

Chronology of Organizations and Locations:

1. Parent Group out of which the 446th Bomb. Grp. (composed of 4 squadrons of the operational group and Headquarters Grp and Air Base Group) was formed - 39th Bomb. Group, Davis-Monthan Field, Tucson, Arizona in May, 1943 -
2. 446th assigned to Lowry Field, Denver, Colorado for all phases of training prior to assignment overseas - The 446th was located at Lowry Field from May, 1943 until Oct. 20, 1943 -
3. Having received the new operational aircraft a couple of months prior to departure from Lowry, the Group was then sent (the complement that flew overseas, other personnel were transported by surface and water transportation) to Lincoln Nebraska the air process

month.

4. Groups left Lincoln by a squadron but planes were flown individually to their destination.

4. On about Nov. 20 the group (446th) reached England at their base at Bangay, East Anglia, England, about 100 mi. north of London.

5. The trip from Lincoln, Nebraska was via the "Southern Route" (By this time of year, the North Atlantic weather was too bad for the state of the art aircraft) The route took us to Morrison Field, Ill., the departure point, to Fort Monmouth Field, Puerto Rico to Belém, Brazil to Natal Brazil, then 2200 mi across the S. Atlantic to Accra, Africa to Marrakech, N. Africa - at N. Africa, all groups were delayed for about 2 weeks.

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We had to skirt Spain, cross the Bay of Biscay and proceed almost of Land's End before turning East because of enemy fighters from France - of course, we were unarmed and would have been easy targets for fighters -

4. The 446th flew its first operational mission over Kiel, Ger. on Dec. 5, 1943.

We were not on that one and had flown only 6 missions with the 446th.

5. We were transferred to a squadron that was being formed, utilizing experimental radar equipment for bombing rather than using the daylight visual method using the Norden bomb sight.

6. The squadron we were assigned to, along with about 14 other crews selected from various groups of the 7th Air Division.

squadrons of the 93rd Bomb.
Group at Dearly Hardwick.
The 229th was a part of
the 93rd Bomb. Group
except operationally. We
did not fly as a Squadron
on missions the 93rd
flew. Our activity was
brought out when the
weather was generally too
bad for the rest of the 8th
Air Force to fly. The only
mission I recall having to
be abort due to weather was
over Normandy, Cherbourg,
when, at 25,000 ft. we
couldn't see the landing men
because of heavy clouds
and icing.

Since we generally flew
when the rest of the 8th was
down, it took us much
longer to fly 30 missions.
The frequency did increase
a bit at D-Day when we were
called out to hit hard to
locate targets.

photos, they usually showed nothing for us - On two occasions we did get strike results - One, over Nucourt, from 24,000' with a 1/2 ship formation,

38% were within 500 ft of the MP (mean point of impact), all of them within 2000'.

(If you are not familiar with bombing results of that time, these were fabulous).

Up until our last mission (and it was very close to our last) our crew had been free from any casualties among our crew members. On this one we were marking the ground series for the 3rd Div.

B-17s to use for their drop point. We were using 500 lb British phosphorous bombs that were set off by change of atmospheric pressure. They were armed above 5000' and were not to

altitude. We were #8 ship
out of 14 that were used
on this mission. Our
altitude was in the range
of the most accurate for
the German dual purpose
88's. By the time we
reached our drop point, AA
was getting exceedingly
close (not much comfort
when considering you were
carrying a load of
phosphorous set off by
barometric pressure). We
always heard if you were
close enough to see the red
flash of AA, you are in
a direct hit. There was
the time of the bat of an eye
when this one exploded
right on our nose. The
nose gunner (not a regular
member of our crew) got a
jagged piece of shrapnel
between his eyes. Tom and
Tom Best loaded it with
nerves. Sent the gunner