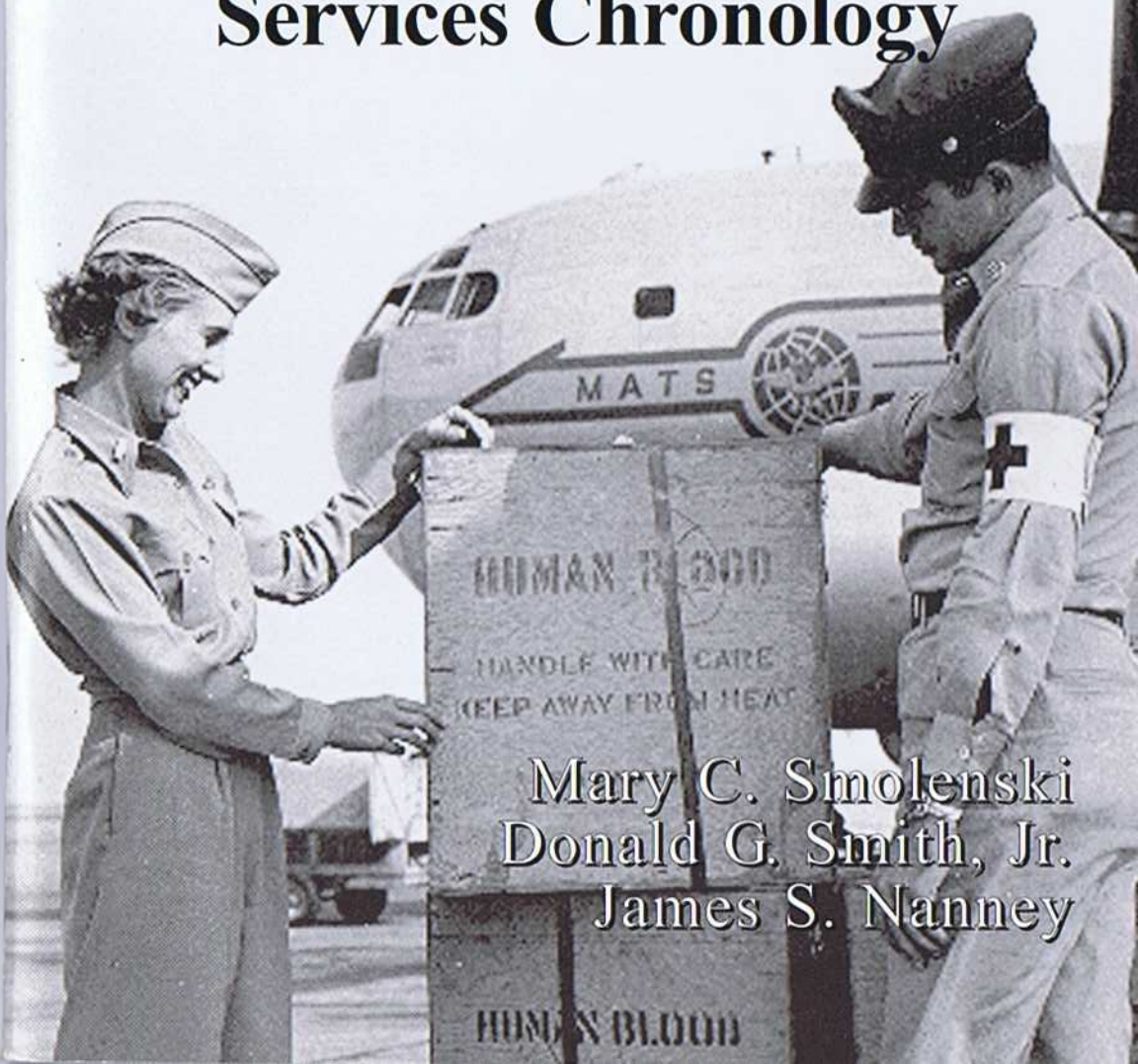


1903-2003 *Flight*
the 100th Anniversary
Commemorative Edition

A Fit, Fighting Force

The Air Force Nursing Services Chronology



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The Chronology of Air Force Nursing Services

World War Two and Its Aftermath

1941

December 7: Japanese planes bombed Pearl Harbor, Hawaii. In all, approximately 59,000 nurses served in the Army Nurse Corps in World War Two. More than 200 Army nurses died, 16 from enemy fire. Many of these Army nurses supported the Army Air Forces (AAF), and one of their new specialties was flight nurse.

