Any family skeletons hidden in the closet?

Maybe now’s the time to coax them out and take them for a walk.

(They’re probably not as scary as you thought.)

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Clayton/Deer Park Historical Society Newsletter
Issue #136 — August — 2019

The C/DPHS is an association of individuals dedicated to the preservation of the history of our community. To the preservation of the region’s oral history, literary history, social history, graphic and pictorial history, and our history as represented by the region’s artifacts and structures. To the preservation of this history for future generations. To the art of making this common heritage accessible to the public. And to the act of collaborating with other individuals and organizations sharing similar goals.

THE CLAYTON/DEER PARK HISTORICAL SOCIETY

Mortarboard

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Twenty-Six Missions:
The Robert Willis Grove Story

by

Wally Lee Parker

With the assistance of Gordon Grove, Mike Paulick, Charles Stewart, Ken Westby, and many others.

Illustration above from 1944’s “Pilot Training Manual for the Flying Fortress B-17,” United States Army Air Forces.

Free — Take One

NEW VENUE FOR MEETINGS — EVERYONE’S WELCOME.
Second Saturday of each month, beginning at 10:00 a.m., Deer Park City Hall Complex — 300 Block East ‘A’ Street — Look for the Sign.

…the odds …

For every 8th Air Force airman engaged in combat, there were approximately 20 ground personnel working in support. Which is to say, the mass of paperwork, fuel, hardware and human labor needed to place each warring airman and his munitions over enemy held Europe was truly herculean. Once there, that airman had two objectives. One was to obliterate the enemy’s ability to make war by pounding his webs of ground-based infrastructure to dust. The other was to swat with lethal force any of the enemy’s young men rising in opposition to that intent.

Bomber crews fought in an environment incapable of supporting life for a meaningful period of time without artificial assis-
tance. They often fought so high in the air that the only trace of moisture was an occasional dusting of ice crystals — the same dusting that gives sunrises and sunsets their luminous hues and the midnight moon its pale halo. These boys fought where a folded wing or disabled pair of pilots meant a long and often wide-angle spin into the ground miles below. And considering they could see with their own eyes how abysmal the odds were that...

The source of that resolve was one of the topics covered by Lieutenant Colonel Mark Wells in his 1992 thesis, “Aviation and Air Combat: A Study of the U. S. Eighth Air Force and R. A. F. (Royal Air Force) Bomber Command.” The Colonel suggests the primary motivation for newly inducted airmen begins with a sense of patriotism and duty — bolstered among air corps enlistees by an almost universal love of flying, or at least a fascination with the idea of flying. Most often that initial attraction weathered away during combat, evolving into something much more personal; a stubborn refusal to forsake the expectations of their comrades.

Colonel Wells also suggests the latter is the cohesive element for almost all soldiers facing prolonged combat, regardless of the era in which their war takes place, and subsequently the technology their war uses. For most 8th Air Force airmen, the constant stress of anticipating the next mission punctuated by periods of absolute terror during those missions was further aggravated by the sight of empty bunks upon return from those missions. Such things inevitably eroded that “initial period of thinking it will never happen to me” into a fatalistic acceptance of the math. And the math was nothing short of brutal.

In rounded terms, statistics suggested only one out of four of America’s combat airmen would manage 25 missions unscathed. Of the three quarters wounded, over half would either die instantly or, worse yet, linger into death.

For reasons of morale, it was apparent to all that emulating the Luftwaffe’s practice in which airmen flew until they were either dead or broken beyond salvage was unacceptable. As noted by the 8th Air Force’s chief flight surgeon, Brigadier General Malcom Crow, “Morale of crews is primarily influenced by their having a reasonable chance of survival.”

In his thesis, Colonel Wells noted, “By the spring of 1943, 25 missions was the universal standard within the 8th Air Force...” Army Air Forces operating within other theaters of war could have different accumulated sortie standards depending on the degree of hazard usually encountered on missions within that area of operation. For the 8th in Europe, the standard was set and remained 25 missions until the lessening lethality of the enemy’s resistance suggested it could be raised.

