



THE DUSTOFFer NEWSLETTER



DUSTOFF ASSOCIATION

SEPTEMBER 1990

12th Annual Reunion Great American Weekend – February 22, 23, 24, 1991 San Antonio, Texas

DUSTOFF UNITS

US ARMY DUSTOFF UNITS

36th Medical Det
Ft. Polk, LA 71459-5000

54th Medical Det
Ft. Lewis, WA 98433

57th Medical Det
Ft. Bragg, NC 28307-5000

68th Medical Det
Honolulu, HI 96857

82d Medical Det
Ft. Riley, KS 66442-5036

214th Medical Det
Ft. Kobbe, Panama
APO Miami 34006-5000

229th Medical Det
10th Mountain Div.
Ft. Drum, NY-13602

236th Medical Co
Landstuhl, Germany
APO NY 09180-3630

237th Medical Det
Ft. Ord, CA 93914

247th Medical Det
Ft. Irwin, CA 92310

283rd Medical Det
Ft. Wainwright, AK 99703

431st Medical Det
Ft. Knox, KY 40121-5402

571st Medical Det
Ft. Carson, CO 80913-5000

D Co., 326th Medical Bn
101st Airborne Div
Ft. Campbell, KY 42223-5000

45th Medical Co
Nellingen, Germany
APO NY 09061

159th Medical Co
Darmstadt, Germany
APO NY 09175

377th Medical Co
Yong San, Korea
APO SF 96301

498th Medical Co
Ft. Benning, GA 31905

3/498th Medical Co
Ft. Stewart, GA 31314-6005

4/498th Medical Co
Ft. Jackson, SC 29207

507th Medical Co
Ft. Sam Houston, TX 78234-5000

2/507th Medical Co
Ft. Bliss, TX 79916-6807

3/507th Medical Co
Ft. Hood, TX 76544-5076

4/507th Medical Co
Ft. Sill, OK 73503

FLATIRON
Ft. Rucker, AL 36362-5350

ARMY RESERVE DUSTOFF UNITS

145th Medical Det
Box 3027, Bldg 1012
Dobbins AFB, GA 30069

273d Medical Det
100 S. Parkway
Conroe, TX 77303-2298

316th Medical Det
44050 Russia Road
Flyria, OH 44035-6897

321st Medical Det
2282 W. 580 North
Salt Lake City, UT

336th Medical Det
Newburg, NY 12550-9999

343d Medical Det
Hamilton AAF
Novato, CA 94949-5090

347th Medical Det
11700 NW 27th Avenue
Miami, FL 33167

348th Medical Det
10730 Tradeport Drive
Orlando, FL 32827-5399

354th Medical Det
675 N. Hamilton Road
Columbus, OH 43219-1825

364th Medical Det
Rt. 2, Box 85
Vicksburg, MS 39180-9616

374th Medical Det
1201 Bond Street
Little Rock, AR 72202-4215

412th Medical Det
Bldg. 1012
Dobbins AFB, GA 30069-5011

423d Medical Det
6802 Townline Road
Syracuse, NY 13211-1325

872d Medical Det
200 Tower Drive
Lafayette, LA 70508-2124

989th Medical Det
3333 Army Post Road
Des Moines, IA 50312-3043

990th Medical Det
200 Tower Drive
Lafayette, LA 70508-2124

991st Medical Det
P.O. Box 26
Crowswell, AL 35054

NATIONAL GUARD DUSTOFF UNITS

24th Medical Co
Lincoln Airport, ARNC Hangar
Lincoln, NE 68524-1847

112th Medical Co
345 Fillmore Street
Bangor, ME 04401-3091

126th Medical Co
Bldg. 4844
Mather AFB, CA 95655-5000

142d Medical Det
P.O. Box 5511
Bismarck, ND 58502-5511

146th Medical Det
P.O. Box 4036
Parkersburg, WV 26104-0036

397th Medical Det
Concord, NH 03301-5353

400th Medical Det
Corporal Roger Snedden Dr.
Boone, IA 50036-9755

441st Medical Det
Boone National Guard Armory
Frankfort, KY 40601-6168

659th Medical Det
Rt. 1, Bx 96B
Eastover, SC 29044-9801

717th Medical Det
P.O. Box 4277-436B
Santa Fe, NM 87501

812th Medical Det
Lakefront Airport
New Orleans, LA 70126-1491

813th Medical Det
Camp Ripley, P.O. Box 180
Little Falls, MN 56345-0180

841st Medical Det
P.O. Box 19069
Spokane, WA 99219-9069

867th Medical Det
801 Armory Drive
Jefferson City, MO 65102-0597

868th Medical Det
801 Armory Drive
Jefferson City, MO 65102-0597

920th Medical Det
4680 Powder House Road
Cheyenne, WY 82009

986th Medical Det
700 Portugee Road
Sandstone, VA 23150-5050

1022d Medical Det
Box 1709
Cheyenne, WY 82003-1709

1059th Medical Det
Concord, NH 03301-5353

1085th Medical Det
RR 2 Box 4581
Rapid City, SD 57701-9632

1133d Medical Co
Rt 17, Box 500
Montgomery, AL 36105

1150th Medical Det
4600 Alpha Avenue
Reno, NV 89506-1276

1297th Medical Det
Box 5414
Ft. Richardson, AK 99505-5414

PRESIDENT'S MESSAGE

The overwhelming response to our most recent letter from the membership requesting biographical data is representative of the tremendous support from throughout the association. Our next newsletter will profile these responses and highlight interesting insights into the association's membership. Featured in this newsletter is a listing of our DUSTOFF unit locations. These represent the DUSTOFF tradition and critical lifesaving missions worldwide. These units comprise in excess of 520 aircraft and well over 5,000 soldiers. Thanks from the membership and congratulations to DUSTOFF Europe for the outstanding support from 159th and 236th Medical Companies, whose two units lead the way in unit memberships. Mike Toennis' proposed amendment for a scholarship fund to be granted to an association family member will be delayed until our next issue. The membership will be asked to review this proposal and provide comments or suggestions to ensure we are representing the best interests of the membership.

