



## With the Colors Oct 5, 1943

Private James C. Ping writes his parents, Mr. and Mrs. Claude Ping, from Camp Mackall, North Carolina:

"I have a surprise for you. I made my fourth jump this morning. One more jump and then I am qualified. You don't need to worry, because these 'chutes are really fool proof. You no sooner leave the door than the 'chute is open.

"It really gives you a jolt, and when you look up you feel so much better. It is quite a sensation, really, mom. You are awfully nervous while waiting for the jump, but when you stand up, you feel as if you are still in the mock plane on B stage.

"Then you see the fellows go out of the door and fall out of sight and then you wonder why you ever joined the paratroopers. Then you're in the door, you jump and take a look at the ground. It looks so far down and you keep on wondering why you joined up.

"Then swish and your feet fly up into the air and your parachute opens. You drift down and feel like you'd like to stay up there all day.

"Well, I've gone and done it now. If they tell me to get up on the barracks and jump, I have to do so. I can give you the low down on the five jumps now. The first was made on a thirteen mile an hour wind. I made a three point landing that time and slid about fifty feet, just as I lit. When I went out of the door the static line wrapped around my arm and nearly pulled my shoulder out of place.

"That was the first lesson, I learned. None of us were nervous, you know. Pembroke was behind me about eighteen yards away and we went down telling each other how wonderful it was, but when we hit—!x

"Tuesday we were rather nervous. I got out of the door just fine and lit in a ditch just as if I'd jumped off a chair or table. Wednesday was the day, though. Everyone was nervous and the plane was like a tomb.

"I hit hard again, because I made a body turn, fifty feet from the ground, and did not have time to get my feet together again. I had a bad time walking away from that one. My right foot was numb.

"Thursday, I wasn't nervous at all; lit that time right in the middle of a road and came out o. k.

"Today, we jumped over on Alabama area, at 800 feet instead of the usual 1,200 feet. It only took about fifty seconds to hit the ground. The grass was three or four feet high and it was sprinkling rain. We couldn't see the ground very plain and we were all plenty scared.

"I hit the ground o. k., turned over on my back, unbuckled my reserve 'chute, took off my harness and laid there watching the other fellows coming down. Three planes came in a V-formation with wing tips twenty feet apart. Thirty-six fellows came out of the three planes and all were out in about seven seconds. That is sure fast.

"I lay there and had a hard time telling myself I was at last a full fledged paratrooper. Well I've worked like a dog for it, for five months. They say a parachute jump is equal to eight hours work and I believe it is. We get up at 5:30 and go down to the hangars and get our 'chutes. We sit and sweat 'till our time comes to go up, usually waiting until about 10:00 a. m. Go up, make our jumps, roll up our 'chutes, take a truck back to the hangars, shake out our 'chutes, put them in our bins, and return to the barracks.

"Don't do much in the afternoon, maybe a few classes. Then at 6:30 we start packing 'chutes and we are through for the day about 10:30. We get our wings tomorrow and about 2:00 p. m. take a train back to Camp Mackall.

His address is Private James C. Ping, Battery C, 460 Parachute Field Artillery battalion, Seventeenth Airborne division, Camp Mackall, North Carolina.

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Lieutenant (j. g.) G. Scott Cummins, a son of Mr. and Mrs. Emery Cummins of Willow Hill, writes Ray Everly of Newton:

"This month I completed fifteen years' service in the United States Navy. I thought you and some of your prospective recruits may be interested in some of the places I've been and the ships I've served in.

"I enlisted as an apprentice seaman and received my 'boot' training at the Naval Training Station, Great Lakes, Illinois. Upon completion of my 'boot' training I was assigned to the U. S. S. Tennessee, where I served for three years, receiving an honorable discharge in 1931. I immediately re-

enlisted and was transferred, at my own request, to the Asiatic Station.

"I served on the U. S. S. Houston, U. S. S. Canopus, U. S. S. S-40 and S-41. While serving aboard the Houston I was awarded the Yangtze Service Medal for landing force duty during the battle of Woosung.

