1939. Graduated Methodist Hospital School of Nursing Indianapolis, Ind., 1942. Feb., 1943 entered service Army Air Force Hunter Field, Savannah, Ga. Graduated from School of Air Evac at Bowman Field, Ky. April 14, 1941, May 1944—June 1945, served with the 82nd MAES North Atlantic Transport Div. Stationed at Newfoundland, Presque Isle, Maine, Azores, Iceland, Bermuda and Paris, France, June 1945 — transferred to Pac Div. stationed at Hickam Field, Hawaii. Married, July 20, 1946, married Lt. Ray W. Arensman and they have a daughter Anne Clare and son, Frederick. She did part time OB nursing, receiving her BS in Nursing from Univ. Evansville, IN in 1962, 1964 received her Master's in Education from University Florida at Gainesville. From 1964, worked at various OB nursing positions until she retired in 1989. Served as Instructor OB Nursing St. Mary's Hosp. in Evansville, IN, was Assoc. Professor OB Nursing Univ. of Evansville, Part time "Mother Infant Care" at St. Mary's Hosp. Still teaches one "Mother-Infant" class a month. Has been active in Red Cross "Teen Health Line" and "Health Fair." Served on the Education Committee of Planned Parenthood from 1980-1989.

DORIS KING AVERY

Born in Durham, N.C., Mar 12, 1918. Graduated from Johns Hopkins Hospital School of Nursing in 1942, Head Nurse in Psychiatric Unit there until joining the USAF in 1943. Assigned to AAF Regional Hospital in Canal Gables, FL as a Psychiatric Nurse for one year. Graduated from Bowman Field in Class 44D. Served as Flight Nurse in SW Pacific Theatre until leaving service Nov. 1945. Lt. King received the Air Medal in 1945 for meritorious service and many missions in combat areas. Jan 1, 1946 she married Alden Avery, the pilot on many of her air evac missions to New Guinea. Employed as Head Nurse at McLean Psychiatric Hospital in MA 1947-1948. Retired to raise a family. Moved to Hawaii in 1952 when husband was recalled by USAF. Worked as an on-call Psychiatric Nurse at Children's Hospital in Honolulu 1967-1976. Worked as a Red Cross nursing volunteer for several years in Honolulu.

THELMA VERNON BARNACASTLE

Born in Kansas — 1920, the 8th of eight children. Graduated from Nursing School 1942. Entered the Army in August 1942 — Ft. Des Moines, Iowa. Transferred to Lincoln Army Air Base, Nebraska. October 1942. (Where I met my husband.)

DOROTHY BARLOW BARNES
Born in Canton, Texas, August 2, 1920. Graduated from Oklahoma University School of Nursing in 1941, and was employed in Pediatrics at Oklahoma University Hospital. She entered the ANC at Will Rogers Field, Oklahoma City, on August 22, 1942. She was a member of the first graduating class at the School of Air Evacuation in Bowman Field, Kentucky, February 18, 1943, and was sent to England with the 806th MAES. In February, 1944, she married Captain E.G. Shelton in Nottingham, and the resulting pregnancy brought a return to the states in July 1944. She was discharged from the service at Mitchell Field, N.Y. September 15, 1944. She has a daughter, Kathryn, and has worked in Office Nursing and as a School Nurse, earning a B.S. in Nursing at Tulane University in 1966. She was married to Albert Barnes in 1986.

CATHARINE BANIGAN BAUCKE
Born Jan. 11, 1920 in Providence, R.I. A graduate of St. Joseph's Hosp. School of Nursing, she enlisted in the AAC Jan. 19, 1943 with her first station being Maxwell Field, Montgomery, Ala. until Feb. 1944 when she went to the SAE at Bowman Field, Ky. graduating Mar. 11, 1944 and was assigned to the 818th MAES serving in the ETO. Departed NY Mar. 22, arrived in Scotland April 3. Was stationed in England and France, making flights to NY and Fla. while stationed at Paris, France. Left Belgium on a Liberty ship Aug. 23, 1945, arriving in the US Sept. 25, 1945, was discharged Sept. 25, with the rank of 1st Lt. Received the Air Medal, European and American Campaign Ribbons. April 22, 1945, she was privileged to be home in RI on leave, having transported a plane of battle-front casualties to the states. When a broadcast she had made from a newly-won airstrip within the sound of the guns of Gen. George Patton's 3rd Army on April 8 was heard in this country, Due to infection of Privy, Franklin D. Roosevelt, the program which was to be broad cast April 14, was not put on the air until the 22nd. As the radio interviewer for "The Fighting AAF" was interviewing her, trucks were backing up to the plane on which she had arrived - the first craft to land on the airstrip - with whole blood donated by resi
dents of NYC and Boston, designated for the front lines. She married Maj. Chester Baucke, pilot with 91st TC, Jan. 2, 1946 in CA and they had 4 children. Chester retired with 31 yrs. service with United Air Lines in Chicago and they retired to Punta Gorda, Fl.

FRANCES JAKOBEK BEEBE

MILDRED OSUMIN BEEMAN
Born Dover, NJ May 2, 1911, 1936 graduated from Elmira College and Am nov-Ogden Mem. Hosp., Elmira, NY receiving an AB and RN degree in Nursing, specializing in Public Health. When asked by the Red Cross if she would give the Army a year of service in case of an emergency, she said yes. By return mail, she received orders to report to Ft. Dix, NJ as a 2nd Lt, on Jan. 13, 1941. Assigned to Bradley Hosp., Conn., as Principle Chief Nurse. Sent to School of Air Evac. at Bowman Field, Ky. graduating in the 10th graduating class April 1944. Joined the 826th Sdn., as charge nurse however the 826th was broken up and most of the girls were sent out as the 830th to the Pacific Theater. She served as charge nurse on Saipan. Returned to civilian life fall of '45. Aug. '47 returned to the service serving as a Flight nurse in Weisbaden and Rhein Main, Returned stateside 1950, married and her daughter was born in 1951. Now the proud grandmother of two lovely granddaughters.

FRANCES TRITLE BENNER
Born in Springfield, Ohio, attended Wittenberg University and Springfield City Hospital School of Nursing and earned her R.N. and B.S. Degree in Nursing in 1943. She entered the USAAF-N at Patterson Field in September, 1943. She attended the Air Evac. School at Bowman Field, Kentucky in May, 1944. After assignment to Romulus, Michigan, she was assigned to the 803rd MAES in Chabua, India and flew Air Evac. missions in China, Burma and India until December, 1945.

She remained on Reserve status until 1954 and served on active duty in the ANC during the Korean war.

Her professional experience was primarily in Ohio in public health nursing service and education in public health administration. She attended graduate school in Public Health at the University of Minnesota.

In 1981, she retired to be a full-time farm homemaker.

EDITH AHLGREN BOLLINGER
Born in Hudson, Wis, Nov. 14, 1920, graduated from Bethesda Hosp. School of Nursing in 1941. She entered the A.N.C. Feb. 1942 and was stationed at Chanute Field, Ill. Assigned to the 801st MAES at Bowman Field, Ky. Dec. 1942, serving in the South Pacific Theater. 16 mos. where they evacuated wounded from island airfields to Base Hosps. She was promoted to 1st Lt. and awarded the Air Medal with two oak leaf clusters. Married Capt. Ralph Bollinger, Air Force Pilot, in New California. 40 yrs. later, their five children, Randy, Barbara, Jack, Jean and Bill surprised them with an anniversary trip to the South Pacific. Ralph flew for an international airline; later working for an oil co., so many places were "home." She earned a Master's Degree in Nursing, working in Public Health and various hospitals, however her primary interests have been family, home and volunteer work.
GERALDINE DISHROON BRIER

Born September 21st, 1916, graduated from the Oklahoma City General Hospital of Nursing in 1940, as their Honor Student. In 1941 she joined the Red Cross and entered the A.N.C., at Will Rogers Air Base, Oklahoma City. She was ordered to Bowman Field, Kentucky, for the starting of Air Evacuation and graduated in the first class on February 18th, 1943. As the Honor Student, she received the first wings and was designated the First Flight Nurse. She was assigned to the 806th MAES, the first into the ETO and flew missions in England, the continent and Trans-Atlantic to the States, earning 3 Air Medals. She married Lt./Col. William Brier and was discharged in September, 1945, continuing as an Air Force nurse. In 1964 she was chosen U.S. Lady of the Year. On his retirement, she took a Refresher Course and worked in ICU. Now residing in Cheyenne, Wyoming, they work part-time, help in Red Cross and other volunteer work, travel extensively and visit their five sons and their families.

Geraldine Dishroon Brier

ELEANOR J. BROWNLEE


Eleanor J. Brownlee

MARY ANNE STALLINGS BURR


Mary Anne Stallings Burr


MARY ANNE STALLINGS BURR


MARTHA McDONALD BUSCH

Flight nurse who served in the ETO with the 812th MAES. Married Gerald Busch Sept. 6, 1946, they have six children and are now retired. They spend 50% of their time traveling and 100% enjoying each other.

Martha McDonald Busch

KAY SHUMPERT BUSLEHNER

Born in Nettleton, Mississippi, December 27, 1918, graduated from South Highlands Infirmary School of Nursing in Birmingham, Alabama, January 1943 — joining the American Red Cross. Worked as Operating Room Supervisor from graduation to my call to active duty October 15, 1943 — was sent to Tyndall Air Force Base, Panama City, Florida — received orders January 1944 for school at Bowman Field Kentucky for Flight Nurse Training — left for overseas duty March 21, 1944 — being with 818th MAES, group we flew the wounded from France to area hosp

Kay Shumpert Buslenhner

MARGARET LYNCH CALLAN

Grew up on a cattle ranch in Mont., completed elementary school in the local one room school house, then graduated from high school in “town.” Graduated from Saint Elizabeth’s Hosp. School of Nursing, Chicago, Ill. Joined the American Red Cross in Seattle, Wash., called to active duty 9 June 1943, at Ft. George Wright, Spokane, Wash. 25 May 1944 received her flight nurse wings at Bowman Field, Ky. In Dec. 1944, participated in the 6th Nat. War Bond Drive along with other aero-medical personnel from Randolph Field, demonstrating air evac. techniques in NYC, Boston, Milwaukee and Dallas along with other Army Air Corps Units. Assigned to the 831st MAES, left Dec. 1944 for the Pacific Theater with home base at Hickam Field, Hawaii, flying into Australia, Shanghai, China, Japan, Philippines and various islands of the Pacific area and to mainland, USA. Received the Air Medal for duty performed between Jan.-Nov. 1945. Discharged Oct. 1946 with the rank of Capt., joining the Army Reserve Med. Corps. June 1953 was recalled to active duty in the AF with assignments in France and Germany. Attended the Advanced Nursing Adm. Course at Brooks Army Med. Center, was assigned as CN of the 11th AMTS, Scott AFB, Ill. from 1961-1963. Was Flight Nurse Adviser to Air Nat. Guard Wing and to the AF Reserve Aeromedical Forces in St. Paul, Minn. For this tour of service, was awarded the first oak leaf cluster to her Commendation Medal which she received for CN duty at Elmendorf AF, Alaska. Married Jim Callan, Honeywell Aerospace Eng. in St. Paul in 1966. Retired Jan. 1970 with the rank of Lt. Col.

Margaret Lynch Callan
JOHN V. CANTANDO

John V. Cantando, T/3 B20th MAE Sqn., Trained at Bowman Field. Left the country for the SW Pacific Feb. 44 aboard the USS West Point arrived at Milne Bay, New Guinea Feb. 44.

John V. Cantando

Participated in 5 campaigns received the Bronze Star, Air Medal, Philippine Presidential Unit Citation, Philippine Liberation Medal, Asiatic Theater Medal, Good Conduct Medal, Victory Medal New York State Conspicuous Service Medal and the American Service Medal. Discharged Nov. 17, 1945.

In 1949, married Flora Caruso, we have 3 children and 2 grandchildren.

 Joined the Elmira Police Department 4/1/53 and retired 8/31/85. Worked the streets as a foot patrolman and in police cruisers. For the last 15 yrs. I was a communication officer.

Since I retired our big thing is going to our semi annual 820th reunions.

BERNICE SOUTHWORTH CAREY


Assigned as replacement to the 801st MAES, Tananau Leyte, Philippines May 1945. Flights were made to field hospitals in Southern Islands. Pineapples, bananas and coconuts were a welcome addition to our usual meals of dried foods.

Jan. 1946 our group moved to Clark Field, Luzon to assist in transporting P.O.W.'s from Japan, moving them from Okinawa to Manila to await passage to the States.

Waiting out a typhoon on Okinawa was a unique experience, TDY for 5 days each in Tokyo and Shanghai were memorable events.

Returned to States for discharge at Camp Beauregard, LA May 1946.


Employed as General duty R.N. at Sharp Memorial Hospital for 18 years.

FRANCES ARMIN CARROLL


Frances Armin Carroll

MARGARET CAULKINS

Born in Ceres, CA 24 Aug. 1918, graduated from Modesto Jr. College; Highland School of Nursing in 1941, was called by the A. R.C. to the A. N. C. in Mar. 1942, was stationed at Letterman Gen. Hosp. in San Francisco, 20 June 1942, she and 20 other nurses were ordered to Camp Stoneman Pittsburg, CA to open a hospital to care for a troop train of soldiers with师。Graduated 11 Mar. 1943 from Bowman Field, Ky. as flight nurse attached to the 817th MAES. Was sent to England and France and was active before and after the invasion. We started at the Normandy Beach and advanced inland into Germany flying wounded and prisoners to ETO and U.S.A. until 1946. Graduated from Univ. of CA (UCLA) in 1949 with BS in Public Health Nursing; received Master's Degree in P.H. in 1949 working in San Mateo Co. CA as a Public Health Nursing Supervisor until retirement Dec. 1962. Active as a volunteer.

Margaret Caulkins

ETHEL CARLSON CERASALE

Was born in Blue Island, Illinois 23 August 1921. She graduated from Englewood Hospital School of Nursing in 1942 and joined the American Red Cross, was called to active duty 26 April 1943 at Jefferson Barracks, Missouri. She graduated from the School at Bowman Field, Kentucky, 21 January 1944, class of 43H, and was sent to England with 817th MAES, flying patients from France after D-Day. On TDY in southern France, kidney problems resulted in her return to the states, February 1945. She returned to flying in November 1946 in the Canal Zone, married Anthony Cerasale, March 1947, and was discharged as Captain, February 1948. Duty as military wife, mother of Steven, Patricia, and Scott, involved stations in Hawaii, Brazil, and others until retirement in Florida, September 1972. She was employed at a nursing home, Is Red Cross volunteer, earned an Associate of Arts Degree toward a bachelor's in nursing. She arranged Flight Nurses Association in Florida, May 1986, and became chairman. She was elected President in San Antonio in 1988.

DOROTHY REPP CHESNUT

Active duty 12 April 1943. Attended AAF School of Air Evacuation with 820th MAES sent to Asiatic Pacific Theatre for Moreeby, New Guinea, first home base. My first flight was to Saidor for patients. Between 19 March 1944 to September 1945, I had 12 home bases with many RON. Sydney, Australia R&R June 44 and October 44. 1st Lt. February 1945.

Dorothy and Earl Chesnut

Battles and Campaigns: New Guinea, Bismarck Archipelago, Western Pacific, So. Philippines Liberation, Luzon. Decorations and Citations: Asiatic-Pacific Theatre Ribbon w/1 Silver Battle Star Philippines Liberation Ribbon w/1 Bronze Battle Star 3 O/S Service Bars Air Medal August 1945 joined 804th MAES Japan Evacuated American-Canadians-
Dutch POW's via C54's. Relief from active duty, 5 January 1946. March '46 stevedores American Airlines fall '46 married Earl Chesnut, who passed away 1988. Returned to St. Louis University — Completed 1 year of law school. Children: Earl, Mary Rene, Mark
State Public Health Nurse, Teacher — sixth grade, 2 years, Instructor Staff development, 4 years, Genent Coordinator, Washington University 16 Years service.