The continued incoming mail responses has enabled the association to update our dues files and to go ahead with plans to upgrade the DUSTOFF memorial boards and exhibit in the U.S. Army Medical Museum. Included in this issue are the final names for the two memorial boards as well as a short summary of the DUSTOFF story. These three plaques will be a permanent part of the museum DUSTOFF exhibit.

Final plans for the convention here in San Antonio have been made for the dates of February 22, 23 and 24, 1991. Members are encouraged to complete and return the advance registration form to ensure a reservation.

Our membership rolls are steadily growing. The 1,000th member mark is well within sight. The efforts in spreading the word has resulted in worldwide interest in the association. Again, we are indebted to those who have assisted in locating fellow members. In this same light many letters have been received commenting on our newsletter format. This product is a direct result of many members submitting articles and suggestions. For this, the association is grateful and speaks to a proud history and heritage of Great Americans.

LETTERS...

I wish to express my appreciation to the association for sending me a copy of the 11th Reunion newsletter. Although I have lost touch with the Association for the past four years, it has not been because of my lack of interest nor my desire to be with you each year.

Over the last four years, I have had the chance to reflect on the Association and what it has become, and if I may I would like to reflect a little in this letter.

In 1975, I was stationed at Fort Riley, Kansas, and for several years, I had been looking in every Army Times to see if there was a reunion of any DUSTOFF units. It was in December of that year, while I was on MP Patrol, that I stopped into the 82nd Medical Detachment. There I met Major Roger Hula, who was in command and I told him of my frustrations and how I would like to see a reunion of the old DUSTOFF crews. It was in his office that the idea of the DUSTOFF REUNION and association was born. Roger gave me some sources of information and I had made up my mind to try and form a reunion there at Fort Riley. I quickly found that the costs of getting in touch

with everyone was going to be heavy but before I could go any further, I was transferred to Germany.

Upon my arrival in Germany, I made a decision that I was not going to let this idea drop, so over the next three years, I began saving money toward the project. I arrived back in the States in February 1979 and by the first of March 1979, I was in touch with Colonel Chuck Mateer. Since Chuck was my commander on my first tour in Vietnam, he didn't think I was crazy, and sent me a listing of all the MSC aviators.

I knew that if I was to be able to convince people to come to Atlanta, for that was the closest site to where I was that would interest people, I had to have a guest speaker that would be my drawing card. I wrote to General William C. Westmoreland and explained to him what I was trying to do, and that I didn't have a lot of financial backing, but asked him if he would be my guest speaker. He wrote me back and told me that he would not only be proud to speak at the reunion but he would pay for his own transportation.

Armed with General Westmoreland's commitment to speak, I got on the phone

and began writing letters to everyone I could contact. Some of the original members can tell you that I sometimes forgot what the time was and ended up calling late at night. Through all of this, Chuck Mateer was my support. When things didn't seem like they would come together, he would tell me not to worry. On the first weekend in February 1980, I went to Atlanta.

That Friday afternoon, as I sat in the lobby, registering everyone, the toil and the worry over the previous four years became worth it. Seventy DUSTOFFers trusted this crewchief enough to attend. There was nothing structured.

I have said all of this to further reflect on something that seems now to be taken for granted, (and thank God it is). When we formed the association, the word DUSTOFF was no longer a part of aero-medical evacuation within the Army. Our units had lost some of the proud traditions that had been built over the years from Korea to Vietnam. The name Major Charles Kelly had lost some of it's meaning, and I know from my life, those traditions were the frame work that made me a DUSTOFF crewchief. Further, there was no way to express how much, being



FOUNDER: EGOR JOHNSON DUSTOFF OFFICERS AND EXECUTIVE BOARD

PRESIDENT Jerry Nolan
VICE-PRESIDENT Jim Truscott
SECRETARY Bill Thresher
TREASURER Rick Prouty

MEMBERS AT LARGE:

John D. Colvin
Jerome V. Foust
John M. Lankford
Ray Salmon
John F. Sapanos

EXECUTIVE DIRECTOR

Merle J. Snyder

a DUSTOFF crew meant to those who we evacuated. For the tradition of NOT WILL I HAVE YOUR WOUNDED drove all of us to give that special effort. All of this was going by the wayside.

The DUSTOFF association has not only stopped this deterioration of our traditions but has again and for always placed the traditions of what we do in the forefront. In Grenada and again in the Panama Invasion, DUSTOFF was the call sign which has the meaning that so many have died to build. This is the true reason that I started this great endeavor. To all of those who have carried and improved on my idea, THANK YOU FROM THE BOTTOM OF MY HEART. People like Chuck Mateer, Glenn Williams, John Dean, Pat Brady, Mike Novesel, and a man who I will remember as long as I live, BEAR Blomquist, taught me was that DUSTOFF has a meaning far beyond a daily job, it is a way life and a way of caring. To all of you who now guide this wonderful ship, my special thanks and should the good Lord not allow me the time to be with you again, give my best wishes to each and every DUSTOFFER you see.