1942

November 30: The War Department directed the 349th Air Evacuation Group to train flight surgeons, flight nurses, and enlisted personnel for aeromedical evacuation (aerovac) duty aboard troop and cargo carriers. Squadrons consisted of medical personnel but no planes. Headquarters, the housekeeping section, consisted of a commanding officer, chief nurse, and medical administrative corps officer. Each squadron had a headquarters and four flights. A flight surgeon with six flight nurses and six flight technicians headed each flight. A flight team included one nurse and one enlisted technician. Squadrons were assigned to either troop carrier or air transport groups.

December 22: The 77th Congress authorized relative rank for Army Nurse Corps officers from second lieutenant through colonel by passing Public Law 828. Previously, the highest rank a nurse could hold was major. Public Law 828 also provided for pay and allowances approximately equal to those granted commissioned officers who had no dependents.

1943

January: The first strategic aerovac flight had a medical crew of two: one technician and Lt. Elsie S. Ott (Mandot), an AAF nurse. The mission transported five patients from Karachi, India, to Bolling Field, Washington, D.C., a trip of 11,000 miles which lasted six and one-half days. For this mission, Lieutenant Ott received the first Air Medal ever awarded to a nurse.



Lt. Elsie Ott received the Air Medal for the first strategic aeromedical evacuation flight, January 1943.

February 18: The first class of flight nurses graduated from the AAF School of Air Evacuation, 349th Air Evacuation Group at Bowman Field, Kentucky. The first flight nurse ever awarded flight nurse wings was Lt. Geraldine Dishroon-Brier. The first flight nurse on the island of Guadalcanal was Lt. Mae E. Olson.

July 27: AAF flight nurse Lt. Ruth M. Gardiner was the first nurse to be killed in a theater of operations during the war. She was on an aerovac plane that crashed in Alaska while on a mission. She was 28 years old, originally from Pennsylvania, and assigned to the 11th Air Force of the Alaskan Defense Command of the AAF. An Army Hospital in Chicago, Illinois—Gardiner General—was named in her honor.

1944

February 8: The Overseas Replacement Depot for flight nurses was activated at Randolph Field. Nurses reporting overseas were assigned there to ensure that their records, clothing, equipment, health, and training were up to date.

February 12: Female nurse prisoners of war (POWs), including flight nurses, were liberated on Luzon after three years of captivity. They were evacuated to Leyte en route to the United States.

June: For the duration of War World Two all military nurses were given a temporary commission.

Capt. Leontine Stroup, a flight nurse, authored "Aero-Medical Nursing and Therapeutics," one of the first articles published on this topic, in *The American Journal of Nursing*.

June 6: After the invasion of Normandy, Army medics began to cope with many casualties with severed spinal cords, severe head wounds, and pulmonary wounds. With no hospitals ashore, the sick and wounded needed to be evacuated to England, but heavy surf hindered sea evacuation. By June 8 aviation engineers in Normandy completed an emergency landing strip in the mud behind Omaha Beach.

June 9: Flight nurses of the 816th Medical Air Evacuation Squadron (MAES) flew "blood runs" to Normandy, airdropping fresh blood.



These Army Air Forces nurses, imprisoned on Bataan and Corregidor, Philippine Islands, were freed after three years of imprisonment. Manila, Luzon, Philippine Islands, February 1945.

