

34TH AAA GROUP



HQ. & HQ. BTRY
34 AAA GP
1943 - 1946

This is the history and story of the men of the Hq. & Hq. Battery, 34 AAA GP from the time that the unit was formed in 1943 at Camp Hulen, Texas, until their final destination at Kernwestheim near Ludwigsburg, Germany in 1946.

In the spring of 1943, the 34 AAA GP was organized under the command of Lt. Col. William Bray. The men assigned to the unit began arriving to embark upon their military commitment. Little did they realize that this was the beginning of a mission that influence their lives, in one way or another.

The training cadre and noncommissioned officers carry out this mission by subjecting the recruits to hard work and a lot of repetition. By this, the men without realizing it, learned to change from the way of civilian living to one of regimentation, obedience to orders, confidence in themselves, and the necessity to rely upon their buddies in order to perform as a team. This operation called BASIC TRAINING was accomplished at Camp Hulen.

The Officers of the 34 AAA GP while the unit was stationed at Camp Hulen were:

Col. Bray	Commanding Officer
Lt. Col. Robinson	
Maj. Hatcheson	S-3
Maj. Thorne	Acting Ex. Officer
Maj. Tiffany	
Capt. Daugherty	GP Supply Officer
Capt. Jenkins	S-2
Capt. Walker	Ass't S-3
Capt. Werner	Battery CO
Maj. Haminger	S-4

This history is dedicated to all the men who served with the 34th AAA Group during World War II and especially those who served the entire time of their stay in the Army from 1943 at Camp Hulen, Texas, until the time of their discharge.

1st. Lt. Gordon
 1st. Lt. Webb
 2nd. Lt. DeLerne
 2nd. Lt. Levine
 2nd. Lt. Mirra
 1st. Lt. Berry
 1st. Lt. Rumph
 2nd. Lt. Hearn

Ass't Btry. CO
 Ass't S-3
 Comm. O
 Ass't S-2
 Tng Aid O
 Chaplain GP

Most of the officers remained with the 34 AAA GP throughout the war.

The following enlisted men were stationed at Camp Hulen, Texas, as members of the 34 AAA GP.

Master Sergeant:

Cieslinski, Michael A. Jr.
 Crawford, Earl E.
 Weaver, William C. Jr.

First Sergeant:

Peol, Alfred W.

Technical Sergeant:

Borrows, John R.
 Anuscavage, John F.

Staff Sergeant:

*Baker, Abraham M.
 Blankenship, Herbert W.
 Fertier, Kenneth C.

Sergeant:

Lankford, William R.
 Smith, Harry E.
 Brewinag, Lloyd H.
 Cagnon, Adclard E.
 Hutchens, Lloyd P.
 McGuire, William A.
 Menschik, Charles F.
 Puricelli, Ernest C.
 Wilhite, James C.
 Fuller, Thomas F.
 Hensley John, W.
 Madron, Virgle L.
 Michaels, Henry J.
 Schindler, Roland F.

Tech. Grade Four:

Corporal:

Tech. Grade Five:

Ewing, George Jr.
 McClanahan, Clark S.
 * Ryan, Delbert
 * Roy, Ivan E.
 Russell, Charles W.
 Slaber, Lynn J.
 * Stine, Edmund N.
 Young, Warren G.
 Maidlow, Delbert K
 Avey, Lawrence M.
 Clement, James A.
 Clendenen, Charles H.
 Cox, John R.
 Dunningan, Henry O.
 Easterday, Charles A.
 * Harrouff, Billy J.
 Jagers, John C.
 * Newman, George W.
 * Zeller, Theodore E.
 Atkinson, William D.
 Burkeen, J. B.
 Corey, Rollie W. Jr.
 * DeLau, Albert E.
 Dexter, Charles S.
 Felden, John H.
 * Beswell, C.
 * Burd, Virgil L.
 * Childers, W. D.
 * Cooksey, W. H.
 * Dyer, C. C.
 * Goad, J. N.
 * Gallagher, Emil H.
 Griswald, Robert L.
 Hardison, Leonard E.
 * Henry, Chester L.
 * Johansen, Robert W.
 Kemman, Harold F.
 * King, R. H.
 * Knipp, J.
 Kumala, William J.
 Landrum, Paul I.
 * McElyea, Homer C.
 * McChoo, K. H.

