

A HISTORY OF THE 306th BOMBARDMENT GROUP - EIGHTH AIR FORCE
Russell A. Strong, Rt. 1, Scotch Meadows Dr. Laurinburg, NC 28352

Name Otis Bert Tillery P.O. Box 66
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Telephone ²⁰⁵ -392-5906 Date FEB 14 1977
Occupation Executive Dealer Employer SELF-EMPLOYED
Address ^{2ND AVE.} YORK, AL 36925 Telephone 205-392-5906

Service Record:

Before joining the 306th:

GRADUATED FROM TURNER FIELD, ALBANY GEORGIA
AS NAVIGATOR - WENT THROUGH CREW TRAINING,
AT SEBING FLA

After leaving the 306th:

CAME BACK TO STATE TO MARIETTA. GRADUATED COMMAND
AND GENERAL STAFF SCHOOL FOOT LEAVENWORTH KANSAS
HEADED A RADAR INSTRUCTION COURSE AT BOCA RATON FLORIDA

306th Record:

Arrival Date DEC 1942 ^{ORIGINAL 433}
^{WAS TRANSFERRED TO 367TH}
Squadron or other unit WHEN IT WAS
MOS NAVIGATOR ^{WIPOD OUT IN COMBAT}
Combat Status NAVIGATOR
Missions Completed 25 MISSIONS
Promotions FLYING CADET, AVIATION CADET TO MAJOR
Decorations AM 1 olcs 3 DFC 1 olcs SS DSM DSC MH SM
PH 1 Battle Stars EUROPEAN THEATRE other

RETURN THESE AND LET ME KNOW IF
YOU WANT PICTURES AND MY FILE OF ORDERS
OTHER PERSONAL DATA: BETTER STILL COME BY!

MY PILOT WAS RICHARD K. O'HARA, CO PILOT
ROBERT SMITH, BOM BAR DIER HUGO E PFELOW
CREW, MOUNTAIN, STORM, FATEKY, SHEFFIELD. etc

Description of Air Missions:

(What were the highlights of your combat career? What was your role? What heroics did you witness? What events were there of which you have special knowledge?)

I WAS ONE OF TWO LEAD MANEUVERS
ON THE SCHWEINFURT, (BALL BARRING PLANT) RAID
BENNETT WAS LEAD I WAS THE BACK UP -
I CHECKED AND HANDLED GEE FIXES -
THIS RAID WAS ON AUG 17 1943 GROUP
MISSION # 62 INDIVID. # 20 TIME 7:00 HOURS

I WAS WOUNDED OVER ROUEN FRANCE
MAR 28 19 1943 -

I CAN TELL YOU SOME TALES ABOUT
COL. RICHARD K O'HARA - OUR BITE
"SCARLETT" AND OUR CREW MEMBERS
AND THE 306TH (COLONEL GEN)
ARMSTRONG

PRICE-TILLERY

FURNITURE COMPANY

Modern Home Furnishings and General Electric Appliances

YORK, ALABAMA

FEB 18 1977

DEAR MR. STROMO,

I HAVE A VERY GOOD FRIEND - WALLACE
D. BOEING OF MARYSVILLE, TENN WHO WAS
A NAV. OPERATOR IN THE 306TH ALL OF YEAR
1943 - HE HAS A VIVID MEMORY OF NAMES
AND EVENT. CALL HIM, YOU CAN GET HIS PHONE
NUMBER THROUGH THE OPERATOR, HE IS A
POSTAL EMPLOYEE

SLIM AS HE WAS CALLED THEN GOT IN
AN ARGUMENT AT THE OFFICER'S CLUB BAR
WITH COLONEL ARM STROMO - TOLD THE
COL. IF HE DID NOT HAVE THE EAPLES ON
HIS SHOULDERS HE WOULD WHIP HIM.
THE COLONEL PEELED OFF HIS UNIFORM JACKET
AND WHIPPED HIM OUT OF "SLIM" - THAT'S
WHY HE WAS A COLONEL. THE LATER BECAME
THE BEST OF FRIEND - SLIM GAINED PROMOTIONS

O. B. Tillery

25 February 1977

Mr. Otis B. Tillery
PO Box 66
York, AL 36925

Dear Bert:

Mary thanks for the loan. Especially your diary will be helpful, and I copied much of the mission information out of it.

