

Lt. John J. Huber

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I hope this book will end up here.

Bomb Tonnage

Date	Tonnage	Date	Tonnage
7-22-44	4,000		75,060
7-24-44	6,000	10-4-44	4,000
7-25-44	5,000	10-7-44	4,000
7-27-44	6,000	10-11-44	4,000
7-30-44	4,000	10-12-44	3,800
7-31-44	4,000	10-13-44	4,000
8-3-44	4,000	10-16-44	4,000
8-6-44	4,000	10-20-44	4,000
8-13-44	4,500	10-23-44	3,000
8-14-44	4,000	11-1-44	3,500
8-15-44	4,000	11-4-44	3,000
8-17-44	4,000	11-6-44	3,500
8-23-44	4,560	11-17-44	3,500
8-26-44	4,000	1-8-45	4,000
8-28-44	4,000	2-1-45	3,500
9-1-44	4,500	2-8-45	3,500
9-25-44	4,500	2-13-45	4,000
	75,060		134,360
		3-27-45	4,000
		3-13-45	4,000
		4-2-45	5,000
		4-6-45	5,000
		Total	152,360

1. Left Briggs Field, Texas June 1
Arrived at Topeka, Kansas June 1 and left June 26 for Grenier Field, Manchester, N.H.
Stopped over in Syracuse for one day and arrived at Grenier on June 28.
Stayed at Grenier until July 8. Was off the field only once.
Left Grenier.
2. Flew for Newfoundland on July 8 & arrived there that night.
Left Newfoundland for Gander Lake on Sunday, July 9 and arrived at Azores on Monday July 10.
Left the Azores on July 11 and arrived in Marrakesh in North Africa same day.
Left Marrakesh and arrived at Tunis on July 12.
3. A flat tire upon landing. Stayed here until Saturday, July 15.
Visited Tunis and found the town in bad shape.
Left El Aurian for Gioia, Italy on Saturday and arrived at noon.
Left Gioia Sunday, July 16 & arrived at Cerignola around 2 PM the same day.

Combat Missions

- #1. Target: Ploesti Oil Fields
Bombs: 4 – 1,000 lb. GPs
Remarks: Take off at 7:30 AM. Hit target at 11:25. Flak knocked out lead ship containing the Group C.O. Bombs dropped prematurely. Flak was very accurate though not too heavy.
Distance: 1,100 miles.
Landing: 3:20 at alternate airport due to heavy crosswind at over our place.
Got back to our based, arrived at 9:30 PM.
- #2. Monday, July 24, 1944
Target: small part of town of Prejopolje, Yugoslavia
Bombs: six 1000 lb GPs
Remarks: Group formation broke into squadrons over Yugoslavia. Our squadron had a hard time finding the target due to undercast. Made two passes at the target; destroyed same.
No flak, no fighters
Returned okay at 12:30
Distance: 850 miles
Our first milk run 😊 is meant to denote an easy mission.

- #3. Tuesday, July 25, 1944
Target: Linz, Austria, Goering Tank Factory
Bombs: Five 1000 lb GPs
Remarks: Take off at 7 AM. Got over Yugoslavia and developed engine trouble. Dropped bombs on small town and came home. After much sweating we landed on three engines at 11:45. The rest of wing went on to bomb target encountering many enemy fighters. Fighters shot up the group and we suffered several losses. Many boys were on their 50th mission. Highlight of trip: After dropping bombs, bomb bay doors failed to close so engineer, William Sullivan, was called forward from the waist. As he started forward his parachute opened, and he was almost dragged out of the plane. I came to his rescue and cut his shroud lines and he was very relieved, to say the least.
Found out later target was hit by another group. Small mention in the papers.
- #4. Thursday, July 27, 1944
Target: Pec, Yugoslavia, town of Pec
Bombs: Six 1000 lb GPs
Remarks: This was a 'milk run' to break in the new crews, most of whom we were with at Briggs Field, El Paso, Texas. No flak nor fighters but we had considerable trouble with the bomb bay doors again and also the engines.
Take off was around 6:30 and we bombed around 11 AM. Target hit okay.
- #5. Sunday, July 30, 1944
Target: Budapest, Hungary, aircraft factory
Bombs: eight 500 lb RDXs
Remarks: Target briefed as being very rough with plenty of fighters and flak. We had a wonderful cover of P-38s & P-51s that kept out enemy fighters. Navigator saw a German plane spiraling down in flames. Flak wasn't too bad due to evasive action of lead group.
Take off was 7 AM and landing time was 2:20. After we landed, we found that the group directly in back of us were jumped and hit hard by fighters. The planes we thought were P-51s were actually ME-109s and our tail gunner and ball turret gunner were frozen. Those German planes were flying between our group and the one behind us. No one in our group was even attacked.
- #6. Monday, July 31, 1944
Target: Bucharest, Roumania, oil refinery