As a footnote, the person responsible for assuring the accuracy of the individual sortie records of every crewman within the 92nd Bombardment Squadron was the group’s security officer, Captain Joseph R. Harmon. That was the same Captain Harmon who flew as observer on Lieutenant Eugene Wiley’s bomber for the October 9th 1942 strike on Lille, France (see part four of this article in the July issue). The term sortie can be defined as an incursion into enemy territory from a defensive position for the purpose of doing damage to said enemy. Within aerial bombardment groups the successful completion of a sortie would most likely require actually dropping bombs on the assigned target or a designated alternate or otherwise permitted target. If a particular bomber in some way failed to meet that requirement, a determination as to whether the flight would be listed on the sortie records of the individual crewmen on that bomber

Robert Willis Grove’s Individual Sortie Record:

Left: This first page of a three-page memo detailing Willis’s combat history is a list of decorations received as a result of his service in the European theater of war. The two pages to follow outline the 25 missions flown that qualified him for rotation out of frontline service — in this case earning his return to the United States to prepare for flight school. The last page of the document is signed by Captain Joseph R. Harmon, the 92nd Bombardment Group’s security officer; in effect testifying to the document’s accuracy.

In the 8th Air Force, during Willis’s term of service, an award was earned each time a bombardment airman completed five sorties through airspace controlled and defended by the enemy or used the bomber’s guns to down an enemy aircraft. The first device awarded was the Air Medal, a ribbon with a medallion. Additional decorations in the form of oak leaf clusters could be attached to the ribbon portion of this device. For bombardment aircrew, the Air Medal plus four oak leaf clusters would be recognized by a Distinguished Flying Cross — which Willis received after his 20th mission due to the additional cluster awarded for the downing of an enemy aircraft during the May 19th 1943 sortie against Kiel, Germany.

Document from the Gordon Grove Collection.
The Historical Society’s new Deerpark home is located on the 300 block of East ‘A’ Street — south of the City Hall. Look for the sign!

On January 9th, 1943, the 92nd Bombardment Group detached from the Combat Crew Replacement Center at Bovingdon and moved to an airfield about 60 miles north of London near the ancient town of Alconbury where the group took the 92nd’s longstanding moniker, “Fame’s Favored Few.”

As a matter of record, the 92nd Bombardment Group only returned to the 8th Air Force’s active roster as of May 1st, 1943. But Willis Grove’s sortie record indicates he began flying combat missions on Valentine’s Day, some two and half months earlier. The reason for this apparent disparity is that as of February 9th at least four of the 92nd’s aircrews had been placed on detached service with the four squadrons of the 303rd Bombardment Group stationed at the Moleworth airfield just eight miles west of Alconbury.

Among those detached crews was one piloted by First Lieutenant Earl A. Shaefer. The other nine men in his crew included Lieutenant Arthur M. Stone, copilot; Lieutenant F. Stugard Jr., navigator; Lieutenant D. D. Fee, bombardier; Tech Sergeant G. F. Murray, flight engineer; Tech Sergeant D. B. Penley, radio operator; Sergeant M. L. Harris, ball turret gunner; Staff Sergeant Robert Willis Grove, left waist gunner; Staff Sergeant R. C. Lenzt, right waist gunner; and Staff Sergeant F. S. Vance, tail gunner.

As a result, the first ten missions on Willis’s sortie list would be flown with the 303rd Bombardment Group’s 427th Squadron. While some confusion could be expected due to the similarity of the number designation for Moleworth’s 427th Squadron and Willis’s 407th Squadron back at Alconbury, confidence is high that the details of Willis’s detached time with the 427th are correct.

According to the records of the 303rd Bomb Group, on February 14th the flight crews took breakfast at 4:30 in the morning in the Moleworth mess hall. The briefing was scheduled for 5:20, engine startup at 6:40, and the flight to the city of Hamm in northwestern Germany. A force of 74 B-17s was dispatched; 17 of them from the 303rd, with three of those from the 427th Squadron.

Hamm, with a population of just over 50,000 at that time, was located east of Moleworth some 360 miles. The intended flight from Molesworth appears to have traced a route slightly north of east toward the town of Dokkum near the northern coast of the Netherlands, then southeast to Hamm. The flight time there and back was expected to take between 3½ and 4½ hours. Willis’s sortie record indicates it turned out to be the latter.