I failed to find any Special Orders from the 306th, in which I am particularly interested. I would especially like to see the order on your arrival at Thurleigh, which assigned you to your squadron, and perhaps the later one in which you moved from one squadron to another. Perhaps you were not transferred, but I know Dick O'Hara was.

I've enjoyed two meetings with Dick. We've had a great time reminiscing, and you can be sure that if I wonder as far west as York I'll stop to see you.

You mentioned Wallace Boring. I met him a couple of years ago at the Miami Beach reunion, and last spring stopped at his home at Maryville on my way to North Carolina, while I was then living in Ohio. Two other men in Maryville, whom he had not known previously as 306th members, came over to Wallace's home and we had a great time in talking.

If you can find any of those 306th Special Orders I'd like to see them, and again thanks for the loan of these materials.

Sincerely yours,

I was going to send you a picture
of Dix, Skimway & myself - But I can't
find it - I lost the roll of film
I took at the reunion - Dix sent
me one - write to him he has the
negative -

NOTE: O. B. T. HERRY Boy 66, YORK AL
NAV 367
DECEASED 13 Oct 83

Joyous Greetings at Christmas
and Best Wishes for the New Year

Jim & Betty -

Partial Diary

OTIS B. TILLERY

369th

28 Dec 42 - 14 Mar 43

Dec. 25, 1942

Wrote my Good by to the
United States and head for
Cambodia and first trip was
to Bominguen in Puerto Rico
left Manzanillo Field at 8:30
and arrived at Bominguen
at 11:40. My navigation was
perfect never off course
more than 2 miles. Arrived
at Bominguen and an under-
est. certainly felt good
when we speared out
of the clouds and saw the
ground. Went into the town
of a *Y. mendicella* never seen a
single specimen and disease
middle piece.

was field

Dec. 29, 1942

We left Boniquia at 8:07 and head
for Trinidad a long over water
hop. Ocean was fairly calm and
the weather was exceptionally
good. Arrived at 1300 directly
over the field navigation
still Perfect and very confident
has been built up considerably
although I have 450 hours
of which over 300 are in a B17
line never before flown out
of the States. No plane trouble
at all so far.

Dec. 30, 1942

"Scarlett" threw a little for
at Trinidad but our engine
fixed that and we took off
for Belém at 0700 ran
into a stationary front
300 miles out and O'Hanlon's
instruments at 300 ft above water
broke through after 30 min only
to find we were in between in
layers of clouds my altimeter was
gone and I should not waste the
Get thinned in by Cumulus clouds
subsiding to 13000 ft at then out
of the horizon never dimmed in
them and headed to 12000 ft
P. at 0800. Told pilot to let her
and fly 5 miles up the river. Clear
clear all and there was field

Dec 31, 1942

We stayed over night at Belém
and take off at my destination
in my compass so their heading was
off and I find myself 30 miles off
course and out to sea. I connect
for it when I reach my turning
time for Natal. Pick up
Coast line about an hour out
of Belém in straits I find that I'm
right on course. Really makes
one feel good. Arrive at Natal
directly on course at the
Connect & T.A. Treat myself to
a three dollar and a dollar at
the officers club for being
such a lucky navigator.
No more trouble to get.

Jan. 1, 1943

The officers in our crew
collected \$36 Per Diem today at
the finance office in Natal.
Seemed pretty hard to get some
orders when amended two
times. We made a bus into
town this afternoon and had
a lot of fun drinking
Champaign at 3.00 a quart
that would have cost us at
least 12.00 in the States. We
each bought a pair of jungle
boots. Didn't get to take off
for Belém until tomorrow
night. It is to be a 12 hour
trip and I don't see how only fly 14.

Jan 2

@ Hana Pihlani, Tex and I
spent most of the day in the
town of Natal buying a
few Tompeta and I am
with the natives in general.
We met a real pretty
Senaita who could speak
fine English. Decided to
take off for Bathurst
tonight at 2100. a distance
of 1600 nautical miles across
the Atlantic.

