

## Hobert Jones



Hobert Glenn Jones was born 4/23/23 in Berea, West Virginia to Dayton Rex Jones and Cora Uneeta Springer Jones. He was the second of six children (Octavia, Hobert, Rosa Lea, Guy Dayton, John David, Doretta).

Hobert grew up in West Virginia. In 1940, his father got lung disease from being exposed to mustard gas in World War I and was told to move to Arizona. (His father later died in 1956 at age 60 of complications from the mustard gas.) His father said he didn't know anyone in Arizona. His mother had a sister and brother (Octavia Springer Layfield and Wray Springer) that lived in Shady Grove, Arkansas so the family decided to move to Arkansas. Hobert didn't particularly like school. When the family decided to move, Hobert had just finished his Junior year in high school. He decided to remain in West Virginia and stayed with his grandparents to finish his senior year. When asked if he finished high school, he stated, "I tell everyone I told them to 'Go to Hell' and walked off. I took my first semester test and then just walked out. Didn't say a word to anyone." He decided to go to Arkansas to be with his family. He took a bus to Mtn. Home and arrived two days later on January 19, 1941.

In the summer of 1941, he got a job with the Civilian Conservation Corps as a stone cutter at Buffalo. He stated they would sit on the ground for hours, chipping stone with a 3 pound hammer and squaring up the edges. The stone chips would fly up and hit him. He also built roads for the CCC in Sage, Arkansas. In spring 1942 he went with his two uncles to harvest wheat in Kansas and Nebraska. He earned \$5.00 a day. He ended up in Circle, Montana helping a man who had been run over by his tractor. While there, he met a man, Alva Sisk, from Poplar Bluff, Missouri who was breaking horses. Hobert learned to break horses. "That man, Alva Sisk, became the best friend I ever had. He died five years ago."

On January 19, 1943 Hobert entered the service. He was drafted in the Army Air Corps which became the U.A. Air Force. He flew with the Flying Tigers, also known as the Chinese American Task Force, which became the 14<sup>th</sup> Air Force. He was an engineer on the 10 man crew. He flew 35 flights and 350 combat hours. He was discharged October 31, 1945.

In the fall of 1943, while home on furlough, he was helping Doc Finley cut hay when he noticed a dark haired girl riding a school bus. "I always was a flirt so I threw her a kiss." He tried to find out who the girl was. It turned out to be Jo Evelyn Deatheridge (step father was Andrew Houser) of Cotter. He was already writing to Lucille, sister of Alva Sisk from Poplar Bluff, who he had planned on marrying. He started writing Jo after he went to the service.

Hobert came home on leave and found Jo working at a drugstore. "She was so cute. I asked her for a date and she said no, 'You look too much like a wolf.'"



She finally agreed to go out on a date with him. He picked up Jo Evelyn and eight other kids and went to see a play. They dated from November 1945 till February 1946. He married Jo Evelyn Deatheridge, who was born in Cotter to Loyd and Bertha Taylor Deatheridge, on February 4, 1946. They had five children, Sammy, John, Donna, Robin and Susan. They have 16 grand kids, 18 great grandchildren and 2 great-great granddaughters. Jo died May 20, 2011 from what Hobert described as bone marrow failure.

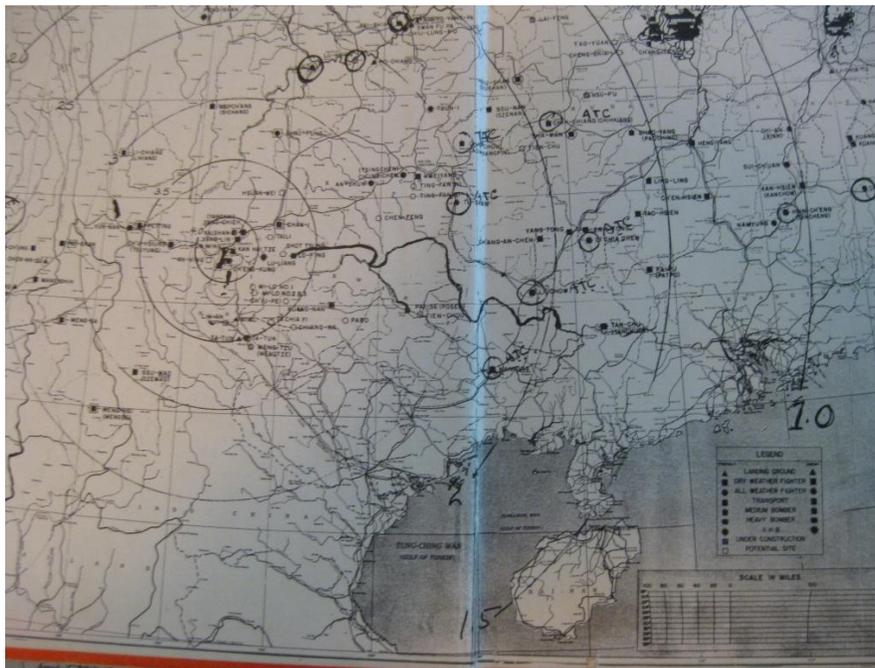
During 1946, Hobert got a job with the Army Corps of Engineers surveying the land in preparation of building Bull Shoals Dam. They surveyed the railroad track in Cotter to the dam. They surveyed Hwy 178 from Midway to the dam. They surveyed the dam area that included the distance and elevation every 12.5 feet on both sides of the dam

area in Baxter and Marion County. Hobert said that after the survey was done, the government shelved the project for awhile. He returned to work on the dam in 1947 after construction resumed. He worked as a machinist in the Machine Shop at Bull Shoals Dam. As a machinist, he made whatever equipment that was needed. He stated that everything on the dam was operated by air pressure. There were four generators in the power house. He helped make the tracks for the rollers to run on for the dam. He described making a Caterpillar engine that pulled a DC generator and used train wheels. Hobert said the employees worked 24 hours a day- three 8-hour shifts. Hobert worked days. They got paid every Friday.

Hobert stated he also worked for Beaver Dam 1962- 1964 and helped put in two generators. He was foreman of a crew. He tried to go to work on Norfolk Dam but they wouldn't hire him because he had high blood pressure.

One of Hobert's passions was airplanes and he built ten planes. "Real planes that you can fly in. Don't insult me by asking if they are radio-controlled planes." He has a photo album of the planes he has built.

Hobert shared some memories of the area. He stated in 1941, Cotter was much bigger than Mountain Home. Cotter had the railroad. There were three hotels, a Pencil Factory, a drug store, a movie theater and two beer joints (one of which was owned by his wife's grandfather.) The only road that was paved was between Mountain Home and Yellville. Everything else was dirt. It took 2 hours to get to Harrison. He also remembered a beer joint and restaurant on the north side of the Mtn. Home Square where you could get a hamburger steak for \$2.25. The courthouse was hand hewn stone.



Hobert has a “bail out map” of China. It was given to the men, along with money, a compass, fish hooks, to help the service men get home if they had to bail out.



Hobert also had a photo book of the Flying Tigers that showed Hobert and his plane.



Here is .50 caliber machine gun ammo,



A cloth flag that soldiers wore on their back to identify them as American, and offer \$300 to natives to help them.



This is a Japanese bomb that he got Thanksgiving 1944. It is a bomb to kill individuals and didn't explode. Hobert went out the next day and retrieved it.



This is a picture of the plane identical to his plane “only mine wasn't painted.”

This interview was conducted on 8/27/11. Three days later, on 8/30/11, Hobert passed away.