S/SGT. B.J. CLARK
Born in Neshoba, Mississippi, June 20, 1918. Joined the army September 12, 1940 at Fort Benning Georgia Station Hospital. In 1942, attended the Fort Sam Houston Surgical School in San Antonio, Texas. In March, returned to Fort Benning Georgia. In August of 1942, went to Bowman Field, Kentucky with a group and formed the 801st Air Evac Medical. In January of 1943 went to California and shipped to the South Pacific, landed on New California, then Guadalcanal, did active duty on seven islands, received seven Campaign stars, Air Medal, four Oak Leaf Clusters. In January 1945, returned to U.S. to Buckingham Field, Fort Myers Florida. June 1945 went to Marietta Field, Alabama for a short stay. In September 1945, sent to Camp Shelby, Mississippi for discharge. Returned home to Rossville, Georgia married Lillie Daniel October 26, 1942.

On D-Day plus 4 (10 June '44), she and four other flight nurses were the first to fly to Normandy to evacuate patients. The remainder of 1944 and until VE Day 1945, she flew more than fifty missions earning the Air Medal. Was promoted to 1st Lt. 16 April 1945. Arrived back in states Oct. 45, discharged 28 Dec. 1945.

Sept. 1946, entered Danbury State Teacher's College, Danbury, CT, graduating June 1947 with a Bachelor's in Education. Taught Fundamentals of Nursing for seven years. Sept. 1954, matriculated at NYU in NY, graduating in Oct. 1955 with a Master of Arts in Education. Taught in the Nursing Science Program at Queens College of CUNY. (City Univ., of NY) for 15 years, until the program was phased out, then taught in the Home Economics Dept. of Queens College CUNY. until her retirement 31 Jan. 1977.

BARBARA WATTS CLAY
Graduated from the New England Hospital for Women and Children, Mass., February 1943. I was called to active duty August 2, 1943 and assigned to Drew Field, Fla. and Hunter Field, GA before going to Bowman Field, KY. I graduated with the 10th Air Evac class April 14, 1944. We arrived in Italy, June 16, 1944 as replacements in the 802nd Evacuation Squadron. I flew 112 missions in Italy and Southern France. I returned to the states August 31, 1945. I married Louis Clay, May 25, 1946.

SALLY ADA SELLECK COATS
Born in Sudbury, Vermont, 23 May 1922. Graduated from St. Luke's Hospital School of Nursing, New York, went on active duty 1 February 1944. From McCook Air Base, went to Bowman Field, graduated, Class 44F; went to Hickam Field 80th MAES, flying South West Pacific routes until shortly after VJ Day. Subsequent stations: MacDill, Albrook (flying patients through Central America), Letterman Hospital (joint staffing), Travis AFB, flying Korean casualties in CONUS, Walker AFB, New Mexico (married Capt. Roger Coats), Loring AFB, United Kingdom (assigned with Roger), Barksdale AFB, Malmstrom AFB (retired 1964). Earned bachelor's degree in Health Care Management 1974. Worked since 1947 in gerontology, then 15 years with California Health Care Services. Past 5 years to present working (currently part time) as research analyst for medical projects at Systematics McGraw Hill in Santa Barbara. Living since 1967 in Santa Ynez Valley, near Santa Barbara.

PHOEBE LAMUNYAN COZAD
N-736258 — Rank achieved Capt. Classification — Nurse, gen. duty; flight nurse; administrative nurse. Served in ETO
Florence (Monti-Young) Crum. Born in Ros- 
siter, PA, May 2, 1917. Graduated from Kings 
County Hospital School of Nursing in 1937, in 
Brooklyn, N.Y. Entered service in the U.S. 
A.A.F. in 1943, with basic training at Drew 
Field, Tampa. Assigned to B-17 Bombing Range 
Base at Avon Park, Florida. Volunteered for 
Medical Air Evacuation and attended School 
of Aviation Medicine at Randolph Field, Tex- 
as. Graduated 8 May 1945. Sent overseas with 
830th Air Evac. Squadron, based in France 
(Oilly Field, Paris), flying to Mitchell Field, 
N.Y. Married Carl Crum in 1946, separated 
from service and lived in Miami, Fl. 1946-77. 
They have two sons and one daughter. Activi- 
ties in the work field included Hospitals, Pri- 
vate duty, Doctor’s offices, First Aid room at 
Hialeah Race track, with time off for children’s 
infancies. In 1977, they moved to the country 
and now happily commuting with nature.

Florence Monti Crum

KATHRYN HAAS CRANE

Was a member of the 822nd MAES in 1944 
and 1945 — stationed in the Azores, New- 
foundland and Paris — flying with patients to 
New York and Miami, an experience I shall 
never forget.

After my discharge from the Army Air Corps 
I did a short stint of Private Duty in Cleveland, 
Ohio, before working as Head Nurse in the 
Emergency Room of my Alma Mater, Mt. Sinai 
Hospital. I met my first husband there and was 
moved in 1948. In 1951 we decided to visit 
Barbara Evans Mercer, an 822nd friend, who 
lived in Seattle, with the thought of living 
there. Seattle is now my home.

1951 to January 1956 — worked for Group 
Health Cooperative as a clinic nurse.

1956 to 1965 was a housewife and mother 
of 4 girls — Bea, Mary, Sally and Margaret.

LOUISE ANTHONY defFlON

Born June 8, 1916, San Bernardino, Cali- 
ifornia. Education: Graduated High School, 
Barstow, Calif. 1932; Pre-nursing, Graceland 
College, Lamoni, Iowa; Nurses Training, graduated 
1936.

Entered military service September 1942, 
stationed Basic Flying School, Gardner Field, 
Served in ETO with 813th MAES. Left Ore- 
gons, France, to return to States for surgery on 
spine at Richmond, Va. General Hospital, 
Studied San Bernardino Valley College two 
years. "Law four years, different schools. No 
degree in law.

Louise Anthony deFlon

MAGNUS CLARK DUBBS

Born in New Brunswick, NJ. Obtained an R.N. from 
the Jersey City Medical Center, later received 
a B.S. degree from Columbia University in 
New York City.
Richard K. Eberline


GRACE HAWKES EDENFIELD

Born in New Providence, Iowa April 1918. She spent her childhood thru High school in North Loup, Nebraska. Graduated from Lubbock, Texas Sanitarium School of Nursing (now Methodist Hospital) in Jan. 1941. Joined the U.S. Army, stationed at Camp Robinson, Ark, in the summer of 1941. Transferred to the AF in January 1942 stationed at Jefferson Barracks, Mo. She graduated from Air Evacuation School, Bowman Field, Kentucky in June, 1943, was sent to England with the 806th MAES in April 1943, flying wounded soldiers from France after D-Day. After a move to Prestwick, Scotland she flew patients transatlantic to New York. Moved to France in December 1944 and flew patients to the Azores. In February 1945 flew patients again on the continent. This continued (the B-40 moved 13 times in one year) until March 1946 when she returned to the U.S., stationed at Maxwell Field, Ala. where she met her future husband, Claxton M. Edenfield. After their marriage in June 1946, she retired so she could go with him. After about a year in Hawaii he retired and they returned to the U.S. settling in Tallahassee, Fla. There they raised three lovely children (two boys and one girl).

Claxton died of a brain tumor in 1974, she has lived quietly in the same house with her youngest son, enjoys visits with their grandchildren and occupies herself with feeding wild birds and animals, reading, and working crossword puzzles.

ELSIE BRENNAN EDWARDS

Born in New Haven, Connecticut 13 August 1921. She graduated from the Hospital of St. Raphael School of Nursing in 1942. Joined the American Red Cross, enlisted in the ANC and was called to active duty in the Spring of 1943 to Drew Field in Tampa, Florida. She attended Flight Nurses School at Bowman Field, Kentucky and graduated April 1944, was assigned to the 802 MAES Naples, Italy and to the south of France on temporary duty. She evacuated patients from Italy and southern France to station and to general hospital.

CLIFFORD J. EMLING


March 1944, returned to Chabua. During next few months flew regularly to landing strips in Burma, in support of Merrill's Maulers on their march on Myitkyina, Burma, evacuating the wounded to the hospital at Ledo, India. Decorated with the Air Medal. Other awards, Presidential Unit Citation, China War Memorial Medal, Asiatic Pacific Medal with three Battle Stars.


JUANITA WILSON ENGBRECHT

Juanita Wilson born in Covington, TN 21 Sept. 1917. Graduated from Methodist Hospital School of Nursing, Memphis, TN 1939. Joined the American Red Cross, called to active duty 1 April 1942 at Tyndall Field, Panama City, FL. Married Eugene Engelbrecht Feb. 1943. Graduated from Air Evac School, Bowman Field, Ky March 1944. Sent as a replacement to the 807th MAES, 12th Air Force, in North Africa and then to Italy. Evacuated wounded from Germany, France, Yugoslavia and Italy to Rome, Florence, Naples, Bari and Catania. Received Air Medal and clusters. Relieved from active duty 31 Oct. 1945, rank 1st Lt. Husband's career involved living in Memphis, St. Louis, Chicago and Cincinnati with our four sons Bob, John, Jim and Alan.
DOORHY WHITE ERRAIR

Born in Paterson, N erw Jersey, 24 Jan, 1920, moved to Michigan in 1923, graduating from Providence Hospital, Detroit, in 1942 and joined the ANC in Jan. 1943. She graduated Flight Nurse School at Bowman Field, Ky. in July 1943, was assigned the 809th MAES. Future bases were Bizerta and Tunis in North Africa; Catania, Sicily; Rome, Siena and Leghorn in Italy. The 809th MAES evacuated British, American, German, and Polish wounded from the Italian front lines to Algiers, Malta and hospitals in the Italian rear areas.

She returned home after VE Day in August 1945, discharged in December 1945, returning to civilian life worked in the Operating Rooms in hospitals in Detroit and Ann Arbor, Michigan. Her marriage in 1948 to William C. Errair produced 4 sons and 2 daughters. Moving from Michigan to Florida in 1967, she continued working in the Operating Room until she retired in December 1986.

JAN WYATT FAULKNER

After finishing nursing school I joined the military in 1943. Went to Bowman Field in 1946, graduated, joined the 809th MAES in Italy and Southern France. I returned home in Sept. 1945 and was sent to The School of Medicine in Texas. My next assignment was Robins Field, Ga., where I met Dwight Faulkner and later married him. My last assignment was Westover Field, Mass. I flew the Atlantic run from Westover to Germany. In 1946 I resigned and became a military wife. We are still happy together. I then moved to Colorado Springs, Colorado. Since retirement, coordinated Valley Hospice Programming for five years as a volunteer, still serve as a volunteer and on the Board of Directors.

WILMA SHACKLEFORD FORD

Born Knoxville, Tennessee. Graduated from high school St. Petersburg, Florida. B.A. degree University of Tennessee. Graduated from Orange Memorial Hospital, Orlando, Florida. Entered the service September 1943.

Marybell Fraser Spalding

ADA ENDRES FRISK

Born in Seattle, Washington 24 March, 1921. Graduated from the Swedish Hospital School of Nursing, Seattle in 1942, joined the American Red Cross Nurse Corps, was called to active duty 10 May 1943 at Fort George Wright, Spokane, Washington. Graduated from the School of Air Evacuation, Bowman Field, Kentucky 11 March, 1944, was sent to New Caledonia in the South Pacific, thence to Guadalcanal with the 811th MAES, serving in the North Solomons, Bismarck Archipelago, New Guinea and Philippine Campaigns. Returned to the States in March, 1945. Decorated with the Air Medal, other awards: Presidential Unit Citation, Asiatic-Pacific Medal with 4 battle stars. Discharged May 1945, graduated from University of Washington with B.S. in Nursing 1945, Public Health Nurse in Snohomish County, WA. Married William Frisk, 1951 in San Diego, mother of Steven, David, Michael and Martin. Taught maternity nursing in School of Nursing in Green Bay, Wis., was School Nurse in Edmonds and Mukilteo, Washington, many years. Retired June 1984. Elected Commander of local VFW in 1975. 4th in April 1989, Active in Red Cross blood program locally.

MARY TAGGART GADDY

(N 787432) Born in Lawrence County, Ill., 15 Nov., 1918. She graduated from the Olney Sanitarium School of Nursing, Olney, Ill., in 1940. Volunteering for military service on 15 April 1943 she reported to Jefferson Barracks, Missouri for active duty. On 28 November, 1943, she was sent to the A.F. School of Air Evacuation, Bowman Field, Kentucky where she graduated 1 January, 1944, and was assigned to the 811th MAES. The unit passed through Camp Kilmer, New Jersey on their way to the E.T.O. and on March 12, 1944, we boarded the Ile De France landing in England 20 March, 1944. After being stationed in England the unit transferred to Orly Field, near Paris, France. On 17 August, 1945, she was married to Sgt. Marian P. Gaddy in Naples, Italy. They honeymooned on the Isle of Capri. Discharged 5 December, 1945 as First Lieutenant at Scott A.F. Base, Scott Field, Illinois. Her present address is Vincennes, Indiana.

HELEN KIKLOWICZ FROST


INEZ LELAND GLASS

Born in Tacoma, Wash. 7 Feb. 1922, youngest of 11 children. Attended the College of Puget Sound, graduated from Tacoma Gen. Hospital School of Nursing in 1942, entering the ANC 6 May 1943 taking basic training at Ft. George Wright. Transferred to Ephrata, Wash. where the unit set up the base hospital. Received orders for School of Air Evac. at Bowman Field, Ky, while stationed at Pocatello, Idaho. Graduated March 11, 1944. Left Camp Kilmer, NM 10 March, 1944 arriving in Scotland 4 April, stationed at Spantoe, England. Transferred to Cottamore, where D-Day found her hospitalized with German Messerschmitt. On TDY to Otley Field and Lebrigue, transferred from France to Scotland with the 830th MAES making Trans-Atlantic flights. After her discharge at Great Falls, Mont., 13 Oct., 1945, married Eugene Glass Jan. 1946. They have three children, 6 grandchildren and one granddaughter. With the help of God and friends, she is running a Nursing Home called Cottamore, in memory of Gene, who died in 1963.

ETHEL WRIGHT GORMAN

Entered Army Air Force July 1943 reporting to Eglon Field, Fla. Graduated School of Aviation Medicine, Randolph Field, Tex. Class 44G. Activated Designated Flight Nurse Apr. 1945

1st assignment Stockton Field, Calif. AFATC 9154. Reassignments were 380th MAF 554th Memphis, 830th Maes, Ft. Dix, 156th AAB PACD Mather Field, Santa Monica Redistribution Center, 2132 AAF Maxwell Field. Assigned Capt. G. Ansel Grineich at Maxwell Chapel Nov. 6, 1945. Returned to civilian life. Did only volunteer nursing for 20 years while raising Patricia and Virginia — After refresher course in 1968, returned to nursing specializing in Gerentology. Retired to Florida 1981.

CDR. SOPHIA H. GORMISH

Cdr. Sophia H. Gorman graduated from Jefferson Medical College School of Nursing, Philadelphia, PA. As a member of the Navy Nurse Corps stationed at U.S. Naval Hospitals in Portsmouth, VA; Pensacola, FL; Corpus Christi, TX; and San Diego, CA.

Received her flight wings at Gunter Air Force Flight School, Gunter, AL, April 1951 - Class of 51-C.

Assigned to VR 11 Amalnd, CA, as a Navy Flight Nurse, flying from Alameda to Honolulu on the Navy's largest plane "Mara", which took off and landed on water carrying dependents.

Transferred to VR VIII-1453rd MAES, flew from Hickam Field in Honolulu to Midway Island to Hanae AF Base in Tokyo, Japan, returning the American Korean Casualties to U.S. via Tropic Air Hospital, Oahu; Travis AF Hospital, CA. Also flew to Johnston Island, Wake Island, Kwajalein, Guan and Manial, Philippine islands.

Graduated from school, University of Buffalo, graduated with BS in Nursing Education. Recipient of the Alumnae Association Award for outstanding scholastic achievement.