The 427th Squadron took lead position in the 303rd’s formation. Willis’s assigned bomber for this flight was nicknamed “The Duchess.” It was piloted by Lieutenant Ralph Hayes. This turn out to be the only sortie with the Moleworth group Willis didn’t fly on a ship commanded by Lieutenant Shaefer.

According to the assembly-point chart, The Duchess flew on the left wing of the formation’s front row ship.

As fate would have it, the entire mission was recalled short of Dokkum due to reports of a solid cloud cover over the intended targets. Despite that, the mission appears on Willis’s individual sortie record, possibly because both light flak and German fighters were encountered — the destruction of one said fighter credited to one of the 303rd’s ball turret gunners.

The 303rd flew its next mission eighteen days later, that being another attack on Hamm’s marshaling yards. Four bomb groups had been assigned to the task, from which a total of 71 bombers were utilized. Eighteen bombers were dispatched by the 303rd, but two had to turn back early.

For this March 4th mission, Willis flew on a bomber nicknamed “The Devil Himself.” The plane, piloted and crewed by his regular teammates, was positioned on the far right and rearward side of the bombardment group.

The briefing’s weather report suggested conditions would deteriorate over the English Channel but began to improve once the Dutch coast was crossed. This was based on the belief that a high-pressure area was centered over Germany. That said, the accuracy of weather predictions is highly dependent on current information, such being very hard to get when the technology used to gather such...
The Duchess — lead aircraft for the 359th mission carried the moniker "Luscious Lady." It was positioned behind the left side wingman of the lead element — an aircraft piloted by First Lieutenant Martin E. Plocher. Immediately after the group had made its bomb run, 20-millimeter cannon fire from a Focke-Wulf 190 fighter took out both engines on the left side of Plocher’s bomber. The attack left the copilot and left waist gunner dead, and the navigator and tail gunner seriously wounded. Plocher dropped out of formation and flew toward England until the loss of a third engine forced him to ditch in the English Channel. The survivors became prisoners of war — though the tail gunner was soon repatriated to England, presumably due to the severity of his wounds.

Out of the 71 B-17s attacking, three were downed — their crews killed or captured — and eight others were damaged.

Considering a taste of things to come, it’s estimated the 11th Bombardment Group drew up over 150 German fighters in response to their incursion into Germany proper.

Two days later an equally large flight of B-17s was launched against the power plant, bridge, and port area of the French city of Lorient, on the northern reach of the Bay of Biscay. Three B-17s were lost during this raid, one of these was from the 303rd Bomb Group’s 360th Squadron.

On March 8th the 91st, 303rd, 305th, and 368th Bombardment Groups struck the railway facilities near the French town of Rennes about a hundred miles south by southeast of the Channel Island of Guernsey and 30 miles inland from the coast. Bomber Command staged the attack against the railway network and the municipality of Rennes. Both cities were considered major supply lines for servicing Hitler’s submarine bases along the French coast.

After several of Molewosh’s bombers turned back due to mechanical and other issues, the remaining 12 struck the target at Rennes.

Lieutenant Earl Shaefer’s crew, Willis among them, flew on the left wing of the 303rd’s lead element. Shaefer’s craft for this mission carried the moniker “The Witches Ti.”

After the action, the 303rd reported several kills or probable kills of enemy aircraft, while noting that the fighters — both Messerschmitt 109s and Focke-Wulf 190s — attacked "mostly from eleven to one o’clock (essentially from directly ahead), level or slightly below." Flak was reported as light.

Regarding damage received, no report has been located.

On the 12th of March, 18 crews from the 303rd were dispatched toward the marshaling yards at Rouen, some thirty miles inland in northwestern France. Six of the craft turned back, all due to mechanical problems — in one case such being the failure of the tail gunner’s electric flying suit which resulted in frostbitten feet. The remaining 12 — including Shaefer’s crew aboard the Luscious Lady — joined the 51 other B-17s that managed to reach the target. Due to excellent weather and ineffective flak, no losses are suffered.

The very next day the group lifted again, this time to bomb the railroad marshaling yards at Arnims, about 60 miles northeast of Rouen. In this instance it was Shaefer’s ship — nicknamed “Pappy” — that broke an oil line and had to turn back. Per protocol, this mission is not reflected on Willis’s sortie list.

