

# The Burman News



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## Operation Broadway

Operation Broadway, was General Orde C. Wingate and his Chindits' second long -range penetration (LRP) expedition into Burma. This time, instead of walking into Burma, he teamed with Col. Philip G. Cochran who assembled and trained a contingency of glider pilots for a



Oct. 1943, General Orde C. Wingate, in center wearing pit helmet. Confers with Merrill's Marauder Officers.

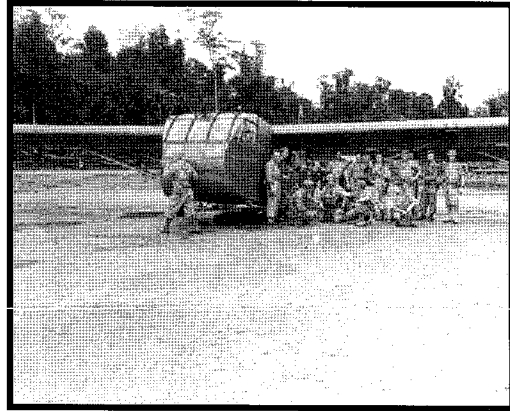
large commando force air invasion of ten thousand or more troops. Col. Cochran selected the C-47 transport planes, each towing two gliders and light liaison planes to evacuate the wounded. Everything was flown-in including: gliders, bulldozers, tractors, jeeps, troops and pack mules. General Wingate's theory was that by flying his Chindits to there objective he would have his men in tip-top physical condition and ready to fight instead of the weakened condition that would result from the 200 mile jungle hike.

Originally, Wingate had selected two landing sites code named Piccadilly and Broadway and was



Col. Philip Cochran

Photo from Ex-CBI Roundup



The type of glider used to land troops and supplies at Broadway

prepared to invade both areas, but, last minute photos, ordered by Col. Cochran, showed that Piccadilly had a number of large tree trunks scattered all over the clearing, making it im-

possible for gliders to land. It also appeared that the Japs might have been alerted. With Piccadilly scratched, Broadway became the sole chosen site. The first C-47, with their gliders in tow, took off at 6:00 p.m. March 5, 1944 on their 200 mile journey. Although the landing was rough and there were casualties, there wasn't any enemy resistance. Enough equipment survived the landing to enable the Airborne Engineers to clear and level the ground enough to accommodate the landing of C-47s.

Within the following week, hundreds of C-47 flights flew in thousands of troops, hundreds of mules and 250 tons of supplies. Broadway was now a formidable base of operation that could withstand any force the Japs could bring to bear on it. From this stronghold, seriously wounded were easily evacuated from its very own hospitable. From Broadway, the Chindits carried out hundreds of attacks on Jap lines, their supply system, communications and railroads.

Until the Chindits were withdrawn in late August, Operation Broadway was a great success that kept thousands of Japs engaged that were badly needed elsewhere.

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Ed Note: The following letter is from Ms. Khine, a Burmese National, who was living in Arizona and is now back in Burma (Myanmar) conducting veteran expeditions of WWII sites in Burma. She has been instrumental in locating a number of never before found WWII Aircraft crash sites. Her latest expedition was by request of a British Chindit, Peter Heppell, to locate the W.W.II landing site of the glider force he was part of called Broadway.

## BROADWAY REVISITED

We did it!!! We managed to locate "Broadway."

Lat 24.43 N---Long 96 42.2 E

The participants arrived on Feb. 28<sup>th</sup> and we left Rangoon on Mar. 2<sup>nd</sup>. We returned late afternoon on Mar. 10<sup>th</sup>, after two nights break in Mandalay. We had tried to reach Broadway on Mar. 5<sup>th</sup> to coincide with the D-Day of "Operation Thursday", which also happens to be Peter's birthday. However, we were delayed by a day and arrived at the old airfield on Mar. 6<sup>th</sup>. Chindit veteran, Peter Huppell's family members were present with him as he placed a Chindit plaque on one of the trees at the edge of the forest. He then gave his final respects towards all his fallen comrades. He spent about an hour and a half at the site.

It was both a fantastic journey and an exhausting one. My admiration goes out to Peter who turned 86 during our expedition; we celebrated his birthday at a quaint little village called Myo Hla. We camped out at the waters edge near Kaukkwe Chaung (veterans will remember this name).