Assigned as instructor at USNH Corps School, Great Lakes, IL. Recruiting duty in Pittsburgh, PA, as Nurse Programs Officer. Selected for school, University of Minnesota, graduated with MS in Nursing Administration.


MATILDA D. GRINEICH

Born 2 Oct. 1915 at Mahoney City, Pa. Graduated as RN in 1937 from Univ. of Pa.; graduated with BS in Nursing in 1964 from E. Carolina Univ. Served as flight nurse during WW II assigned to the 801st MAES. During the Korean Conflict, was assigned to the 1453rd MATS, Hickam Field, Hawaii. Chief Flight Nurse of the 1st Aero-Med Evac during the Vietnam in at Pope AFB, NC; CN 811th Med. Grp. at Loring AFB, ME; CN Langley AFB, VA; Chief Flight Nurse, 1st Ameg, Pope AFB. Worked as Industrial nurse in NY, NY Daily News, NY; Med. Sec. Nat. Biscuit Co., NY, Dir. Nursing Serv. at Cape Fear Valley Hosp. of Fayetteville, NC; reopened wards and OR at Sheppard AFB, TX. CN 7603rd USAF Hosp. Zaragoza, Spain, Tech Trng., Advanced Nurs. Aide. Course in Tex. Has received numerous honors in the nursing field as well as belongs to numerous nursing organizations. Awards: WWII Victory Medal, Asiatic-Pacific Campaign Medal, Navy Unit Commendation, Air Medal with 4 OLCs, Korean Serv. Medal, UN Serv. Medal, Army of Occupation Medal plus many others. Has logged 7,000 flight hours flying in C-47s, C-54s, C-97s, C-124s, C-130s, helicopters, gliders and PBY's. Honors: ARC, Project officer for "TAC Evac of the Future" Display at the 50th Anniversary of Aerospace medicine and 50th anniversary of Flight nursing. Retired from the USAF with the rank of Lt. Col.

WANDA GUSTAFSON

Graduated from St. Barnabas School of Nursing, Newark, N.J. Joined Red Cross and called to duty 24 February 1942 at Fort Monmouth, N.J. Assigned to Bowman Field in October, the 801st in December, and January 1943 sailed to South West Pacific. We evacuated patients from Solomon Islands. After 15 months returned to States and to Bowman to learn "how to." After several weeks we were pulled from class and assigned various bases when Continental Air Evac was started. After two years of Continental Air Evac was out of Army for eighteen months. When Korean War started had orders for Japan and the 801st. Retired May 1964 to Kane, Pa.

JOSEPHINE COONEY HACK

Born in Mount Kisco, New York March 27, 1923. A graduate of St. Vincent's Hospital School of Nursing in New York City in 1943, she practiced nursing there until entering active duty 21 February 1944 at Scott Field, Illinois. Graduating from the Air Evac School at Bowman Field October 1944, Class of 44F, she was assigned to Scott Field, Illinois until 30 March 1945. The next assignment was to the 830th MAES, Stockton, California, flew domestic flights until reassigned to HQ. PD-ATC (1500 AAF BU) at Hickham Field, Hawaii on 27 June 1945. She flew the wounded from various Pacific Islands back to the States, including some of the American Prisoners-of-War liberated from Japan. Discharged on 20 March, 1946. Attended Syracuse University receiving a degree in Public Health Nursing. After serving as a Public Health Nurse, she married Eugene Hack and spent the next few years raising three lovely daughters, Nancy, Joanne, and Mary Jeanne. Returning to nursing as a Pediatric Nurse in 1956, she retired in 1982. She now resides with her husband in Mahopac, New York and enjoys her three grandchildren.

KATHERINE S. HACK

Born Dec. 16, 1909 in Casey, Ill., with some of life's disciplines coming in the years amid those fertile prairies and historic Lincoln Cos. Hope and beauty are remembered from each spring's long walks in the woods for ferns and wildflowers — bluebells, violets, Dutchman's britches, spring beauties, trillium and may apples. Graduated from HS in Champain, Ill. and from The Sisters of Mercy at St. Joseph's Hosp., Phoenix, Ariz. as a RN. War and history further expanded that education at the SAE at Bowman Field, Ky., graduating Jan. 1944, assigned to the 821st MAES stationed in the CBI at Ledo, India in the upper Assam Valley. Flew 59 combat missions as a flight nurse, was awarded the Asiatic Campaign Ribbon with three battle stars, the Air Medal with OLC and the Distinguished Flying Cross. With the historic event at the bombing of Hiroshima, Japan Aug. 6, 1945, my war ended. Returned to the US relocating in San Francisco March 1946, spending 7 years in
ACADEMIA — earned an AB from San Francisco State Univ., BS from Univ. of CA, at Berkeley, and MA from Stanford Univ. Holds memberships in the Commonwealth Club, life member of the Stanford Alumni Assn. and the AF Assn. Retired from the USAF in 1968 with the rank of Lt. Col.

ADELE BALL HARDENBERGH
Born in Shelton, Connecticut 23 June 1913. Graduated from Danbury School of Nursing in 1935. During her 23 years in the service she received her Basic Tng. at Drew Field, Tampa, FL, served as a general duty nurse at Avon Park, FL, Boling Field, D.C. and Private duty nurse for President H.S. Truman’s Mother-In-Law at the White House, received her Flight Nurse Tng. at Bowman Field, KY. Class 44 F., was a Flight Nurse Instructor at School of Aviation Medicine Randolph Field, Tex., served as a FN in the Berlin Airlift, and throughout her 24 years of duty at Rhein/Main, Germany. Attended the University of MD and received a B.S. in Nursing Education, was Chief-USA Recruiting Program for Nurses, P.T.’s, O.T.’s and Dietitians at Wright-Patterson AFB, Ohio, served as Chief Nurse at Moody AFB, Ga., Forbes AFB, Kansas, and Homestead AFB, FL, was Pacific A.F. Command Nurse covering Hawaii, Japan, Korea, Okinawa, Miskau, Taiwan, Philippines and Vietnam. She retired 1 Aug. 66, in Feb. 67 married a CT sweetheart, N.W. Hardenbergh with two lovely daughters, is now a very happy wife, mother and grandmother.

Arthur and Harriet Hehr
Served 34 years with the Nat, Park Service (wearing the Smokey hat for 12 yrs.) at Glacier NP, Mont.: Grand Teton NP, Wyo.; Lassen Volcanic NP, Calif.; Mt. McKinley NP, Alaska (6 yrs.), Shenandoah NP, Va.; Virgin Islands NP (3 yrs.) buying land for the NPS in the 18 northeastern states, Lake Mead NRA, Nev.; and Chalmette NHP, New Orleans (7 yrs.). Retired in 1974 moving to Santa Fe, hometown of his wife, Hamlet. His niece, Angie Dickinson, is his sister’s daughter.

SYBIL PEACOCK HARMON

CHRISTINE SIMONSEN HENNING
Born in Sutton, Nebraska. She attended Dana College, NE and graduated from Creighton Memorial St. Joseph’s Hospital School of Nursing, Omaha, NE in 1940. Joined the American Red Cross and volunteered in the ANC, May 1943, was stationed at Kansas Field, Utah until she was accepted in the Air Evacuation School. She graduated 11 Mar. 1944 at Bowman Field, KY. She was assigned to the 822nd M.A.E. with the European Air Transport Command. Her awards include the American and the European and American Theater Service Medals. Married Capt. William W. Henning 3 Mar. 1945, and separated from the Army Air Corps, Aug. 1945. They have 3 sons, William, Jr., John, and Larry.

ARTHUR HEHR
A maverick, mover and shaker, who inherited these traits from his German (Russian-born) father, who came to this country from Russia with his parents and 5 brothers and sisters in 1910. He served as Personnel Sgt. as a Sgt. Maj., with the 816th MAES under the leadership of Maj. Haug, who was instrumental in devising the first Glider Snatch evacuation of the wounded in the ETO. He worked with Maj. Haug on his project, volunteered to “jump” during the Battle of the Bulge breakthrough in response to a call for a medic (permission denied), and May 7, 1945 flew in with a load of bogy wheels and drums of aviation gasoline to Nancy and Kaiserslautern, Germany to evacuate wounded (with no nurse on board) returning to Paris after 8 P.M. This was the last load of wounded for the 816th in the ETO.

MARGARET NADEAU HENSEL
Born in Centerville, MN, on 6 December 1921, graduated from St. Mary’s Hospital Nursing School in Minneapolis October 1943.

Margaret joined the American Red Cross and received active duty orders with the ANC in November 1943, along with her best friend, Doris Benedict. They received their basic training at Hammer Field, CA. They were assigned together throughout their tour of duty. After graduating from Air Evacuation School at Bowman Field, transferred to Randolph Field, Texas and were assigned to the 831st MAES for service in the Pacific theatre. She was discharged in February 1946.

She married Leo Hensel in July 1949 and has four children. She always worked in hospital nursing settings except for three years at a private clinic until she retired. She has remarried a Red Cross Volunteer and is an active member of local American Legion and Veterans of Foreign Wars Posts.

It always stimulates her for a feeling of pride, camaraderie, gratitude and humility to recall the great experience — “I was a flight nurse during World War II.”

ANNE C. HICKEY
Graduated from the St. Joseph School of Nursing, Lewistown, Montana on 14 May 1940. Returned to KY., working as Assistant Head Nurse and Operating Room Supervisor at John Graves Ford Mem. Hosp., Georgetown, Ky., inducted into the ANC 13 Nov. 1943 stationed at Sta. Hosp. AAB, Chardon, SC. 28 Nov. 1943, sent to SAE Bowman Field, KY., graduating 21 Jan. 1944, assigned to the 820th MAES serving in the Pacific Theater and participated in the following battles or Campaigns: Western Pacific, So. Philippines, Luzon, Bismark, Archipelago, New Guinea, Central Pacific, Decorations: Asiatic Pacific Ribbon w/b S/S, Philippine Liberation Ribbon w/b S/S, 26 June, 1945 to Debarkation Center in Manila, 1 July 1945 to Hickam Field, Hawaii, 3 July 1945 to Hamilton Field, Calif. Stayed at the Mark Hopkins Hotel in San Francisco, Calif. for 3 days and was discharged 25 Nov. 1945 with the rank of 1st Lt.

MABEL JOHNSON HICKS
Served as a flight nurse with the B30th M.A.E. Squadron in Domestic and Overseas
GERTRUDE DAWSON HILL

Entered ANC Oct. 5, 1942, with her first station being Med. Hosp., Santini at Mitchell Air Fld., Long Island, NY. Graduated from the SAE at Bowman Field, Ky, May 1943, assigned to the 820th MAES Aug. 1943 in Catania, Sicily flying into Bard, Italy. Was a member of the personnel, who were lost in the Albanian Mts. Nov. 8, 1943 and forced to walk over the mountains in severe winter weather returning to safety 62 days later with physical as well as mental wounds. Except for God and Cpl. Gilbert Hornsby, medical technician on the trek, she would never have survived the ordeal. As they crossed the highest mountain in the Balkans, she slipped during a snow flurry and was pulled to safety by the CPL. Returned stateside Jan. 8, 1944, did stateside air evac and Jan. 3, 1945 was married. Discharged June 1945. Her husband was recalled during the Korean Conflict, Berlin Crisis and the Vietnam War and was discharged in 1979. During intervals between military service, they owned and operated their own newspaper in Tenn., saw Diplomatic Service with the State Dept. in Calcutta, India, lived in Germany and toured Europe, had a daughter, Candace, who has a daughter Adria. Her husband is now deceased and 7 years ago she received a calling to WV to work for the Lord — is involved with House Bible Studies for Adults, Child Evangelism and Fast Prayer Retreats. Is very busy, happy and healthy working with the homeless and is considering a Chaplaincy.

FRANCES MARTIN HILL

Born and raised in New Richmond, Wisconsin. School of nursing — St. Mary’s, Minneapolis, Minnesota, University of Minnesota after graduation to work and also a certificate in Public Health Nursing. School Nurse in Anoka, Minnesota for one year. Industrial Nurse at Kaiser Shipyards Richmond, California until called for active duty October 1943 — at Fresno, California, Air Evacuation training followed at Bowman Field, Kentucky — and to Shelby Hicks, M.D. They met at Bowman Field in 1944 and are happily retired in Merced, California where they restore and fly antique aircraft of World War II vintage.

HELEN MORRISON HINDMAN

Born in Riverside, New Jersey 12 Sept. 1914. Graduated from West Jersey Hospital School of Nursing and later applied for a commission in the A.N.C. Nov. 1940. Spent two years in Iceland with the 11th Station Hospital 1941-1943. On returning to the states she graduated from Bowman Field, Kentucky Air Force Pilot in 1947 and became an Air Force wife and mother of five children. After living in California, Florida, Hawaii, Massachusetts, Alabama, Japan, Oklahoma, Illinois and Louisiana we retired in Lafayette, Louisiana in 1972.

DOROTHY SAWYER HOPKINS

Dorothy Sawyer returned to the states where she was assigned to the 801st MAES, in July 1945, was married to Charles J. Hopkins that November, and settled in Philadelphia, Pennsylvania. In February of 1947, her husband accepted a position as a sales engineer with Lovre Electric Co. in Williamsport, Pennsylvania where she gave birth to their son Mark that year, and their daughter Susan three years later. In 1958, Dorothy returned to college to get her Bachelor’s degree in nursing and enjoyed a career as school nurse in the local school district for the next eight years.
After her husband's retirement in 1979, they moved to a retirement village in North Myrtle Beach, S.C., where she enjoys playing bridge and visiting with her three grandchildren.

ELEANOR M. HOPPOCK

Eleanor Minta Hoppock, an identical twin, born on a homestead in Colorado on September 29, 1910, moved to Oklahoma when she was two. In 1921, the family moved to Kewanee, Illinois where she finished grammar school and went to high school, and in 1930 she entered Methodist Hospital School of Nursing, in Peoria, Illinois and graduated in 1933.

Until 1943 she worked in the office of Dr. William Cooley in Peoria. In February 1943 commissioned a 2nd Lt. and joined the Army A. Corps at Amarillo Air Base in Texas. In August 1943, to Bowman Field for flight nurses training. Assigned to the 800th Air Evacuation squadron and went to the Central Pacific in October, 1943. Separated from the service in 1945. Spent two years in New York and then to Caracas, Venezuela with Creole Petroleum Corporation as an industrial nurse for two years.

In 1951 was invited to join Regular Army as a Captain. Spent the years until retirement in 1960 at Walter Reed. In Washington, D.C., Fort Clayton in the Panama Canal Zone, William Beaumont, El Paso, Texas, and Sandia Base in Albuquerque, New Mexico. Retired as a Major.

After retirement went back to school and earned a degree in business administration at Texas Western College.

OTELIA HOWLAND

Born in Freeborn County, Minnesota April 23, 1916. Following graduation from the Naeve Hospital School of Nursing worked in an Outpatient Clinic. Joined the ANC May 1945 and was sent to Fitzsimons General Hospital. In 1947 graduated from Flight Nurse School Randolph AFB, Texas, accepted a regular commission and transferred to the Air Force. August 1950 sent to Japan for air evacuation duty with the 801st MAES. Promoted to Lt Col 1961. Assignments in California, Virginia, Germany, Washington, Texas, Taiwan, and others. Awards — Air Medal, National Defense Service Medal (W/1BS), Korean Service Medal (W/4 BSS), WWII Victory Medal, American Campaign Medal, United Nations Service Medal, AF Longevity Service Award (W/5OLC), Army of Occupation, Distinguished Unit Citation. Retired October 1969 and moved to Colorado Springs. Joined Medical Resources, Inc. and served as Patient Care Coordinator, Director of Professional Services, and Administrator of several 100-bed facilities, Church activities, travel and etc. keep her busy.