"While on the U. S. S. Canopus I requested submarine duty and was assigned to the U. S. S. S-40. I served aboard the U. S. S. S-40 for three years, returning to the United States in the fall of 1935. Upon my return to the States I received my second honorable discharge, re-enlisting immediately and transferring to the U. S. S. Lexington for duty.

"Volunteers were called for duty on the Asiatic Station and I volunteered. I arrived in China in March, 1936, and was assigned to the U. S. S. Canopus, hoping to get back on submarines again, but was not successful, all of these boats having full crews, so I went to North China to the U. S. S. S. John D. Ford, a destroyer, where I served for three and one-half years, again returning to the States in the fall of 1939.

"I was again discharged from the Naval service with an honorable discharge and re-enlisted immediately. Upon re-enlistment I was assigned to the U. S. S. California for duty. Shortly after this I requested new construction and was sent to the Philadelphia Navy Yard, where the U. S. S. Buck, one of our new destroyers, was being built. This ship I helped place in commission in May, 1940.

"I served on the U. S. S. Buck until April, 1941, at which time I was advanced to the rank of machinist. Since no machinists are carried on destroyers I was ordered aboard the light cruiser, the U. S. S. Raleigh, for duty. I served on the Raleigh for about two years. I was aboard her during the attack on Pearl Harbor and afterwards, when she went looking for revenge.

"I left the Raleigh in February of this year and was ordered to the Amphibious Forces, where I am stationed at the present time.

"Since my enlistment I have traveled to many foreign countries, as well as seeing a large portion of the good old U. S. A. I have been to China, Japan, all through the Dutch East Indies, the Philippines, Hawaii, and several that I can't name here. You can tell all the boys that if they want to travel, the Navy's the place to do it and in grand style, too.

"I have received the following campaign bars: Yangtze Service, China Service, Asiatic Pacific, American, American Defense, Good Conduct Medal, and Expert Rifleman Medal.

"I have been advanced from apprentice seaman up through the ranks to my present rank of lieutenant (jg). Not bad for a farm boy, is it?"

His "number is not up" in this war, believes Private First Class Walter R. Roemer, now of Chanute field, Rantoul, who suffered two narrow escapes from death when Hong Kong fell to the Japs in December, 1941.

Employed by the American Express Agency in Hong Kong, Private Roemer had close calls when a bomb scored a direct hit on an adjacent hotel room and when a shell fragment entered his office, passed over his desk and lodged in a pillar behind his chair, which he wasn't occupying at the time.

A recent graduate of this technical school of the Army Air Forces Training Command at Chanute field, Private Roemer returned to the United States aboard the exchange ship, Gripsholm, in August, 1942, after being held by the Japs for six months.

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Private Harold Eubank writes the Press from Camp Van Dorn, Mississippi: "I want to give the people of the home front one little hint. Please don't forget to write the boys in the armed services, because I know they will be glad to hear from you. If the people of the home front keep the letters coming, the boys will know they are fighting for something.

"A lot of boys go 'over the hill' or A. W. O. L. on the account of not getting letters. In all the fronts every man, woman and child is doing his best, and are going on to victory."

His address is Private Harold Eubank, Company H, 253rd Infantry, 63rd division, APO 410, Camp Van Dorn, Mississippi.

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Corporal George W Phillips of Newton, writes the Press from England: "Just a line to let the home folks know that I am still among the living. We are in England now and this country is like heaven compared to Iceland, where we were stationed.

"We are all having a swell time. I was in London on a forty-eight hour pass last week and I hope to be able to go back before long.

"I really enjoy getting the Press for I can keep up with all of the news from home. Hope to hear from all the folks some time soon."

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Donald D. Fithian, son of Mr. and Mrs. Cecil D. Fithian, and George Warren Warfel, son of Mr. and Mrs. Walter Warfel, have applied for en-

listment in the U. S. Navy and plan to take the course in "Armed Forces Institute," which permits 17 year old enlistments to finish their high school work, and also be in the Navy. These two lads are the first to go through the local Recruiting Station under this new schooling plan, Ray E. Everly, recruiter, said, Monday.

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James A. Reis, machinist's mate second class, United States Coast Guard, San Francisco, California, is home on a fourteen day leave. He came by plane on TVA to St. Louis, Friday, and will return October 13 on the same airline.