Kudos to Peter, who managed to keep up with us until the very end of this journey. There were 9 people all together to take part in this expedition: Peter and his family, David Bradley (a Chindit enthusiast), myself, my assistant Steven, Dr. Cecilia Tang Gyi and her husband, Lewis. Cecilia's father was a Kachin Ranger who worked for OSS (Detachment 101) during WWII. He was a very well known figure. Lewis' father was also a Kachin Levie.

Peter, his family & David Bradley were the first western group to travel up the Kaukkwe Chaung to visit Broadway since 1944. Their names deserve to be mentioned in the history books from now on.

We also met Maj. Khun Jar Naw, an 88 year old Kachin WWII Levie.

He is one of the last Kachin Levies still living in Myitkyina. He made a connection with Peter when they shook hands. It was the most amazing trip I have ever organized, truly one of a kind.

Photos will follow, at a much slower pace, I am still developing them.

For more information, I am only an email away at: [khaingt@gmail.com](mailto:khaingt@gmail.com)

Sincerely,

Khine

[www.cbiexpeditions.com](http://www.cbiexpeditions.com)

Remembering is a time honored pastime.

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### **Have you made your reservations for the reunion yet?**

Reunion time will soon be here, Friday Sept. 1<sup>st</sup> to Sunday Sept. 3<sup>rd</sup>. Please don't miss out, call **1-800-354-9793** before Aug. 8<sup>th</sup>. I look forward to seeing you all there.

## PRESIDENT'S REPORT

This past year, since the last reunion, has as usual been very chaotic. Between visits to the VA doctors and VA Hospital, I have still been able to make the Range Graduations every month at Ft. Benning and attend the innumerable ceremonies and affairs that I have been invited to represent the Marauders. Again, I would like to invite any Marauders who would like to, to join me on any occasion. If interested, please contact me at [marauder1@trivergent.net](mailto:marauder1@trivergent.net) or 1-864-882-9712 and I will give you all the particulars. The Rangers always like to meet Marauders in person and you would be surprised at their interest in our campaign.

The Rangers in Action demonstration that is always put on before a graduation is always something to see. Those of you who attended our reunion in Columbus all said how much they enjoyed it. If a small group of you would be interested in going back to see some of the sites, I would be happy to arrange it. The Ranger Training Brigade is doing a fantastic job of turning out the best quality soldier leaders in the world under the command of Col. K.K. Chinn who will be changing command in July. He will be missed, but we wish him well on his next assignment.

The 75th Ranger Regiment, under the command of Col. Nixon, is also continuing to do an outstanding job during their innumerable deployments to Afghanistan and Iraq, as they have repeatedly done since the beginning always without any accolades, which they so justly deserve. We are all so proud of all these young Rangers. It is a sad commentary that all you hear in the news media these days is the negative remarks. They never mention the way they have rebuilt the infrastructure, the schools, Churches, hospitals, roads etc. The media say that the average native Iraqi hates the Americans and wants them to leave. You should talk to some of the young Rangers, who have come back from there, as I have. They paint an entirely different picture. I have even received pictures from there verifying it. It is only the terrorists who tell this tale. Our troops are doing a fine job under very adverse conditions and our thoughts and prayers are always with them

Phil Piazza President

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### **The Chairman's Report**

#### ***The Burman News***

With the increased cost of printing, mailing, and addressing service, each copy of *The Burman News* exceeds \$1.00. In addition, every time we are notified by the Post Office of a change of address, they charge an additional \$0.75, and whenever a newsletter is returned as "undeliverable as addressed" (UAA), there is an additional \$0.97 charge. To make matters worse, if there is the

slightest error in the address the newsletter is not delivered at all, and, instead of returning it as required and paid for, it is often thrown away by the carrier. We're not being notified and are completely unaware if the newsletter didn't reach the intended recipient. We continue to bare the cost of sending it and that same carrier continues to through it away.

Another problem that has become apparent is when the recipient is incapacitated or deceased and a disinterested person receives our newsletter, they tend to just throw it away. Again, we are not only uninformed of the intended recipient's death but continue to bare the cost of sending our newsletter only to be thrown away.