PHYLIS CLAY HURLEY


ELEANOR FARR JAKOBEK

Graduated from Robert Packer Hosp., Sayre, Pa. as a registered nurse, volunteered for ANC in 1943, was sent to Bowman Field, Ky., for the School of Air Evac, graduating in the class of 44B. Served in the Pacific Theater with the 830th MAES, evacuating wounded from the Philippine Island combat zone. Was stationed in Japan, helped evacuate American POW's from the Japanese mainland to Okinawa, in Okinawa the day Gen. Douglas MacArthur signed the Armistice treaty with the Japanese, also witnessed the devastation of Japan incurred by the Atom Bomb. Returned to Robert Packer Hosp. after the war and worked as a lab, technician advancing to head technician. A position she later attained at the V.A. Hosp., Washington, DC. Joined a team at the Nat. Institute of Health doing research in cell sizing, formulated a solution which was utilized to complete research on the study of blood disease and was second author of an article describing that work which appeared in the Journal of NY Academy of Science. Married Joseph Jacobek, brother of her Air Evac friend, Fran Jacobek Beebe, in 1958, retired to Wyalusing, Pa. in 1969.

JOAN DENTON JERVIS


Left the service Nov. 1945, returning to United Airlines in San Francisco, Calif.; serving in management positions of in Flight Service for 25 yrs. Married James Lester Jervis, 1965, gaining a stepson and stepdaughter, James and Julia, later to become the proud grandfather of Amy and John. Took early retirement in 1971 to follow her long-time dream of becoming an artist. After 4 yrs. of study at S.F. Art Academy and much hard work at the easel, can claim to have attained that goal.

LUCY WILSON JOPLING

Wilson the Krueger

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gradual in Jan. 1944 and was assigned to the 813th MAES serving in the ETO. She received the Air Medal and after 150 flights into enemy territory was sent stateside and discharged Nov. 1945. She married Clyde Kirkland and they have three children and 6 grandchildren.

CATHERINE H. KOLITSCH

Born in Appleton, Wisconsin, 4 February 1917. Graduated from Mary Thompson School of Nursing, Chicago, Illinois in 1941. Entered Military Service as an Army Reserve Nurse 10 August 1942, and received a crash course in Air Evacuation at Bowman Field, Kentucky from 21 December 1942 to 10 January 1943. As a member of the 801st MAES, sailed for the Southwest Pacific aboard M.S. Tjsadane on 22 January 1943. February, 1943 to March, 1944, engaged in air evacuation of patients from Guadalcanal and Solomon Islands area. Awarded the Air Medal with four bronze oak leaf clusters, the Asiatic Pacific Ribbon with one star, and received a letter of appreciation from a U.S. Navy Commander. Continued to work as a Flight Nurse in the U.S. after completing the prescribed course at the School of Air Evacuation Bowman Field, Kentucky. Discharged 11 December 1945 as a First Lieutenant. Returned to work at the University of Illinois Hospital in Chicago, retiring in 1981 with the title of Administrative Nurse III.

ANN MACEK KRUEGER


LENORE LARMER KETCHUM

Born in Aurora, Nebraska, 17 November 1913, graduated from St. Johns School of Nursing in 1941, and was first employed as a Neuropsychiatric Nurse with the Veterans Administration. In December 1942, she joined the Air Corps, graduated from the Air Evacuation School at Bowman Field, Ky. in Jan. 1944, departed for the European theatre on 13 March 1944, and served in the Normandy, Ardennes, Rhineland and Central Europe Campaigns. She was awarded the Air Medal with Oak Leaf Cluster as well as the European and American Theatre Service Medals. She was separated from the Service at Camp Butte, Calif. in October 1945. Married to James Ketchum in 1943, she returned to Private Nursing retiring in 1961. Although not active in Nursing she continued education at Calif, State Univ., San Diego and the University of LaVerne. Calif. She is an active member of the Freedoms Foundation at Valley Forge.

HELEN JOHNSON KIRKLAND

Joined the Army in 1940 with the intention of serving one year. Then, Pearl Harbor was stationed at Letterman Gen. Hospital in San Francisco, later transferring to Williams Air Base in Chandler, Ariz. to open the base hospital. Applying for air evac, she was accepted,
home in '65, '75, '80. Spent 25 years in Psychiatric nursing. Retired in '82.

GRACE HANCE KULICK
Graduated Jersey City Medical Center School of Nursing.

Bivouac - Bowman: L R E. Page, P. Leznner, G. Hance, M. Herbstritt

Entered U.S. A.N.C. April, 1943.

Served at Station Hospital, Columbia Army Air Base, Columbia, South Carolina. Flight Nurse training at Bowman Field, Kentucky — completed April, 1944.

Air evacuation of wounded back and forth across the U.S. until air departure for Asiatic Pacific Theater — Jan., 1945.

Overseas station: Chabua, India. From there evacuated sick and wounded across "the hump" from China into India and across India for return to U.S.

Picked up P.O.W.s in China for return to U.S. via India and Chinese troops for flights within China.

Return flight to the U.S. Dec. 22, 1945, was across the Pacific with two iron lung patients from the Philippines.

Battles and Campaigns: Central Burma
Decorations and Citations: American Campaign Medal, Asiatic Pacific Campaign Medal, Meritorious Service Unit Plaque, World War II Victory Medal

MABLE STRUBE LADA
Graduated from nursing at Packrand Mem. Hosp., Dallas, Tex. with Psychiatric training at Menninger's Clinic in Topeka, Kans. Entered military service Jan. 10, 1941 at Ft. Lewis, Wash. The newly constructed hosp. there was soon filled with soldiers and nurses during an epidemic of Measles and Naphosphening. Transferred to Roswell, NM, Hobbs, NM, applied and was accepted at Bowman AFB, Ky., graduating Jan. 1943, assigned to the 813th MAES attached to the 439th TCG in Newland, England in the ETO. Flew into France and Belgium, later was assigned to the 816th

1st Lt. Mable Strube receiving Air Medal and Bronze Star from Col. David H. Baker at Ladd AFB, Alaska and 811th sqns. Stateside did air shows to promote air evac. At Brookley AFB, flew air evac to Panama and Puerto Rico receiving a letter of appreciation from Public Health Commander in Panama. In 1950 while stationed at Ladd AFB, Alaska, was awarded the Air Medal for the period of 21 Jan. 1944-27 Feb. 1945 while serving in the ETO during WWII. Graduated from college with BS in Nursing, MA degree in Education and Master's Degree in Education. Taught in the Bureau of Indian Affairs. Was a vol. for an archaeological dig at Eilat, Is. Has traveled extensively, collected shoulder patches and chevrons, retired with the rank of Major.

MARGORIE BURGER LAWS
Born Mar. 11, 1919, graduated as registered nurse from Colorado Training School, Denver Gen. Hosp., Denver, Colo. Entered ANC July 30, 1942 at Ft. Leavenworth, Kansas serving in Sta. Hosp. To Aug. 13, 1942, transferred to AAFB Lincoln, Neb. Aug. 31, 1942 to July 24, 1943. Graduated from the School of Air Evac at Bowman Fld., Ky. 30 Sept. 1943, assigned to 813th MAES Nov. 10, 1943, ordered to Camp Kilmer, NJ Jan. 1, 1944. Departed for England on Queen Mary Jan. 19, 1944, arriving England Jan. 30, 1944. Stationed at several bases in England and was in Paris from 28 Sept. 1944-28 Jan. 1945, when she returned to England, 24 Sept. 1945 returned to USA on Queen Mary and was discharged on 17 Nov. 1945. I am proud to have been a member of the 813th. Memories of our times together will never be forgotten. Here's to the Officers, Doctors, Nurses, Technicians — we had a great team. Awards and decorations include the Air Medal with cluster and 5 battle stars.

RUTH BANFIELD LOWDERBACK
Born in Hartford, Conn. Jan. 18, 1918. Studied Nursing at Hartford Hospital School of Nursing graduating in 1939. Studied Public Health Nursing at Simmons College in Boston. Worked in Public Health Nursing until being called to active duty in the A.N.C. Stationed at Bradley Field, Conn., Drew Field, Florida, took the Flight Nurse Training at Bowman Field, Kentucky, Class of 44E. While at Drew Field, she married Charlie Lowderback. She was reassigned to Hawaii the 830 MAES Hick- um Field flying evacuation missions throughout the Pacific Area. She was discharged at Fort Dix, NJ Dec. 45.

MAUDE VERTREES MCCALLA
Nickname, "JACKSON" — entered the AAF May 1943, stationed at Newport, Ark., Tysdall AFB, Panama City, Fla., Sheppard AAB, Wichita Falls, Tex. Graduated from AAF School of Aviation Medicine, Randolph AFB, Tex. Class of 46A on March 26, 1946. Was assigned to the 830th MAES, Topeka AAFld., Kansas with assignments at Warner-Robbins

MARY HAGLUND LANE
Registered nurse, graduated as flight nurse from the School of Air Evacuation at Bowman Field, Ky. class of 1944F. Served in the ETO with the 811th MAES evacuating casualties from Ardennes-Alsace, Central Europe, Normandy, Northern France, Rhinelan. Married Robert Lane.

RAMILYNN HAGLUND LANE

Marilyn Heglund Lane

MARJORIE BURGER LAWS

Marjorie Burger Laws

MAUDE VERTREES MCCALLA

Maude Vertrees McCalla

LOIS WATSON MCKENZIE

Born 2 May 1920 at Chicago, Ill., graduated from Evangelical Hospital (School of Nursing) in 1942 and entered active duty on December 1, 1942, at Camp McCoy, Wisconsin. While there, she met and married her husband, Nolan C. McKenzie. Both soon transferred to become a B-24 pilot and she to flight nursing at Bowman Field in Louisville, Kentucky.

Assigned to 807th Air Evac, she was sent to Italy and flew patients from Italy to North Africa. She was one of the intrepid crew that spent nine weeks missing in action in Albania and walked out with the help of the underground, returning to Allied Control in January of 1944.

After returning to the states, she transferred out of Air Evac and joined the 177th General Hospital that was sent to St. Quentin, France, just in time for “The Battle of the Bulge.”

With experience of transport on a Merchant Marine ship, the Air Force, and a Troop Carrier, she finally came home in style on the Queen Mary, a luxury ocean liner. What she remembered was the playing of the American, British, and French National Anthems before the evening movie.

She and her husband were in leave at State and Madison Streets in Chicago when victory with Japan was declared. Was discharged a First Lieutenant in November 1945. Following a year of college and the arrival of children, Phyllis Ann, Paula, and Scott, she returned to active nursing in 1955 as a psychiatric nurse at the Topeka Veteran’s Hospital in Topeka, Kansas, retiring in 1980. She now resides in Topeka, Kansas where she and her husband hope to spend their fiftieth anniversary on a trip around the world.

MARIE WERNER MC MARTIN


MARIAN MEKES MACEK

Native of Georgia, was born on 21 January 1922. She graduated from Duke University School of Nursing in 1943 and entered the A.N.C. in January, 1944. She graduated from the School of Air Evacuation on 3 October 1944, Class 44-6. She served at Stockton Field, California from March, 1943 until June, 1945, flying patients returning to the states to state-side hospitals. In June, 1945, she was sent to Hickam Field, Hawaii with the 830th MAES, flying patients back to the states before and after V-J day. She was discharged as Captain on 6 May 1946. In 1947 she married Kenneth Macek, a Career Army Officer, and they had four children. Among many interesting assignments were tours in Brazil and Bolivia. Colonel Macek (deceased November 1987) retired in 1972 and they moved to North Carolina in 1982.

In October 1941 she was called at active duty with assignment to Walter Reed Army Hospital in Washington, D.C.

In July 1943, she was transferred to the Army Air Corps Nursing Service in Miami Beach, Fl.

In 1945, was reassigned to the School of Air Evacuation Randolph Field, Texas, graduating July class 45G. In 1946, she became assistant chief flight nurse, duty station 830th M.A.E.S. in Topeka, Kansas. In 1947, she was transferred to 830th M.A.E.S., Westover Air Force Base, Massachusetts as assistant chief flight nurse.

Joan Steen married O.A. Maki in 1947 and separated from the service in April 1948 as a Captain A.N.C. (Major U.S.A.R.).

Duty as military wife, mother of Duff and Dianne, carried her to Oklahoma, Kansas, Florida and Japan. In Japan, she attended the University of Maryland.

In 1963, the family retired in Florida.

She was employed as a school nurse for elementary and senior high school in Fort Walton Beach, Fl.

MARGARET ALDERMAN MALONEY

MARY NEAL MANIS

Born 1916, graduated High School Ironon, Ohio 1934; Schirman Hospital of Nursing, Portsmouth, Ohio, 1937; nursing included two years as hostess on T.W.A.; graduated from flight school Bowman Field December 1943, assigned to 812th M.A.E.T.S., flying patients from South Pacific Islands to Hickam, received Air Medal 1944. Graduated from Baldwin Wallace College, B.A. in Psychiatry 1949; did this type of nursing at V.A. Hospital, Los Angeles until 1956 when she married George E. Manis, founder and president, Model Engineering and Mfg. Co., Huntington, Indiana. Remained in A.F. Reserve until 1969, discharged as Major, duties including evacuating Vietnam casualties Yokota A.F.B. Tokyo to Hamilton A.F.B., Calif. from Rhein Main, Germany to McGuire A.F.B. Now lives in Hemet, Calif. since 1971, involved in Hospital, Red Cross, County Health Dept. and vic tims of abuse; is an active member of the United Methodist Church where she has found peace and joy through Jesus Christ and hope for the world to come.

MARY FEENEY MANSON

Born 20 Mar. 1921 in Skaneateles, NY. Completed nurses training in 1942 from Beverly Hosp., Beverly, Mass., joined the American Red Cross in 1942. Called to active duty May 1, 1943; entered the service Nov. 1943. She received basic training at Drew Field, Tampa, Fla., was assigned to Avon Park, Fla. AFB. In May 1945, while home on leave in Skaneateles, NY, received a telegram to report to Randolph Field, Tex. for flight nurse training. Following graduation from the AAF School of Aviation Medicine she was assigned to 830th MAES, Fort Dix, NJ. Served in the ETO Sept. 1943-June 1946 at Orly Field, Paris, France with TDY assignments to Villa Coublay, France and Weisbaden, Germany. Discharged as 1st Lt. June 1946. Married Wayne A. Manson in 1919. He served as Hospital Administrator in Auburn, NY. Charlotte ville, Va., Grove City, Pa., Nyack, NY and in Bath, NY from 1957 until his retirement in 1976. Wayne died in May 1989. She has worked in various areas of nursing — Doctor’s Office, Histology Lab, Staff and private duty nurse. In 1959 employed as a staff nurse at Bath VAMC until retirement in March 1981.

JOHN MATRISLE

Entered on the service on the day war was declared. Arrived in Liverpool, England in early 1942 and was assigned to the 18th Troop Carrier Squadron. Landes in Oran, North Africa in late 1942. Volunteered for air evacuation experiment. Began evacuating wounded from Algiers, Casablanca, Tunisia and Bizerte to hospitals in Morocco. With the successful evacuations, squadrons were formed in the U.S. and were soon on their way throughout the war zones. Became part of the 802nd on their arrival overseas and was soon flying as a
team with the wonderful nurses of the 802nd. From Agrigento and Palermo, Sicily, into Salerno and Anzio, Italy and up to Florence and Siena, evacuated over 170,000 wounded without a loss of life. Decorated in 1945 with the Air Medal and Six Oak Leaf Clusters. When the war ended, returned to San Antonio, Texas, Discharged in late 1945.

BARBARA ANN EVANS MERCER


BERYL LAIRD MILLER

Born in Webster, Wisconsin June 17, 1918. She graduated from Roseland Community School of Nursing in Chicago, Illinois, August 1941. Went into service July 1, 1942. Sent to Ranoul, Illinois. From there to Bowman Field, Ky., for flight nurse training in 1942. Was assigned to the Original 801st M.A.E.T. Squadron from Bowman Field, Ky., arrived in Tontaqua, New Caladonia, on February 14, 1943. Flew the Solomon Islands, Bougainville, Guadalcanal, from January 15, 1943, to April 8, 1944, with the 13th Air Force. Received air medal with silver cluster - Asiatic Pacific Combat Badge. Returned from the Pacific to Bowman Field, Ky., to be graduated with the Class of 44E on October 3, 1944. Flew the U.S. until my discharge in 1945. Remained in the Reserves until May of 1953 as First Lieutenant.

