

# **814 MEDICAL AIR EVACUATION SQUADRON**

## **MISSION**

## **LINEAGE**

814 Medical Air Evacuation Squadron

## **STATIONS**

## **ASSIGNMENTS**

## **COMMANDERS**

## **HONORS**

**Service Streamers**

**Campaign Streamers**

**Armed Forces Expeditionary Streamers**

**Decorations**

## **EMBLEM**

## **MOTTO**

## **NICKNAME**

## **OPERATIONS**

This unit consisted of six officers, 61 enlisted men and 25 female nurses under the command of chief nurse Captain Jane Mobely. During February 1944 the squadron, together with several thousand other US soldiers, made a fast 5 day crossing of the Atlantic aboard the Queen Elizabeth. Following the ship's arrival in Britain the squadron was sent to Fulbeck in Lincolnshire

where it was attached to the 435th TCG. In April the 814th was transferred to Ramsbury and joined the 437th TCG.

The nurses, like all US aircrew, received flight pay. However, to qualify for this extra money each of them had to log 40 hours flight time per month. Pilots from the 437th Group would let the nurses fly with them on training missions, many of which were conducted at night. Sometimes the nurses were given the opportunity to fly in gliders. Clemetta Evenson, a nurse stationed at Ramsbury during 1944 had about four glider rides "It was quite an experience, all you could hear was the wind whistling over the wings".

During the weeks following the Normandy invasion each nurse had to be ready at 6 am every morning to fly out to France in order to pick up wounded troops. Sometimes they would find themselves waiting about on the flight line for hours on end, sometimes they never took off at all. Clemetta Evenson recalls "In July we went to St Lo and Omaha beach. Soon we were visiting a different place on almost every flight because of the rapidly expanding front line. If we didn't have any patients to bring back the pilots would buzz the farmer's fields on the way home. One time we were flying down a river valley and were below the tops of the trees and on another occasion buzzed a haystack and returned with hay stuck in the planes wheels!"

On outward missions from Ramsbury to the Continent the group's aircraft would carry supplies such as ammunition, food rations, fuel or medical equipment. As each aircraft landed in France it was quickly unloaded and made ready to receive wounded troops for the return trip. Each C-47 was fitted with 36 special brackets that were designed to carry 18 stretchers. On the outward leg the brackets were folded back against the inside of the fuselage but for the return they were deployed into a horizontal position. Once placed on the brackets each stretcher was held securely in place by toggle clamps.

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Air Force Lineage and Honors

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Sources

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