Egor Johnson

I am submitting these names for the DUSTOFF memorial boards in case they were somehow missed. I'll give you all the information in my memory about my friends.

Theodore High was from Georgia. He had served in the 254th prior to my arrival and had volunteered for another term. He was a good and brave medic. High was killed on a mission in support of Korean troops (White House Division) north and west of Tuy Hoa, in mid-May 1970. I don't remember the exact date. We had a field-site in Tuy Hoa and he had come out to take my place so I could go on R & R. I was in Sydney when he was killed. I've always felt he died in my place. Anyway, the LZ was a hi-top bunker, the Koreans wouldn't come out to the ship, so High and the Korean interpreter went in. They made two trips when the interpreter stepped on a mine. (That's why the Koreans wouldn't come out, the ship had landed in a mine field.) The blast blew off the interpreter's legs (he survived), mortally wounded High, disabled the aircraft and wounded both pilots and the crew

chief. High received the Silver Star with 'V' Device posthumously. He had a wife and three little girls. I have a picture of the aircraft and LZ when the ship was being recovered.

Jack Wolfe was crew chief who had flown on slicks his first tour and had volunteered for another term in RVN to fly DUSTOFF. He was killed west of Tuy Hoa on 3 Sept. 1970 in a mission in support of Korean troops. The LZ was a rice paddy at the foot of some rugged hills. It was bracketed by machine guns and Jack took a full load and was killed instantly. The aircraft made it back to the Air Force base at Tuy Hoa. The medic's name was Jim Millen, I don't remember the pilot's name. The last three numbers of Jack's ship were 673, he had named it Blood, Sweat & Tears. I have a picture of it. Our commanding officer, when Thrasher was killed, was Captain Maykuth. When High & Wolfe were killed the CO was Major Robert D. Rose.

I'll close now, I don't have much more to offer. I wish I had more information for you. Thank you for caring.

Dale E. Lacher

While looking at the Reunion group photos in the center-fold of the last newsletter, I was deeply impressed with the history of DUSTOFF represented by those in the photograph. The numbers of hours flown and patients evacuated, both combat and peacetime, by those pictured would stagger the imagination. And those of us pictured are only a very small percentage of pilots and crewmembers who have dedicated their lives to the act of saving the lives of others. It makes me very proud to be in the same picture with these individuals.

Once again, congratulations and keep up the good work.

Glen A. Melton

I am impressed with the recent newsletter and fully enjoyed the articles, especially the one by Colonel Doug Moore on Charles Kelly. Great idea to include the "centerfold" and the patch layout—lots of good memories spurred by the contents of this newsletter.

I am attaching another newsletter from about 21 years ago that might be of

interest. This one was produced by the 45th Medical Company in 1969.

The membership might enjoy the poem CW2 Alderson dedicated to the heart of the DUSTOFF crew—the flight medic. His work is as appropriate today as it was in 1969.

If any of the membership kept copies of these newsletters from the old days I would appreciate hearing from them.

C.H. (Skip) Champion

In response to your request for items of interest for inclusion in the DUSTOFF newsletter, I send you the enclosed copies of pages from Bell Aircraft News dated July 20, 1951 and October 19, 1951.

Page 1 of the July 20th issue includes the insignia of the 2nd Helicopter Detachment. My mechanic Joe Batten and Al Sebourn designed the patch which we wore with pride. Each of us had only one.

The same edition of the newspaper also contains the names of several members of DUSTOFF or pilots who the older members of DUSTOFF will remember. Back then, there were not many pilots in the army and certainly very few who flew medical evacuation missions by helicopter.

My personal flight log indicates Joe Bowler and I flew our first evacuation flights on January 2, 1951 each carrying two patients. The flight was over unfriendly territory to Wonju for the pickup and back to the 8063d MASH hospital at ASCOM City.

As far as I know Joe Hely and Al Sebourn did not transfer to MSC, nor did Joe Bowler. Joe B. and I have met several times in recent years, but I never saw Joe H. or Al after our Korean experience.

Willis G. Strawn



INSIGNE OF 2ND HELICOPTER DETACHMENT... MARK OF THE "MECHANIZED ANGELS" WHO ARE DOING AN UNPRECEDENTED JOB OF SAVING LIVES IN THE KOREAN CONFLICT.

EDITOR. Thanks to Mr. Strawn... this is probably the first ever DUSTOFF patch!!

The information on these two pages is the final draft to upgrade the DUSTOFF Exhibit in the United States Army Medical Museum. Members are requested to submit any final comments or corrections.

MEMORIAL BOARD

(1962 - 1990)

MAJ J.C. ROTHWELL
1969

SSG. C.C. ZANCHI
1969

SP4 E.L. STOLLER
1969

CPT B.S. PARK
1969

WO1 D.P. DOWNEY
1975

SP5 E.D. RANKHORN
1975

CW2 J.C. JOHNSON
1975

SP5 H.J. SALAS
1975

CPT J.L. CROW
1976

SSG H.P. ROBINSON
1977

CPT W.A. LASHLEY
1977

CW2 J.H. MILES
1977

CPT T.K. WOOLEVER
1978

CPT J.L. DUNNAVANT
1978

SP5 F.T. SMITH
1978

CW2 M.E. SMITH
1978

WO1 J.D. BOYER
1978

MAJ R.C. BULLINER
1982

CPT W.S. INKLEBARGER
1982

PFC M.R. WELCH
1982

SGT G.A. PENN
1982

CW2 K.R. KILLMAN
1987

1LT J.B. BELCHER
1987

SP4 J.L. BRACHEL
1987

SFC D.D. CANNON
1987

1LT K. STRADER
1988

SGT A. ROSADO
1989

SSG 'SKIP' LAMOREAU III
1989

CW4 A. WESTBROOK
1989

"WHEN I HAVE YOUR WOUNDED"