Married Dr. Robert J. Miller in Oklahoma City in 1950. Two sons, Michael and Paul. Are presently employed at Reedsport Hospital Extended Care Facility.

ROY W. MILLS

Roy W. Mills graduated Air Evacuation School, Bowman Field, Ky., 26 May 1944. Upon returning from leave of absence, discovered that his squadron was shipped out after D-Day leaving him behind. Two weeks later was ordered to Whitehorse, Canada as a replacement in the Air Transport Command as a Flight Technician. Patients were transferred from Canadian Bases to Great Falls, Montana. A year later was transferred to Elmendorf Field, Alaska, flew Air Evacuation Missions to Seattle-Tacoma, Wash. area. Late 1946 transferred Hq. Command, Bolling AFB, Washington, DC. Assisted in activation of Air Evac Unit for patient pick-up for transporting to Walter Reed and other hospitals (served DC area and nearby states). 1951 served one year in Greenland. Returned to Bolling. Served at National Airport, Pentagon (V.I.P. Medical Clinic), and also NCOIC at Bolling AF Base Dispensary. Retired there as Senior Master Srgt. (E-8) in 1964. He and wife, Marie, live in Orlando, Fla. Both enjoy traveling.

JOSEPHINE SANSONE MOFFAT


EDNA BRACKETT MOON

Born in Palmyra, Maine, on May 14, 1920. She graduated from the Rhode Island School of Nursing in 1941, joined the A.N.C. at Grenier Field, New Hampshire on September 2, 1942. Transferred to the School of Air Evacuation, Bowman Field, Ky. on August 10, 1943, graduated September 30, 1943. She left Camp Stoneman on December 15, 1943, arrived at Hickam A.F.B. on December 21, 1943 with the 812 M.A.E.S., where she worked with patients flying from Tarawa, Guam and Guadalcanal back to Hickam A.F.B. or the United States.

LORINE GUGEL MOORE

Born Frankenmuth, Mich. 10 Oct. 1922. Graduated from St. Mary’s School of Nursing at Saginaw, Mich. 1943, entering the USAF March 1944 at Patterson Field, Ohio. From April 1944 to May 1945, did general duty at Patterson Field. Graduated from School of Aviation Medicine at Randolph Field, Tex., July 1945 and
CLARA MORREY MURPHY
Born 15 September 1918 in Ripley, Michigan, received her RN Diploma at St. Joseph's School of Nursing in Hancock, Michigan September 1939. She entered the Civil Service, was stationed at the U.S. Marine Hospital in Detroit, when the United States entered World War II, transferred to active duty in the ANC, was sworn in as a 2nd Lt. at Selfridge Field 7 March 1942. She volunteered for “Air Ambulance Nurse,” and in December 1942, was assigned to Bowman Field the school for Flight Nurses, was assigned to the 82nd MAES which was hurriedly activated, left Bowman on Christmas Day, on to staging areas and then by convoy to Casablanca, N. Africa. Home bases were Algiers, Tunis, Licata, Palermo, Naples, Rome and finally Siena where VE Day was happily celebrated. She returned to the Flight Nurse School at Randolph, graduated in September 1945 and remained on as an instructor. She married Capt. Robert E. Murphy of Ahmeek, Michigan 15 April 1947 in the Chapel at Randolph. She separated from the ANC in August 1947 to accompany her husband on his military assignments at UCLA, Maxwell Field, Andrews, Johns Hopkins Univ., Wright-Fat and Brooks. She completed her BS degree at Johns Hopkins in 1956. Col. Murphy retired in 1968 and they are now residents of Air Force Village II in San Antonio.

STEPHANIE MYSKOWSKI NEBERGALL
Born in Dickson City, Pa., 24 May 1915. She graduated from Scranton State Hospital School of Nursing in 1936. She married Cpl. Lawrence Borgia 10 October 1943, who was killed in a plane crash, 24 December 1943. She entered the U.S. Army, 1 May 1945, at Ft. Dix, N.J., was stationed at Mitchell Field, N.Y., Will Rogers Field, Okla and Brook Field, Texas. She graduated from Randolph Field Air Evacuation School, San Antonio, Texas, 16 August 1946, then sent to Hickam Field, Hawaii with 830th MAES, flying patients from Japan/Philippines to the U.S. Married on Iwo Jima, 17 April 1946 to Lt. Clarence Nebergall, divorced 1973. Discharged as 1st Lt., 24 August 1948. Settled in Long Beach, Ca., mother of 2 daughters and grandmother of 4 grandsons. She worked at a hospital/OB Dept for 10 years, retired in 1981. She is a hospital volunteer since 1987, and enjoys conventions and single life.

MIRIAM CASE NELSON
Born in Blaine, Maine, 28 November 1915. She graduated from Maine Eye & Ear Infirmary, General Hospital, in 1940, joined the American Red Cross in 1943 and went on active duty 26 April, 1943 in the station hospital of the Advanced Flying Training School at Turner Field, Albany, Georgia. She graduated from Air Evacuation School at Bowman Field, Kentucky, 26 May 1944 and was sent overseas with 826 MAES and stationed in the Azores, flying patients from Europe and the Mid-East. She was discharged as 1st Lieutenant, Dec. 1945. She received the Air Medal, American Campaign, European African Middle Eastern and WWII Victory Medals.

IRENE M. OLSON
Born in Coulter, Iowa 9 December 1912. She graduated from St. Catherine’s School of Nursing, Omaha, Nebraska in 1934 and joined the ANC 8 July 1942. Assigned to the Base Hospital at Camp Crowder, Mo. for three months, then to the Air Force Base Hospital, Topeka, Ks. Graduated from the School of Air Evacuation, Bowman Field, Kentucky, 26 May 1944. Evacuated patients to Base Hospitals before being assigned to Randolph Field, Tex. as a member of the 831st MAES, then to Hickam Field, Hawaii. January 1945. Flew into Bikak, Manus, Johnson, Guam, Saipan, Kwajalein, Okinawa, the Philippines and to Hamilton Field, California. As a result of a Japanese air attack on Bikak, she was wounded and
reached the Purple Heart. 26 March 1945, was discharged 28 January 1946, joined the V.A. Hospital, retiring June 1973. In 1948 joined the U.S. Air Force Reserve, was assigned to various units in Omaha, Neb, before joining the 507th Medical Service Flight, June 1963. A unit she helped organize and was assigned Chief Nurse, with increased staff the 28th MAES was formed. She retired as Lt. Col. 1972 is active in the Reserve Officers Association, has held state and local chapter offices. In 1986, she received the ROA “Minuteman of the Year” from the Omaha Chapter, was honored for her volunteer work by St. Catherine’s Alumnae Association in 1982, receiving the “Spirit of Mercy” award. In May 1989 she earned her 2,500 hour pin for volunteer work at Mercy Care Center. Received a B.S. from the College of St. Mary, Omaha, Neb, and a B.S. in Fashion Arts from Woodbury College, Los Angeles, California.

GEORGE OLTEAN, SR.

George Oltean (Sgt. T-3) was inducted Oct. 1941. Received Medical training at Rockford, Ill. Transferred to Portland, Oregon and attached to Flight Surgeon’s Office. Sailed from Ft. Dix, N.J., Aug. 1942 to England with 35th Troop Carrier Sqdn. Then sailed to Africa where the 42nd MAES was formed in Algiers. Sailed to Italy and based in Sicily, then Palermo, Naples, Lido, Rome, and Siena, Italy. Decorated with the Air Medal with 3 Oak Leaf Clusters; European: E. O. Ribbon; Presidential Unit Citation; and Good Conduct Medal. E-DAY occurred during a furlough home and with more than enough points was discharged Sept. 1945. Married in May 1946 to Marybeth and recently celebrated their 43rd wedding anniversary. Retired and free to travel, Akron, OH being home base. With son George in Breckenridge, CO, son Donald in Wichita, KS, and daughter Karen in Lakewood, OH, keeps them traveling. Attended all 802nd reunions held in Breezewood, PA.

EVELYN HILL PAGE


Flew over the Hump to China to accompany a female civilian employee of the American Embassy in Chungking, China, to the states. Flew home with General Patrick Hurley, US Ambassador to China, who was being recalled by Pres. Truman. In Chungking, attended a reception by Generalissimo and Madame Chiang Kai-shek and have their signature on my “Short Snorter” bill. Admiral Chester Nimitz met the plane in Honolulu, also have his signature. Discharged at Pentagon, Washington, DC. Oct. 1945, with the rank of 1st Lt.


MARY NEWELL PALMER


GEORDELINE CURTIS PEDONE


EULALIA SHEPARD PARENT

Born in Springfield, Ma. 10 May 1914. Graduated from Mercy Hosp. School of Nursing in 1936 in Springfield, worked in surgery at Harrington Hosp. in Fitchburg, Ma. before volunteering for service with A.N.C. in 1943 through the American Red Cross. Commis-
RUTH SPEIDEL PENN

Born in Iowa June 1, 1915, She graduated from Iowa Lutheran Hospital School of Nursing in 1940. After working two years as charge nurse and assistant night supervisor at Iowa Methodist Hospital in Des Moines, she joined the Army Air Force with first duty at Sioux Falls, South Dakota in 1942, graduating from the School at Bowman Field, Kentucky in 1943, and was sent to England with the 811th MAES. She flew patients from France and Belgium to the Atlantic from Scotland. She was one of the first to pick up troops in Germany after our troops invaded that country, and was discharged as captain in February 1945.

In July 1946 she married Eugene C. Penn, M.D., and in 1953 they moved with their children Patricia and Robert to Aurora, Colorado. She worked in her husband's office as nurse-bookkeeper, then corporation secretary-treasurer when two doctors joined them. She retired with her husband in 1987.

PAULINE LECZNER PETERSON

Born in Indiana County in Pa., graduated from Indiana Hospital School of Nursing in 1942, worked in Pittsburgh, Pa. at the Magee Hosp. Aug. 1943, she enlisted and joined the Navy, was assigned to Orlando, Fla. Sta. Hosp., AAF School of Applied Tactics, Feb. 1944 transferred to Bowman Field, Ky., for flight nurse training, graduating in class 44C, April '44. From Bowman, she was sent to Memphis, Tenn. flying on the mainland, returning patients to hospitals near their homes. Next move was to Hamilton Field, Ca., where she joined the 831st MAES and went to Honolulu over the ocean serving in the Pacific Theater evacuating the wounded. She was awarded the Air Medal and found seeing that part of the world exciting. In their free time, the nurses danced at a club and swimming in the ocean was great fun. She married Robert Peterson and they have three children.

GEORGE RADNICK

George Radnick, 13041710, enlisted 16 January 1942, Pittsburgh, Pennsylvania. Basic, Jefferson Barracks, Missouri, January 20, April 5, 1942, transferred to Will Rogers Air Base, Oklahoma City. Transfer 10 June 1943, Muskogee. 803rd MAES, 349th Base Unit. Certificate of Disability for Discharge 15 February 1945, Muskogee, Oklahoma, the State which gave its generosity and warm hospitality to servicemen traversing its beautiful land. I shall always remember you, Oklahoma! Address: 2920 Idaho Street, Bethel Park, Pennsylvania 15102

MARGARET RICHEY RAFFA

Margaret A. Richey Raffa, a native of Texas, graduated from Hendricks Memorial Hospital, Abilene, Texas in 1936, joined the AAC May 26, 1941 at Randolph Air Force Base, Texas.

In 1942, reported to Bowman Field, Kentucky for Air Evacuation duty, the school was not organized at that time, was assigned as Chief Nurse of the 801st MAES with 23 nurses.

In January 1943, was sent to the South Pacific Theater assigned to the 13th Air Command, flew from New Caledonia to Guadalcanal to pick up sick and wounded, returned them to rear hospital. In fourteen months this squadron evacuated more than 40,000 patients from the forward area.

Returned to Zone of Interior in March 1944. Went through School of Air Evac, then assigned as Chief Nurse of 830th Squadron at Memphis, Tennessee.

In 1945 I was assigned at Wiesbaden, Germany and in 1950 was assigned to 1st Med. Air Evac. Sq. at Rhine Maine, Germany to fly the European Theater.

After 27 years of military service, retired as a Lt. Col. from Dyess Air Force Base, Abilene, Texas. Decorations; Air Medal with 4 Oak Leaf Clusters — Presidential Unit Citation.


POLLY CURRY RANKIN

Served in China, Burma, India Theater with 803rd MAES under the command of Maj. Morris Kaplan. Left Bowman Field August 1943 for Camp Anza, Ca. for overseas embarkation. Left Camp Anza for CBI 7 Sept. 1943 arriving Calcutta, India 6 Nov. '43. Served as captain of five flight surgeons, 25 flight nurses (five of whom served as stewardesses with American Airlines). One supply officer, four supporting sergeants, 24 trained medical technicians, 35 general supporting groups, totaling ninety-four personnel.

Flown patients from 20th Gen. Hosp. at Ledo, India to Calcutta and Karachi. Many of these patients being sent on to the zone of the interior. 803rd carried 35,000 patients the first year.

ALIZE V. RAVEN

Born on 22 Feb. 1921 in Montvale, VA. She graduated from Maryland General Hospital School of Nursing Baltimore, MD in 1943, entered the service 15 Nov. 1943. She graduated from the School of Air Evacuation at Bowman Field, KY 29 July 1944, class of 44-E. Spent some months flying with the 4th Flying Group out of Memphis, Ten. Then was sent to Hickam Field, Hawaii 15 Feb. 1945, assigned to 8030th MAES, flying the Pacific route. Separated from active duty on 21 Jan. 1946 at Fort Sheridan, Il. Married Weston F. Raven 4 Sept. 1946. Mother of Karen, John, Sally, and grandmother of 8. During the years did some nursing at time allowed. Life member and past commander of American Legion Post #7 in Caro, Michigan.

ANNA MARGARET MCKEE RAY

Born in Greenup, Kentucky on May 1, 1916, She moved to Waltham, Massachusetts in 1928. She graduated from Massachusetts General Hospital in 1937, and received a Certificate of Public Health Nursing from Simmons College in 1938. She graduated from Bowman Field, Kentucky in the Fourth Class and was sent to Dunnellon, Florida on
detached duty until January 1944, then went to Guadalcanal as a replacement in the 801st Air Evacuation Squadron, a part of the 403rd Troop Carrier Group. She met Jesse A. Ray, a pilot and married him after they were discharged in 1946. She graduated from Boston University with a B.S in Nursing in August 1946 and then did School Nursing until retirement. They have one son, Harry.

PAULINE (SWISHER) BENSON-RICHARDSON

Having graduated in the Class of 44E, I was assigned to a squadron based at Romulus AFB in Michigan. I criss-crossed the United States for six months. Meanwhile, I married a B-24 Bomber pilot, Richard J. Benson, in January of '45 and was separated from service in June of '45. I am the mother of three wonderful children, Karol, David and Bruce, and three grandchildren. I became widowed in '80 and remarried a retired college professor, David Richardson, in 1989. Moving around the country during the intervening years, I was always able to do nursing - staff, office and community health - or volunteer nursing. I am now retired with my hobbies. I have been quite involved with church activities as volunteer co-ordinator and past board president of a church with over 500 members. I enjoy living in Charlotte and don’t miss those cold, Northern winters!