… and on it goes …

On March 18th the 91st and 306th Bombardment Groups struck the submarine construction yards at Vegesack, some 380 miles from Molewosh on the north coast of Germany, proved memorable. One hundred and three heavy bombers were dispatched. Of that, 73 B-17s and 24 B-24s were still in formation to make the run on Vegesack — each intending to deliver six 1,000-pound bombs. Bombing by squadron, the 303rd began its run with the group’s entire complement of 20 B-17s. The Luftwaffe began swarming the group while they were still some 40 miles out over the North Sea. One of Molewosh’s bombers fell to the intense flak encountered over the target, and two more crash-landed once back in England — one within three miles of home base.

… a growing price …
still aboard. Having faced sufficient jeopardy, the sortie counted for the bomber's crew.

The Molesworth group lost one of its aircraft during the April 4th attack on the Re-nault Motor Works at Paris — that being one of the four B-17s Bomber Command lost that day. Regarding “The Luscious Lady,” Lieu-tenant Shaefer stated, “My crew claimed that our bombs landed right on the aiming point.” His copilot, Second Lieutenant Stone noted “We had a good view of Paris,” adding he wouldn't care to visit the city as long as the Germans were there.

The very next day the 303rd was up again, this time as part of a mass attack on aircraft and engine factories in Antwerp, Bel-gium. Of all the planes Bomber Command dispatched to Antwerp that day, four were lost to Luftwaffe fighters, and thirteen others dam-aged.

One of those damaged and forced to turn back before making the bombing run was from the 427th Squadron. On the return home, still while over a mile up and crossing the coast of England, antiaircraft batteries opened fire on the damaged warbird — friendly fire being just another wartime hazard for the Ar-my Air Forces. The bomber's crew fired a flare to suggest their identity and the flak ceased.

After completing the April 5th mis-sion with the 303rd Bombardment Group, First Lieutenant Shaefer and his crew were ordered to return to the 407th Bomb Group at Alconbury. Willis's next mission was over a month later, that with his old unit, the 92nd 407th Bomb Squadron.

... “Fame's Favoured Few”...

From this point forward the research as it relates to Willis loses some of its clarity. While we know which missions he flew, we have less definitive information on the specific part he played within those missions. We can assume he continued flying as waist gunner — probably left waist gunner. As to his ships and crews, we know he flew under the com-mand of at least one pilot other than Lieuten-ant Shaefer during his remaining time with the 407th Squadron — that being Lieutenant Staff-ford Webb.

What we can say with certainty is that on May 1st, 1943, the 92nd Bomb Group was officially reactivated as a combat unit. As such it flew its first mission out of the Alcon-bury field on May 14th as part of a massive force of over 200 bombers striking four designated targets in occupied Europe — with the 92nd’s B-17s among those slamming Germany proper.

This mission, on which the 407th dis-patched seven of its aircraft, was designated as number eleven on Willis’s sortie record. The raid was against the submarine yards and na-val installations at Kiel — a place Willis would see from the air several more times before his tour was over. One of the 407th’s bombers turned back early, and one was lost due to enemy fire over a cluster of islands on Germany’s North Sea coast — with all ten members of that crew becoming prisoners of war.

As for losses by all the forces dis-patched that day, six B-17s were downed, and 52 damaged. Five B-24s were also lost, and ten damaged. Ten B-26 medium bombers were damaged. As for the human toll, four airmen were killed in action, 20 were wound-ed, and 118 declared missing in action after their aircraft failed to return.

On May 17th, 118 B-17s hit the U-boat base at Lorient, France. Six were brought down, and 28 returned home damaged. The 407th puts eight of its bombers over target, and all returned. This was Willis’s second visit to Lorient — the first having been with the 303rd Bomb Group.

Two days later, on May 19th, the 92nd Bomb Group was up again; this being their second attack on the submarine shipyard at Kiel. The specific target, the turbine engine facility.

In total 103 of the B-17s dispatched by Bomber Command reached the target. On that mission six were brought down and 28 damaged. With no fighter escorts to draw the German attackers away, the aerial battle was categorized as “rele-ess,” continuing out over the English Channel on withdrawal. It was during this ongoing brawl that Willis claimed his one German fighter — that a well-armored and otherwise formidable Focke-Wulf 190. For that Willis was awarded his second Oak Leaf Cluster.