Bombs: eight 500 lb GPs

Remarks: We aborted from formation 4 minutes before we hit Yugoslavia. The nose turret had gun malfunction and oxygen failure.

Rest of group went on to hit target. No fighters and little flak were encountered.

Took off at 8:00 AM and landed at 11:15 AM.

#7. Thursday, August 3, 1944

Target: Friedrichshafen, Germany, jet propulsion plant and chemical plant for flying bombs.

Bombs: eight 500 lb GPs

Remarks: Briefed as one of the most important and toughest targets to hit. Main target not hit due to cloud coverage. Flak was heavy but inaccurate; our escort fighters kept the enemy fighters well out of our way. We saw some, but they didn't come in.

Our bombs blew up the town of Innsbruck and did considerable damage.

Take off at 7:30 and returned at 2:30.

We saw the Alps today and were within two miles of good old Switzerland. We passed Venice and saw no activity.

Mission was a comparative 'milk run' compared to the previous visit to the same place.

#8. Sunday, August 5, 1944

Target: Toulon, France, marshalling yards

Bombs: eight 500 lb RDXs

Remarks: Most of the trip was over water. Encountered no fighters and only moderate to heavy flak. Not much damage to planes.

Target hit okay. Coming back, we landed at Corsica to refuel. Sgt. Joe Louis was here putting on a boxing exhibition, but we were unable to wait to see it. We returned to our base around 7:00 PM and we were greeted with the news that our crew was to go to Rome on a three-day pass. We were very tired after the long trip but this news plus several letters really perked us up.

We left August 7 and returned August 10 and had a good time.

Lt. Sonneborn, 5019 Penn St., had already left for home.

#9. Sunday August 13, 1944

Target: Genoa, Italy, gun emplacements

Bombs: nine 500 lb GPs

Remarks: Easy trip. The place was bombed the day before and heavy and accurate flak was met. One bomber received direct hit and was blown to bits.

We encountered a little flak, but it was ineffective. No fighters were met. Don't know whether our bombs hit the target or not.

Took off at 9:20 and landed at 3:45. Went to church that night.

#10. Monday, August 14, 1944

Target: St. Raphael, France, gun emplacements

Bombs: four 1000 lb GPs

Remarks: Take off was at 12:30 and we flew without escort. Expected flak at target but didn't see a single puff of flak at all. Saw lots of activity in the water getting ready for the invasion.

Returned to base at 7:00 PM tired and hungry. Flew with new pilot, Lt. Greene who was very good. Had lots of mail waiting for me.

#11. Tuesday, August 15, 1944

Target: St. Raphael Beachhead, France, troops on the beachhead

Bombs: forty 100 lb GPs

Remarks: This was "D" day, and all the "big wheels" were flying. Our target was a troop concentration on the beachhead. Just as we were coming on the target, we could see our landing barges and battleships and cruisers landing men on the beach just 4000 yards to the right of our target.

There were planes of all descriptions and yet no enemy fighters nor flak.

This was the easiest and best mission that we flew but – our bombs failed to drop and we had to bring our bombs back.

Take off was at 8:10 AM and we landed at 2:30 PM.

It was sure thrilling to see all our ships and men landing.

Went to mass and communion at 7:00 PM for the Feast of the Immaculate Conception. We had more mail today including a picture of mother, daddy, Eugene, and Skippy.