June 11: Official aerovac began on D+5 when 2d Lt. Grace E. Dunham, chief nurse of the 806th MAES, flew into Normandy in a C-47 that was still painted with invasion stripes. Upon landing, she jumped from the airplane wearing her oversized flight suit, provided care to the wounded, and flew with them to England. By the end of the month, flight nurses had helped evacuate about 7,500 patients from France to England.



Flight nurse prepares for takeoff, North Africa, December 1942.



Lt. Reba Whittle after her return to the United States from captivity by the Germans during World War Two.

September 27: Lt. Reba Z. Whittle was the first flight nurse to be imprisoned by the Germans. Her plane was shot down by antiaircraft artillery fire behind German lines near Aachen. Every person on board was injured, but Whittle ignoring her wounds, helped move the medical technician out of the burning plane. Germans soon arrived, provided first aid, and escorted Whittle to Stalag 9C, a prison camp near Frankfurt. When she was not nursing British, American, and Australian prisoners, Whittle, the first female Allied prisoner of the Germans, remained secluded in her prison cell and never saw another woman. She was exchanged in January 1945 for German prisoners held by the Allies.

1945

As the war in Europe ended, more flight nurses were needed for domestic aerovac and duty in the Pacific.

April 14: Flight nurse Wilma (Dolly) Vinsant was killed when her evacuation plane, ferrying wounded Americans to hospitals behind the front line, was shot down over Germany. She was one of three women in the Army Nurse Corps killed by direct enemy action. Buried in the United States Military Cemetery at Margraten, Netherlands, she was the only woman so honored.

1946

Before the AAF separated from the U.S. Army in September 1947 to become the United States Air Force (USAF), it had already acquired its own medical staff, a distinct sector of the Army medical community directed to provide nondefinitive medical care for AAF bases worldwide. Definitive care for AAF personnel, however, was still provided by the Army general hospitals.

1947

April 16: The Army-Navy Nurse Act of 1947 (Public Law 36-80C) provided permanent commissioned officer status for members of the Army Nurse Corps in the grades of second lieutenant through lieutenant colonel, and provided for

the Chief of the Army Nurse Corps to serve in the temporary grade of colonel. The act also established the Army Nurse Corps Section of the Officers Reserve Corps.

1948

February: Air Surgeon Malcolm Grow noted that his monthly memorandum, "Comments for United States Air Force Surgeons," was not being distributed to nurses in the field stations. He requested special care be taken to insure that copies were made available to nurses. He repeated his request six months later in August.

March: The procurement of new nurses with no previous military experience was beginning to make definite progress. The number of nurses on active duty who were receiving their officer reserve commissions was increasing daily as well.

September: General duty and administrative nurses in Air Force station hospitals who had been trained as flight nurses were given the opportunity of practicing their specialty in aerovac duties with the Military Air Transport Service. They replaced flight nurses who had been on duty with that organization.

1949

May 12: Secretary of Defense Louis Johnson directed the U.S. Air Force to assume responsibility for its own medical support, with the single reservation that the Army would continue to operate the general hospitals. Secretary Johnson created a Medical Service Division within the National Military Establishment (later called the Department of Defense) through which medical activities of the Army, Navy, and Air Force would be coordinated through the Joint Army and Air Force Adjustment Regulation No. 1-11-62 dated May 16, 1949.

June 8: Department of the Air Force General Order No. 35 established the Air Force Medical Service, its six officer corps, and the Office of the Air Force Surgeon General. Air Force Regulation 21-10 described the general principles and organization of the Air Force Medical Service.

