



# Carriage House Crier



WOLCOTT HISTORICAL SOCIETY • P.O. Box 51, Wolcott, NY 14590

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FREE

*This issue of the newsletter sponsored by Robert Stell*

## WHO WAS George Elmer Jones?



B-26 Marauder



First Lieutenant George E. Jones, of Sodus, NY, pilot of 9th Air Force Marauder "Hell's Kitchen"

George had two loves in his life. That of his wife, Elizabeth Wilshire Jones and flying. He graduated from high school in Palmyra, NY. When WWII broke out he signed up for the Army Air Corp. In 1942 he was sent to Lake Charles Army Flying School at Lake Charles, Louisiana. He specialized in 2 engine planes at Laughlin Army AirField, Del Rio, Texas. In 1943, he was transferred to the base in Lakeland, Florida. While stationed here he married Elizabeth Wilshire of Sodus, NY. He trained on the B-26B and was assigned to the 494th Bomb Squadron of the 344th Bomb Group. On November 19, 1943 orders were cut that sent George to overseas duty in England. Elizabeth went back to Sodus to live with her parents. Earlier in 1943 the Army Air Corps had his last name spelled Johns-2nd Lt. George E. Johns. Several communiqués were made to correct the spelling and also amended to read 1st. Lt. George E. Jones.

While based in England, he took part in air offensives over Europe, including Normandy, Germany, and Northern France. He flew 65 missions in all and was awarded 13 air medals in addition to the Distinguished Flying Cross. He also received three battle stars for his participation in the Battle of Britain; the Normandy

Invasion; and the North African Campaign. The Associated Press under a London dateline carried the following story. "One of the neatest tricks of the war was performed by Lieutenant George Jones of Sodus, N.Y., who brought his flak-riddled Marauder 'Hell's Kitchen' back from a bombing mission over Northern France and glided to a safe landing with both engines out, minus his landing gear, and almost without use of the controls. Jones was bringing his bomber over the target when flak knocked out one engine, shot away the rudder controls and trim tabs, wrecked the hydraulic system which lowers the wheels, and blasted a hole three feet wide in the bomb bay. The same blast severely injured two crewmen. Jones nursed the bomber back across the channel on a single engine, and as he reached the English coast at 8,000 feet this one died out also. He made a split-second decision. Without power, almost unable to steer the ship, he headed for an emergency landing field, going down in a steep glide at 3,000 feet per minute. Instead of steering, he slipped and banked the ship to guide it. The crew braced for a terrific shock, but 'Hell's Kitchen' with only a gentle shudder slid to a perfect belly landing. A moment after the landing there was an explosion in the bomb bay, saturated with leaking

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gasoline and oil. Flames filled the plane, but the crew scrambled to safety."

After the war George became an instrument flight instructor and he said that he logged 400 hours in the Link. Major George E. Jones, AF Reserve, received an Honorable Discharge on June 21, 1961.

During 2004-05, after his wife Elizabeth passed, George frequented the Wolcott Senior Center for lunch and activities. George spoke to us of his interest (passion) in connecting with the Confederate Air Force at Harlingen, Texas. This organization is world-known for its restoration to flying status and maintaining of World War II vintage aircraft. He traveled there on several occasions to offer his volunteer services as one of groups who restored and kept the old planes flying. One of these planes was the Glen Martin Co. B-26 "Marauder", the type that George piloted during WWII in Europe. This was a twin engine medium tactical bomber of which several thousand were built and operational in most, if not all, theaters of the war in Europe, Africa, and the Pacific. Few, if any, remain flyable today. (An accident destroyed the C.A.F. B-26 plane around 1990.)

George and Elizabeth made their home in Red Creek. Upon George's death, his military records were donated to the Wolcott Historical Society. We have given you the highlights of his career.



George E. Jones

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### Send to:

Wolcott Historical Society  
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An excellent way to help secure the future of the Wolcott Historical Society is to designate the WHS as a beneficiary of your will, foundation, or trust. We are a non-profit 501-(c)-(3) corporation. Donations are tax deductible to the maximum extent allowed by law.

## COMMEMORATIVE BRICKS

The recently ordered commemorative bricks have arrived and been installed. We will continue to take brick orders and order when we have received a minimum order. If you would like information or to place an order please call Bob Stell at 315-594-9065 or Linda Shippers 315-594-2765

Recently, we received a suggestion. Why not encourage members and others to think about entering a membership for parents, grandparents, siblings, neighbors, and friends? It would be considered a gift or gesture of good will. This sounds like a logical idea, so... please give this some consideration. W.H.S. can easily record you as the 'donor' and send you notices of their years' renewals of these gift memberships.