#12. Thursday, August 17, 1944

Target: Ploesti, Roumania, oil refinery

Bombs: eight 500 lb GPs

Remarks: We were briefed for a pretty rough mission. Started out but Lt. Greene, our new pilot, developed a severe case of sun blindness and we had to drop our bombs in the Adriatic Sea; the co-pilot, Lt. Moudy, had to fly the ship back and land it. He did a good job on the landing, and we got in okay. Mission turned out to be fairly rough, but our ships returned okay.

We heard that one of the ships had to ditch in the Adriatic. Upon ditching safely, they were picked up by a German motor launch and were taken prisoners. The bombardier, Lt. Jesse Moore, was one of my best friends in Advanced Bombardier School.

Found out later that Lt. Moore was not flying with his crew and is still safe.

We flew Tuesday, August 22, 1944 but had to return because of airplane trouble.

#13. Wednesday, August 23, 1944

Target: Weiner Neustadt, Austria, airdrome & planes

Bombs: thirty-eight 20 lb fragmentation

Remarks: Briefed target was one of the toughest in Germany and it was. Group ahead of us was hit by fighters before we reached the target. First time I ever saw a B-24 going down in flames. I saw at least six B-24s going down. Fighters were all over the sky, ours and the Germans. We dropped our bombs but several failed to release from the bomb racks and I had to go out in the open bomb bay, at 22,000 feet and release them manually. Naturally I didn't enjoy that as I could look down and see the fighters below.

We got back okay but on the way home a strange B-17 approached our group and started firing; we fired back. It was a most harrowing trip and those Jerries can really fly and shoot.

#14. Saturday, August 26, 1944

Target: Bucharest, Roumania, airdrome outside city

Bombs: eight 500 lb GPs

Remarks: Target was briefed as fairly rough. We had plenty of P-51s for cover. We didn't run into any trouble except sweating out our gas. It was a 1300-mile trip and we were tired when we landed.

Upon returning to the squadron, we were informed that we were to appear at group to be decorated. We went down and the Colonel, Colonel Glantzberg, our C.O., pinned the Air Medal on us and this made us feel good.

We had Sunday, August 27 off and went into Cerignola to see a U.S.O. variety show starring Ben Lyon and Belle Daniels. Good show.

#15. Monday, August 28, 1944

Target: Szolnok, Hungary, railroad bridge.

Bombs: four 1000 lb GPs

Remarks: Target briefed as fairly easy, and it was. We had no fighter cover but we didn't see any enemy fighters except some on the ground. We hit the target okay and it was funny to look down and see flak guns popping up at us. The flak was bursting low below us. We took our time coming back and it was very uneventful.

#16. Friday, September 1, 1944

Target Ferrara, Italy, railroad bridge

Bombs: nine 500 lb GPs

Remarks: Target was a important communication line across the Po River. The Germans are depending on it for supplies and evacuation. Due to poor weather we had to bomb another bridge.

Flak was not near as bad as predicted by S-2; some of the boys did get shot up a little, but all returned.

This morning as we were going down to our plane, we saw a big explosion and fire and smoke. There were a few more explosions and fire. We found out later that five B-24s in a nearby field blew up. We knew they were planes due to the oil and gas burning up 300 or 400 feet in the air.

#17. Wednesday, September 13, 1944

Lyon, France

Remarks: On this trip we carried gas and oil supplies to an advanced base for fighters. It was nice to see some clean towns for a change.

We landed at a good airport outside Lyon and unloaded our supplies.

Didn't get into the town but some of the boys who did had a terrific time.

Got some parts from some wrecked German planes on the field. Returned home okay; very long and tiresome journey. Heard I was put in for 1st Lt. today.

#18. Saturday, September 23, 1944

Lyon, France

Remarks: Same type trip as the last one. We carried supplies. I did all the navigation on this trip which covered 1400 miles. While we were there we saw a P-47 crack into a B-24. It ripped up the B-24 but hardly scratched the P-47. Nobody hurt.

Saw lots of our ships in the French harbor and also a few convoys.

We were on the ground about three hours but didn't get to see the town of Lyon. Gave some Frenchmen some of our K-rations and they were very happy.