July 1: An independent Air Force Medical Service was established with the Air Force Nurse Corps as an integral part. The Air Force Nurse Corps was formed by the transfer of 1,199 Army nurses, most of them already on active duty (307 regular and 892 reserve officers), working in support of the AAF. Of this total, 389 became "joint staff" in Army general hospitals. The Army hospital system continued to provide definitive care for the Air Force, and 30 per-

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Zij vlogen in C-47's in de Zuid-Pacific, Noord-Afrika en Europa; zij werden beschoten door Japanse Zero's; zij brachten uren door in schuttersputten op Guadalcanal; zij toonden inzet, moed en gaven de gewonden aan boord aandacht en hun glimlach werd niet vergeten:

Engelen aan boord



First Lt Dorothy White een Army Nurse uit Detroit neemt even pauze tijdens een evacuatievlucht met 17 soldaten die minder dan 24 uur voordat deze foto werd genomen gewond zijn geraakt. (foto: Sgt Paul Hunter van Mats in het voorjaar van 1944).

Op Bowman Field, Kentucky werd begin 1942 een school opgericht voor opleiding tot Flight Nurses of Flight Technicians. Veel stewardessen van de Amerikaanse burgerluchtvaartmaatschappijen meldden zich aan. Na hun studie werden de Nurses en Medical Technicians ingedeeld in Medical Air Evacuation Squadrons (MAES). Hun taak was het begeleiden en verzorgen van gewonden, die per vliegtuig geëvacueerd zouden worden. Behalve een uit-

Nurse en één Technician maakten samen een team uit voor een C-47, zij moesten toezien op het in- en uitladen van de patiënten en de medische verzorging onderweg. Er werden 31 MAES opgeleid.

Vanuit de haven van New York vertrokken schepen naar Engeland of Afrika. Aan boord van één van de schepen - onderweg naar Engeland - bevond zich een groot aantal verpleegsters. Op de naburige schepen klonk gefluit en geschreeuw! Zonder problemen kwam het konvooi in Schotland aan en ging de reis per trein verder naar hun bestemming in Zuid-Oost Engeland. Hun huisvesting bestond meestal uit een Quonset- of nissenhut, welke samen met andere Nurses gedeeld werd.

Kerstmis 1943 in Albanië

Op 8 november 1943 bevonden zich 13 Flight Nurses and 13 Medical Technicians aan boord van een C-53D (42-68809) van de 314th Troop Carrier Group. Het toestel steeg op in Catania en was - samen met twee andere C-47's - onderweg voor een vlucht van twee uur naar Bari. Kort nadat het toestel was opgestegen, kwam zij in een zware sneeuwstorm terecht. De radio operator van de 809 kreeg geen contact met Bari en uiteindelijk kwam de vijf-koppige bemanning tot de conclusie dat men verdwaald was. De twee andere kisten waren nergens te ontdekken. Na vier uur vliegen, verbeterde het weer. De piloot ontdekte een vliegveld en maakte zich op voor de landing. Opeens werd het toestel beschoten en moest de piloot een noodlanding (wheels up) maken



Dezelfde Dorothy C. White in 1944 op 24 jarige leeftijd

gebrede medische opleiding, werden brancards in- en uitgeladen; zij gingen op bivak en kregen tekst en uitleg over kaart- en kompas lezen. Er werd ook aandacht geschonken aan eventuele landingen op water. De Flight Nurse controleerde de gewondenlijst en keek toe of alle gewonden veilig vastgesnoerd zaten. Een MAES bestond uit 25 Nurses, 5 doktoren, een administrateur en 70 Technicians. Eén Flight



'Staatsieportret' van het 807th Medical Air Evacuation Squadron voor een C-47 op Bowman Field Kentucky in juli 1943.

- Op de eerste rij: Gertrude Dawson, Elna Schuwant, Lois Watson, Ann Maskowitz, Lucia Slopen, Lillian Tacina, Mary Smith, Ann Kopeso, Edith Belden, Chamion Villa.
- Op de 2e rij: Hoofdverpleegster Grace Stakeman, Wilma Lytle, Pauleen Kanable, Agnes Jenzen, Doris Kirkpatrick, Elizabeth Ruminski, Frances Sale, Ava Maness, Helen Corten, Anna Sheldorf, Linnie Saumer, Helen Welch, Frances Nelson, Dorothy White en Eugina Rutkowski,