In order to update our mailing list and to insure that you continue to receive *The Burman News*, I am requesting that those of you who haven't registered at a reunion, made a donation, or if we haven't otherwise heard from you in the last two or more years, to please let me know. All you have to do is say "I would like to continue to receive *The Burman News*" and include one of your return address labels. **Please Mail To:**

**Robert E. Passanisi/Chairman  
Merrill's Marauders Association  
111 Kramer Drive  
Lindenhurst, NY 11757-5407**

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## TELLING THE STORY

### **This was my outfit 31st QUARTERMASTER PACK TROOP**

We trained at Ft Sill, Oklahoma in the pack artillery. Later we shipped to Ft Bliss, Texas where three troops were constructed. They were the 31st - 33rd and 37th QM Pack Troops. I was supply Sergeant in the 37th Pack Troop. Capt. Perry was our Commanding Officer.

We trained at Ft Bliss for a little over one year. If I remember correctly, there were 80 men and 300 mules per troop.

After the 1st Calvary shipped out of Fort Bliss, we went on maneuvers at Camp Hunter Liggett Military Reservation in California. While there, order came through for replacements for the 31st Pack Troop in Burma. Many of the men in the 31st were either sick or wounded. Capt. Perry predominately selected single men to be sent to Burma as replacements.

I was made acting 1st Sergeant of the group, and Lt. Raymond Vendsel was in charge. We went back across the states to Ft. George Meade, Maryland for processing. We then shipped out of Hampton Roads, Virginia on the USS Butner headed for Bombay, stopped one day in Capetown, and then we traveled North to Bombay. We were on board ship for about 31 days. We picked up our mules from a Remount Outfit in India

and loaded them on India's narrow gauge railroad cars, putting mules and the men to care for them in each car. At Camp Rangarh, India, we had some training and were then outfitted for combat. Then we traveled up the Ledo Road and on down to Myitkyina. The original members of the 31st fought at Nhpun Ga along with the 2<sup>nd</sup> Battalion.



Harold Clevenger

Combat CO was Lt. Hulbert, his nickname was "Boxie", Elmer Schonim was 1st Sergeant, Sergeant Wolford was Packmaster, and Les Hallenbeck was one of the horseshoers. Date of departure from the states was 23 April 44, arriving in Bombay 25 May 44.

After Myitkyina, members of the old 31st were in Camp Landis, and we made up a troop out of old members and replacements. Capt Hulbert was commanding officer, Lt Raymond Vendsel was second in command, Elmer Schorum, Des Plaines, IL was 1st Sergeant, I was supply Sergeant. John Wolford of Camargo, OK was pack master, and Lester Hollenback was horseshoer. We joined the 475th Infantry - 2nd Battalion serving at Myitkyina down to Shwego, Tonkwa, Mong Wi, Loi Kang at the Burma Road and finally Lahsio and China.

Before going to Lahsio, while still at Loi Kang, we were positioned on the backside of the mountain. That is when Lt. Col. Thraikill was killed by a direct hit on the command post. Later that night the Japs put on a banzai charge and quite a few were killed. The next morning we found twenty one dead Japs, we suffered one wounded, but that afternoon we lost five of our men that were caught in a Jap ambush.

Harold D. Clevenger

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## GALAHAD TO MUSIC

The producer of the History Channel Video "Merrill's Marauders Dangerous Mission", Wayne Grajeda, is also a musician and wrote a song about the Marauders, called GALAHAD. He will let us know when it becomes available.

## MYITKYINA GLIDERS Company A Of The 879th Engineers

On 10 May, Company A of the 879<sup>th</sup> Engineers received orders for an airborne mission to Myitkyina. Plans for the operation were fashioned by Capt. Roscoe, 1<sup>st</sup> Lt. Settimo J. Valenti and Capt. Leo A. Vecellio. The mission was to be conducted in three phases. Phase 1: two officers, 28 EM and equipment were to fly in by ten gliders. Phase 2: one officer, 52 EM and equipment were to fly in as soon as possible in twelve C-47s. Phase 3: the remainder of Company A and equipment were to fly in by C-47 as soon as possible.

Receipt of the orders brought several high ranking visitors to Company A. BG Pick, visited on the 11th. He was followed on the 12th by General Egan, BG Godfrey and Col. Asensio. MG Covell and BG Farrell visited on the 16th. War correspondents and newsreel cameramen were on hand to record the take off from Shingbwiyang airfield.

Meanwhile, Col. Hunter and BG Merrill met at Arang on 12 May to discuss the final details of the Marauder's third mission, the attack on Myitkyina. They agreed on some radio code words:

*Cafeteria Lunch* - 48 hours until the estimated time of attack on the airfield.

*Strawberry Sundae* - 24 hours until the estimated time of attack, aircraft should be loaded with five days supply of ammunition and three days supply of food.

