

**Russell Strong**

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**From:** "henderson" <henlee@swbell.net>  
**To:** <russell.a.strong306@worldnet.att.net>  
**Sent:** Wednesday, November 13, 2002 11:09  
**Subject:** mission info needed - AND THANKS!!  
 Nov. 13, 2002

Dear Mr. Strong,

First, I want to tell you what an honor it is to have you a part of this group. Your name is mentioned so many times in our vast research for our Uncle. You are well respected out there in cyberspace - world wide.

My Uncle, S/Sgt Wayne F. Laubert  
 306thBG/368thBS

Staioned at Thurleigh from June/July 1944 until crash - December 15, 1944.

Our story:

Just a few years ago, my brother did a generic inquiry with everyone directing us to you. You were so helpful to my brother, even sending us page 295 from your book mentioning our Uncle's crash.; since there weren't any copies of the book to buy.

We held on to it like it was gold.

This opened up my mother/Aunts with their stories, personal accounts.

My brother hit zero in finding more - and he stopped.

Last year, my brother had a traumatic brain injury - In July, 2001 - wasn't expected to live; miracles do happen; surgery - and he's back to work!

My gift to celebrate his life was to embark on the journey with him in continuing research on our Uncle Wayne.

Now using internet to search more.

The info out there was fantastic in how to get records, as well as info about time/place in the war.

We made a tribute book for our Uncle, with general info from the 306th BG, 368thBS, Thurleigh airfield website,

Cambridge Cemetery website (this is where some of his crew is buried,) maps of England, stories from web sites/forums about this time in the war, even found the Pilots and Co-pilots family - contacted them - and are exchanging info!

Mr. Preller's site has been helpful, Mr. Berry with his patience in answering so many of my questions.

We obtained the accident report from Mr. Fuller - no photos. B-17 websites, and Don Rapp's site was also good resource - but is on/off available to pull up.

We took pictures of his grave in Vienna, MO, and a pic of the memorial at the courthouse in Vienna, Missouri of the men of Maries county, who died in WWII.- that has his name on it. Just this past 4th of July, my aunt shared with us his purple heart, last letter, obit, etc.

# Radisson

W. Lambert

|         |    |            |
|---------|----|------------|
| 15 Dec  | 44 | Kassel     |
| 12 Dec  | 44 | Merseburg  |
| 5 Dec   | 44 | Berlin     |
| 8 Aug   | 44 | Coen       |
| 7 Aug   |    | Montbateri |
| 5 Aug   |    | T/O        |
| 4 Aug   |    | ANKLAWA/O  |
| 3 Aug   |    | Merkwiler  |
| 31 July |    | Munich     |

Radisson Hotel Cincinnati Riverfront  
668 Fifth Street  
Covington, KY 41011  
859-491-1200

and personal data on some of the men. 1995 edition.

**Mission Reports:** Copies of official reports on each mission flown, including Intelligence summaries, track charts, formations and crew intelligence reports. Data from some missions may be missing. Three missions for \$5.00.

*Order Form*  
**FIRST OVER GERMANY**  
by Russell A. Strong

We regret that First Over Germany, A History of the 306th Bomb Group, is out of print. No date has been set for the possible republishing of it.

**ADDITIONAL PUBLICATIONS**

| Publication                          | Price (Each) | Copy(ies) |
|--------------------------------------|--------------|-----------|
| 306th Echoes Collection, 1975 -2000: | \$55.00      | _____     |
| 367th BS Combat Diary:               | \$20.00      | _____     |
| 368th BS Combat Diary:               | \$20.00      | <u>1</u>  |
| 369th BS Combat Diary:               | \$20.00      | _____     |
| 423rd BS Combat Diary:               | \$20.00      | _____     |
| Men of The 306th (16mm film):        | \$20.00      | _____     |
| Casey Jones Project (60 pages):      | \$20.00      | _____     |
| Current Directory:                   | \$10.00      | _____     |
| Mission Reports: Three for \$5.00    | \$5.00 (3)   | <u>1</u>  |

Dates for Mission Reports: (1) December 15, 1944 \*date of

(2) Nov. 4, 1944 (3) Nov. 2, 1944

In a letter  
From our  
Uncle dated  
11-7-44, "Had  
quite an experience  
the other day -  
but I can't tell  
you now."  
From  
of Summary  
on 8th AAF page -  
These dates look  
like a lot  
went on.