in een modderig veld. Hij waarschuwde de passagiers voor een ruwe landing. Het toestel werd vervolgens omringd door een aantal gewapende Partizanen en al gauw bleek dat men zich in Albanië bevond. Gelukkig waren deze Partizanen pro-Amerikaans. Er was haast geboden en men ging op weg om een veilige schuilplaats te vinden. De tocht was ruw en koud, het sneeuwde, het vroom en de Nurses waren hier totaal niet op gekleed. Voedsel was schaars. Men trok over moeilijke paden om de Ballista (pro-Duits) te ontwijken. Men trok van dorp tot dorp en samen met de Partizanen vierden zij kerstmis. Op 27 december 1943 trok men verder. Al gauw kwamen de Duitsers hen op het spoor en de groep werd beschoten. Gelukkig kon men op tijd weggelopen, doch de groep raakte wel gesplitst. Drie verpleegsters raakten achter. In de tussentijd was er door de Partizanen contact opgenomen met de Geallieerden en werden Britse commando's in hun nabijheid gedropt. De gehele groep trok naar de kust, waar zij door de Britse marine geëvacueerd werden. Op 9 januari 1944 kwamen zij in Italië aan, de drie achtergebleven verpleegsters werden door de Partizanen naar Italië gesmokkeld waar zij in maart aankwamen. De eerste evacuatievlucht in Normandië vond plaats op D+4. 's Ochtends werden de vliegers op de hoogte gesteld dat er later op de dag een evacuatievlucht gevlogen zou worden. Eerst werden een Flight Nurse en een Technician opgepikt, vervolgens werd de C-47 volgeladen met munitie, voorraden of de bekende jerrycans met benzine om vervolgens door te vliegen naar een pas veroverde landingsstrip nabij de frontlinies. Veelal zaten de Nurses en Technicians boven op de lading. Vaak vlogen er meerdere toestellen op zo'n vlucht. De toestellen

waren niet voorzien van Rode Kruizen en werden door de Duitsers beschoten. Nadat het toestel geland was, werd de oorlogsvracht uitgeladen. De ambulances met de gewonden stonden al te wachten. In de tussentijd werd het toestel voor het vervoer van gewonden in orde gemaakt. De Nurse had de regie. Lopende patiënten namen plaats op de zittingen aan de zijkant van de cabine en/of gingen op de bodem van het toestel zitten. Voor de zwaarder gewonde patiënten en die per brancard vervoerd moesten worden, werd een 'stellage' aangebracht en werden de brancards boven elkaar 'geladen'. Meestal werden er 21 brancards geladen. Zodra de patiënten aan boord waren gebracht, was het team voor het wel en wee van

Een geallieerde soldaat die minder dan 24 uur van te voren werd gewond wordt vanuit een ambulance in een C-47 gedragen. Op de voorgrond copilot First Lt S.P. Taliaferro



de patiënten verantwoordelijk. Soms waren er 28 brancards aan boord (4 boven elkaar). De bemanning had grote bewondering voor de Nurses. Nadat het toestel opgestegen was, onderzochten de Nurses de patiënten. Zij hielden een praatje, verschoonden het verband of gaven de patiënten te drinken. Soms vlogen er twee Nurses mee.

Gevangen genomen

Luitenant Reba Z. Whittle van de 813th MAES werd op 27 september 1944 door de Duitsers gevangen genomen. Zij was aan boord van een C-47 van de 436th Troop Carrier Group. Het toestel werd beschoten en maakte een noodlanding achter de vijandelijke linies. Lt Whittle had tijdens de ruwe landing verwondingen opgelopen. Desondanks hielp zij mee om gewonde bemanningsleden uit het toestel te krijgen. Opeens verschenen er Duitse militairen en werden zij gevangen genomen. De Duitsers keken toch wel naar op dat één van de gevangenen een vrouw was. De gewonden ontvingen eerste hulp en werden vervolgens naar een gevangenkamp (Stalag 9-C) getransporteerd, waar zij afzonderlijk werd ondergebracht. In het kamp waren geen faciliteiten voor vrouwelijke gevangenen. Reba verzorgde geallieerde gewonden. Zij bracht vier maanden in gevangenschap door en vierde kerstmis 1944 in Duitsland. Door tussenkomst van het Rode Kruis werd zij – samen met andere gevangenen – uitgewisseld. Luitenant Whittle was de enige Amerikaanse vrouw, die door de Duitsers gevangen was genomen.