*In the Ring* - attack launched, the re-supply planes should take off; and,

*Merchant of Venice* - the airfield was secured, engineers were not needed to repair the runway and the re-supply planes could land.

By 14 May, Task Force H was at Seingheing, about 20-25 miles from the airfield. Hunter judged that they would be in the assembly area for the attack by the night of the 16th. He broke radio silence to send the code words "Cafeteria Lunch" to Merrill at Lt. Gen. Stilwell's headquarters in Shaduzup.

On 15 May, the ten gliders were loaded with the equipment needed for the airborne mission, and the engineers, glider pilots and tow pilots involved were briefed. Finally on the 16<sup>th</sup> the code words "Strawberry Sundae" were received at Shaduzup and relayed to Shingbwiyang. The men stood by the planes and gliders waiting for the signal to take off for Myitkyina.

Afternoon on the 16<sup>th</sup>, Task Force H reached the village of Namkwi, only four miles from the airfield. Col. Hunter selected an assembly area south of Namkwi and 2 miles northwest of the airfield. After dark, a patrol reconned the airfield to get information on the Japanese strength and defenses. The recon patrol had reported that the airfield was in good shape except for 55 gallon drums scattered on it. They reported that the Japanese engineers

would repair bomb damage at night and spend the daytime away from the airfield hidden from the American bombers and fighters. Hunter decided they would rest overnight and attack the airfield on the next day.

The attack went off at 1030 on the 17th; Hunter sent the message "In the Ring" to Lt. Gen. Stilwell at 1050. The attack was a complete surprise and H Force overran the airfield, against little opposition. There were less than 100 Japanese engineers at the airfield who were forced from their positions on the east side of the airfield by the Chinese. The Chinese then dug in to help defend against the expected Japanese counterattack from the town of Myitkyina.

After the barrels were rolled away, the runway was ready for use. Hunter decided that the aviation engineers were not needed to repair the runway and sent the message "Merchant of Venice." Stilwell received the message at 1530 hours and relayed it to Shingbwiyang.

In spite of Hunter's message, the aviation engineers were ordered to take off anyway. The first C-47/glider combination took off with the remaining nine following immediately. The glider had a rated load capacity of 3,500 pounds; those carrying the Clark dozers were somewhat overloaded to 4,000 pounds. The 115 mile flight from Shingbwiyang to Myitkyina took an hour. It had taken Galahad three months and about 700 ground miles to fight their way to Myitkyina. The landing zone that awaited the gliders was an old British airfield. It was relatively large, with a 4700' long, 75' wide runway. The landing zone was clear, except for aircraft revetments and brush around the edges.

17 May 1944, Company A started on their airborne mission. The first glider towed by Troop Carrier Commander General Olds' plane landed at Myitkyina at 1630 hours followed at five -minute intervals by the other nine gliders. The first glider landed from South to North on the strip using the entire runway. The other gliders landed from West to East (cross -field). All of them crashed into revetments or brush at the edge of the field. Two of the gliders crashed in Japanese territory but the men and equipment were brought back safely to the airstrip. Four enlisted men were injured in landing, none seriously. Upon landing, all available men started unloading the gliders and towing them off the field. With the airstrip cleared and C-47s able to land, more Engineers were flown in.

Col. Hunter was not pleased to see the gliders and the engineers. When Capt. Roscoe reported to him, he said,