A family dinner was given in his honor at the home of Mr. and Mrs. Louis Reis and family, Sunday. Those present were: James Reis; his mother, Mrs. Rosa Reis; Julius Reis; Mr. and Mrs. Nicholas Reis; Mrs. Frances Yost; Mr. and Mrs. Eugene Reis, and daughters Carol Rose and Glenda Jean; Mr. and Mrs. John Schmitt and children Henry, Joe, and Frank of Lawrenceville; and Mr. and Mrs. Louis Reis and children Patsy Ann, Norton and Karen Sue.

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Boice Byron "Barney" McCormack is spending a week's furlough with his parents, Mr. and Mrs. Roy McCormack of Newton. They attended his graduation, Friday, from a Naval Training school at Navy pier, Chicago, where he received a rating as a fireman first class. There were 800 bluejackets graduated at the same time with impressive and beautiful ceremonies. Barney will report for duty at San Diego, California, October 14.

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Sergeant Louis E. Mascher of Newton is now located at Oran, French Morocco, according to a letter to his parents, Mr. and Mrs. L. D. Mascher of Newton. He is a radio operator instructor and was sent overseas with his entire group a couple of months ago. He says he may be transferred to the ferry command.

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Gordon Martin, an aviation cadet, has just finished his pre-meteorology course at Cambridge, Massachusetts, and been spending a short furlough with his parents, Mr. and Mrs. Bert Martin of Yale vicinity. He returned to the Massachusetts Institute of Technology, Wednesday.

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Private First Class Edgar Andrews has been moved from Louisiana to Texas. His address is Edgar E. Andrews, Company C, 22nd Tank battalion, A. P. O. 261, Camp Barkley, Texas.

They are sons of Mr. and Mrs. Charles Andrews of Newton.

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John Howard Ross, who has been in Iran for several months, wrote his parents, Mr. and Mrs. Oscar A. Ross of Newton, that he met Bobby L. Bower of Newton a few days ago. The latter with John Flanagan of this city are in Iran, stationed only a short distance away from John Howard.

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Dale Wakefield, machinist's mate second class, United States Navy, is spending a few days at Newton with his parents, Mr. and Mrs. Leonard Wakefield. He is being transferred from Chicago to Vero Beach, Florida, where he will be stationed at a Naval Air Station.

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Don Ward of Newton is now at Murray college, Murray, Kentucky, where he is receiving training under the Navy's V-12 program. It was only a few days less than nine months from the time he was accepted until he was called for training.

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Private First Class Ky W. Andrews has been moved since he was home on a furlough to Georgia. He wants his friends to write. His address is Ky W. Andrews, Company A, 653rd Tank Destroyer battalion, Fort Benning, Georgia.

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Corporal Oscar Strutner, a son of Mr. and Mrs. Joseph Strutner of Sainte Marie, writes that he is well and feeling fine. He was in Sicily and was recently promoted from private first class. He has never met anyone he knew.

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Private First Class Harold W. French of Yukon Territory, Canada, has returned to camp, after spending two weeks with his mother, Mrs. Mary French, and other relatives. He is on a truck division on the Alcan highway.

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Private John A. Hardwick is visiting his wife at Willow Hill and his parents, Mr. and Mrs. John H. Hardwick of Oblong, on a short furlough. He has been stationed at Indiantown Gap, Pennsylvania.

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Private First Class Kenneth Wilson of Fort Lewis, Washington and his sister, Mrs. Pearl Daus of Elgin, are spending a few days with their parents Mr. and Mrs. C. A. Wilson in Southeast Newton.

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Private Ray Weber is spending a few days' furlough with his parents,

Mr. and Mrs. Paul Weber. He is in the Army's Special Training program at Lansing, Michigan.

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Dr. F. Lorraine Barthelme, who has been a captain in the United States Army Medical Corps for a year or more, will be discharged tomorrow and will return to his home in Effingham. He was born and raised at Newton, and is a nephew of Edward and Miss Clementine Faller of this city.

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Private Henry Burcham is home, after having been given an honorable discharge from the Army, after two years of service. He is suffering from asthma.

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Ivan Phillips is here on a furlough visiting his mother, Mrs. Albert Phillips of Newton.