#19. Monday, September 25, 1944

Target: Athens, Greece, submarine pens

Bombs: nine 500 lb RDXs

Remarks: Took off at 10:00 AM in very poor weather and got to the target okay. Had to make two passes at it before we hit it.

It seemed funny to be back in combat flights again. There was little flak and we saw lots of German shipping.

Greece is quite a rough looking country as far as terrain is concerned.

All ships got back okay and we landed around 4:30 PM.

#20. Wednesday, October 4, 1944

Target: Munich, Germany, railway yards

Bombs: eight 500 lb RDXs

Remarks: We were briefed for this target several times but had weather prevented take offs.

Trip up to Munich was uneventful but cold - -28° C at 24,000 feet. We came onto target okay and then the flak began and it peppered the group; at least two planes blew up, one right underneath us knocking my flak helmet off my head. Several other planes went down in flames over the target. Target was well covered with bombs.

Our ship was the only one to return from our squadron. We saw other crews bailing out of ships over the Alps which were covered by snow. No fighters were encountered which was surprising.

Munich is considered one of the most heavily defended targets in the world.

We picked up one flak hole. They also shot rockets up at us and they sure look weird spiraling up to you. Did lots of praying on this trip.

#21. Saturday, October 7, 1944

Target: Vienna, Austria, synthetic oil refinery

Bombs: eight 500 lb RDXs

Remarks: Briefed for very rough target with lots of flak and fighters.

We didn't hit the primary target because it was sufficiently destroyed by another group. We hit the marshalling yards in a nearby town. Not bother much by flak and no enemy fighters were encountered. Another group was attacked by fighters near us. We got back okay.

#22. Wednesday, October 11, 1944

Target: Vienna, Austria, synthetic oil refinery.

Bombs: eight 500 lb RDXs

Remarks: Briefed for a very rough target but were unable to reach our destination due to weather.

We made two passes at an alternate target but clouds also obscured that.

Returned to base and landed with bombs. Got credit for one mission. Lots of mail today. The temperature at 24,000 feet was -33° C.

Received my first oak leaf cluster for my Air Medal when I returned to the squadron.

#23. Thursday, October 12, 1944

Target: Bologna, Italy, storage depot

Bombs: thirty-six 100 lb GPs

Remarks: this was a tactical mission in close support of our troops who were besieging the town and were expected to take it when we were finished our bombing. There were almost 1000 planes over the target. Lots of flak but it didn't bother us too much. We lost two engines over the target and the co-pilot almost passed out on us. Engineer and navigator got him and the engines fixed up okay and we returned without any further difficulties.

#24. Friday, October 13, 1944

Target: Vienna, Austria, marshalling yards

Bombs: eight 500 lb RDXs

Remarks: Started out with bad luck as we lost a plane and eight men as we were assembling. It hit another ship off our right wing and broke into pieces. We had to peel out of the formation to avoid being hit by falling debris.

Had to make two passes on the target. Much flak on the second time around. We were so low on gas we had to leave the formation over Austria and we headed for Yugoslavia. We threw out everything in the ship we possibly could to lighten it. Even tried to salvo the ball turret. Guns, clothes, ammunition, flak suits, radio equipment – everything was thrown out.

We finally reached the island of Vis in the Adriatic and were completely out of gas when we hit the short runway. The British took care of us that night and we got gassed up & took off early the next morning with our engineer as co-pilot. Lt. Moudy was sick & unable to fly with us.

(This was counted as a double mission, so it is therefore my 25th mission.)

#25. Monday, October 16, 1944

Target: Linz, Austria, Herman Goering synthetic oil refinery

Bombs: eight 500 lb RDXs

Remarks: This is the place where our squadron lost 5 out of 8 planes to fighters on July 25, so naturally we considered it a tough target. However, there were several groups hitting targets in this area and therefore we had enough fighter cover to protect us. The flak was intense, but not too accurate. We bombed by radar through the clouds. Saw one huge explosion and flames and smoke following. No one in our group was hit bad by flak but we saw several other groups catching hell. One B-24 bailed the entire crew out safely then crashed into the Alps. The Alps looked very pretty but dangerous with their snow-covered peaks. Linz, besides being a big industrial center was also the home of Adolph Hitler. This was further compensation for our long, cold trip. All our planes returned okay.