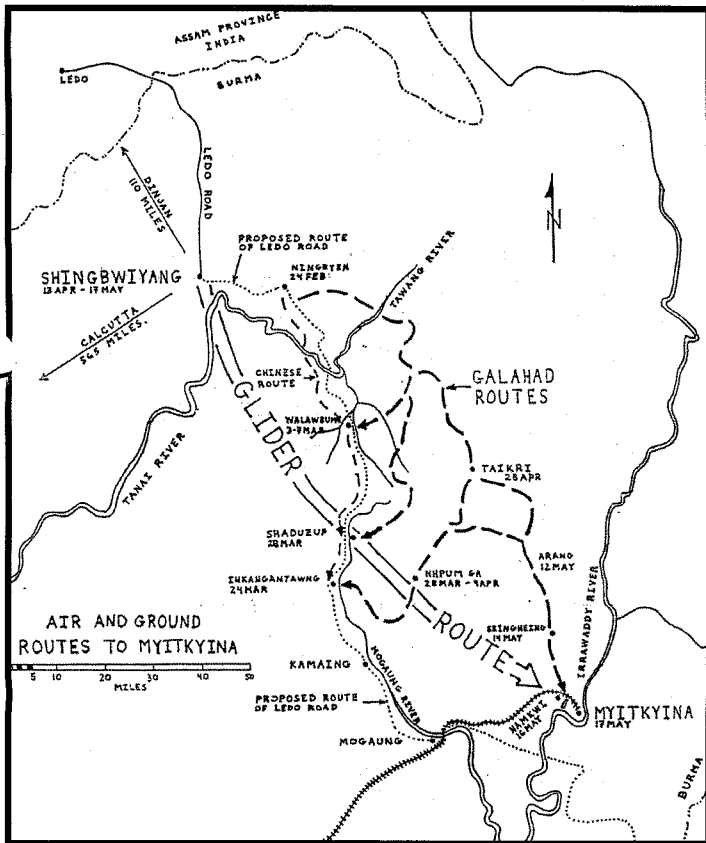
What, Engineers! I told General Old I didn't need Engineers, I need Infantry troops and ammunition. You are only in the way. BG Merrill was supposed to be on the first plane with ammunition, food and reinforcements.

Task Force H had taken its last airdrop on the 14<sup>th</sup> at

Singheing and was running out of ammunition. They carried everything on their backs and on their mules and were in dire need of food and ammunition. A re-supply was essential to stave off any enemy attack. The Marauders were sick, hungry and completely spent; Hunter had counted on immediate reinforcements to defend the airfield against the expected Japanese counterattack.

Hunter didn't get the first of his reinforcements till late afternoon on the 18th when the 2nd Battalion of the Chinese 89<sup>th</sup> Regiment was flown in from Ledo. He saw and talked briefly with Merrill on the 19<sup>th</sup> but still didn't get his food and ammunition until the 20th of May.

Meanwhile the Company A Engineers went to work improving the airstrip. On 18 May 1944, at dawn, knee mortar shells dropped in Company A's area wounding two engineers, neither seriously. Both were evacuated by plane. When shelling stopped, the Engineers went back to work putting gravel on soft spots in the runway but had



By now I had acquired a jeep. Galahad staff had been a little irked to see jeeps come in for use by the Chinese, but none for them. Using midnight requisitioning procedures a sergeant proudly drove up in one around noon stating that, "This here jeep belongs to Galahad." I asked him no questions.

Unfortunately, that same day Col. Hunter's jeep was ambushed and his driver, PFC Barlow J. Coon, was wounded. Coon was killed later that afternoon when the ambulance plane waiting to carry him to a hospital in Assam was bombed and strafed on the Myitkyina airfield by the Japanese Zeros.

These three days, 17-19 May 1944, were critical to the eventual success of the attack on Myitkyina. Although Col. Hunter was in dire need of fresh infantry troops to defend the airstrip, he may have been wrong about the need for the aviation engineers. They proved their worth by pulling out stuck planes that would have closed the airfield. The glider and air landing missions of Company A brought in the engineering equipment needed to repair the runway and fly in infantry reinforcements. They kept the airfield open and supplies flowing during the monsoon season when ground routes to Myitkyina became impassable. Capturing the airfield pushed the Japanese fighters beyond the Irrawaddy River, eased the strain of the Hump missions on aircraft and pilots, and meant that the Ledo Road could be completed to Myitkyina.

Excerpts from The Army Engineer

## PROUD DESCENDANTS

To eliminate confusion and to insure that most everyone will be present for the Proud Descendants' group photo. The group photo of the Proud Descendants is scheduled for Friday evening after the end of the banquet ceremonies, in the same manor that the Marauder group photo is conducted.

## FUNERAL COLOR GUARD

When seeking a Color Guard on short notice for a deceased family member your best probability for success at such a difficult time is to make your request through your local Funeral Director. He will know who in the Military to contact and just how to make the necessary arrangements. Making prearrangements just isn't possible, for prearrangements would require knowing beforehand the date of death.

to take cover once more when five mortar shells dropped near the CP. More jeeps belonging to Company A came in by plane and two of them were taken by Colonel Hunter for his use.

At 1400 hours, two Jap Zeros bombed and strafed the airfield resulting in a burned C-47 and two C-47's with flat tires. The damaged planes were cleared from the field by Company A Engineers.