The first medical evacuation by helicopter was accomplished by 2LT Carter Harman in April, 1944, during World War II. Many successful evacuations were also conducted during the Korean Conflict. However, the term "DUSTOFF" became synonymous with Army aeromedical evacuation during the Vietnam Conflict. In April, 1962, CPT John Temperilli was ordered to take the 57th Medical Detachment to Vietnam. It was the first helicopter unit dedicated to evacuating wounded soldiers from the battlefield. Many problems were encountered in those early days—maintenance, supply, politics... Combat commanders felt they should control use of the aircraft, and when helicopters weren't being used for anything else, they could be used for medical evacuation. Luckily for the wounded soldier, that situation was remedied.

The term "DUSTOFF" is not a word—it is the radio call sign chosen by MAJ Lloyd Spencer for the 57th Medical De-

tachment (Helicopter Ambulance). While looking over unused call signs, one particularly attracted his attention: DUSTOFF. Since most landings for medical evacuation helicopters were away from any type of prepared landing pad, the dust tended to fly as patients were evacuated. The call sign DUSTOFF seemed to fit, so MAJ Spencer decided to give it a try. DUSTOFF! It had a nice sound to it. It gave the 587th identity. Spencer didn't know it at the time, but quite by accident he had given a name to one of the most magnificent endeavors of the Vietnam War.

While statistics cannot describe the contribution made by DUSTOFF crews, they do put into perspective the enormity of their accomplishments. From 1962 to 1973, a total of 496,573 missions were flown, with over 900,000 patients airlifted to various medical facilities. The average time between wounding to hospitalization was less than one hour. As a result, less than one percent of all Americans

wounded, who survived the first 24 hours, died.

It was this sense of urgency that drove the DUSTOFF crews, and often they paid a high price for their dedication. During the 11-year conflict, 211 crewmen were killed, and many more were wounded. Flying DUSTOFF was three times more dangerous than any other form of helicopter mission.

The DUSTOFF experience and tradition is carried on today by Army aeromedical evacuation pilots and crews as they perfect lifesaving techniques in support of civilian populations during disasters and accidents. To someone lying injured on the ground, the large red cross on the bottom of an Army helicopter is still one of the most beautiful sights in the world.

The DUSTOFF Association was formed in February, 1980. Among its goals is the preserving of the history and traditions of DUSTOFF, and to project those traditions and experiences to Army aeromedical evacuation of the present and future.

DUSTOFF

MEMORIAL BOARD

(VIETNAM: 1964 - 1972)