Private First Class:

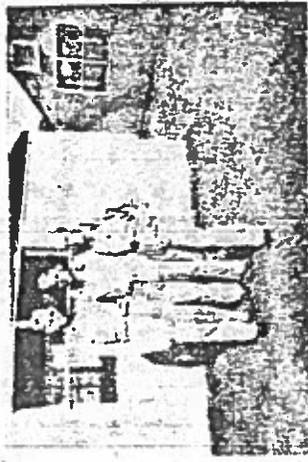
Private:

Private: (cont)

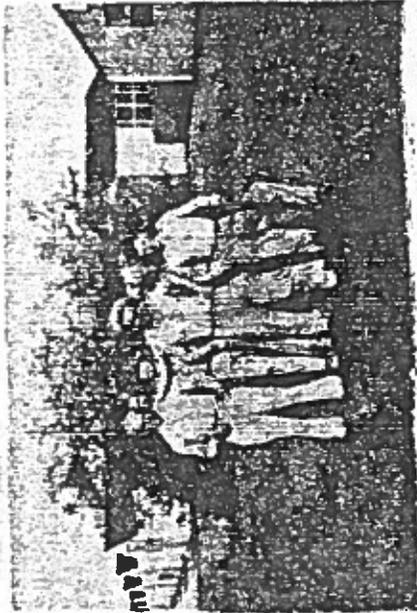
- Marawski, Lee
- Murzyn, Walter F.
- * Outland, W. T.
- Puckett, James D.
- * Rash, Lloyd W.
- * Russell, Samuel F.
- * Rheten, S. J.
- Schultz, Floyd E.
- * Sledd Virgil W.
- Smith, William R.
- * Svantner, Jean J.
- Thurman, Robert
- * Tubbs, Johnny
- Usrey, John D.
- Weightman, Melvin L.

* These men either transferred out of the 34 AAA GP before the Group left Camp Hulén, Texas, or shortly after leaving.

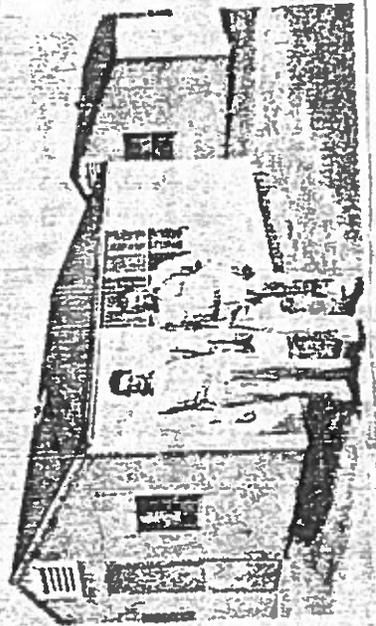
Life at Camp Hulén was spent working, an occasional pass to town and relaxing in the spacious quarters as shown in the following pictures.



Virgil Sledd, Mel Weightman, Bill Atkinson



Gagnon, Rhyán, Blankenship, Griswold, Russell



Blankenship, Puricelli



Hensley, Wilhite

R E S T R I C T E D

HEADQUARTERS
CAMP HULEN ARTILLERY TRAINING CENTER
CAMP HULEN TEXAS

23 December 1943

E X T R A C T

SPECIAL ORDERS)

NUMBER 311)

X

X

X

1. Hq and Hq Btry 34th AAA Gp, as constituted, COL WILLIAM P BRAY 0266987 CAC, commanding, WF CP Polk, Ia, by Govt Mtr T, on designated date, prepared to establish and occupy field bivouacs. This is a TEMPORARY change of station. Upon arrival at CP Polk, Ia (Louisiana Maneuver Area) the unit is held in asgmt to AA Command and is asgd to Third Army. TDN FD 1-5200 P 433-01, 02, 03, 04, 05, 07, 08 A 0425-24. Auth: Ltr Hq AFG, file 370.5/217(CA)(R) (8 Dec 43) GNGOT, subj "Transfer of Headquarters and Headquarters Battery, 34th Antiaircraft Artillery Group", dtd 8 Dec 43; and 1st Ind (thereon) Hq AA Comd, file AAC 370.5/PN*GNSTO (8 Dec 43) dtd 9 Dec 43.

