

Charles A. "AL" Harford

Charles A. "AL" Harford, 825 Sq. association member passed away Nov. 16, 1993, in Fort Morgan, Colorado. He was the engineer on Charles Marshall's crew



Born February 1, 1925, in Pueblo to Carl and Elva (Rinker) Harford. He graduated from Pueblo Central High School in 1943. He joined the Army Air Force following high school and served in Italy during World War II. Following the war he married Kay Roberts on March 8, 1946, in Raton, N.M. He began a 47-year career with Colorado Interstate Gas Company working in Pueblo, Colorado. He is survived by his wife, Kaye, daughter, Sydnie Harford, Denver; sons, Chris Harford of Fort Morgan and Douglas of Denver; sister, Elva Leonard of Pueblo; five grandchildren; and one great-grandchild.

Escape Statement (from Micro Film records)

His crew was shot down on a mission to Vienna on February 21, 1945 Thirty seconds before bombs away three bursts of flak hit the aircraft, knocking out No 2 and 4 engines, all of the hydraulic system, and the inter phone. The aircraft lost several thousand feet immediately, and as soon as the pilot regained control, S/Sgt. upper gunner bailed out and his chute was seen to open. The tail gunner S/Sgt. Rollo Richmond was seriously injured. Radio operator Joseph Cataldo and 2nd navigator Clyde V Thompson received superficial wounds.

The pilot headed south and then southwest and crossed lake Balaton at about 15,000 feet The maps on which the battle lines and safe areas were drawn had blown out of the window when the crew threw out guns and other equipment to lighten the load. As soon as they were sure they were behind Russian lines, they headed for Yugoslavia. The co/pilot instructed the crew to rig a

static line to Sgt, Richmond's chute, and after assisting him out, the remainder of the crew bailed out.

Sgt. Charles A Harford landed in a cornfield. The whole village came out and shouted "Americanski" He convinced them he was an American because he was speaking English. He returned to duty March 1, 1945. At the time of crash he had flown 21 missions.

His crew: Charles A Marshall-P, John R Gross Jr-C/P, John D Cummins-N, Robert F Anderson-B, Charles A Harford-E, Joseph Cataldo-R/O, Peter Regalman-N/G, Rollo Richmond—T/G, Robert Powers-U/G, and Robert Sorenson-B/G. (Information taken from a membership application)

In addition the escape statement lists second navigator, Clyde V Thompson and F/O Lee, and S/Sgt Sandberg as being on board and parachuting out of the aircraft. The master Data Base shows a Ray A Lee Jr-B 825 Sq. and member Glen L Sandberg 825 sq. being assigned to the Charles A Marshall crew. All but one of the crew returned to Italy, and went on "R & R" to Egypt..

Harry J Jenkins 824 Sq.

Harry J Jenkins 824 Sq. died December 21, 1993. He was an intelligence staff officer holding the rank of Major serving with the squadron from its inception until the 484th bomb Group was disbanded in July 1945. He was the Group CO from late May 1945 to July 1945 with the Rank of Lt. Col..

He sailed to Italy in January 1945 with the ground echelon element of the 484th Bomb Group on the SS Oswald Jacoby without incident. But a connecting flight from Naples to Cerignola became very precarious when in dense clouds the flight instruments malfunctioned, luckily the co/pilot was able to find the airfield and make a safe landing.

James R "Jim" Johnson

Maj. James R Johnson, 764 Sq, 77 died June 6, 1993 after a long illness.

He was one of the first persons to join the Association His early support was most welcome in the days when the Association was formed. He and his wife Gladys attended reunions in 1983, 84, 86, 87, 88,

89, and 91. He was a contributor to the scholarship and computer funds.

He and his crew were identified mostly with a B24-E called "Lazy Lady" # 12 42-51762. It lived on for a while even after the crew finished their missions in July 1944. It was finally salvaged for parts November 11, 1944

James Johnson had organized a crew reunion in 1980 when he learned Bud Markel was organizing a reunion for wartime members of the 461st & 484th Bomb Groups. There was one guy he couldn't find, the navigator. He found out he'd stayed in the Air Force and retired as a Lt/Col. in Dunedin FL. One of his gunners had lived only six miles from him and didn't even know it. The men had a group picture taken in front of the B-24 Liberator on display at Lackland Air Force Base. The crew was split up. Johnson's navigator Jerome R. Roth, nose gunner John L. DeGraaff, engineer Charles Louis and radio operator and waist gunner William E. Jennings had completed their last required sorties on July 22 1944, bombing the large oil fields at Ploesti, Rumania. Co/pilot Pilot Graven F. Mitchell, bombardier Walter J. Roeben, waist gunner Lynwood C. Harrell, ball gunner Donald G. Charland, and tail gunner J.D. Trout flew their last mission two days later with five replacements in the "Lazy Lady." The plane was shot down over Linz, Austria. It was hit by fighters just short of its target, the Herman Goering tank plant. Of the 10 men aboard, only Roeben, Charland and Trout survived. They were held in separate German prison camps until the war ended. The 1980 reunion was a huge success.



Maj. James R Johnson