On May 29th, 147 B-17s hit the sub-marine pens and locks at Saint Nazaire, France, 350 airmiles south of Alconbury. Fifteen B-17s and 7 B-17 variants called YB-40s were the 92nd’s contribution to the raid.

Eight B-17s were lost during the mission, none from the 92nd.

As an experiment, beginning late in 1942 a handful of B-17s were converted from bombers to heavily armed and armored gun-ships intended to protect bomber formations during deep penetration missions reaching beyond the range of the allied escort fighters then available. The twelve machines deployed with the 8th Air Force were attached to 92nd Bomb Group’s 327th Bomb Squadron upon the group’s move to Alconbury. Comparatively heavy, these aircraft struggled to keep up with the regular bombers. And, having proven less effective in combat than hoped, the experiment was closed when suitable long-range fighters became available toward the end of 1943.

If there was any question regarding the B-17’s vulnerability, that was settled dur-ing Willis’s fifteenth mission. One hundred and twenty-two B-17s struck the U-boat yards at Bremen, Germany. In what was reportedly the “heaviest fighter attacks to date,” four of those bombers were lost. At the same time second force of 60 B-17s raided the submarine facilities at Kiel. Twenty-two of those were brought down. Combined, the two prongs of the raid suffered a 14 percent loss. It was something of a wakeup call for the 8th Air Force.
The chemical works and synthetic rubber plant at Huls, located just a dozen miles inside the western border of Germany, came under attack by 183 B-17s on June 22nd. The entire force consisted of 235 bombers. The other target for that day’s raid was in Belgium’s Antwerp. One of Alconbury’s planes was lost during the Huls attack, and there was “considerable flak caused battle damage” among the rest of the group.

Snafu might be one term applied to the June 25th mission. Bomber Command dispatched a force of 275 B-17s toward primary targets in Hamburg and Bremen in northern Germany. Once there, the various groups found themselves “impeded by clouds.” Following orders, they then went in search of targets of opportunity.

For this foray, records indicate the 407th Squadron took point for the 92nd’s 20 B-17s and three YB-40s. While we don’t know if Sergeant Grove was still in Earl Shaefer’s crew, it does appear the pilot and copilot of the lead bomber were Lieutenant Shaefer and Major James Griffith. As to which was said to have been lost due to “observed a break in the clouds, were making a run on Oldenburg, located a few miles inland from Germany’s North Sea coastline. That plane said — possibly due to a lone bomber from another group crossing under the flight at the same time the lead bombardier was preparing to drop his bombs — the entire force actually fell on a small town to the east of Oldenburg. It appears all of Alconbury’s planes returned that day, though 18 of Bomber Command’s other planes were lost.

The 407th Squadron’s targets for the June 26th raid were several airfields near Paris. All the 92nd’s aircraft returned. Two days later, ten B-17s and six B-17s modified into YB-40s were dispatched toward railroad targets in Hannover, some 80 miles north of Hamburg. All the 92nd’s placed eleven B-17s with some battle damage, two carrying crewmen with minor wounds. Two days later, the target was once again Hannover — this time the city’s synthetic rubber works and tire factory. With the 407th leading, the 92nd’s placed eleven B-17s and one YB-40 over the target. Of the 16 B-17s Bomber Command lost on this mission, one belonged to the 92nd.

As a footnote to the 92nd’s part in the Hanover mission, another of the group attached to the 326th Bomb Squadron was disabled by what proved to be a fatal wound, the copilot, Second Lieutenant John C. Morgan, 24th birthday, only 50 miles from the target. All the groups in the column began simultaneously turning back toward England, leaving the 92nd, which had been at the front of the column, in the rearmost position — a prime position for the thirty or more Messerschmitt-109s McLaughlin states immediately pounced.

Being the last group in the homeward bound column by three or four miles, the 92nd’s 24th birthday, only 50 miles from the target. All the groups in the column began simultaneously turning back toward England, leaving the 92nd, which had been at the front of the column, in the rearmost position — a prime position for the thirty or more Messerschmitt-109s McLaughlin states immediately pounced.