By command of Brigadier General ALLEN

X

X

X

OFFICIAL:

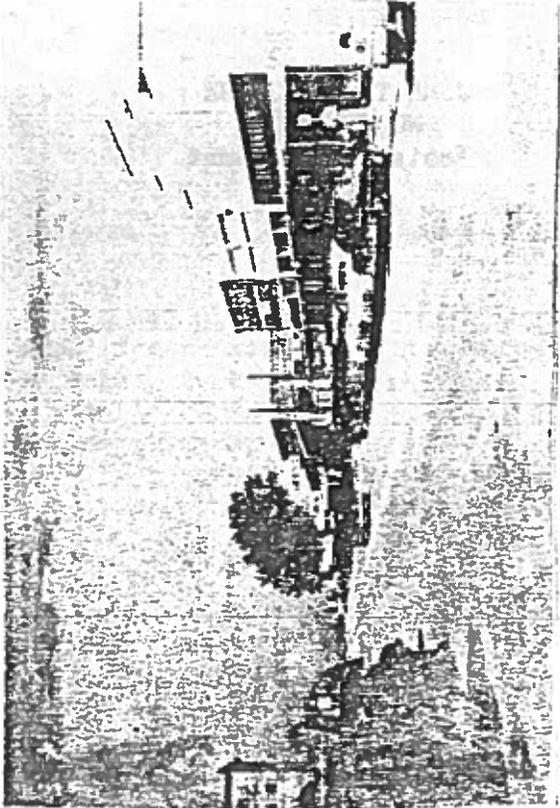
John T. Godsey Jr
JOHN T. GODSEY JR
WOJG USA
Assistant Adjutant.

JOHN T. GODSEY JR
WOJG USA
Assistant Adjutant

DISTRIBUTION:

CO, 34th AAA Gp 25
CO, Camp Hulen, Tex 22
CG, AA Comd 3
CG, CP Polk, Ia 3
CG, 8th SAC 3
CG, Third Army, Ft Sam Houston, Tex 3

R E S T R I C T E D



Main Street Palacios, Texas. If it could talk, what stories it could tell. Many week end passes were spent here.

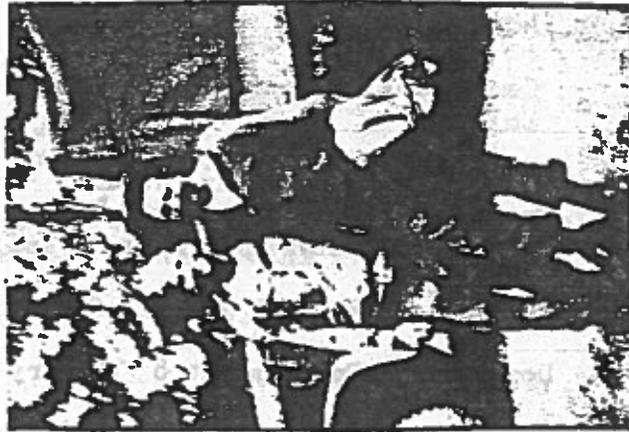
The 34th AAA GP remained at Camp Hulen, Texas, until the latter part of December, 1943. On December 23, 1943 orders were issued for the unit to move by motor truck to Camp Polk Louisiana, prepared to establish and occupy field bivouacs (Louisiana Maneuver Area). This was a temporary change of stations.

We departed Camp Hulen and proceeded up Rt 35 to Houston, passing through Palacios, Bay City, Angleton, and Alvin. At Houston the convey took Rt. 90 to Beaumont, where the unit bivouaced overnight at the fairgrounds. The next day the 34th AAA GP proceeded to Leesville, Louisiana and Camp Polk.