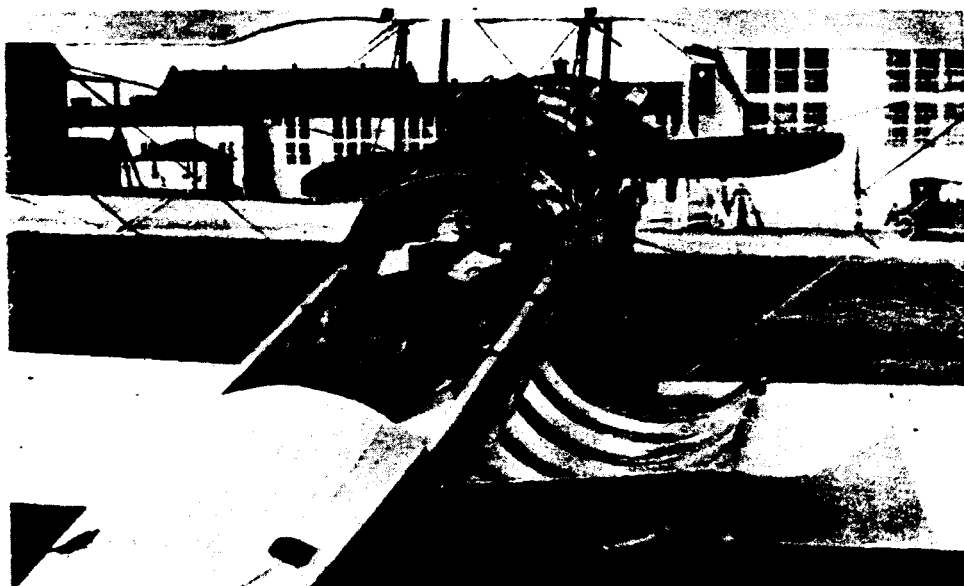
Name	Unit	Date	Name	Unit	Date	Name	Unit	Date
MAJ Charles Kelly	57 MDHA	1 Jul 64	WO1 Dennis Groth	82 MDHA	1 Oct 68	1LT Phillip Schmitz	237 MDHA	10 May 70
SP5 Wayne Simmons	57 MDHA	1 Jul 65	SP5 Ronald Doolittle	82 MDHA	1 Oct 68	SP5 Charles Covey	237 MDHA	10 May 70
CPT Charles Kane	1st Cav Div	12 Oct 65	SP5 Steven Saluga	82 MDHA	1 Oct 68	SP4 John Largent	237 MDHA	10 May 70
PFC Orin Alfred	498 Med Co (AA)	11 Nov 65	SP4 Richard Sanders	54 MDHA	1 Oct 68	SP5 Theodore High	254 MDHA	15 May 70
PFC William Esposito	498 Med Co (AA)	11 Nov 65	SP4 Calvin McGilton	54 MDHA	3 Oct 68	SP4 Gary Taylor	1st Cav Div	24 May 70
PFC Gildardo Martinez	498 Med Co (AA)	11 Nov 65	WO1 Timothy Cole	54 MDHA	18 Oct 68	WO1 Bruce Graham	101 Abn Div	26 May 70
WO1 George Rice	1st Cav Div	18 Dec 65	WO1 Gary Doolittle	571 MDHA	18 Oct 68	WO1 Edward O'Brien	101 Abn Div	26 May 70
PFC Rudolph Jackymack	1st Cav Div	4 May 66	SP4 Robert Diellenback	54 MDHA	18 Oct 68	SGT David Johnson	101 Abn Div	26 May 70
CPT Donal Woodruff	1st Cav Div	20 Jul 66	SP4 Victor Hernandez	54 MDHA	18 Oct 68	SP4 William Hawkin	101 Abn Div	26 May 70
1LT Dennis Easley	1st Cav Div	20 Jul 66	SP4 David Wencil	82 MDHA	3 Nov 68	SP4 Kenneth Lamborn	498 Med Co (AA)	9 Jun 70
SP5 Charles Ridout	1st Cav Div	20 Jul 66	1LT Stephen Beals	1st Cav Div	26 Nov 68	SP4 Jackson Wolfe	254 MDHA	27 Jun 70
SP4 Clifford Bletcher	1st Cav Div	20 Jul 66	WO1 James Doran	1st Cav Div	26 Nov 68	SP4 Brent Law	101 Abn Div	21 Jul 70
PFC Douglas Kyser	1st Cav Div	20 Jul 66	SP5 Johnny Gregg	1st Cav Div	26 Nov 68	WO1 William Parker	498 Med Co (AA)	26 Jul 70
MAJ Kent Gandy	254 MDHA	13 Aug 66	SP4 John Alling	1st Cav Div	26 Nov 68	CW2 Robert Hill	237 MDHA	27 Sep 70
MAJ Harry Phillips	254 MDHA	13 Aug 66	PFC Robert Jones	1st Cav Div	26 Nov 68	WO1 Michael Bradley	237 MDHA	27 Sep 70
CPT Joe Fulgum	283 MDHA	2 Feb 67	SP4 Charles Gay	498 Med Co (AA)	15 Dec 68	SP5 Kboneth Nokes	571 MDHA	27 Sep 70
1LT Alan Zimmerman	283 MDHA	2 Feb 67	SP4 Teddy Sinninger	498 Med Co (AA)	15 Dec 68	SP4 David Maciurg	237 MDHA	27 Sep 70
SP4 Thomas Martinez	283 MDHA	2 Feb 67	WO1 Sylvester Davis	283 MDHA	23 Jan 69	SP4 Jeffrey White	237 MDHA	27 Sep 70
PFC Phillip Johnson	283 MDHA	2 Feb 67	WO1 Arvid Silverberg	283 MDHA	23 Jan 69	WO1 John Nesovonavic	101 Abn Div	2 Oct 70
SP4 Michael Kolloy	82 MDHA	16 Mar 67	SP5 William Henderson	283 MDHA	23 Jan 69	SP4 Ronald Allgood	101 Abn Div	2 Oct 70
1LT Jack Licht	57 MDHA	20 Mar 67	PFC Robert Stoppie	283 MDHA	23 Jan 69	SP4 Robert Alverson	101 Abn Div	2 Oct 70
WO1 Edward Bush	57 MDHA	20 Mar 67	CPT Otha Poole	45 Med Co (AA)	5 Feb 69	CW2 Gary Englehart	254 MDHA	17 Oct 70
SP4 Ronald Fillmore	57 MDHA	20 Mar 67	WO1 William Hix	45 Med Co (AA)	5 Feb 69	WO1 John Bregler	254 MDHA	17 Oct 70
PFC Clifford Herrin	57 MDHA	20 Mar 67	SP4 Gary Johnson	45 Med Co (AA)	5 Feb 69	SP4 Guy Mears	254 MDHA	17 Oct 70
CPT Robert Bradley	498 Med Co (AA)	21 Mar 67	SP4 James McNish	45 Med Co (AA)	5 Feb 69	1LT Kenneth Schlie	54 MDHA	20 Oct 70
SP5 Dennis Fortoll	498 Med Co (AA)	21 Mar 67	SP4 Kirk Woolley	1st Cav Div	12 Feb 69	CW2 Terrance Handley	68 MDHA	20 Oct 70
PFC Joel Fowler	498 Med Co (AA)	21 Mar 67	SP4 Gary Dubach	1st Cav Div	14 Feb 69	SP4 Harold Gay	54 MDHA	20 Oct 70
SP4 Ronald Trogdon	1st Cav Div	19 Jun 67	SP4 Stephen Schumacher	1st Cav Div	14 Feb 69	SP4 Thomas Weiss	571 MDHA	20 Oct 70
1LT Howard Schnabolk	498 Med Co (AA)	3 Aug 67	SP4 Richard Rochacz	498 Med Co (AA)	22 Feb 69	CW2 Donald Cook	498 Med Co (AA)	26 Oct 70
SP5 Dwight Woolf	498 Med Co (AA)	4 Aug 67	WO1 Guy Johnson	254 MDHA	26 Mar 69	WO1 Charles Smith	498 Med Co (AA)	26 Oct 70
CPT Kurt Kuhns	1st Cav Div	8 Sep 67	WO1 Douglas Slover	254 MDHA	26 Mar 69	SP4 Dennis Reese	498 Med Co (AA)	26 Oct 70
WO1 Roger Rose	1st Cav Div	8 Sep 67	SP4 Gregory Habats	254 MDHA	26 Mar 69	PFC Karl Reineccius	498 Med Co (AA)	26 Oct 70
SP4 Francis Gladbrook	1st Cav Div	8 Sep 67	1LT Jerry Lee	101 Abn Div	13 May 69	SP5 Gregory White	54 MDHA	11 Nov 70
SP4 Dalton Golf	1st Cav Div	8 Sep 67	SP4 James Margo	101 Abn Div	13 May 69	WO1 Paul Brass	101 Abn Div	14 Dec 70
SP4 Larry Lance	1st Cav Div	8 Sep 67	SP4 James Walters	101 Abn Div	13 May 69	WO1 Randall Freeman	101 Abn Div	14 Dec 70