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And with the completion of his twenty-fifth mission, Willis could honorably turn his back on the hazardous life of an aerial combatant. But the evidence suggests Willis was intent on taking a different path — one sure to draw him back into the line of fire, with the math once again against him. … but that’s a story for another day …

Like most of the once young men who fought in the skies over Europe during the first half of the 1940s, Robert Willis Grove is no longer with us. He passed away on the 29th of March, 1992. Tracing his story after his last mission in the European theater will take us back to the United States, through the college courses required to meet the military’s definition of an officer and gentleman, and on through flight school. We believe that as soon as Willis became convinced war with Germany and Japan was inevitable, he set his heart on becoming a fighter pilot. Learning to fly over Deer Park’s dusty airport was likely undertaken with that intent. Joining the Army Air Corps eight weeks before Pearl Harbor was likely with flight school in mind. And his
decision to apply for pilot’s training upon completion of his 25 combat missions with the 8th Air Force was clearly with that design. And yes, several months after the fall of the Japanese empire he did earn both his commission and his pilot’s wings.

In the summer of 1945, most everyone with a realistic understanding of the situation expected the war in the Pacific to drag on for another year and cost at least a million American casualties — those beyond the sacrifices already made. And most everyone was completely stupefied when singular scalding flashes over the Japanese cities of Hiroshima and Nagasaki brought it all to a sudden halt. At that point it appears Willis became a Reserve Officer, retaining that designation at least until the Army’s air branch transitioned into the independent Air Force in 1947.

Willis Grove’s son, Gordon, said his father seldom talked about his part in the war. What we’ve been able to piece together here has been drawn by following the clues found in the documents Gordon has on file — photos, scraps of military orders, various certificates and documents — all augmented by a wealth of data drawn from books, magazines, and various military related internet sites. To continue beyond this point will require more of the same. While we intend to do exactly that as sufficient time becomes available, right now it seems best to draw this thread to a close. Be watching for the rest of this story in a future edition of the Mortarboard.

——— end ———

Notes from the Office

Happenings In & Around the Society’s New Home

by

The Editorial Group

… finding your way to our place ...

This last January the Clayton/Deer Park Historical Society signed a lease on the Deer Park City Hall complex’s former teaching module. Ever since that most welcome event the group has been vexed by this free-standing building’s official address. Located on the south side of the north facing complex, the module has never had an independent street address of its own. Its official address is for the City Hall building fronting Crawford street, while its physical location is facing the 300 block of East ‘A’ Street. It appeared the best remedy was to direct people to that particular hundred block of East ‘A’ Street, then indicate our specific building with a sign clearly visible from the street.

In an email dated May 14th, the society’s point man on the sign project, Mike Reiter, wrote the following. “I talked to Roger this morning about our sign and what we would need to get his blessing” — the “Roger” mentioned being Roger Krieger, the city’s Community Services Director. After Mike outlined what he had in mind, he and the director “walked over and looked at the site.” Roger said he thought “it would be okay,” but noted the area should be checked for underground utilities before any digging was done.

Over the next several weeks quite a bit of discussion occurred as to the general appearance of the sign — something simple, perhaps just the group’s name and website address. Those ideas were taken to Rachelle ‘Shelly’ Fletcher of Deer Park Printing. Shelly’s various design proposals were presented at the society’s June meeting.
as half a dozen pictorial layouts. By group consensus a two-foot-high by four wide dome-crowned sign with a green background and gold lettering was chosen.

Special thanks to Mike Reiter, Rick Brodrick, Bill Sebright, and Shelly Fletcher for this excellent piece of workmanship.

… Betty Burdette’s donations …

On the 16th of April Betty Burdette’s younger son, Michael, sent Bill Sebright an email stating Betty had left notes on items in her house she wanted donated to the historical society in the event of her death. Among those items were a player piano and a pump organ. Bill recalled having “played” (making noise) on this pump organ when it was the property of the Clayton Community Church back in the 1950s. We’ve yet to confirm the piano’s background within the community but suspect there’s is an equally deep one.

Recognizing that the society currently doesn’t have a suitable place to keep these objects, society member Chuck Lyons formulated an agreement with the North Spokane Farm Museum in which that organization would hold the artifacts on our behalf until the society could properly care for them.