Col. Hunter, in his book Galahad, told the story of the jeeps as follows:

## LYRIC TO SPRING

I welcomed the Spring in romantic Chungking,  
I walked in her beautiful bowers.  
In the light of the moon, in the sunshine at noon,  
I savored the fragrance of flowers.

(Not to speak of the slush or the muck and the mush  
That covers the streets and alleys.  
Or the reek of the swill, as it seeps down the hill  
Or the odor of pig in the valleys.)

The sunset and dawn, and the dew on the lawn,  
And the blossoms in color so rare.  
The jasmine in bloom, the magnolia's perfume,  
The magic of Spring's in the air.

(The garbage is rich, as it rots in the ditch,  
And the honey-carts scatter pollution,  
The effluvium rank, from the crap in the tank,  
Is the stink of its scummy solution.)

Aromatic Chungking, where I welcomed the  
Spring, In a mixture of beauty and stenches,  
Of flowers and birds, with a sprinkling of turds,  
And of bow-legged Szechuan wenches.

Take me back to the Coast, to the place I love  
most, Get me out of this odorous sewer.  
I'm in to my neck, but I'm quitting, by heck!  
And I'll nevermore shovel manure.

—JOSEPH W. STILWELL

General Joseph W. Stilwell, was Commanding General of U.S. forces in the China-Burma-India theater during World War II. He was known with reason as "Vinegar Joe." Elsewhere, he described the 500-year-old city of Chungking as a "sloppy dump".

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### The Ghosts of Burma

BURMA: There were ghosts in the land last night. On Main Street, USA, the goblins had their day and the witches made their annual ride on their broomsticks across the face of the moon - for it was that final dated day of October, day of the ringing doorbells and the missing shutters, and the snagged-toothed pumpkins - Halloween 1945.

But on Main Street, Burma - the Highway 66 of this jungle land, the Post Road of the Irrawaddy shore - known to a few as the Ledo Road, a new host of ghosts were abroad.

No witches, these - nor goblins, but the water buffalo crept deeper into the thickets and little Naga children trembled in their mothers arms, and even Shan the Tiger lay with his belly on the ground and fear in his heart. The Land was still and only the ghosts walked.

High in the Patkai Mountain there was a meeting and the hills sounded with the beating of the conversation - for it was the talk of battle of rifle ball and pistol slug, and the deeper, hurried thud of the mortars.

The sky was dark, for the moon was on the other side of the world where the witches played, but the sky wasn't empty. There were ghosts up there in the dark, and the sound of their passing was the roar of 1,200 horses, and their calling cards dug deeply into the jungle with a boom and a flash.

At Myitkyina there was quite a convention - ghosts with white faces met ghosts whose skins were darker and some whose skins were yellow with centuries of life in the Orient. They prowled along the grass-grown edges of the strip up there and they talked in their own way about Joe Stilwell and Frank Merrill and General Sun.

On down the river at Bhamo they gathered in the dark - these Burma ghosts - and looked silently at the temples and the foxholes besides those temples. There were music lovers among them and these sat in the deserted bomb crater near the mission and remembered a gracious little lady from "Paree" who stood on a hot day in the broiling sun and sang until she could sing no more.

There were ghosts at Mong - Yu where the Ledo trace runs into the Burma Road. These ghosts wore suits of armor — 1945 version — and behind them came four-legged ghosts with big flapping ears, and a bray straight from Hell and inquisitive look straight from Missouri. They wore scars of sores on their backs and their legs ached with the miles of the mountains,

Yes, ghosts walked in Burma last night. It was Halloween. But they'll walk again tonight, and to night isn't Halloween, and tomorrow night, and it won't be Halloween either. They'll walk there until The Road that bore them is nothing but a memory, until the reason they were torn and left to be the ghosts of this land fill only the two pages of a televised or micro filmed history book.

We wish them well, these ghosts, because but for the grace of God and the breaks that come to a man, we might have been with them and we are glad we aren't. We hope that we'll remember them, and perhaps we will; but the memory of man is a treacherous thing, and the chances are we'll forget. Only on dark and stormy nights in a driving rain will we remember, and because we hate to remember things we didn't like, we'll turn from the rain and the wind to the lights of home.

But the ghosts are in Burma, and because they are there the world is a different place, and though we may forget, the ghosts of the Ledo Road will remember, and they'll know, and they'll be satisfied.