My 1st Lieutenancy came thru.

(This was another "double" bringing my total to 27, just 23 more missions to go.)

#26. Friday, October 20, 1944

Target: Milan, Italy, factory & storage

Bombs: eight 500 lb RDXs

Remarks: Briefed as an easy target and it was. Except for the long trip (8 ½ hours) and the bad weather it was an easy mission. We hit the target okay but some of the bombs fell on Milan University which was very close to the target.

Very beautiful country up there as it is right at the base of the snow-covered Alps. It looked so peaceful that it seemed a crime to bomb the place but this is war and such is the way of war. The lakes up there are also very beautiful and from 20,000 feet the visibility was very great and clear. This was my first mission as a 1st Lieutenant. Very good feeling. Most of the other boys I graduated with have as many, or more, missions and are nearly all 2nd Louies yet. But I was the last officer on our crew to get the promotion.

#27. Monday, October 23, 1944

Target: Munich, Germany, aircraft engine factory

Bombs: six 500 lb GPs

Remarks: Target briefed as rough with 250 heavy AA guns in the Munich area. We had a complete undercast of clouds from the time we left Italy until we returned. We had an escort of 50 P-38s which stayed with us a long time. We saw no enemy fighters; flak was heavy and accurate but we

got away okay. Bombed through the clouds by Pathfinder – results were unknown.

(This was another “double”, thus bringing my total to 30.)

#28. Wednesday, November 1, 1944

Target: Vienna, Austria, ordnance plant

Bombs: seven 500 lb RDXs

Remarks: Any trip to the Vienna area gives us all goosebumps but our target today was in the south central part of town. This is defended by several hundred heavy AA guns. We had good fighter cover so we didn't worry too much about enemy fighters.

On the bomb run we had to peel out of formation due to another plane almost hitting us so we dropped our bombs and headed out alone as we lost the formation in the heavy clouds.

After flying over an hour by ourselves in an enemy fighter and flak infested country we found another plane and flew with it back to our base. Four fighters came at us, but they proved to be P-51s and they stayed with us quite a while.

We got back okay; the other squadron and group were hit pretty hard by flak and several ships were shot up and had some wounded men aboard when landing. (Mission #32)

#29. Saturday, November 4, 1944

Target: Augsburg, Germany, railroad yards

Bombs: six 500 lb RDXs

Remarks: Had excellent P-38 and P-51 fighter cover. Tail turret gunner reported an enemy plane being shot down by P-38s. Flak was heavy but in the wrong place.

We flew at 26,000 feet and it was -38° C – pretty damn cold. Didn't have any other trouble so we returned okay. The Alps really looked beautiful all covered with snow. This was mission #48 for Lt. Bloxom, our pilot. (#34 for me.)

#30. Monday, November 6, 1944

Target: Vienna, Austria, ordnance depot

Bombs: seven 500 lb RDXs

Remarks: Trip to the target was made okay but on the bomb run we hit plenty of flak and picked up a few holes. No one in our group was hit bad.

Lt. Bloxom, our pilot, completed his 50th mission today and needless to say he was very happy about it. It was mission #36 for me and #42 for Sgt. Josephs, our radio operator.

#31. Friday, November 17, 1944

Target: Blechhammer, Germany, oil refinery

Bombs: seven 500 lb RDXs

Remarks: This was a very long trip, approximately 1300 miles and we were in the air 8 ½ hours. It was a solid undercast from the Alps to the target. We dropped bombs by Pathfinder. No fighters and little flak. Saw lots of P-38s.

Sgt. Josephs, our radio operator, finished his missions today. Under the new system I now have seven more to go.

#32. Monday, January 8, 1945

Target: Linz, Austria, marshalling yards

Bombs: eight 500 lb RDXs

Remarks: Weather was so bad we had to bomb our 2nd alternate target. We flew lead ship, but due to undercast we bombed by “mickey” ship.

Almost got frostbite as the temperature at 26,000 feet was -52° C but I put on heated shoes and my feet became alright.