**Make check payable to 306th Bomb Group Association.**

**Prices include postage and handling.**

his crash  
mission  
mission  
mission  
Returning  
- mid air -  
collision  
at 1520  
Greenham

Date 11 / 4 / 02

NAME Debra HENDERSON  
STREET 5446 Alwood Forest Crt.  
CITY, STATE, & ZIP St. Louis, MO  
63128-3607

You may print and fill out this form to order.  
Mail order form and check to:

Secretary  
306th BG Association  
5323 Cheval Place  
Charlotte, NC 28205

306th BW (McCoy) Reunion Organization. All rights reserved.  
This page last updated: 06 Jul 2002

*A Check for \$ 25.00  
Enclosed*

*Thanks so much!*

*Also, your book "First Over Germany" was great!*

*You make a difference!*

*(P.S. IS there a Source/File that tells us each mission (#) He Flew? then Dates*

*we would ask for all those*

**Russell Strong**

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**From:** "henderson" <henlee@swbell.net>  
**To:** <russell.a.strong306@worldnet.att.net>  
**Sent:** Sunday, November 17, 2002 4:03 PM  
**Subject:** please send mission reports

Dear Mr. Strong,

Did you get my last e-mail giving you info you said you needed to send out the mission reports I requested?

My Uncle, Wayne F. Laubert - crashed on December 15, 1944 -

You were going to check to see what other missions he may have flown on to send me other 2 days to decide what mission reports to send me along with that date.

Please Let me know if you didn't get my last e-mail - it was a personal story about us and a big thank you to you!

**NOTED CORRECTIONS SUGGESTED FOR YOUR 368TH BS - DIARY BELOW:**

1. page 89 - Name should be Wayne F. Laubert - not Wayne H. Laubert as joining squadron

2. page 146 - Name should be Charles A. Crooks (with a S) - not Crook

3. page 160 - what does #633 mean??  
 also could you tell me what letter is behind Tail number given ? I couldn't read it.  
 What does the letter mean?

4. If it doesn't give the name of the plane - does that mean it didn't have a name, or you just don't have the info?  
 were some planes not named??

5. unfortunately, in this diary book, it doesn't even have an entry for December 15, 1944 - the day my Uncle was returning from a mission from ?Kassel #750? and crashed near greenham common.

Also , it doesn't even mention that that was the day Glenn Miller's plane disappeared .....

6. Why was his crew not mentioned in the following month (Jan) or at any time as receiving medals??

7. How do I find the specific info of the 31 missions he flew on if he was not mentioned anywhere in this diary, except that he joined the squadron in July, 1944.??

Where would that info be?

Most of the crew he crashed with did not join the unit until Oct. 1944, so I know he flew with other crews, etc. before that time..

**Russell Strong**

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**From:** "henderson" <henlee@swbell.net>  
**To:** "Russell Strong"  
**Sent:** Sunday, November 17, 2002 10:51 PM  
**Subject:** Please send mission reports

Dear Mr. Strong,

Thanks for all your answers.

I did enclose \$25 to you when I requested diary + 3 mission days.

You sent diary, (\$20 cost) but you also enclosed a note asking for more specific details, and my Uncle's name before sending me the mission reports.

I sent you e-mail with that info a few days ago.;  
but it was mixed in with my personal story and words of thanks to you!

My uncle's name is Wayne F. Laubert.

If you could look on the order form I sent you, I think I gave  
Dec. 15, 1944 (date of his crash)  
and two dates in Nov.

Thanks for you time!

I appreciate all your hard work and knowledge!

We are proud to see this unit is still kept around by your hard work>

Let me know if there is any other info you need to send mission reports.

Sincerely,  
Debra Henderson

HEADQUARTERS 306TH BOMBARDMENT GROUP (H)  
Office of the Intelligence Officer  
United States Forces

D-A-7

APO 557  
15 December, 1944

SUBJECT: Intelligence Narrative  
Mission: KASSSEL

TO : Commanding Officer, 306th Bombardment Group (H)

1. Narrative

The 306th flew 33 A/C plus 3 PFF as 40 "C". Route: Clacton, 1015; enemy coast at 5239N - 0437E, 1058; Over Continent about 10 miles left of course to IP at 5133N - 0830E, 1200 hours; target Kassel, 1210½; on course on way out to Ostend, 1407; Clacton, 1015; Base, 1602.

PFF equipment on two PFF A/C which landed here functioned satisfactorily. Buckeye gave periodic reports on weather from Dutch coast over target, saying clouds 21 to 30,000 feet, dense persistent contrails, and that bombing would be PFF.