Author Unknown Submitted to the  
CBIVA SOUND-OFF by William J. Pribyl

## PASS IN REVIEW

**G FRED BEHERS, 5307/2 GCT**, From Horace Rieger, 624-5729, La Paz Way, Lakeside, Az 85929, Widow Pauline, Po Box 3068, Show Low, AZ 85902-3068 (928) October 21, 2005

**JAMES J CHATHAM, 5307/1 WCT**, Widow Helen, 809 Beaverdam Farm Rd, Canon, GA 30520 - 3921 (706) 245-8002

**ALTER W CLEMMER, 5307 236<sup>TH</sup> ENG**, From Widow Ruth, 60 Alan LN Apt D6, Quakertown, PA 1895-1165, (215) 536-9083, February 26, 2005

**JAMES M COWAN, 124/2/E TR**, From Internet, 102 Parkway W Dickson, TN, 37055 -3117, (615) 446 -8324, May 11, 2005

**LAURENCE F FEIA, 5307/2 BCT**, From Daughter Diane Zimmer, STS Consultants Ltd, 11425 W. Lake Park Dr, Milwaukee, WI 53224, Widow Viola, 313 Garnet LN, Madison, WI 53714 -2524 (608) 249-7937

**GERALD J LAHAIE, 612 FA/HQ**, From Return Mail, 18 Hamilton Rd, Apt 503, Arlington, MA 02474 -8275 Claudette, (781) 648-0102

**CLARENCE MATLOVICH, 5307/2 BCT/3 PL**, From Horace Rieger, La Paz Way, Lakeside, AZ 85929, 2073 Widow Lucie, Sw Idaho LN, Port Saint Lucie, FL 34953-2373, Betty, September 15, 2005

**HARRY L MESSERSCHMIDT, 475**, From Return Mail, Po Box 87, Martinsburg, IA 52568-0087

**LLOYD J MESSERSMITH, HON**, From Son, 713 Park Ave, Binghamton, NY 13903-6012

**ELMER A SCHORUM, 5307**, From Leidulf Dyrland, On The Internet, <Finnebu@Hotmail.Com> March 1, 1965

**GLENN C. SIMMS, 5307/HQ 475/HQ/COMM**, From Widow Bernadine, 7208 Flint Cir, Shawnee, KS 66203 -4340, (913) 631-6916

**PHILIP E SMART, 5307/2 475/2**, By Widow, Gloria A Smart, 957 Stonehenge Cir, Crona, CA 92881 June 28, 2006

**ROBERT N STEFFEY, 5307/209**, From Attorney Branson L. Wood, 3213 Marsh Ave, Hannibal, MO 63401-2424, March 8, 2006

**HERBERT D WILLIAMS, 5307/HQ**, From his Pastor, Widow Evelyn, 2 Stardust Cir, Windsor, VT 05089 -8912, July 5, 2006

**ANDREW WOLNIAK, 5307/F/HQ 475/HQ**, Returned Mail, 213 Hudson St, Syracuse, NY 13207-1414,

**LELAND V WOOD, 5307 475**, From Return Mail, 232 Grandview St, Bennington, VT 05201-2434 Dec 6, 2005



### **FIVE GUYS IN COMMING**

After these five Marauders finished fighting along the Burma road, they made it to Comming China for a well earned rest. Top: Joseph Smolley, James J. Sigliano, Edward J. Warta. Bot: Joseph C. Konopacki, E. Henclief

### **DONATIONS IN HONOR OF**

**JOHN GARLEWSKY, 5307T/475/2**, By Daughter, Marlene Hoginski, of Enfield, CT, September 28, 2000

**PHILIP E SMART, 5307/2 475/2**, By Widow, Gloria A Smart, 957 Stonehenge Cir, Crona, CA 92881 June 28, 2006

### **CORRECTION**

The correct name and address, should be:  
**LARNCE HOPKINS SR, 5307/2/E BCT**, By widow Marjorie Hopkins, 5326 Stable Court, North Las Vegas, NV 89031-7950, December 15, 1998

### **THANK YOU FOR YOUR DONATION**

**They are appreciated.**



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**HAROLD D HUTSON**, 5307/3 OCT/I&R, 117 CA-  
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**ALBERT W MARECK**, 236/B/3, 502 MARGA-  
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**PARTIAL LIST OF AVAILABLE ITEMS**



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Full color magnetic patch, 4" X 5.5",  
\$6.95 ea, Postage is included.

**HONOR by FIRE**

Japanese Americans at war in Europe and  
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