Maria García Roach

Graduated from Charity Hospital School of Nursing and the C.H.S.N. graduate school of Anesthesia, New Orleans, 1942 while serving as instructor in anesthesia there, was called up for active duty as anesthetist for the 44th Gen. Hospital (Tulane University Unit). In 1943 entered School of Air Evac., Bowman Field, Ky. On graduation assigned to the 808 Squadron. Served overseas in Africa, India, Fiji, and Brazil. Awarded the Air Medal and a bronze star. 1944, while overseas, married E. Hugh Roach of the British Colonial Administrative Service, 1945, returned to the U.S., assigned as instructor in Air Evac. at Randolph Field, Tex. Discharged Dec. 1945 as a 1st Lt. 1946 appointed F.S.S.O. U.S. Foreign Service, 1947

MARTA ARMSDEN ROBINSON

Received her nurses’ training at Sisters of Charity in Mobile, Alabama, and earned a Bachelor’s of Science at Spring Hill College in Mobile before she joined the A.N.C June 1943 at Sampson, New York. Graduated from Flight Nurse school at Bowman Field, KY, and served with the 812th MAES in Europe. Participated in the transport of sick and wounded during the Battle of the Bulge and the Normandy Invasion. Duties included evacuation of casualties from the UK to the US via Greenland, Iceland, and Newfoundland. She remained in Europe working out of stations in Germany. Later she was sent to Itazuke, Japan, for flights to Hawaii. Discharged as 100% disabled in 1965, for a condition which may have been a result of injury while chief nurse of a psychiatric section in Germany. Returns to Fitzsimmons General Hospital frequently for additional treatment.

DOROTHY NORDENHOLT ROESSLE

Born on Staten Island, N.Y. graduated in 1942 from the Lenox Hill Hospital school of nursing in N.Y. City. Gerda Mulack, a flight nurse who was killed in New Guinea, was her “big sister” in nursing school.

ROBERTA S. ROSS

Born 2 May 1917 in Wilmette, Ill. Graduated from St. Mary’s Hospital school of nursing, in Rochester, Minn. 1939, employed by United Air Lines as stewardess from Feb. 1940-Nov. 1942 when she married Lt. Carlton P. Ross. Her husband was sent to the ETO for the invasion and she joined the ANC being inducted into the service 15 Dec. 1943 at Greensboro, NC. Graduated from the Bowman Field, SAE and was assigned to the 821st MAES which was stationed at Ledo, India in the CBI. Flew mission into Myitkyina, Burma near the Irrawaddy River. Awards and medals include the Air Medal with Oak Leaf Cluster, DFC, China War Memorial medal and the Asiatic-Pacific Theater ribbon. Was discharged 21 Nov. 1945.
CONSTANCE OEstriKE
RUDOLPH
1921 — Born in New York state.

Constance Oestrike Rudolph

1942 — Graduated from Vassar Brothers School of Nursing, Poughkeepsie, New York. October 1943 — Volunteered as a nurse in the AAF. Assigned to Patterson Air Base, Fairfield, Ohio.

December 1943 — Transferred to Tinker Air Base, Oklahoma City, Oklahoma.

March 1944 — Accepted for Flight Nurses training at Bowman Field, Louisville, Kentucky, graduating class 44D 26 May, '44.

December 1944 — Assigned to duty in the Pacific Theater at Blak, in the Dutch East Indies with 830 MAES. Flew evacuation trips to Tarawa, Guadalcanal, Los Negros, New Caledonia, Leyte and Honolulu.

March 1945 — Evacuated casualties from Guam, Saipan, Leyte, Manila, Kwajalein, Okinawa and Bataan with stop off bases at Johnston Island, Honolulu and Hamilton Field, California.

January 1946 — Discharged from the Service.

1946–1948 — Staff Nurse with the U.S. Public Health Service Hospitals, Norfolk, Virginia and Staten Island, New York. Organized and was Charge Nurse of the Emergency Room-Out Patient Department in Norfolk, Virginia.

1948 — Married Otto W. Rudolph. Two daughters, Peggy and Barbara.

1949 — Staff Nurse during the polio epidemic, Pittsfield, Massachusetts.

1960's — Staff Nurse, part-time, Yale New Haven Hospital, New Haven, Connecticut.

Military Awards — American Campaign Medal, Asiatic Pacific Campaign Medal with 4 battle stars, Meritorious Service Unit Plaque, Air Medal, World War II Victory Medal.

EUGENE RYBOWIAK

Arrived Bowman Field, Kentucky, December 1943. Left Bowman Field, May 1944. Arrived Bombay, June 1944 aboard the U.S.S. Randall. Home Base was Ledo. 1/3 assigned to 821st MAES.


Decorations: Air Medal with 2 cluster, D.F.C., China War Medal, Asiatic-Pacific Ribbon with three battle stars.


ETHEL KOVACH SCOTT

Born in Yonkers, NY, grew up in Ohio and Michigan, graduated from Owendale High School in Michigan, received her RN from St. Mary's Hospital School of Nursing, Detroit, Michigan and her BSN from Catholic University, Washington, D.C.

Entered the AAF at Chanute Field, Ill., in Feb. 1942. In October she was assigned to Bowman Field and to the 801st MAES which was deployed to the South Pacific in January, 1943, participating in the aeromedical evacuation of combat wounded from battle area to hospitals.

After the South Pacific Tour, was assigned back to Bowman Field to attend the Flight Nurse Course, with subsequent assignments including Chief Nurse Aeromedical Evacuation Squadrons, Chief Nurse Fanning Division, ATC, Chief Nurse Pacific Air Transport Command. For 5 years she was Instructor of the Flight Nurse Course and assisted in the preparation of the Flight Nurse Manual.

She was assigned to the Office of the Surgeon General in the Assignment and Education Division, and then as Deputy Chief, Air Force Nurse Corps. In 1963 she was appointed Chief, Air Force Nurse Corps serving until her retirement in 1968 as the rank of Col.

Her decorations include the Legion of Merit, Air Medal with three Oak Leaf Clusters, Asiatic-Pacific Campaign Medal with one star, American Campaign Medal, Victory Medal, Army of Occupation Medal, and the Air Force Longevity Award with four Oak Leaf Clusters.

1938, joined the American Red Cross and was called to active duty December 4, 1941 at Tillotson General Hospital, Fort Dix, New Jersey. Transferred to AAF School of Air Evans at Bowman Field, Kentucky May 10, 1943 graduating July 2, 1943, assigned to 801st Air Transport Squadron. Assigned to North Atlantic Flight Wing Command. Left U.S.A., October 14, 1943. Returned April 4, 1945. Flew patients from India through Central Africa. Later North Africa and Italy.

Grounded for a year on return to U.S. then flew throughout states. Grounded and stationed at Craig AF Base, Alabama 1949. Discharged 11 October 1949. Captain USAF (AFNC). Decorations, European, African, Campaign w/1 bronze star, Asiatic, Pacific Campaign w/1 bronze star, Distinguished Unit Badge, Air Medal.

Employed as an industrial nurse with a petro-chemical company, retired in 1983.

— GWEN RAMSAY SHEPPARD

Born in Canada 4 August 1919. Graduated from Bronson Methodist Hospital School of Nursing, Kalamazoo, MI 1942. Entered ANC at Chanute Field, Ill. 2 Jan. 1943, becoming a U.S. citizen while assigned from Air Evac School at Bowman Field, Ky., 11 March 1944 with the 817th MAES. Arrived in Barks- ton Heath, England 3 April 1944. Was on TDY to a B-24 bomber base at Norwich, England, two weeks prior to D-Day. While there, flew daily in the Forming Ship, attended all briefings and debriefings. Returned to Barks- ton, began flying patients from France. TDY to ATC 1 August 1944 to fly Trans-Atlantic flights with patients from Scotland to Iceland to Newfoundland. The 817th was transferred to Dreux near Paris where they evacuated wounded from France and Germany back to England. Received the Air Medal 9 Feb. 1945 as well as the ETO Ribbon with five battle stars. Was promoted to 1st Lt. 16, Feb. 1945. TDY at Orly Field, Paris flying Trans-Atlantic — Orly to Azores to Bermuda and on to Miami. Returned to U.S. Oct. 45 receiving discharge 1 Dec. '45. Married, Donald Sheppard (RCAF Bombardier) and they have a daughter and two grandsons. Worked in small Red Oak, Mich. hospital. Graduated work with Girl Scouts and Citizen Defense.

ACNES G. SHURR

Agnes G. Shurr, Navy nurse attached to VR-8, stationed at Hickam AFB, Hawaiian 1953 during the Korean Conflict. They were there to help evacuate S. Korean casualties. From Japan to Travis AFB, Ca. with a stop over at Tripler Army Hosp. In Hawaii. This photographe pictures her with a colleague on duty with VR-24 at Port Lytouey, French Morocco, a French Air Base where they followed the 6th Fleet to evacuate casualties.
JENEVIEVE L. BOYLE SILK

Born and schooled in Wisc., received her Commission in the USAAF 22 March 1943 and was assigned to duty at the Station Hospital Jefferson Barracks, Mo. In November 1943 she was transferred to Bowman Field, Ky., AAF School of Air Evacuation, graduated 21 January 1944 and was assigned to the 816th MAES for duty in the ETO.

Overseas duty included flights from the Normandy invasion beaches, Trans-Atlantic flights and flights from Germany and Belgium. Received the Air Medal and four battle stars.

EMMA BOWEN SIMPSON

Entered the U.S.A.F. at Drew Field, Tampa, Florida, April 1, 1943. After Air Evacuation Training at Bowman Field, Kentucky, was sent to the European Theater of War in June, 1944. I was attached to the 802nd Air Evacuation Squadron, later transferred to the 807th Air Evacuation Squadron. We flew patients from near the front lines to hospitals in Italy and France. Met Capt. J. Huddopp, a C-47 pilot, we were married in Moultrie, GA, Sept. 1945 and had four sons: Daniel, Michael, Richard and David. I have lived in Idaho since 1950. The same house since Jan. 1955. Carl died in 1971. And I married Carey Simpson in 1980. Between us we have eight sons, 26 grandchildren and 2 great-grandchildren.

MARY LEONTINE SLEEPER

Born Pembroke, Mass., 10 April 1909, 1931 graduated from New England Hospital for Women and Children. After joining American Red Cross was called to active duty as 2nd Lt. ANC Reserve Nov. 19, 1940, sent to Fort Banks, Mass. 25 Nov. 1940, Camp Edwards, Mass. 7 Feb. ’41, Barksdale Field, La. 13 June ’41 and promoted to 1st Lt. 10 Aug. ’41. 25 Sept. ’41 sent to Camp Claiborne, La. as Ass. Chief Nurse and 16 Apr. ’42 to Hendricks Field, Fl. As Chief Nurse. 12 Dec. ’42 received certificate of Proficiency in Defense against chemical attack. ’27 Jan. ’43 transferred to 349 Air Evac Group, Bowman Field, Ky. to help organize School of Air Evacuation. 15 June ’43 promoted to Capt. 11 Mar. ’44 graduated School of Air Evac, 10 Apr. ’44, promoted to Major and later married John T. Sleeper. 29 Sept. ’44 School was moved to Randolph Field, Tx. 10 Oct. ’44 Received Army Commendation Ribbon for Meritorious Service for organizing the office of the Chief Nurses Office Course, maintaining a high level of courtesy and discipline and displaying outstanding ability and sound judgement from 27 Jan. ’43 to Oct. 10 ’44. Transferred to Mitchell Field, N.Y. April ’45 to be near ailing parents. Discharged 27 July ’45 Fort Dix, N.J. having attained the rank of Lt. Col.

LAVERN DITMORE SMITH

Born in McKeesport, Pa., 13 Jan. 1918, graduated from McKeesport Hospital School of Nursing in 1932, joined the ANC at Carlisle Barracks, Carlisle, Pa., 10 July 1942. Stationed at Aberdeen Proving Grounds and Langley AFB, was chosen for Air Evacuation School at Bowman Field, Ky. 13 Aug. 1943 and assigned to the 809th MAES, 7th AF, based at Hickam Field, Hawaii. Flew into Gilbert Islands in Nov. 1943, next was Marshall Islands, then on to Marianas (Saipan, Guam, Tinian). Flying into Guam, had two Navy Hellcats (lighter) as escorts, one on each side of their plane. Flew into Leyte, Philippines and Clark Field, Manila. RONed there at St. Joseph
Academy. During a bombing raid, a bomb came through the ceiling over the altar, the only damage was to the ceiling. It was a miracle.


SHARON L. SPROWLS

Was on active duty with the Navy Nurse Corps from 1973-75, sustaining a service connected disability. Holds the rank of LCDR in the Navy Reserve. Is currently an RN/BSN/REMT-P, working for an air ambulance service, Southlilte Aeromedical Services out of Mobile, Al. She has been flying six years, logging 1000 hrs, in rotor craft and 300 hrs. in fixed wing transports. Is associated with local scene/trama calls and hospital to hospital transfers.

MADY OLDEHOFF STEHLE

Entered ANC July 1943, Graduated from Bowman SAE April 14, 1944, assigned to the 824th MAES doing stateside air evac to Palm Springs, Ca., and then with the 830th MAES in the Pacific Theater. Awarded the Air Medal with one Oak Leaf Cluster, Asiatic Pacific ribbon with 5 battle stars. Married Kenneth Stehle in 1945 and they have two daughters, Madelyn and Diane. They lived in NJ until Ken's retirement from Exxon, then moved to Holmes Beach, Fl. She remained in the reserves retiring as Lt. Col. and was awarded the AF Commendation Medal. She and Charlotte McFall Mallon were instrumental in starting the World War II Flight Nurse's Assn. in May 1948 and she presently is Secretary of the association. Her hobbies are traveling and duplicate bridge.

L-R: Mary Oldhoff and Mildred Miller. L: R: Mary Oldhoff Stehle and Mildred Miller Barby

HELEN DEBELLIS STOCKWELL

Graduated from Immanuel Hospital Nursing School, Omaha, Nebraska in 1941, and began active duty in 1942, first at Camp Carson, then at Pueblo, Colorado, where she married a bomber pilot, who was killed in action. She was transferred to the Air Evacuation School at Bowman Field, Kentucky in 1943, was assigned to the 813th squadron and sent to England, where she flew patients from France and Germany to Army hospitals in England.

Mary Wilson Sullivan. Harold and Mary Sullivan

Married Harold Sullivan Sept. 1947. They have two sons and four grandchildren. Returned to Nursing 1954 at St. Raphaels (NB-NBICU Nursery).

DORIS NYLANDER TALLMADGE

Graduated from St. Luke's Hosp. Davenport, Iowa. Joined the ANC 29 April 1942 at Camp Crowder, Mo. Discharged 4 Dec. 1945 at Camp Crowder, Ill. with the rank of 1st Lt. Was awarded the European African Middle Eastern Service Medal and the Asiatic Pacific Service medal. Graduated from the Bowman School of Air Evac. Jan. 1944, assigned to Ft. C of the 805th MAES, Stationed in Accra, Ghana West Africa — flew into Khartoum, Sudan and Karachi, India. Stateside was stationed at Memphis, Tenn., Ft. Dix and Long Beach. Now living on Battlemeat Mesa at Parachute Co. after 35 years west of Littleton, Co. Her husband is retired and they have five children. She is still working with no plans to retire.
SOPHIA TERRAS

Sophia Terras — Graduated from Overlook Hospital School of Nursing, Summit, N.J., in 1932. Joined the American Red Cross, was called to active duty September 1, 1942. Initially assigned to Stark General Hospital, Charleston, S.C., in 1943. Applied and qualified for training in the School of Air Evacuation, Bowman Field, Louisville, Ky. After graduating March 14, 1944, was assigned to fly the Transatlantic route from Prestwick, Scotland to Paris to the Azeres, Iceland, Labrador. Total flying hours — 1091. Awarded the Air Medal with Oak Leaf Cluster. Married Edward Tierney 26 June 1946 and they have three sons — Tom, Brian and Tim. They have one granddaughter.

PATRICIA THOMPSON TWIST


WINNA JEAN FOLEY TIERNEY

Born 29 Oct. 1921 Memphis, Tenn. Graduated from Baptist Mem. Hospital, Memphis, Tenn. 1942 — joined American Red Cross and was called to active duty 1942. Graduated from the School of Air Evacuation at Bowman Field, Ky. in the first class 18 Feb. 1943 was assigned to the 806th MAES. Served in ETO July 1943-Nov. 1945. Sept. '44-Feb. '45 flew the Transatlantic route from Prestwick, Scotland to Paris to the Azores, Iceland, Labrador. Total flying hours — 1091. Awarded the Air Medal with Oak Leaf Cluster. Married Edward Tierney 26 June 1946 and they have three sons — Tom, Brian and Tim. They have one granddaughter.