2. Fighter Opposition and Fighter Support

There was no opposition from enemy fighters.  
Fighter support was continuous, first appearing before Dutch coast.

3. A.A. Gun Fire

There was no flak at the target. A few bursts appeared at IJmuiden, just before crossing the Dutch coast on way in.

4. Bombing

This Group bombed Kassel using PFF technique through 10/10ths cloud at 1210½ hours. Pictures show no ground detail.

5. Nickels

A/C 611-G dropped ten T240 on Kassel.

6. Weather

Cloud cover was 9/10ths over Continent with tops at 18,000 feet, to about 0620E; from there to target 10/10ths, with heavy haze building up to 30,000 feet and dense persistent contrails above 22,000 feet. On way out, cloud was gradually breaking up near Brussels to 1-2/10ths.

7. A/C Returning Early

A/C 547-F, pilot Sutherland, turned back at 5234N - 0700E, 1121 hours due to engine failure; this A/C bombed target of opportunity at 5234N - 0100E.

A/C 549-D, pilot Gibson, turned back at 5245N - 0615E, 1122 hours, bombed target of opportunity at 5247N - 0607E.

A/C in Distress

Our A/C 019-T, pilot Wilke, and our A/C 633-Z, pilot Crooks, collided in mid-air in thick cloud or haze over Greenham Common. There were two survivors.

8. Observations

Crews observed a contrail ascending vertically from Amsterdam area at 1100 hours.

A balloon at Cardington, flying at 800 feet, constituted a distinct navigational hazard on return from mission.

9. A/C Landing Away

8 A/C landed at other fields in England.

One is outstanding, believed to have landed at A-70 "Messenger" in France.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, L. 5005  
By RLB/BAC NARA Date 1/18/94

EXECUTIVE ORDER 123, Section 3.3, 745  
By RLB/BAC NARA Date 1/18/94

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3.  
 By RIB/JHC  
 MABA Date 1/18/11