SP4 Ramiro Herrera	45 Med Co (AA)	22 Sep 67	WO1 Robert Layman	54 MDHA	22 May 69	SP5 Steve Johnson	101 Abn Div	14 Dec 70
SSG Leroy Williams	498 Med Co (AA)	25 Sep 67	WO1 Frederick Walters	54 MDHA	22 May 69	SP4 Jeffrey Kursten	101 Abn Div	14 Dec 70
1LT Lawrence Gallego	254 MDHA	4 Oct 67	SP5 David Ewing	54 MDHA	22 May 69	SP4 John Murphy	101 Abn Div	14 Dec 70
1LT David Wainwright	254 MDHA	4 Oct 67	PFC Joffrey Richardson	54 MDHA	22 May 69	SP5 Daniel Cox	101 Abn Div	15 Jan 71
SP5 Roland Nielson	254 MDHA	4 Oct 67	WO1 Jonathan Vars	1st Cav Div	17 Jul 69	SP4 William Halenfant	101 Abn Div	15 Jan 71
SP4 Roland Martin	254 MDHA	4 Oct 67	CPT George Miner	101 Abn Div	17 Aug 69	CW2 Joseph Brown	237 MDHA	18 Feb 71
1LT Robert Burlingham	45 Med Co (AA)	6 Oct 67	WO1 Gerald Calton	101 Abn Div	17 Aug 69	WO1 John Rauer	498 Med Co (AA)	20 Feb 71
WO1 Robert Porea	45 Med Co (AA)	6 Oct 67	SP5 Lewis Dibari	1st Cav Div	5 Sep 69	WO1 John Souther	498 Med Co (AA)	20 Feb 71
PFC Joseph Hoggat	45 Med Co (AA)	6 Oct 67	SP5 James Megheee	1st Cav Div	7 Sep 69	SP4 Dennis Giliand	498 Med Co (AA)	20 Feb 71
PFC Lewis Trask	45 Med Co (AA)	6 Oct 67	SP5 Gary Boudier	1st Cav Div	7 Sep 69	SP4 John Levulis	498 Med Co (AA)	20 Feb 71
1LT Thomas Chiminello	57 MDHA	29 Oct 67	WO1 Roy Stillwell	57 MDHA	30 Sep 69	SP4 James Wieler	101 Abn Div	7 Mar 71
WO1 Forrest Rains	57 MDHA	29 Oct 67	WO1 Rocky Armstead	101 Abn Div	5 Oct 69	SP5 Russell Aherns	571 MDHA	18 Mar 71
SP5 Herbert Donaldson	57 MDHA	29 Oct 67	WO1 Orvala Baldwin	101 Abn Div	5 Oct 69	WO1 Hugh Pettit	68 MDHA	10 Apr 71
SP5 Lawrence Lano	57 MDHA	29 Oct 67	SP5 Steven Arnold	101 Abn Div	5 Oct 69	SP5 Michael Brunner	101 Abn Div	23 Apr 71
MAJ Larry Powell	45 Med Co (AA)	22 Nov 67	SP5 Herbert Sutton	101 Abn Div	5 Oct 69	SP5 Robert Speer	101 Abn Div	23 Apr 71
PFC Ray Delgado	82 MDHA	30 Dec 67	CW3 Fermon Hodges	1st Cav Div	28 Oct 69	SP4 David Medina	101 Abn Div	30 Apr 71
WO1 Thomas Adams	498 Med Co (AA)	31 Dec 67	SP5 Billy Danley	1st Cav Div	28 Oct 69	CW2 Billy Pedings	237 MDHA	15 Jun 71
WO1 William Cheney	498 Med Co (AA)	31 Dec 67	SP4 Ralph Cinotti	1st Cav Div	28 Oct 69	SP5 Donald Wood	237 MDHA	15 Jun 71
PFC William Holland	498 Med Co (AA)	31 Dec 67	SP4 John Thrasher	254 MDHA	4 Nov 69	SW2 Chester Luc	101 Abn Div	10 Oct 71
1LT Jerry Roe	50 MDHA	12 Feb 68	WO1 Donald Rock	57 MDHA	19 Nov 69	CW2 Thomas Stanush	101 Abn Div	10 Oct 71
WO1 Alan Guhn	50 MDHA	12 Feb 68	SP5 Michael Poll	498 MDHA	23 Nov 69	WO1 Joseph Feeney	101 Abn Div	10 Oct 71
SP5 Harry Brown	50 MDHA	12 Feb 68	CPT Jesse Wisdom	101 Abn Div	6 Feb 70	SP5 David Funes	101 Abn Div	10 Oct 71
SP4 Wade Groth	50 MDHA	12 Feb 68	WO1 Gard Thatcher	101 Abn Div	6 Feb 70	CW2 Ronald Schulz	57 MDHA	13 Oct 71
SP4 James Richardson	498 Med Co (AA)	4 Apr 68	SP4 Richard Walton	101 Abn Div	6 Feb 70	WO1 John Chrin	57 MDHA	13 Oct 71
WO1 John Supple	159 MDHA	29 Apr 68	PFC Morris Williams	101 Abn Div	6 Feb 70	SP4 Michael Darrah	57 MDHA	13 Oct 71
WO1 Thomas Purset	1st Cav Div	19 May 68	1LT Douglas Macneil	159 MDHA	7 Apr 70	SP4 Hugh Gaytan	57 MDHA	13 Oct 71
MAJ William Ballinger	45 Med Co (AA)	27 May 68	SP5 Lorain Sweat	283 MDHA	23 Apr 70	PFC Richard Pate	57 MDHA	13 Oct 71
1LT Guy Eghland	45 Med Co (AA)	27 May 68	WO1 Rodney Arnold	1st Cav Div	25 Apr 70	1LT William Lewis	54 MDHA	22 Oct 71
SP4 Allen Matte	45 Med Co (AA)	27 May 68	SP5 James Conway	1st Cav Div	25 Apr 70	CW2 Anthony Mensen	54 MDHA	22 Oct 71
SP4 Kenneth Rucker	45 Med Co (AA)	27 May 68	SP4 James Brooks	1st Cav Div	25 Apr 70	SP4 Billy Morris	68 MDHA	22 Oct 71
WO1 Reinis Fox	283 MDHA	4 Sep 68	CPT John Hill	237 MDHA	27 Apr 70	SP4 Anton Schnobrick	68 MDHA	22 Oct 71
WO1 James Zeimer	283 MDHA	4 Sep 68	SP4 Zettie Dulin	237 MDHA	27 Apr 70	CW2 Robert Horst	159 MDHA	7 Apr 72
SP5 Charles Lumm	498 Med Co (AA)	13 Sep 68	PFC Randal Love	237 MDHA	27 Apr 70	Jack Wolfe	254 MDHA	Sep 70
WO1 Christopher Lucci	498 Med Co (AA)	18 Sep 68	CW2 John Smith	45 Med Co (AA)	30 Apr 70	Theodore High	254 MDHA	Sep 70
SP4 Ronald Granville	498 Med Co (AA)	27 Sep 68	SP5 Kelvin Kahaler	45 Med Co (AA)	30 Apr 70			
CPT Robert Cottman	82 MDHA	1 Oct 68	SP5 Donal Marlow	45 Med Co (AA)	30 Apr 70			
			WO1 Alfred Gaidis	237 MDHA	10 May 70			