Jan 3

Took off for Bathurst at
2121 last night. ran out
and met at a few miles out
and was unable to take
celestial fix. Took 5.0 P.
on moon before day break
and found plane had been
blown 150 miles to sea.
Went back to lounge line
and fell to ^{sleep} and
arrived at Bathurst
at 0800 this morning.
I call people to meet I met
with Mr. Pelland. Now a Capt.
Bathurst in Hill's
Ayrton Drum of 2nd

Jan 4

Took off at 0739 this
morning for Mennetkeh
arrived at Mennetkeh
at 1528 a beautiful
trip Row the desert
and snow covered
mountains. Mennetkeh
is a city of 200,000 looks
very different from any
city I've ever seen
from the air.

Jan 5, 43

This morning we returned
to the field after spending
a night in the Hotel
Horsing in Mennetkeh.

Pulled 25 home inspection
on S. 1000th. Had dinner
at Rex Cafe and had
a talk with an English
man in the Free
French Army.

at dinner at the
Hotel La. Grammaire.
a swanky place. Rode
in my car out.

Jan. 6, 43.

Still in Mexico and
believe our orders
are so yet uncertain
We are supposed to
go to North Africa
but looks as if we
shall go to England
and return the
French line off of
the sea and since the
line gave me by return

Jan 7, 43.

Checked out of the
Zhang Hotel but
Lapelle is uncertain
Visited Arab Market
and bought cheap
Moroccan Knives.
Really a filthy place.
Had Johnny H's stuck
in Belt for confidence.
Saw Arab play with
Cubana. The market
extends for miles
and is underground.

Jan 8 43.

Slept under blankets.
Very hot night and
almost froze. Cleared
some guns again some
as if they are always
rusty. Can't leave
Jan 8 night because
of weather and lack
of maps. Still eating
hardly.

Jan 9, 43
Another cold night
under the wing.

S. Horn and I went
through a french ship
for it see how it flies.
Tex and I took a
cold shower and
mean Cald. 2 C-47
Over shot the field
and report that his
landing gear and prop
he blew the train.

Jan 10. 43.

Went back to Anah
town (Medina) today
and bought a silver
penne wanted to buy
an Anah flint and
steel with only 600 rs -
Made by the Sultan
Pool in a Sham driven
by an Anah. Crew
died too much wine
and fish being brought
in Monday

Jan 11 43.

We prepare to take
off for England to
nite at 10 o'c. so
we next lay around
eating analges. Had
to the pack 5 canett
so our load has been
shifted looking for
some medicine bags.

Jan 12, 43

at 0100 we took off
for Jolly old England.
flew east to the 10th
meridian and straight
north. The weather
didn't conform to
the forecast at 13000
feet still couldn't see
the sky. Had to use
the fore cast winds
to navigate by.
Turned 30 miles
too soon and ran
into the French coast.
Went directly over

a town on Jersey Island
at 500 feet and was
shot at with heavy
flak. turned north
and ran into Guernsey
Island and got shot
at again possibly
50 AA guns. turned
back east and ran
into a French town
AA Fire Heavy. Got
a GDM. from 1st 3rd
and headed home
landed at 1235. Had a
shell of a time and a
few holes was found
in Conletts wing

Jan 13. 43.

C.O. at St. Paul
took up my log.
He blamed Command
at Africa of poor
Bombing. Two other
entries flew over
I wrote one. Crash
landed on the English
Coast. Some body is
going to catch Hell.
We are to be assigned
to the 427th group
in the 306th group
I flew up to Bedford

Jan 14. 43.

Unloaded Scarlett
and made out vouchers
for pay. Looks as if
they shall take me
there away from
me while we go to
school.

Jan 15. 43.

Went to the Hospital
today with fever
104° met all class
mate at Turner
Biggs.

Jan 16. 43

Spent the day in
Hospital listening to
wild tale about
combat. Fever broke
last night and I
went to get back to
my crew.

Jan 17, 43

Left Bedford for
Bovington rode
the cab of an army
truck got lost some
time we are now
only 10 miles from
London. Back to V.S.O.
show in the morning
also heard the german
bombing London since
of their planes was
shot down.

Jan 18, 43

Spent the day going
to school. Heard a very
interesting lecture
on the German Luftwaffe
by a British officer.
I said the war can't
last over as yet.
Have my doubts as
to whether I'll last
it through. However
I'm not by raid. God
will look after me as
he sees fit.