Upon arrival at Camp Polk, Louisiana, the 34th AAA GP was assigned to the Third Army and relieved from assignment to the Anti Aircraft Command. The stay at Camp Polk gave the men an opportunity to put skills obtained in basic training to practical application, as the maneuvers are designed to simulate battlefield conditions.

In addition to this, other interesting aspects of the 34th AAA GP's stay at Camp Polk was an ice storm, which is unique for the area of the United States, and the wild hogs (razorbacks) which also occupied most of our positions. As a matter of fact, Lt. DeLerne managed to have one as a pet.

The unit remained at Camp Polk until February, 1944, with a compliment of 14 Officers and 65 enlisted men.



Cieslinski, Puricelli

R E S I R I C I E D

14th HEADQUARTERS
Special Troops, Fourth Army

c/o Postmaster,
Leesville, La.,
2 February 1944

SUBJECT: Movement Orders.

TO: Commanding Officer, Hq & Hq Btry, 34th AAA Gp, La Maneuver Area (Cp Polk, La)

1. PIC TWX Hq Fourth Army, dated 1 Feb 1944, the Hq & Hq Btry, 34th AAA Gp WP
tr (temp sta) La Maneuver Area (Cp Polk, La) to (perm sta) Farmingdale Army
Air Base, Farmingdale, Long Island, N.Y. TND. TPA. AGF ltr 21 Sept 1943.

2. This is a PERMANENT change of station.

3. Departure: On or about 8 February 1944.

4. Upon arrival at destination unit is released fr control of CG AGF, Asgmt
CG Fourth Army, Atchmt 14th Hq Sp Trs, Fourth Army, and released to control of CG
AAF, and Asgmt to First Air Force.

5. Rail Movement:
a. Train Commander: COLONEL WILLIAM P BRAV 0266987 CAC
(Attention is directed to Par 14, AR 55-145)

b. Strength: 14 OFR, 56 EM.

c. RTO Cp Polk, La will furnish 1st Sgt Alfred W. Pool, 20907015 and
fifty-five (55) other EM with meal tickets for the necessary meals in
accordance with AR 30-2215.

d. Impediments and Equipment. TC will furnish necessary T.

6. Advance Detachment:

a. An Advance detachment of two (2) OFR and five (5) EM as follows:

MAJOR JOHN D. HUTCHESON
1ST LT WILLIAM H. WEBB
0317057 CAC (IN CHARGE)
0325210 CAC

M Sgt William C. Weaver Jr
33316290
S Sgt Herbert W. Blankenship
33209224
Sgt William R. Tankford
32087247
Pfc John R. Cox
35730284
Pvt John H. Falden
35219079

will depart for Farmingdale Army Air Base, Farmingdale, Long Island,
N.Y. on or about 3 February 1944.

b. TC will furnish necessary T.

c. RTO Cp Polk, La will furnish M Sgt William C. Weaver Jr 33316290 with
meal tickets for the necessary meals in accordance with AR 30-2215.

11

OR

7. Allotments: 1-5000 P 433-01, 02, 03, 04, 05, 07, 08 A 0425-24
 1-5000 P 433-01, 02, 03, 07, 08 A 0425-24

8. Reports:

a. Report to this Hq the date and hour of departure.

b. Advise the following by TWX at EPD expected date and hour of departure, unit designation, strength, and estimated hour and date of arrival at destination:

- CG ASF, Washington D.C.
- CG 8th Service Command, Dallas, Texas
- CG 2nd Service Command, Governors Island, N. Y.
- CG First Air Force, Mitchell Field, Hempstead, L. I. N. Y.
- CG Farmingdale Army Air Base

c. Upon departure advise following by TWX actual date and hour of departure and estimated time and date of arrival at destination; upon arrival advise following by TWX actual date and hour of arrival at destination.