EARLY MEDICAL AIR EVACUATION

Colonel Allen D. Smith, USAF (MC)

Following the first successful flight of an airplane by the Wright brothers in 1903, it was only seven years until an airplane was designed for transporting patients. In 1910 Captain G. H. R. Gosman, MC, and Lt. H. L. Rhoades, CAC, flew an airplane ambulance of their own construction at Fort Barrancas, Florida. They reported the results to the War Department and requested funds to improve the airplane. The War Department disapproved their request. In May 1912 representatives of military aviation recommended to the Secretary of War that airplanes be used to transport patients, but their recommendation was also disapproved. That same year Colonel A. W. Williams, USA (retired), flew with Lt. Hap Arnold and became enthusiastic about the airplane's possibilities as a means of transporting patients. At the meeting of the Association of Military Surgeons in Baltimore, Maryland, in November 1912 he recommended to the Committee of Transportation of Wounded in War that the airplane could be used to transport from the battlefield to a general hospital those wounded who required immediate surgery. The Committee was interested and approved his suggestion, but the next day the idea was discarded when an editorial in the Baltimore Sun stated "the hazard of being severely wounded was sufficient without the additional hazard of transportation by airplane."

In February 1918 Major N. E. Driver, MC, USA, and Captain W. C. Ocker, AS, USA, converted a JN-4 into an airplane ambulance at Gerstner Field, Lake Charles, Louisiana. As a result of their activities



the Director of Air Service ordered the conversion of one service-type airplane (JN-4) into an air ambulance at each field.

Despite the fact that patients were flown in airplanes during World War I, the majority of American military authorities and the general public did not favor using the airplane to transport the sick and wounded. Airplanes were not easily adapted to carry litter patients, but were used in 1919 by the U.S. Army. The improvised litter, consisting of six-foot pipes covered with canvas, with broad belts to strap down the patient, fitted snugly under the hinged fuselage section.

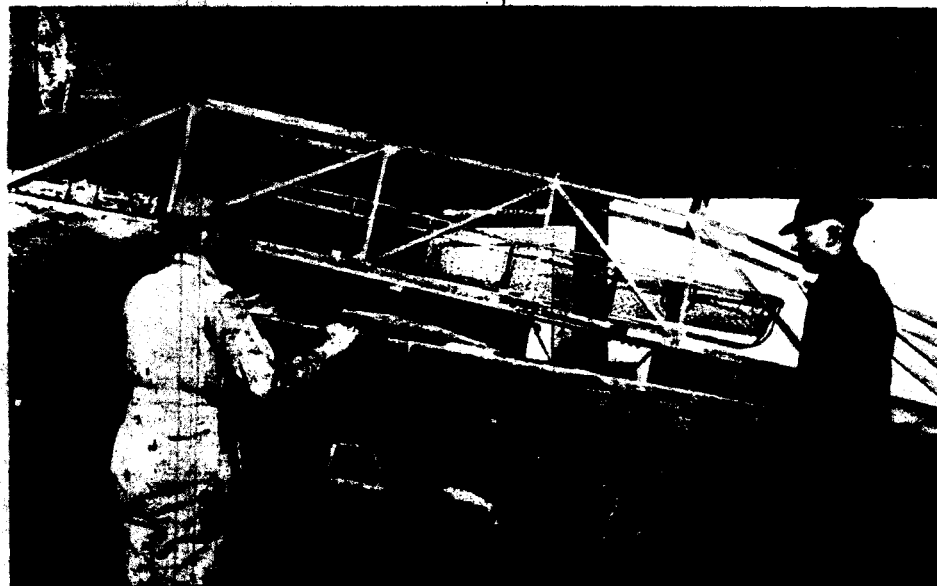
In 1920 the first U.S. Army aircraft with a fuselage designed for transporting the sick and wounded was built and flown at McCook Field, Ohio. The airplane was a DeHaviland (DH-4A), with space for a