Regarding the age of the two items, Bill Sebright contacted Dan Brown, an expert on vintage pianos and organs. Dan reported...
In attendance at the society’s meeting hall, 300 block East ‘A’ Street, Deer Park: Eleanor Ball, Marilyn Reilly, Bill Sebright, Wally Parker, Pat Parker, Mark Wagner, Tom Costigan, Rachelle Fletcher, Flo Moore, Mary Jo Reiter, Lorraine Nord, Pete Coffin, Judy Coffin, Roxanne Camp, Bill Phipps, Tim Verzal, Rick Brodrick, Mark Bryant, Diana Bryant, Jeff Clark, Chuck Lyons, Betty Deuber, Don Ball, Elaine Ball, and Wey Simpson.

Society President Bill Sebright called the meeting to order at 10:00 AM. He reported: 1) That he received an email from Gerene Bovermann. The email included a picture of Ella Edington and her second-grade class taken in front of the Deer Park Elementary School in the early 1930s. 2) Anni and I enjoyed Heritage Day at the North Spokane Farm Museum where many of the settlers in our area passed. 3) I have committed three convertibles for use in the Brickyard Days parade. 4) Permission has been given to the Deer Park Gazette to reprint the Mortarboard article on “Drag Racing in Deer Park.” 5) The book “Wandermere, Legacy on the Little Spokane River.” The author has assembled much information on the early settlement of the area through which many of the settlers in our area passed. 3) I have committed three convertibles for use in the Brickyard Days parade. 4) Permission has been given to the Deer Park Gazette to reprint the Mortarboard article on “Drag Racing in Deer Park.” 5) The book “Welcome to Nine Mile Falls” has been digitized. The authors of this book have summarized and referenced much historical detail about the early settlement of the area, which is of special interest is the detail about land ownership and schooling in the Nine Mile area. Of special interest is the detail about land ownership and schooling in the Nine Mile area.
Chuck Lyons reported that the turn out for Heritage Day at North Spokane Farm Museum was smaller than hoped. They did give a lot of tours of the museum. Chuck gave lessons on driving the crawler tractor that he brought over.

Marilyn said that someone gave her a lettering set. She offered it to the Society if needed. Next meeting Saturday, 10:00 AM at the new building. Meeting adjourned at 10:55 AM. The Society meeting minutes submitted by Mark Wagner, acting Secretary.

Clayton隐患 Park Historical Society Newsletter
Issue #136 — August — 2019

The Clayton/Deer Park Historical Society’s department of Print Publications is always looking for original writings, classic photos, properly aged documents and the like that may be of interest to our readers. These materials should be rooted within, though not limited to, northern Spokane County, southeastern Stevens County, and southern Pend Oreille County. As for types of materials, family or personal remembrances are always considered. Articles of general historical interest — including pieces on natural history, archeology, geology and such — are likely to prove useful. In other words, we are always searching for things that will increase our readers’ understanding and appreciation of this region’s past. As for historical perspective; to us history begins whenever the past is dusty enough to have become noteworthy — which is always open to interpretation. From there it extends back as deep as we can see, can research, or even speculate upon.

We encourage anyone with observations, concerns, corrections, divergent opinions or additional materials relating to the contents of these newsletters to write the society or contact one or more of the individuals listed in the “Society Contacts” box found in each issue. Resultant conversations can remain confidential if so desired.

Society Contacts
C/DPHS, Box 293, Clayton, WA 99110
Bill Sebright, President — sebrightba@gmail.com — (509) 276-2693
Wally Lee Parker, Editor of Print Publications — bogwen100@msn.com — (509) 467-9433
Website — http://www.cdphs.org

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Comments Policy
We encourage anyone with observations, concerns, corrections, divergent opinions or additional materials relating to the contents of these newsletters to write the society or contact one or more of the individuals listed in the “Society Contacts” box found in each issue. Resultant conversations can remain confidential if so desired.

About our Group:
The Clayton/Deer Park Historical Society was incorporated as a nonprofit association in the winter of 2002 under the title Clayton Historical Society. Our mission statement is found on the first page (upper left corner) of each issue of our newsletter, the Mortarboard. Our yearly dues are $20 dollars per family/household.

We are open to any and all that share an interest in the history of our region — said region, in both a geographic and historic sense, not limited to the communities in our group’s name.