40th "C"  
 LEAD

Hulings Evans  
 076-U PFF OK

Formati 15 December, 1944

Bouchey Rich Port 21 in  
 Sep 1 2000

2 engines  
 Landed on  
 Continent  
 West Coast  
 + turned back

Ruffin  
 575-X

Alber Pikes  
 Pikes  
 Clavey  
 711-D

Denny  
 197-K PFF

Bombardier  
 Sutherland  
 547-F

Coyne #  
 155-J

McCaullie  
 438-U

Eros #  
 802-P

Fowler  
 604-A

Conlin #  
 578-D

10 miles W of ...  
 19,35000  
 CIRCUIT

Laden  
 512-A

Crooks  
 633-Z

Crashed at  
 Greenham  
 Common

left fire  
 alarm

40th "C"  
 Low  
 not too many after

Cont trails  
 almost lost  
 formation  
 on board run

Clouds are  
 2 bursts close

10/10  
 Brussels to  
 coast on way

Wilke + Cahill  
 survivors

Wilke  
 019-T

Crashed at  
 Greenham  
 Common

Ricoux  
 055-M

Nahabedian  
 505-V

Hutchinson #  
 397-O

Martin #  
 407-P

Hallum #  
 585-K

Lindsay  
 807-P

Bombardier  
 Gibson  
 549-D

Townsend  
 515-O

Hatch  
 412-T

Morgan  
 444-Y

Brown  
 598-Q

Brompton Lodge

Hartford Bridge

40th "C"  
 HIGH

Laughlin  
 124-W PFF

Weatherfield

Trask  
 181-B

Braun  
 301-U

Rogers #  
 690-M

Davis, J L #  
 683-Q

Cation #  
 287-V

Mattson  
 619-S

Lewis  
 198-D

Turner  
 563-N

Hodges  
 611-G

Nickels

Erne  
 600-G

Rozett  
 297-N

Weatherfield

Balloons  
 up today

loaded away in bag  
 almost entire in ...  
 crashed



# RACK CHAR1)

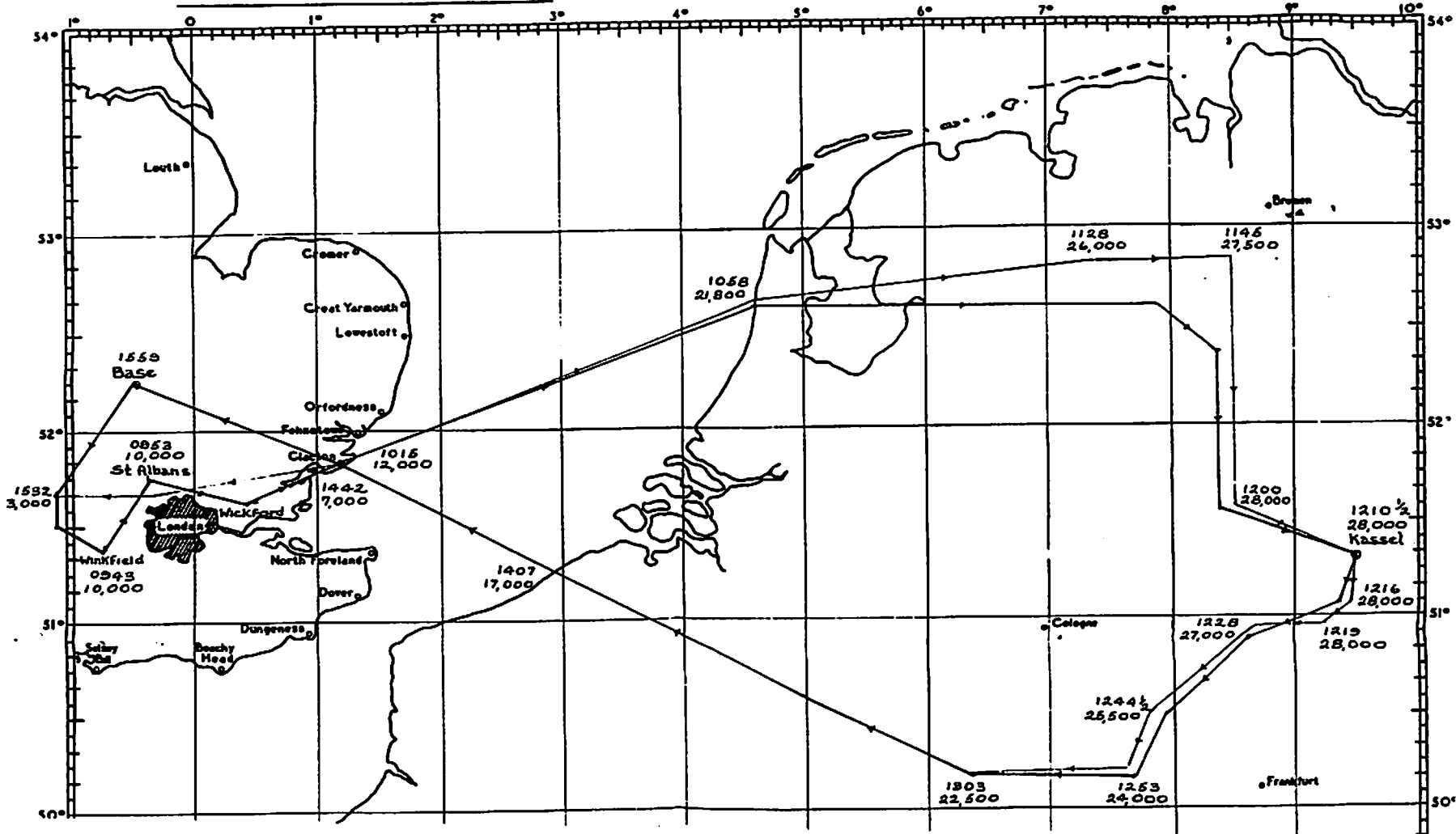
DATE 15 Dec. 1944.

TARGETS

PRIMARY Kassel, Germany.  
 Secondary Bombard-Kassel, Germany (PEP)

Planned ROUTE FOLLOWED BY 308th Bomb Gp. 402C

|         |     |     |     |     |
|---------|-----|-----|-----|-----|
| Planned | --- | --- | --- | --- |
| Actual  | --- | --- | --- | --- |
|         | --- | --- | --- | --- |
|         | --- | --- | --- | --- |
|         | --- | --- | --- | --- |
|         | --- | --- | --- | --- |



REPRODUCED AT THE NATIONAL ARCHIVES

INTERROGATION FORM

SQUADRON ~~367K~~ 368 ~~369XXVXX~~ A/C Number 633 Letter Z Date 15/12/44

10 x 500

Bomb Load 2 x M17 H.E. Incend.