#33. Thursday, February 1, 1945

Target: Graz, Austria, marshalling yards

Bombs: seven 500 lb GPs

Remarks: Bad mission right from the start. Weather was okay, but total undercast at target. Flew as lead bombardier again but because of clouds over target we dropped by Pathfinder ship. Saw quite a bit of flak, but none hit us.

#34. Thursday, February 8, 1945

Target: Vienna, Austria, railroad repair shop

Bombs: seven 500 lb RDXs

Remarks: Target was in the downtown district of Vienna and naturally they have much flak there. We were leading C flight and we dropped our bombs okay and then the flak came up and it really started to get thick. When we landed, we counted 26 holes and one of the gunners was hit but not bad. The engineer, Sgt. Sullivan had a close call as a piece tore through about 1 foot from him. It cut out our radio and the pilot's interphone and also cut the control cable a bit, just not enough to impair the operation of the ship.

Sgt. Sullivan and Lt. Moudy, our old co-pilot, both finished their tour of duty by completing this mission. Four more for me to go and I'll be in that pleasant category also.

#35. Tuesday, February 14, 1945

Target: Maribor, Austria, marshalling yards

Bombs: eight 500 lb RDXs

Remarks: Was getting out of bed at 9:00 AM to fly this one. We took off at 11:10 and hit the target at 2:55 PM and returned at 4:45. This was supposed to be a "milk run" but we ran into quite a bit of flak though it just put a few holes in the ship. All our ships returned okay but one crashed while attempting to land with two engines out on one side. Just three more to go now.

#36. Tuesday, March 27, 1945

Target: Deutsche Wagram, Austria, marshalling yards

Bombs: forty 100 lb GPs

Remarks: Target was 20 miles Northeast of Vienna, but we didn't get to the target due to engine trouble. We left the formation with No. 1 prop feathered and headed for Zara, Yugoslavia; enroute were shot at by flak. We landed at Zara with three engines and after about an hour we got to fly another ship back to the base.

Didn't get any credit for this mission because we aborted about one hour before the target. Still 3 to go.

#37. Saturday, March 31, 1945

Target: Linz, Austria, benzol plant

Bombs: four 1000 lb GPs

Remarks: Target briefed as covered with clouds and it was. Ran into some bad weather on the way up and almost had a mid-air collision, Saw no flak at the target but other squadrons were shot up quite a bit. We had one flak hole. The Alps looked very pretty and there was still lots of snow on the mountain tops.

Just two more missions to go.

#38. Sunday, April 1, 1945

Target: Bruck, Austria, marshalling yards

Bombs: ten 500 lb RDXs

Remarks: Took off okay and proceeded on course but was unable to bomb as bad weather set in. We flew around for two hours but were unable to find any target.

We returned to the base and even though we flew for seven hours, we didn't get credit for a mission.

#39. Monday, April 2, 1945

Target: St. Polton, Austria, marshalling yards

Bombs: ten 500 lb RDXs

Remarks: Weather cleared up and we were able to get to and bomb our target.

We flew at 18,000 feet and coming home we were able to see other bombers dropping bombs on Graz and returning AA fire. Also saw Russians shelling Wiener Neustadt. Nice trip all around.

Just one more mission to go.

#40. Thursday, April 6, 1945

Target: Brescia, Italy, marshalling yards

Bombs: ten 500 lb RDXs

Remarks: This was the big one for me and naturally I was skeptical even though it was briefed as a milk run. But fate, luck, etc. were with us and it was easy, even though we made two passes at the target.

When the bombs hit there was a terrific explosion and huge flame. The force of the explosion was so terrific we felt the blast at 17,000 feet.

We had to leave the flight after the target so we came back alone but we made it okay.

Logged just 5 ½ hours but it seemed much longer to me.

Combat finito!!!

Names & addresses

Lt. John J. Devlin (co-pilot)

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Miss Lillian Farrell

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Robert McCulla (nose gunner)

General Delivery

Tomales, Calif.

Jerome Josephs (radio operator)

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Phila., Pa.

Casmir Walenga (top turret gunner)
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