HELENA ILIC TYNAN

Born in Omisalj, Otoak Kak, Yugoslavia, on December 1, 1920. Mother, my brothers, John and Thomas and I joined father in New York City, on September 7, 1929. I graduated from Lenox Hill Hospital School of Nursing in June 1942, and went on active duty in March 1943. My first post was the Don Ce Sar Hospital, St. Petersburg, Florida and then McCall Field, Tampa, Florida. I saw a notice on the bulletin board regarding the formation of classes for a School of Air Evacuation at Bowman Field, Kentucky, applied and graduated in December 1943, class of 43G, assigned to 801st MAES, arrived in Noulmea, New Caledonia, then to Espiritu Santo, Guadalcanal, Biak, Tanuan, Leyte. We advanced as our forces took the island. I received an air medal with two clusters, was separated from service in December 1945, then graduated from Columbia University in 1948 with a B.S. degree in Public Health and Industrial Nursing.

Patricia "Pat" Thompson Twist, John and Pat Twist

Married Capt. John Twist of 9th Bomb Grp., Nov. 1944 at Sydney, Australia. They have three children.

Returned to US with patients Feb. '45. Discharged from service Jan. '46 at Camp Atterbury, Ind.

ELEANOR PACELIA VICK

Eleanor Pacelia Vick born in Hartford, Conn., and graduated from the Hartford Hospital School of Nursing in 1940. She was private duty and staff nurse until joining the ANC in May 1943, and assigned to the station hospital, T.S., AAFTC, at New Haven, Conn. (Yale University). In Feb., 1944, she was sent to Air Evacuation School at Bowman Field, Ky., and graduated May 1944. On May 9, 1944, she married then Lt. John Vick at Beloitville, Ill. Assignments followed at Romulus, Michigan (MAES 324). White Horse, Y.T., and Anchorage, Alaska (MAES 830). Discharged as
1st Lt. on Dec. 15, 1945, she returned to Conn., to careers as "company" wife, mother of Betty, John, and Tim, and later, school nurse in New Jersey, and, eventually, Colorado. She and husband John have been actively retired since 1979.

**RITA SHEA VOLLENDORF**


**LOUISE JOHNSON WAGNER**

Born in Davis, West Virginia, October 1914. Graduated from Paterson General Hospital School of Nursing in 1935, was a surgical nurse until February 1942, when she joined the Military at Mitchel Field, Long Island. She graduated from the School of Bowman Field, Kentucky, July 2, 1943, sent to Natal, Brazil with the 80th MAES, then to North Africa, and Italy. She returned to States in May 1945, and to flying in 1947 at Topeka, Kansas and Westover A.F.B., Mass. She married Jack Wagner October 1947, and was discharged as Captain, March 1948. Duty as military nurse, mother of Cary and Sandra, involved stations in Hawaii, Texas, Delaware, retired to Florida in 1966.

**EVELYN GOODMAN WEBB**


**B. MARIE FARMER WEITZ**

Born 1 Sept. 1920 in Wilson, NC. Became RN in 1941, joined the Red Cross and ANC, assigned June 1942 to Lawson Gen. in Atlanta. Was transferred to Ft. Bragg, NC, was assigned to the 65th Gen., the Duke Unit. Accepted at School of Air Evacuation at Bowman Field, Ky., graduating Aug. 1943, served in the Pacific with the 80th MAES, based at Hickham Field, Hawaii, island hopping the entire Central and South Pacific, Awarded the Air Medal, Asiatic Pacific Ribbon with 4 battle stars, and the Philippines Liberation Ribbon. Discharged at Ft. Bragg, NC Sept. 1945. Marriage plans ended tragically when fiancé was killed on his way to my home. In 1946, the Red Cross assigned her to the polo epidemic at Los Angeles Co. Gen. 1947-1952 was airline stewardess with Pan Am based in San Francisco — flew into Hawaii, Australia, New Zealand, Fiji, Wake, Guam, Midway, Philippines, Japan, China, Singapore, Thailand, Calcutta and New Delhi. Forced to give up flying due to back problems, stemming from Canton island service. Attended Med. Secretary School and ran the office for 11 Anesthesiologists in San Francisco. Aug. 1959 married Dr. Marion G. Weitz, lived in Napa, Calif. and in 1962 her daughter, Sabrina was born. Marriage ended in divorce in 1973. Active in Med., Aux., women's golf, water skiing and oil painting. Do volunteer work, and travel only in the US. In 1966, she and Peg Maloney hosted a 3-day 809th reunion in Carmel, Calif, with 11 attending.

**HELEN HUNTER WEANT**

Born in Sloan, Iowa, 24 February 1920. She graduated from Lutheran Hospital School of Nursing in 1941, joined the American Red Cross, was called to active duty October 1943, going to Ft. Leavenworth, Kansas to be inducted and on to AAF Base Hospital in Sioux Falls, South Dakota. She volunteered for Air Evacuation and entered AAF School at Bowman Field, Louisville, Kentucky, 349th AE Group, graduating July 1943. After 6-8 months of detached service in Dunnellon, Florida, she was sent to Guadalcanal with 801st Medical AE Sqn., attached to 13th Air Force in April 1944. Later moved to New Guinea and on to Leyte, Philippines, flying to outlying islands bringing patients and prisoners of war to base hospitals. On November 27, 1944, she was discharged as 1st Lt. at Ft. Sheridan, Illinois. On February 1, 1946, she married Robert Weant, whom she met on Guadalcanal. They have one son, Robert, Jr. and 2 daughters, Jane and Masha and 6 grandchildren. They reside in High Point, North Carolina and both are semi-retired.

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**MERRIAN LAUTENBACH WALSH**


**RITA MERRIAN GILL LAUTENBACH**

Rita Merrian Gill Lautenbach was born on May 18, 1924. She attended the University of Southern California, where she received a B.A. in English in 1946. She then worked as a nurse in the U.S. Army, where she met and married John W. Walsh. They had two children, John Jr. and Jane. Rita passed away in 2004.

**HELEN HUNTER WEANT**

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JOAN KOSTER WESTRAT
Born in Grand Rapids, Michigan, July 19, 1919. Graduated from Blodgett Hospital School of Nursing in 1940, joined the ANC in 1942 and was sent to Chateau Field at Rantoul, Illinois. She graduated from the Flight Nurse Training School at Bowman Field, Kentucky, in 1944, was sent to Grantham, England with the 817th MAES. There were Transatlantic flights in C-53s from Scotland to New York and, after D-Day, flights from England to France. Later, after moving to France, there were flights into Germany and from France to England. There were also flights from Paris to New York. With V-E Day the 817th was ready for duty in the Pacific but with V-J Day the squadron shipped back to the States. Joan and Bill Westrate were married in 1947 and have six children. They live in Cassopolis, Michigan.

LAURA RICE WHITEHEAD
Graduated from the SAE Bowman Field 1943, assigned to the 810th MAES 9th TCC in the ETO. Stationed in N. England, Butterford near Nottingham, Aldermaston, near Reading, England, Orly AAF, France. Campaigns: Normandy, N. France, Rhineland, Ardennes with 4 Bronze stars and the Air Medal. Mother of 3 daughters, the oldest was born but became bored, returned to work in a doctor’s office 2 days a week. While in the ETO, she visited Gen. Omar Bradley’s headquarters near St. Lo, France, a beautiful chateau overlooking the English Channel, which had just been captured two days before. The general was at the front, so she was assigned quarters for the night with 2 guards at the door. Unable to sleep, she wandered the halls with the guards close behind. She evaded the guards and ended up on the beach which looked peaceful, only to learn it had been mined. Offered a ride to the front lines by a war correspondent, she accepted and witnessed first hand the death and devastation of war. When she returned to her base, she had been reported as missing in action! She would love to hear from old friends. Feels she is a very liberated lady. Life has been good to her.

TRUDE McNALLY CHAMPLIN WHITE
Born in Philadelphia, Pennsylvania, 15 August 1918. Graduated in 1940 from Philadelphia General Hospital, School of Nursing. Married Gerald H. Champlin, July 1941 in Baltimore, Maryland. In June 1943, she was accepted in the ANC, Fort Rosecrans, San Diego, California, assigned to McClellan Air Force Base Hospital, Sacramento, California. Graduated from the AAF School of Air Evacuation, Bowman Field, Kentucky, class of 43-13. She was a member of the 820th MAES, Southwest Pacific, discharged December 1945. Received B.S., P.H.N. from Incarnate Word College, San Antonio, Texas, in July 1956; M.P.H. from University of Texas in 1973. During this time she was employed as an Industrial Nurse at Dow Chemical (1957-1961); Supervisor of the TB Control Program, Region III, Texas Department of Health (TDH); and Generalized Public Health Nurse Consultant for TDH in Austin (1972-1977). From 1977-1982 she was the Regional Nursing Director for Public Health Region 11, TDH. She’s been a member of the Texas Public Health Association from 1968 to present; appointed a Fellow Member in 1981 for both TPHA and the Southern Branch of American Public Health Association (APHA); appointed Honorary Clinical Assistant Professor, Nursing College, Texas Woman’s University in Houston; a member of the U.S.-Mexico Border Public Health Association, Philadelphia General Hospital Alumni Association, American Nurses Association, and the Texas Nurses Association. She retired as of 1982.

GRACE DUNHAM WICHENDAHL

CHARLOTTE SHERWOOD WIEHRDT

RUTH RICHARDS WILLIAMS

She and good friend, Edna Wood were working in a hospital in Mertstown, N.J. in 1943, when they read an article in the AF Magazine about an Air Evac Squadron in the South Pacific. As a result of the article, they joined the ANC 3 Jan. 1943 and applied for the SAE at Bowman Field, Ky., were accepted and graduated Jan. 44. They were sent to the Pacific Theater as replacements with the 81st MAES. There were two of us, the same sex. We travel far. They had read about in 1943 Sailing from San Francisco Mar. 1944 on the S.S. Lurline, she arrived in New Caledonia 14 days later. Stationed on Guadalcanal, attached to the 13th AF. evacuated pts. from the Solomon Islands, later on Biak, flew into Peleliu, Leyte, Zamboanga, Quezon City, Manila and Cebu. Took a plane load of lepers back to their colony, helped evacuate POWs from Bataan and Corregidor, who had been on the Bataan Death March. Went on Sand R. at Tuscaloosa Red Cross Home in Sydney, Australia. Returned stateside Nov. 1945, stationed at Camp Stoneman, Calif., was discharged 3 Feb. 1946 at Fort Des Moines, Iowa. Awards: WWII Victory Medal, Air Medal, S.P. Theater Campaign Medal, 6 Bronze Stars, 3 overseas service bars and the Philippine Liberation Medal.

LEONA M. WINWOOD

Served as a flight nurse in the ETO with the 81st MAES. Returned from the service to Portland, Oregon. Due to ill health moved to Santa Monica, Calif., worked in the Operating Room at St. John’s Hospital but as the climate did not agree with her health, moved to Burbank in the San Fernando Valley — health improved. Later worked in surgery at St. Vincent’s Hosp., Portland, Oregon until she took early retirement — just felt worn out. Moved to Bellingham, Wash., to be closer to her sister, who lives in Canada. Hobbies are her home, flower garden, friends and just growing old gracefully and ignoring health problems which still plague her.

JEAN BOOCHEIFFOW WYCKOFF

Born 30 Oct. 1921. Academic: Nursing diploma, Riverside Hosp., Toledo, Ohio 1942; Bachelor’s degree Univ. of Pittsburgh, 1948; Master’s — Univ. of Pittsburgh, 1954; Doctorate — Texas Woman’s Univ. 1980. Career: Nurse, Dolelto Die Casting Co., Chicago, Ill., 1942; Air Force Nurse 1943-46 serving with the 81st MAES in Central Europe. Was presented the Air Medal by Eleanor Roosevelt; V.A. Hosp. Pittsburgh, Pa. 1953-58: Health Center Director, El Central College, Dallas, Texas 1953-58 — was its first director. Family: Husband, Michael, passed away May 1986 while vacationing in Spain. They have 2 sons, Stuart and Arthur, daughter, Karen and 1 grandson. Received the American College Health Association’s highest honor — the Olle B. Moten Award — only the third person to receive this coveted award. In addition, the Association’s Jr. and Community Colleges in Dallas, Tex. named her an “Emeritus,” the highest honor the colleges bestowed. Retired in 1954.

MARY ELLEN YOUNG ZAITZ

IN MEMORIAM

T/3 EUGENE T. BARR

Medical technician, killed in action in the Pacific Theater, while serving with the 801st MAES. His loss was felt by all.

T/3 DELBERT B. BEERY

Med. technician, serving with the 820th MAES in the Philippines, was killed in action on 3 March 1945, when the air evacuation plane in which he and Martha Black were flying, struck a mountain. He was trained and advanced to technician after arriving in the Philippines and was a valued member of the group.

T/3 ORLA BILLITER

Med. Tech., missing in action, 21 Jan. 1944 while he and Thelma Lafave were on an air evacuation mission with a load of pts., served with the 820th MAES in the Philippines. Was trained and advanced to technician after his arrival in the Philippines and was a valued member of the group.
2ND LT. MARTHA F. BLACK

Flight nurse killed in action 10 Mar., 1945, was assigned to the 820th MAES in the Pacific. Was on an air evac mission with T/S Delbert V. Berry and a plane load of patients when the plane crashed during a storm. Plane was later found on a mountain in the Philippines. She graduated from Air Evac at Bowman Field, 21 Jan., 1944. Serial number 787993, Martha, who had a sunny disposition and wonderful smile was the 2nd casualty of the 820th. Bad weather caused the planes to circle around in the worst fog they had seen. Others sought other places to land. For days, planes searched for the missing plane, locating it in rough terrain and thick jungle foliage. "We mourned the loss of Martha — her smile we would never see again."  

2ND LT. VIVIANNA CRONIN

Flight nurse with the 818th MAES in the ETO, who was killed in Scotland Aug. 28, 1944. Roommate and dear friend of Inez Leland Glass.

2ND LT. DOROTHY M. BOOTH

Flight nurse from South Hills, Pa., serving in Catania, Sicily with the 807th MAES, was killed Feb. 24, 1944 in a C-47, one hour after take-off when it crashed into a mountain in Sicily with 19 litter patients on board, enroute to Algiers, North Africa. Prior to this, Dottie had been seriously injured in a jeep accident and was encased in a body cast and was being sent stateside to recuperate. Lost in the same accident were Elizabeth J. Howren, flight nurse and S/Sgt. William Fitzpatrick, technician, all 807th personnel. With the US Flag flying at half-mast and taps in the background, Dottie was laid to rest along with her friends in the Military Cemetery near Pontellia, Sicily.

CAPT. VERA BROWN

Flight nurse killed in action during the Korean Conflict 26 Sept., 1950.

ELLEN CHURCH

Was the first airline hostess. She was working in San Francisco as a registered nurse in 1930 when she read that Boeing Air Transport Airline was adding a new 14 passenger plane from San Francisco to Chicago. She contacted the airline with the idea of using nurses on flights to attend to rider’s needs. On 15 May, 1930, Miss Church recruited 7 more nurses and started the airline stewardess-hostess-attendants as we know them today. During WWII, she joined the ANC and flew air evac missions in the Mediterranean with the 802nd MAES, later was transferred to England along with 2 other nurses to set up Air Evac there. After the war, she was Hospital Administrator of the Union School of Nursing in Terre Haute, Ind. Some years later while riding a horse, was thrown and killed.

HUGH CRUMAY, M.D.

Lt. Col. of Camp Hill, Pennsylvania, a graduate of Harvard Medical School, attended the school of Aviation Medicine at Randolph Field, Texas and the school of Air Evacuation at Bowman Field, Kentucky. He went overseas with the 804 Medical Air Evacuation Squadron. Later he was transferred as C.O. to 820th MAES, and was in the Southwest Pacific Theatre from Australia, New Guinea and Philippines to Japan. In 1945, he was sent to the Far East Air Force Headquarters. He was one Flight Surgeon that was very enthused about air evacuation, was very proud of his flight nurses and referred to them fondly as “pistol packing mamas”. After their outstanding performance, he felt it was a shame that nothing had been published about them. He was loved and respected by all, who served with him.