pilot, two litter patients, and a medical attendant.

By 1921 the Army had a Curtiss Eagle airplane which would accommodate four litter or six sitting patients. Unfortunately for the progress of aeromedical evacuation, this most advanced airplane ambulance crashed in a severe electrical storm in Maryland on 28 May 1921, resulting in the death of seven officers and men. This one untimely crash probably had a decided effect in delaying the development of aerial transportation of patients in the United States. But several medical officers continued to see a great future for medical air evacuation. In 1929 Major Robert K. Simpson, MC, USA, stated "evacuation by airplane will be a very important factor in handling the wounded of the next war if not the method of choice altogether."

In 1928 the U.S. Marines evacuated sick and wounded from isolated jungle posts in Nicaragua to general hospitals by airplane. The airplane carried supplies on its trip into the jungle to evacuate patients. This was the first time that an airplane ambulance was utilized on both incoming and outgoing flights. The two-way payload, or rather using return space otherwise not filled, was a real step forward.

The transportation of the sick and wounded by airplane at the U.S. Army Annual Field Exercises in April 1930 aptly demonstrated the advantages of the airplane ambulance. A tri-motored Ford transport was used which could carry six litter patients, a pilot, a co-pilot, a flight surgeon, a medical technician, medical equip-



ment, and medical supplies. In May 1931, at the First Air Division maneuvers, all patients were evacuated by airplane ambulances. By 1932 transport aircraft with litter supports in the cabins were in use. They could easily be converted into airplane ambulances. In 1935 Lt. Colonel C. L. Beaven, MC, USA, recommended that the U.S. Army adapt as airplane ambulances a small rescue-type airplane and a large transport airplane for peacetime as well as wartime transport of patients.

AIR EVACUATION IN WORLD WAR II

Despite the fact that acceptance and employment of the airplane as a means of transporting sick and wounded had advanced to a considerable extent since World War I, the beginning of World War II found many military authorities supporting the belief that air evacuation of patients was not only dangerous but medically unsound and militarily impossible. This adverse criticism of air transportation of patients was soon proved wrong by the air evacuation operations in the Burma campaign during April 1942. In the Burma theater the climatic and geographical conditions were far from ideal for flying, but nearly one hundred per cent of the sick and wounded were evacuated by air and flown "over the hump" to India.

AIR EVACUATION IN KOREA

The extensive use of helicopters to evacuate wounded men from the battle area has been one of the medical highlights of the Korean War. Begun by the 3rd Air Rescue Squadron as an outgrowth of its mission of picking up airmen downed behind enemy lines or in isolated territory, the system has now been adopted

by the Army and the Marines. By 1 October 1952, over 7100 men had been picked up by helicopters and flown to landing fields from which larger aircraft could speed them to modern hospitals and medical specialists in Japan or in the United States.

The use of helicopters, the most dramatic life-saving device to grow out of the Korean War, deserves additional comment. Helicopter medical evacuation was not planned or ready for immediate action when the conflict began. Evacuation of patients by helicopter was begun in August 1950 by the USAF's Third Air Rescue Squadron, whose primary mission was retrieving downed pilots. Fifth Air Force saw the immediate value of this mercy-flying operation, and a new section was incorporated in the over-all mission of the Third Air Rescue Squadron. The Chinese offensive that began in November 1950 really put the helicopter in the business of transporting patients. The Marines first used helicopters for medical evacuation

in November 1950, and the Army began to do the same in January 1951.

Many problems arose in the use of helicopters. Ground forces had to learn that successful operation of the helicopter had certain limitations. Helicopters cannot fly in bad weather, land in just any terrain, or operate successfully at night. The all-important marking of landing sites, the transmission of accurate coordinates and the proper restriction of helicopter evacuation to critical cases were a few of the many obstacles to be overcome by medical personnel. Some of the available types of helicopters did not prove successful in evacuating patients. Probably the most useful of the early types of helicopters was the Sikorsky H-5. But it was a problem in that the type in use was no longer in production. Procurement of parts and maintenance in general was difficult.

Aircrew members who are shot down and then retrieved from enemy-held areas by helicopter operations and men who fall in hand-to-hand fighting and are brought out of the firing zone by medical corpsmen have experienced the benefit of that moral and medical obligation. But the potential for saving their lives has just started. Antibiotics and plasma do wonders at this point, but early surgery and definitive medical care are essential in saving lives and assuring a chance for the future. The additional requirement is fast, immediate, and assured evacuation, suitable to the needs of the patient. There are times when the by-product may approach the importance or value of the primary operation. Who is to tell the combat wounded man that his future life is secondary to the delivery of a load of cargo, maps, shells, or bombs?