Captain Willie Hammon en zijn crew van het 96th Sqdn TCGp. De Flight Nurse is 1st Lt Betty Cronquist van 816th MAES.

Kerstmis 1944

De Flight Nurses van de 817th MAES vierden kerstmis 1944 samen met een aantal Franse weeskinderen. Er werd een kerstboom neergezet en uiteraard was er ook een kerstman. Na een uitgebreid diner ontvingen de kinderen cadeaus. Eén van de Nurses was 1Lt Christine A. Gasvoda. Zij kwam op 13 april 1945 om het leven, toen haar C-47 bij Paderborn neerstortte. Zij werd – samen met de bemanning – begraven op de tijdelijke Amerikaanse begraafplaats Margraten in plot/rij/grafnummer GG-5-107. Na de oorlog werd zij op Margraten herbegraven en ligt nu begraven in F-19-4.

Eveneens op Margraten ligt begraven 1Lt Wilma 'Dolly' Vinsant (806th MAES). Wilma was op 20 februari 1917 geboren. Haar vader was arts, haar moeder verpleegster. Wilma volgde haar opleiding tot verpleegster aan het John Sealy Hospital in Galveston. Haar aandacht voor de luchtvaart werd getrokken door Amelia Earhart. Kort daarna solliciteerde zij bij de MAES. Wilma was aan boord van een C-47 van de 436th Troop Carrier Group, die op 14 april

1945 nabij Eisenach neerstortte. Wilma ligt thans begraven op Margraten in B-17-4. Beide graven werden door Nederlanders geadopteerd en tijdens Memorial Day voorzien van een boeket bloemen. Het plaatselijk ziekenhuis in San Benito (Texas) draagt de naam Dolly Vinsant Memorial Hospital. De Dolly Vinsant Trofee wordt jaarlijks aan de meest verdienstelijke Flight Nurse van Amerika uitgereikt.



Het graf van Christine A. Gasvoda op de begraafplaats Margraten in Zuid-Limburg. (foto's: archief Jan Bos)

Louise Anthony (816th MAES) merkte dat één van de zwaargewonde militairen aan boord van haar toestel er erg slecht aan toe was. Zodra de C-47 opgestegen was, ontdekte zij dat de militair overleden was. De andere gewonden hebben hier niets van gemerkt. Tijdens de vlucht gaf Louise de gewonden alle aandacht, ook aan de overledene. Zij schudde zijn hoofdkussen op en praatte tegen hem. Zo voorkwam zij onder de anderen paniek en verwarring. Toen de C-47 in Engeland landde, werd de overledene als laatste uit het vliegtuig gehaald.

Ann M. Krueger (817th MAES) haalde met gevaar voor eigen leven, 27 patiënten uit een brandende C-47. Jeanette Gleason kreeg van de piloot te horen dat de C-47 in moeilijkheden verkeerde. Zij gespte haar parachute om en sprong uit de C-47. Toen zij neerkwam, ontdekte zij dat zij alleen was. Zij sliep in haar parachute en werd de volgende dag door een Chinese familie ontdekt. Na een ontbijt van rijst, werd zij naar de geallieerde linies gebracht.

In totaal sneuvelden er elf Flight Nurses en zes Technicians in Europa. Ondanks alle ellende was er ook nog tijd voor afspraakjes en romantiek. Vaak vlogen de Nurses met dezelfde bemanningen en ontstonden er romances, die resulteerden in huwelijken.