Position in Formation

Time Took Off 0821 Time Landed

|   |   |   |   |   |
|---|---|---|---|---|
|   | X | X | X | X |
| X | X | X | X | X |
| X | X | X | X | X |
| X | X | X | X | X |

40<sup>th</sup> "C"  
LEAD

1. HCT NEWS to be phoned in? Yes No  
Details:

CREW: Give Rank and Initials

Friendly A/C in any kind of distress:  
(Give position, time, altitude, full details)

*CRASHED at Greenham Common*

- 2nd Lt. C.A. Crooks Pilot
- 2nd Lt. J.P. Mockus Co-r
- 2nd Lt. E.B. Slocum Nav.
- T/Sgt. H.A. Polderman Bomb
- Sgt. A.W. Seaberg Radi
- S/Sgt. W.F. Laubert Top
- Sgt. J.M. Mandula Ball
- Sgt. L. Cain R/W
- Sgt. R.W. Miller Tail

2. TABLET ATTACHED:

Primary Time:

Alternate Height:

Last Resort Heading:  
(circle)

Duration Bomb Run:

3. Number of BOMBS dropped on target: Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs:

Other Bombing:

Any Nickels: Yes No  
Number bombs dropped  
Number Bombs returned

5. any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and Disposition of bombs.)

8. WEATHER: (If it affected mission)

9. FLAK: Encountered on way out, at target and on way home.

Hq. 306th Bomb Group (H)

FLAK REPORT

Date 5 Jan. 43

Target Kiel

1. Route followed. Mando, Sonderbourg, Kiel, Hademarschen, Heligoland.

2. Visibility at Target (Any condensation trails?) no con. trails excellent visibility - 2/10 ~~cloud~~ cloud

3. No. of A/C over Target. 19 A/c 306<sup>th</sup>  
6 A/c comp.

4. Formation over target, with height of each A/C. Those A/C damaged by Flak to be circled, and if seriously damaged, insert small "S". If any A/C shot down by Flak, say so:-

|              |              |            |              |            |              |            |            |
|--------------|--------------|------------|--------------|------------|--------------|------------|------------|
| <u>454</u>   | <u>(158)</u> | <u>943</u> | <u>(928)</u> | <u>942</u> | <u>431</u>   | <u>945</u> | <u>950</u> |
|              | <u>586</u>   |            | <u>765</u>   |            |              | <u>139</u> |            |
| <u>(363)</u> | <u>(451)</u> | <u>451</u> | <u>245</u>   |            | <u>963</u>   | <u>850</u> |            |
|              |              |            |              |            | <u>(384)</u> |            |            |

5. General Axis of attack (from lead A/C if possible)

160° Mag.

Bombed at 1143 hours.

6. How long did formation fly straight and level before bombing?

35 seconds

7. Turn after bombing.

8. Position of Group in relation to other Groups. High in 41<sup>st</sup> C.W.

9. What evasive action was taken? Change in course, speed, alt.

10. A short description of Flak en route (if any) and at the Target, including if possible a suggestion as to type of fire control employed - i.e., Continuous following predicted concentrations, predicted barrages, or fixed barrages.

Target - mod. accurate, tracking

Rendsburg - meager

Friedrichskoog - mod. probably pred. conc.

Coast on way out - meager

Heligoland meager.

Flak boats on way out. - meager, inaccurate.

11. Any other Comments, Phenomena, etc.

Smoke screens at Kiel Eckernforde, Sonderborg, Hamburg and Schleswig. Rockets from ground and E/A. Smoke shells from ground. B-24 and B-17 down by direct hit from Flak.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 1.5005  
By RLB/BAC  
Date 1/8/91  
MARIA

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 1.5005  
By RLB/JAC  
Date 1/8/91  
NARA

PLANES ON MISSION-5 JANUARY, 1944

367th Squadron

- B 17F-42-31025- Not damaged
- B 17F-42-30728- Slight Flak: Slight flak to dorsal fin.
- B 17G-42-30767- Lost-Crash landed few minutes after take off-Shawbrook
- B 17G-42-31236- Aborted-No. 3 engine supercharger regulator (electronic), failure.
- B 17G-42-31451- Not damaged
- B 17G-42-37942- Slight Flak: Small flak hole in air duct of No. 4 engine
- B 17G-42-37765- Not damaged

368th Squadron

- B 17G-42-31158- Slight flak: Right stabilizer slightly damaged
- B 17G-42-37943- Serious Damage: 20 MM damage to rudder.  
Slight damage to plexi-glass nose section caused by empty shell case.
- B 17G-42-31454- Not damaged
- B 17G-42-31245- Not damaged
- B 17F-42-30451- Slight flak: Damage to right elevator
- B 17G-42-31363- Slight flak: Flak hit trailing edge of left wing.
- B 17F-42-30586- Slight damage: Pilots windshield cracked by empty 50 cal shell case.