Jan. 19, 43

Spent the entire morning
going to Miss Manning
the "radio system" of
navigation etc. reading
lessons, so far as I can
remember in the summer
she has been in England and
I don't expect to meet
it there. However, it is
the home of me I can
go into London, no more
night flights, no more
have lost sight of it
air side for it is under the
people's nose. I am
then to Robert's studies.

Jan. 20, 43

We learned the British
system of navigation by
Radio and also had two hours
of air craft identification
Had some excellent pictures
of a F.P. 190 which I had
in England in London. I
mistaken it for something
at 0100 this afternoon we
heard Bombs being dropped
on London. I am in bed
had no sleep. Don't see
how the Hun found London
as the cloud ceiling was
quite low. Sounded like
distinct thunder, I was
for at least thirty minutes.

Jan 21, 43

Had a navigation lecture for two hours on the importance of a flight plan today - spent the rest of the day studying air craft and navigation. Personal flight plan, also discussed identification gear. The day in London yesterday was in a show area at low altitude. So was very demoralized and several children believing the impression made by the supposed to be some British morale.

Jan 22, 43

Went to ground school all day took a navigation final exam. Had three double slat and Godse at the officers club before supper did not quite make it to get food with the rest of the crew. Went to wash found last night.

Jan 23, 43

Left office morning
and 60 mile trip to
the Wash. Snapper ten
pouches, barrels and
fine 100. rounds of
por. ammunition in the
Water. Returned after
lunch at the end of few feet
another two hours
Locally, 3 miles is
almost too thickly
populated to be held up

Jan. 24, 43.

Had a theatrical
navigation mission in
the English Snapper.
A navigation killer
if I've ever seen one.
Played Black Jack
until the west became
of the morning, ended
up one pound the
winner.

Jan 25.

Spent the day almost
on the machine gun
range. A jumping
tunnel head the down
they fire - it doesn't
make that much noise
flying in the air.

Jan 26.

Flew for two hours
this morning. Flew over
London and had a
look at the Balloon
Barrages we were
at 8,000 feet and the
sky at the base of the
clouds (6,000) was
completely covered
with Balloons. - Some
would like to hear
from Home and get
a letter from Anne -

29. Jan 43.

Went to London
and spent the night
at the Hotel Sava.
Went sight seeing
and attended a
Beveridge show at
the White Hall Hotel
in Piccadilly.

Jan 30. 43

Left London at
10.0 in the morning
for Bovington. Landed
the rest of the day.

Jan 31, 43.

Spent the morning
packing for the night
and the afternoon

missing a G. L. pencil
in the train to Portland.
Arrived about 5:00 in

the afternoon. Had
a normal dinner
of sweet corn

Feb 1, 43

The 423rd Squadron
as yet I don't know
what to do with us.

We are to get "Scarlett"
back to Gloucester.

Feb 2, 43

Was awaked this
morning at 4:00 to go
on a Raid to Hamm
Germany or St. James
navigation. Took off
at 18:30 and got over
the coast of Germany
and three groups of
pressure (7), had to return
to their base because
of the weather. 700
in at 2500 and the
Cumber clouds reached
at least 10,000 above us.
Solid under cast.

Feb 3, 43

Went on a Raid yesterday
with a bad cold and
saw him in the hospital
with a severe case of
controllable. Can't hear
a single thing. Came
down too fast for the
pressure to equalize
itself and a volume
formed in my ear
forums

Feb 4, 43 Hospital

Feb 5, 43 11

Feb 6, 43 Hospital

Feb 7, 43 Hospital

Feb 8, 43 Hospital

Feb 9, 43 Hospital

Feb 10, 43

Was released to day
still slight by deaf
and grounded for
at least another day
or two. Just collected
two months pay pro-
finance.

Feb 11, 43

attended the regular
Engineer's meeting at
1430 my crew flew
an experimental flight
without success
am still grounded
Still quite deaf in
my left ear. We were
aborted this afternoon
for a missus (rain)
to morning.