Jan Bos

Subj: English translation of story Flight Nurses Date: 3/15/2003 11:48:45 AM Eastern Standard Time From: circle82@wishmail.net (Jan Bos) To: Dorothyce1920@aol.com

Dear Dorothy,
 well finally, here is the English version of the story about the Flight Nurses which I wrote on behalf of the Dutch Dakota Assn. You have the magazine, only with the Dutch text, hope you like it. Space was limited, I could have written much more

all the best

Jan Bos

Angels

Angels on board.

They flew in C-47s in the south Pacific, North Africa and Europe; they were fired upon by Japanese Zeros; they sheltered in foxholes for hours in Guadalcanal; they were brave and gave attention to the wounded on board the planes; their smiles will never be forgotten.

Early 1942 a school for Flight Nurses and Flight Technicians was founded at Bowman Field, Kentucky. Many stewardesses from American airliners reported for duty. After training they were divided among the Medical Air Evacuation Squadrons (MAES). It was their task to take care of the wounded, who were evacuated by airplane. They had a medical training and education. Stretcher were loaded and unloaded; they went on bivouac and they were instructed in map and compass reading. Attention was paid to ditching on water. The Flight Nurse checked the list of the wounded and noticed that all wounded were securely buckled up. A MAES had 25 Nurses, 5 doctors, one clerk and 70 Technicians. One Flight Nurse and one Technician were one team for a C-47; they had watch loading and unloading of the patients and had to take of the welfare of the patients on board the planes. 31 MAES were activated.

From the harbor of New York the ships left for England or Africa. On board of one of the boats bound for England were many nurses. On the adjacent ships the men whistled and yelled to the women. Without difficulty the convoy reached Scotland and the voyage to Southeastern England was by train. The women were housed in Quonset- or Nissen huts.

Christmas 1943 in Albania.

On 8 November 1943 13 Flight Nurses and 13 Medical Technicians were on board of a C-53 D (42-68809) of the 314th Troop Carrier Group. The plane left Catania together with two other planes and head for Bari, a flight of 2 hours. Shortly after he planes had left Catania, it came into snowstorms. The radio operator on board of this C-53 could not get radio contact with the control tower at Bari. The crew decided that they were lost. No trace of the other two planes. After some four hours flying, the weather cleared. The pilot discovered an airfield and prepared for a landing. Suddenly the plane was fired upon and the pilot had to make a forced landing (wheels up) in a muddy field. The pilot warned the passengers for a rough landing. When the plane came to a halt, armed men surrounded it. These men were partisans and it turned out that the plane had landed in Albania. Luckily the Partisans were pro-American. The men were in a hurry and took the Americans to a safe place. It was cold and over rough terrain, it snowed, it was freezing and the Nurses Nurses were not wearing the proper clothes for this trip. There was hardly any food. They did their best to avoid the Balista, who were pro-German. They traveled from village to village and together with the Partisans Christmas was celebrated. They all moved on 27 December 1943. Soon the Germans were after the group and the group was fired upon. The group could get away, but they were separated. Three nurses

stayed behind. In the meantime the Partisans had contacted the Allies and British commandos were dropped near the group to assist them. The entire group moved in the direction of the coast, where a boat of the Royal Navy waited for the group. The group arrived in Italy on 9 January 1944. The three nurses, who were separated from the group, were smuggled to Italy by the partisans and arrived in Italy in March 1944.