LOUIS EILENBERGER

Ground crew member assigned to the 820th MAES was drowned in the surf at Dulag, Leyte 17 Feb., 1945.

CPL. EDWARD RAYMOND FERRIS

Killed in action while serving in the Korean Conflict, 8 Dec., 1950.

DR. JOHN FISELL

Flight surgeon with the 818th MAES stationed at Prestwick, Scotland. Was killed when his plane crashed en route to Prestwick from NY, where he had just been married. His plane with all on board vanished after crashing into a mountain.

S/Sgt. WILLIAM FITZPATRICK

Medical technician from Georgia, serving with the 807th MAES in Catania, Sicily, was killed in action Feb. 24, 1944 while flying in a C-47 from Catania, Sicily to Algiers, North Africa with a load of 18 litter patients and flight nurse, Elizabeth J. Howren. One hour after take-off, the plane crashed into the Sicilian Mountains killing all on board. Flight nurse, Dottie Booth was also a patient on board. The loss of three of its personnel was a big blow to the 807th and they still remember the ride up the hillside behind the jeep carrying the caskets. With the American Flag flying at half-mast and taps playing in the background, they were laid to rest in the Military Cemetery near Pontellia, Sicily. May they never be forgotten.

2ND LT. RUTH M. GARDINER

The first flight nurse to be killed in a theater of operation in WWII, in Alaska, 27 July, 1943. Hailing from Indianapolis, Ind., she graduated from Philadelphia Gen. Hosp. in 1935. She attended the School of Air Evac at Bowman Field, Ky., graduating in the first class Feb. 1943, later serving with the 805th MAES. The Gardiner General Hosp. in Chicago, Ill. is named in her memory.

2ND LT. CHRISTINE GASVODA

Flight nurse killed in action in the ETO 12 April, 1945, when the C-47, which was a part of the 817th MAES six-plane flight crashed into a mountain somewhere in Germany. There were no patients on board and the plane had a cargo of gasoline. She was awarded the Air Medal prior to her accident. Chris was from the Upper Peninsula (Houghton), Michigan. She worked in a Chicago hosp., prior to enlisting the Army Nurse Corps and was a very talented singer.
CAPT. DOROTHY A. GIFFORD
Flight nurse killed in action or in an accident while serving in Vietnam, 11 May, 1964.

1ST LT. BURTON A. HALL, M.D.
First flight surgeon from the Bowman Field School of Air Evac to be killed in action.

KATHERINE JEANNE TOLEN HARRIS
Born April 13, 1919 in Langdon, ND and later moved with her family to Minneapolis. Graduated from St. Catherine's Hospital School of Nursing in 1939, and entered the Army on May 9, 1941. Had assignments to various locations before completing Bowman's Air Evac School and sailing to England on the Queen Mary. Along with others, was photographed for Look Magazine's July 11, 1944 article "Invasion heroine: the flying nurse". Received the Air Medal for her flights with the 81th. Continued on active duty after WWII, transferred to the Air Force, flew evac flights from Kelly during the Korean War and resigned as a Major on May 4, 1953. Had married Julius L. Harris in 1951, and elected to become a homemaker and mother. Did a very good job of it. Has been deeply missed by her family and friends since April 25, 1959, when cancer caused this dear lady's death.

ALBERT DONALD HAUG, M.D.
Born Dec. 3, 1906 Concordia, Kansas. Died March 19, 1986 at Wenatchee, Wash. Was the CO of the 81th MAES in the ETO. He formulated and perfected a plan for a glider snatch evacuation from inside Germany, across the Rhine R. into France, escorted patients on one of the two gliders.

CAPT. MARY T. KLINGER
Flight nurse killed April 4, 1975 while evacuating Amerasian children, fathered by military men stationed in Vietnam, Operation Baby Lift. The babies were enroute to adoptive parents in the U.S.

LT. THERMAL LAFAVE
Born 31 July, 1920 in Gagetown, Mich. One of 13 children, graduated from St. Joseph's School of Nursing, Pontiac, Mich. Volunteered for active duty in the ANC, 30 Sept., 1942. Graduated from the School of Air Evac at Bowman Field, Ky., was assigned to the 820th MAES, served in the Asiatic-Pacific Theater with Port Moresby, New Guinea as her first base. She was one of the first nurses into Tadjik after D-Day. Was reported as missing in action 25 Jan., 1945 in the Philippines — SOS was heard near Tachiloban, Leyte but the plane was never found. She was the first casualty of the 820th and her loss was an emotional time for all — she was well liked and had beautiful expressive blue eyes — they talked for her. May she remain in our hearts forever.

ALBERT DONALD HAUG, M.D.

LT. ROBERTA T. JILL
Flight nurse during the Korean Conflict, was killed in action 13 July, 1956.

2ND LT. SELMA KAYE
Flight nurse with 81th MAESETO, She met with a tragic suicide death after WWII. Dear friend of Inez Leland Class.

CAPT. SARA E. LONG
Flight nurse killed in action while serving in the Korean Conflict Sept. 26, 1950.

1ST LT. ALEDA E. LUTZ
Born Nov. 9, 1915 in Freeland, Mich., attended Arthur Hill H.S., graduated from Saginaw Gen. Hosp. School of Nursing 1937. Joined the ANC at Selfridge Fld. 10 Feb., 1942. Volunteered for flight nurse school and was assigned to the 822nd MAES which was activated before the class graduated and was sent to North Africa. She served through the North African, Tunisian, Sicilian and Southern Italian Campaigns. Was killed in action 1 Nov., 1944.

Katherine Jeanne Tolen Harris

T/3 JOHN HUDSON
Medical technician, serving in the Pacific Theater disappeared in a thunderstorm flying from Mindoro to Leyte on 12 March, 1945.

2nd LT. MARY E. JACKLEY
Flight nurse from Sterling, Ill., who was killed in action in a plane crash in Scotland, while serving with the 81th MAES, 27 July, 1944. She is buried in the National Cemetery in Ipswich, England. Our son, mourned the loss of a friend. May she rest in our hearts.

PFC. WILEY COHN LOGGIN
Killed in action Sept. 26, 1950 while serving in the Korean conflict.

2ND LT. ELIZABETH J. HOWREN
2nd LT. ELIZABETH J. HOWREN
Flight nurse serving with the 81th MAES in the ETO, was killed in action 9 Feb., 1945 while returning to Ramsbury, England from Italy.

Lt. Therma Lafave

L-R: Helen Johnson, Mary Bell Fraser, Margaret Gal-loway, Mary Brown, Jeanne Tolen, Mary J. Jackley, killed in action in plane crash in Scotland July 27, 1944.

2ND LT. SELMA KAYE
Flight nurse killed in action May, 1944.
1st Lt. Alreda E. Lutz

on her 196th air evac mission in Southern France while evacuating 15 patients from Luxembourg to Marseilles, France. She is memorialized by having a Hospital Ship, a C-47 air evac plane, Miss Nightingale III (which was donated by the Women's International Bowling Congress, Inc.), the Veteran's Hosp. of Saginaw Co., and the Women's American Legion Post No. 344 all named in her honor. She is buried in an American Cemetery in So. France. Posthumously, she was awarded the Air Medal with 4 Oak Leaf Clusters and the DFC for "outstanding proficiency and selfless devotion to duty."

1ST LT. VIRGINIA McClure
Flight nurse killed in action while serving in the Korean Conflict Dec. 22, 1952.

T/3 WILLIAM M. McMullen
Flight technician killed in action July 1945.

2ND LT. KATHERINE SHAFER Mayhue
Flight nurse who graduated from Bowman Field 14 April 1944, was assigned to the 82nd MAES doing continental air evac until sent to the Pacific with the 830th stationed at Hickam Field. Married after the war and they had two children, Dorothy and Alan. Was instrumental in helping to obtain addresses for WWIIIFNA roster.

2ND LT. BEATRICE Memler
Flight nurse with the 804th MAES, killed in action with a plane load of 40 patients off the island of Mindanao, Philippines, 1945, just before the war ended. The plane went into a mountain possibly due to poor visibility and everyone perished. She was one of 5 flight nurses lost in the 804th and 820th squadrons which were near each other. She is postin front of wrecked Japanese fighter plane in New Guinea. The metal from these cockpit were used by the enlisted men to make watch bands and they bolted flight wings onto them.

SGT. RALPH MOWRY
Medical technician with the 804th MAES, missing in action 6 March, 1944 on a flight from Nadzab in the Pacific to Saipan South West Pacific.

This 21 year old young man planned to become a doctor after the war and was engaged to be married. His death was a real loss to that which makes up America.

2ND LT. CATHERINE MULACK
Flight nurse serving in the South West Pacific area with the 804th MAES, evacuating the wounded from the front lines to field hospitals, was killed in action in New Guinea 5 March, 1944. She hailed from Newburgh, NY and was on a routine mission from Nadzab to Saipan, stopping off at Finschafin, loaded supplies and took off encountering bad weather. Permission to land was granted and they were never heard from again.

2ND LT. CATHERINE Price
Flight nurse assigned to the 814th MAES, killed in action July 1944 between Iceland and Newfoundland with a load of 18 litter patients. Was on a Trans-Atlantic flight in a C-54. Awarded the Air Medal posthumously. Katie was from North Liberty, Indiana, did general duty at Harper Hosp. in Detroit, Mich. prior to enlisting in the Army Nurse Corps.

THE LAST MERCY PLANE
By Alice Fraser in memory of Catherine Price

One of the stars in our service flag has turned from blue to gold. A nurse's cap has been laid aside, God gave

Jean Lauber Norstrom, Milt and Jean

SGT. ROBERT OLIVER
Medical technician serving in the SWP, disappeared along with another tech and flight nurse on a flight from Palau to Leyte, Jan. 1945.

1ST LT. MARGARET F. PERRY
Flight nurse killed in action while serving in the Korean Conflict Dec. 22, 1952.

JEAN LAUBER NORSTROM
Was born in Birmingham, Ala., 29 Aug. 1918 in the South Highlands Infirmary from which she graduated as a R.N. 1943. Appointed as a Red Cross Nurse, joined ANC Apr. 26, 1943. Was assigned to the Drew Field, Tampa, Fla., where she applied for air evac training at Bowman Field, graduating Apr. 1944. Assigned to the 814th MAES attached to 437th TCG in ETO. Was based at Ramsbury, England; flew from England, France, Italy and to the U.S. by way of the Azores and Newfoundland, with a total of 509 combat hrs. Overseas 18 mos., attained rank of 1st Lt., was discharged at Ft. Sheridan, Ill., 21 Dec., 1945 working at the Miami (fla.) V.A. hosp. Married Milton D. Norstrom in Chicago 18 Jan., 1947, they have two sons, Scott and James and two grandchildren. Worked at Field's Medical Center in Blue Island, Ill. for 12 yrs. She passed away Feb. 1988.

Sgt. Ralph Mowry
her a crown to hold.

She offered her life for her country, just as every American should.

She sat by the cot of the wounded, their suffering she understood.

She traveled thru miles of terror, she wiped the tear-filled eyes.

She silently prayed for her wounded boys, as she flew the darkened sky.

And the boys on board that mercy plane, had faith in her gentle hand.

But why it had to be Catherine, we may never understand.

When we talk of the brave and courageous, we naturally think of the men

But our girls are winning a star and a stripe, when they offer their life for a friend.

Our girls can take their orders, and they can lift up our flags.

And after this war is over, may their sacrifice make things right.

JEAN MOORE RICHMANN

Was a TWA Hostess prior to enlisting in the ANC Aug., 1943. Graduated from Bowman Field School of Air Evac, serving with the 812th MAES in the Pacific Theater based at Hickam Fld., Hawai. Married Herbert Richmann upon her return to Illinois, they had a daughter and son. She died of cancer in 1971. We miss her.

L-R: Marion Clark Dubbs and Jean Moore Richmann

T/3 JOHN H. SALMI

Medical technician from Glendale, Calif., who was killed in action in a plane crash in Scotland 27 July, 1944 while serving with the 813th MAES. He was killed in the same crash as Mary H. Jackley, flight nurse.

2nd Lt. "DOLLY" WILMA VINSANT SHEA

Born in the Rio Grande Valley to Dr. and Mrs. W.J. Vinsant 20 Feb., 1917. Due to her small size and doll-like features was called “Dolly.” Her formative years were spent in San Benito, Tex. which was known as a new frontier. It was a time of struggle for the residents. The environment and her family helped instill in her the traits of inner strength and caring. Graduated from John Seely Hosp. in Galveston, Texas, putting her skills to work with Braniff Airlines as a flight attendant. Joined the Army Nurse Corps, graduated from the first flight nurse class at Bowman Field, Ky. Feb., 1943. Spent 2 years in ETO with MAES in the midst of combat, evacuating wounded soldiers from the battlefields to hospitals behind the lines. 16 Jan., 1945 married Maj. Walter Shea, AF Navigator from Bronx, NY. April 14, 1945, Maj. Shea learned his wife of 4 months had been killed in action over Germany. She is the only woman buried in the U.S. Cemetery in Margraten, Holland. Her heroism earned her an Air Medal, Red Cross Medal, a Special Citation from Pres. Harry Truman and Purple Heart. The Dolly Vinsant Mem. Hosp. in San Benito bears her name.

2nd Lt. "Dolly" Wilma Vinsant Shea

Sgt. JULIUS MACK SATTERFIELD

Was a college student working as Dir. of Winston Salem, NC Boys Club and married to Grace Boyd. R.N. in 1942 when he enlisted in AAF, was sent to boot camp at Keesler Fld., received Radio Operator training at Scott Fld. After graduation, sent to CBI with 2nd TCS in Yankai, China. Sent to Dinjan, India for food dropping mission for operation “Cahalad,” code name for Merrill’s Marauders. Earned DFC with cluster, Air Medal with 2 clusters, Asiatic Ribbon with 2 bronze stars, India-Burma Ribbon with 2 battle stars, Purple Heart and the Chinese War Medal with Wings, posthumously. On one mission, he heard Jap fighters on the radio and went forward to warn the pilot. As he went over to talk, enemy fire struck him in the back killing him instantly. His body protected the pilot, who was injured seriously. The AAF knew him as a soldier — we knew him as a hero.

Sgt. FRANK SORRELS

Medical technician killed in action while serving in Korea, 26 Sept., 1950.

T/3 ARTHUR D. STEINER

Medical technician killed in action Feb. 1945.

LEORA STROUP

Brought up around Cleveland, Ohio, died Feb. 13, 1985 at the age of 84 due to complications due to diabetes. She was one of the founders of The School of Air Evacuation at Bowman Field, Ky. serving as Assistant Plans and Training Officer there. An avid flyer, she had 100 hours of solo flying time to her credit. Prior to her military service, served as a vocational nursing supervisor in Detroit, Michigan and on the teaching staff of Wayne University. Formed the first chapter of Aerial Nurses Corps in the state of Michigan.

After WWII, volunteered for Public Health Nursing in Korea serving 18 months under Gen. Arthur McArthur. Due to failing health, she went to Cleveland to live with her sister, Olive A. Hay and apparently returned to college, Founder of a Nursing School at Fort Hays State College which later became Fort Hays State University and it is one of the seven universities in the state of Kansas. For three months, she was the only instructor of the college — later she became its head, a position which she retained until her retirement in 1971. In 1981 a nursing building at the college was dedicated in her memory and named the Stroup Hall. She married late in life and her husband predeceased her.

CAPT. CAROLYN M. WAGNER

Flight nurse killed in action or in an accident while serving in Vietnam Nov. 11, 1964.

2ND LT. MILDRED W. WALLACE

Flight nurse killed in action 30 Jan., 1944.

1ST LT. GRAYE E. YOUNG

Flight nurse killed in action or in an accident while serving in Vietnam 26 Oct., 1956.