Feb 26, 1943

Briefed at 0500 took
off at 0600 climbed to
25000 and head for
Wilhelmshaven Germany
It was Squadron Navigator
riding with the C.O.
Got lots of shots at
700 1900. Flak hit just
below my gun and
was stopped by an
or open bottle. would
have hit me in the
belly - Plenty of flak
and damn accurate
lost seven planes
5 17F 2 B 2 43

Feb 27, 1943

Briefed at 0900 and
head for Brest at
1210. Bombed at 2300
Saw two enemy fighters
on Flak in accurate
no one went over target
found Bombardier, really
hit it. Was joined by
14 Spitfires that
escorted us in. Still
Squadron Navigator -
Colonel Grey rode in
the nose with food
and it - was his first
trip - he was a bit
nervous - Easy mission

Mar 2, 43

Hod Kang was
caught in the museum
and had a review of
of lost raids. Hugh
and Cl leave for
London and see
two nurses museum
supposed to go on
leave with. Went
walking and talked
with the girls in the
lobby of Hotel Savoy
until after two o'clock
at night.

Mar 3, 43

Hugh, Cl, and Horriet
and Cookie toured
London in a Topic
Down W of Museum
London Tower, Bridge
Waterloo Bridge,
Parliament House of
Commons, Toy Shop,
and other places
of interest girls
left, leave over,
we meet Cl & Hor
at Jules Club.

Mar 6. 43. took off 9:35

We went on a Raid today to Juncos and our target was the power house on the river.

We never seen so much flak in all my life but it burnt under us. Major Maunson old friend went along to repair on the flak he is an expert and he shot down an F.W. 190 that made a front attack on us. I saw the

fighter burst into flames 500 feet below us. I set a fighter on fire that was fit to attack a crippled B-17 tail assembly part by gone and in a steep climb. I'm sure I got him but I didn't put in a claim as I couldn't see him knock up. He disappeared under the left wing in smoke. We lost two planes from our group a very good shot. Got off

the FW.190 came up in
a formation of eight
on one right and
flew to the front of
us and began to make
front attacks. They
led it in a series of
time as the bomb started
to fall directly out on
nose. The best thing
was "Damn Good"
men ^{with} the intention
that Bonnet that
involved us. The
"Good" is certainly
riding with "I would
and crew.

Mar 7, 43

We stayed over night at
Chimnora British
field on the South
west tip of England
because our gas was
too low to make our
field. Missions started
to dawn. Had to go for
supplies. "Wh'uh!" Return
to our base this
afternoon and the
ground crew started
loading up again. We
analyzed for tomorrow
with 500 pounds.

March 10, 43.

Was briefed for Wilhem-
shaven, Germany at 0500.
This morning - Target, the
Sub factories. Failed to
take off because of the
weather - all that would
get nothing. Flew for
two hours this afternoon
up the Wash for
gunnery practice
badly, made the
field before the weather
closed in - Sure would
like to see Ann and the
states once again.
"S Carlett" get a new engine.

March 11.

Test flaps, S Carlett.
As she has a new no. 1
engine. Took her up
to altitude

March 12.

Briefed at five o'clock
for Ranch 7 name, target
marshalling yards and
engine sheds. 707 kals
Encounter had a work
flh. Spit fire lanes.
Destroyed engine sheds
and shed 10000 barrels
and train. Must have
hit oil dump on ammo.
dump because we left
target in smoke & reaching
to 6000 feet & killed
bombing - 3 Conlett, still
the best ship and 20 tons
the best pilot. (Reason)
(15 seconds. The target plane)

March 13.

Briefed at 600 feet
in line France target
again marshalling yards
Weather bad but we
went on. Lead group
found target but did
no damage. 306 group
(mine) dropped bombs
on town of Dior, missing
for target. another group
bombed Albenille - a bad
mistake in Bomber command.
Lost six spits in channel
because the lead position
down. + get us out in time
out of go. 7 kals light on
look. 100 FW 190 in air.

May 18 43 ^{at 10:30} ~~at 10:30~~

Look off for a ~~week~~
Germany was even
target at 3:33 -
never saw such a
mess of flak -
Wiltzer had all of
his Luftwaffe up to
meet us. I saw front
at Kalm. I saw one
down one FW 190. I then
got a twin engine job.
Flies at 2800 feet. I was
damn good pilot to keep
us in combat zone at that
altitude. Beginning to
get a number of Bob Popp

May 19, 43.

Briefed for Boden
Germany again ~~mission~~
closed in. - Went to town
in afternoon. Raid
yesterday certainly
played havoc with
Wiltzer's Luftwaffe
I saw 5 ~~squadron~~
alone that down
six planes - official
number not yet
released.