The first evacuation flight out of Normandy took place on D+4. In the morning the pilots were instructed for the mission later that day. First a Flight Nurse and Technician were picked up, then the C-47 was loaded with supplies, ammunition or the well known jerrycans. Then the plane flew on to the airstrips near the frontlines. The Nurses and Technicians sat on top of these supplies. The planes did not have Red Cross markings and often were fired upon by the Germans. After the plane had landed, the supplies were unloaded. The ambulances with the wounded were already waiting. The interiors of the planes were fixed for the transportation of the wounded. Walking wounded took their seats on both sides of the cabin or sat on the floor. For the more severe wounded, who had to be transported by stretcher, special equipment was installed. The stretchers were loaded one above the other and a total of 21 stretchers could be loaded. Sometimes 28 stretchers were loaded. As soon as the wounded were on board, the Nurse and Technician took care of them. The pilots admired the nurses. As soon as the plane took off, the nurses and technicians checked the conditions of the wounded, they talked to the men, cleaned the bandages or gave the men something to drink. Sometimes there were two Nurses on board.

Prisoner-of-war.

Lieutenant Reba Z. Whittle of the 813th MAES was taken prisoner by the Germans on 27 September 1944. She was on board of one of the planes of the 436th Troop Carrier Group. The plane was fired upon by the Germans and was hit. The plane made an emergency landing behind enemy lines. Lt Whittle was injured during the landing. In spite of her injuries she helped the other wounded crewmembers. Suddenly the Germans appeared and all were taken prisoner. The Germans were astonished to see a female among the crewmembers. First aid was given to the wounded and all were taken to Stalag 9-C (prisoncamp). Lt Whittle was separated from the men. There were no facilities for women in the camp. Reba took care of the wounded Allies. She was a prisoner for four months and celebrated Christmas 1944 in Germany. Thanks to the red Cross, she was exchanged. Lt Whittle was the only American woman, who was a POW.

Christmas 1944.

The Flight Nurses of the 817th MAES celebrated Christmas 1944 with French orphans. There was a Christmas tree and there was a Santa Claus. The dinner was extensive and there were presents for the children. One of the Nurses was 1Lt Christine A. Gasvoda. She was killed on 13 April 1945, when the C-47 she was in, crashed near Paderborn. Together with the crewmembers she was buried in the temporary American Military Cemetery at Margraten [Holland] in plot/row/grave number GG-5-107. After the war she was reburied in the permanent American Cemetery at Margraten in F-19-4.

Also buried at Margraten is 1Lt Wilma "Dolly" Vinsant (806th MAES). Wilma was born on 20 February 1917. Her father was a doctor, her mother a nurse. Wilma became a nurse at the John Sealy Hospital at Galveston. Amelia Earhart became her inspiring example for flying airplanes. Wilma joined the MAES. She was on board of a C-47 of the 436th Troop Carrier Group, that crashed near Eisenach on 14 April 1945. Wilma is now buried at Margraten in B-17-4. Dutchmen adopted both graves and during Memorial Day both graves receive flowers. The local hospital at San Benito (Texas) has the name Dolly Vinsant Memorial Hospital. The Dolly Vinsant Trophy will be given yearly to the Flight Nurse, who had done her utmost best.

Louise Anthony (816th MAES) noticed that one of the severely wounded in her plane, was dying. After the plane was in the air, the soldier had died. The other wounded men on board never knew this. Louise gave her

attention to the dead soldier during the flight. She talked to the man and by doing so, she prevented panic among the other men. When the plane landed in England, he was the last man to leave the plane.

Ann M. Krueger (817th MAES) evacuated 27 wounded patients from a burning C-47. She endangered her own life. Jeanette Gleason heard from the pilot that the plane was in trouble and he ordered all to bail out from the plane. She attached her parachute to the harness she was wearing and jumped from the plane. After touch down, she noticed she was all by herself. She slept in her parachute and the following morning she walked to a Chinese family, who gave her a breakfast. She was taken to allied lines.

Eleven Nurses and six Technicians lost their lives during the war in Europe. Besides all sad things, there was also some time for romance. Often the same Nurses flew with the same crews and after duty, they dated and some of the Nurses married their pilots.

----- Headers -----

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 for <Dorothyce1920@aol.com>; Sat, 15 Mar 2003 17:48:07 +0100 (MET)
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 To: <Dorothyce1920@aol.com>
 Subject: English translation of story Flight Nurses
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