

slept in Pup tents that night on the cold ground. Easter morning we had K Rations for breakfast and wonder of wonders we had an unexpected Easter Service. Our camp was located on a farm which consisted of several masonry buildings including a Chapel. A local Padre from Cerignola was visiting the farm people for Easter and he consented to conduct an Easter Service for us. About a hundred GI's crowded into the Chapel which had a capacity of about thirty.

In addition to my duties as a mechanic, I was called on to be a plumber. After bathing and shaving in our helmets for a couple of months, Headquarters decided that we needed an indoor shower complete with hot and cold running water. So the Italians built a masonry structure and we utilized an abandoned German water tank for our water supply. It was raised on stilts for gravity feed. We made use of a gasoline fired hot water decontamination tank for our hot water supply. Piping was hard to come by, so we used bits and parts of aircraft tubing. Pipe fittings were non existing so we just bent and welded tubes together. Now we had one problem- we didn't have any shower heads. Through the grapevine we heard that the 461st had shower heads. That night a moonlight requisition was successfully completed and the next day our bath house was equipped with shower heads and all enjoyed a nice hot shower for the first time since leaving the States.

I'll always remember all of the guys of the 484th and the job we did to help bring peace and freedom to the world. I think we were all part of history at that point in time.

Jim Revelas, 826 Sq.



Port Ludlow, WA
Mr. Bud Markel

Dear Mr. Markel:

Thanks very much for the material you sent me regarding crew Able 22 of the 827th and their last sortie over Munich on 23 October 1944.

To see the actual documents for mission planning was very interesting; in particular was the loading list, signed by my cousin, the last time he ever wrote his name, coming as a shock. I am very grateful for your efforts and think it is probably best to let the matter rest at that point.

I majored in history in college, but have only recently, since retirement in 1992, started devoting some time to it. My field was modern Europe which of course encompassed World Wars I and II. To me it is the most interesting part of human history and I certainly applaud your efforts in creating and maintaining the 484th Bomb Group Association while it is still possible to get some first-person stories of how it was. I have some idea of how difficult it is to bring that kind of association into being having worked on my squadron reunion several years ago. During my last tour in the Navy we all agreed that we would have only one reunion, ten years after we were released from Active Duty. We managed that, had a party and agreed never to meet again. Through membership

in Tailhook and a couple of other organizations I do hear about old friends from time to time, mostly "making the last trap."

Thanks again for your kindness. Best wishes for a good reunion at Tucson next November.

Sincerely, Ted Wright

Ted Wright
Port Ludlow, WA 98365

Dear Mr Wright:

Thank you for your letter postmarked February 6, 1998. Please excuse my delay in answering your letter.

On October 23, 1944, the Rhein crew (Able 22) went MIA on a mission to Munich Germany in ship (Nose No 72c) 42-52667. A photographer was scheduled as the 11th crew member, but it is not known if he boarded ship before take off. The crew is listed below:

Rank	ASN	Name	Duty
Cpl	34717630	James C Anderson	G
Sgt	35709802	Howard E Fugate	G
2/Lt	0772852	Albert Jorgensen	B
Cpl	19069755	Mitchell M Lindstrom	R/O
Sgt	35791964	Charles W Loudon	G
Cpl	34729768	Walter E McClellan	E
2/Lt	0723665	Morris J Padia	N
2/Lt	0768669	Charles R Rhein	P
2/Lt	0772545	Paul A Smith	C/P
Cpl	14109543	Albert R Thomas	G

Only Albert Jorgensen was a member of our organization back in 1991, and last lived at 1341 W Hiway 83 Box 44, Alamo, TX, 78516. Phone 512/781/2170. He was cited for action on October 13, 1944 for strafing an oil train, and received a purple heart. I am not sure when he received the Purple Heart. Rhein's crew was assigned to fly on October 13, 1944.

Morris Padia and Albert Jorgensen were normally assigned to the nose section of the aircraft along with the Nose Gunner, but in a controlled crash situation the crew members not essential to flight would have been assigned to the bulkhead just behind the aft bomb bay if there was time.

You should seek out the Missing Air Crew Records presumably from the National Archives, College Park, Maryland for any more information. I'm enclosing a few of the sheets of the Mission report for October 23, 1944. The others are not pertinent. Sorry I can't be of more service to you.

Bud Markel, 484th Bomb Group Association



Dear Bud

We did not attend the D.C. reunion but hope to be at Tucson. My wife has a placard allowing us to park in handicap spots. She cannot walk for long distances or stand for long periods which