- CG AGF, Washington, D.C.
- The Adjutant General, Washington, D.C.
- CG AAF, Washington, D.C.
- CG Fourth Army, Fort Sam Houston, Texas

9. Attention is directed to instructions contained in Maneuver Memo #30, dated 20 Nov 1943.

10. Comply with provisions of AR 345-600 where applicable.

11. Atzd T/E Equip on hand except General Purpose vehicles will be taken.

By order of Colonel LYONS

V. H. Jones
 S. H. JONES
 1st Lt, A.G.D.,
 Adjutant

CG Fourth Army	3
The Adjutant General	3
CG ASF	3
CG 8th Serv C	3
CG 2nd Serv C	3
CG 1st Air Force	3
CG Farmingdale Army Air Base	3
CG AGF	3
Dir, Fourth A Div Hq	6
C-1-1; G-3-1)	
CO Hq & Hq Btry 34th AAA Gp	40

On 2 February, 1944 movement orders were issued from 14th Headquarters, Special Troops, Fourth Army to Commanding Officer (Col. Bray) Hq. and Hq. 34th AAA GP, Louisiana Maneuver Area, Camp Polk, Louisiana to proceed from temporary station at Camp Polk, to permanent station at Farmingdale Army Air Base, Farmingdale, Long Island, New York. This move re-leased the 34th AAA GP from control of the 14th Hq. Special Troops, Fourth Army, to control of Army Air Force and assigned the unit to the First Air Force.

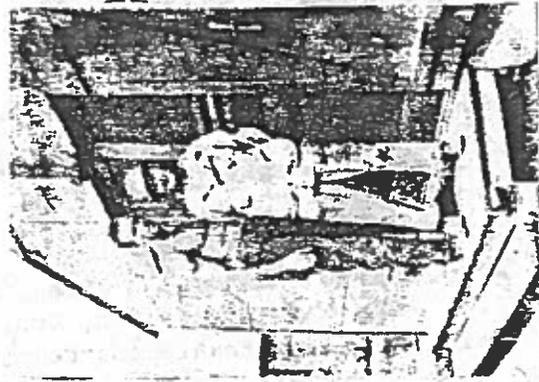
The advanced party, Maj. John Hutcheson, party leader, departed Camp Polk for Farmingdale Air Base, New York on 3 February, 1944. The advanced party included 1st. Lt. William Webb, M/Sgt William Weaver, S/Sgt Herbert Blankenship, Sgt. William Lankford, Pfc. John Cox and John Feiden.

First Sergeant Alfred Peel and the remaining enlisted men, departed on 8 February 1944 by troop train for their permanent station. The train was under the command of Col. Bray.

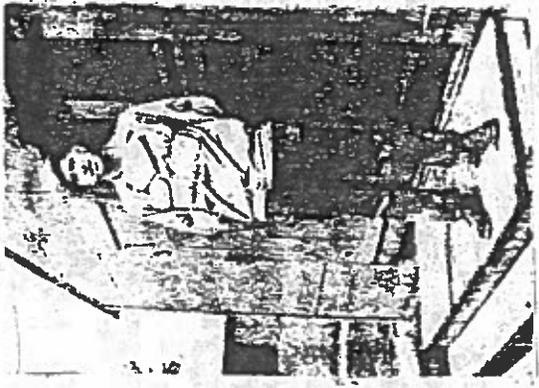
Upon arriving at Farmingdale Air Base, the mission of the 34th AAA GP was outlined by lectures given by Brigadier General Myers, Lt. Col. Pitchford, and Major Drews. Stressed was the importance of anti-aircraft gunnery while working with the other branches of the service, especially the Air Force. This included the co-ordinating the actions of all the branches of service toward one goal, so that each knew the intentions and activities of the others.

The 34th AAA GP continued their training working with the Army Air Force taking intensive training in Tactics and Fighter Control in Combined Air Defence. This training allowed the unit to become more proficient in their tasks and prepared them for their primary mission, overseas combat duty.

After several weeks of combined training with the Air Force it was necessary to move again. This time it was to Camp Davis, North Carolina. The advance detail for this move was M/Sgt Weaver, T/Sgt McGuire and T/5 C. W. Russell.



Kemman, D. Maidlow

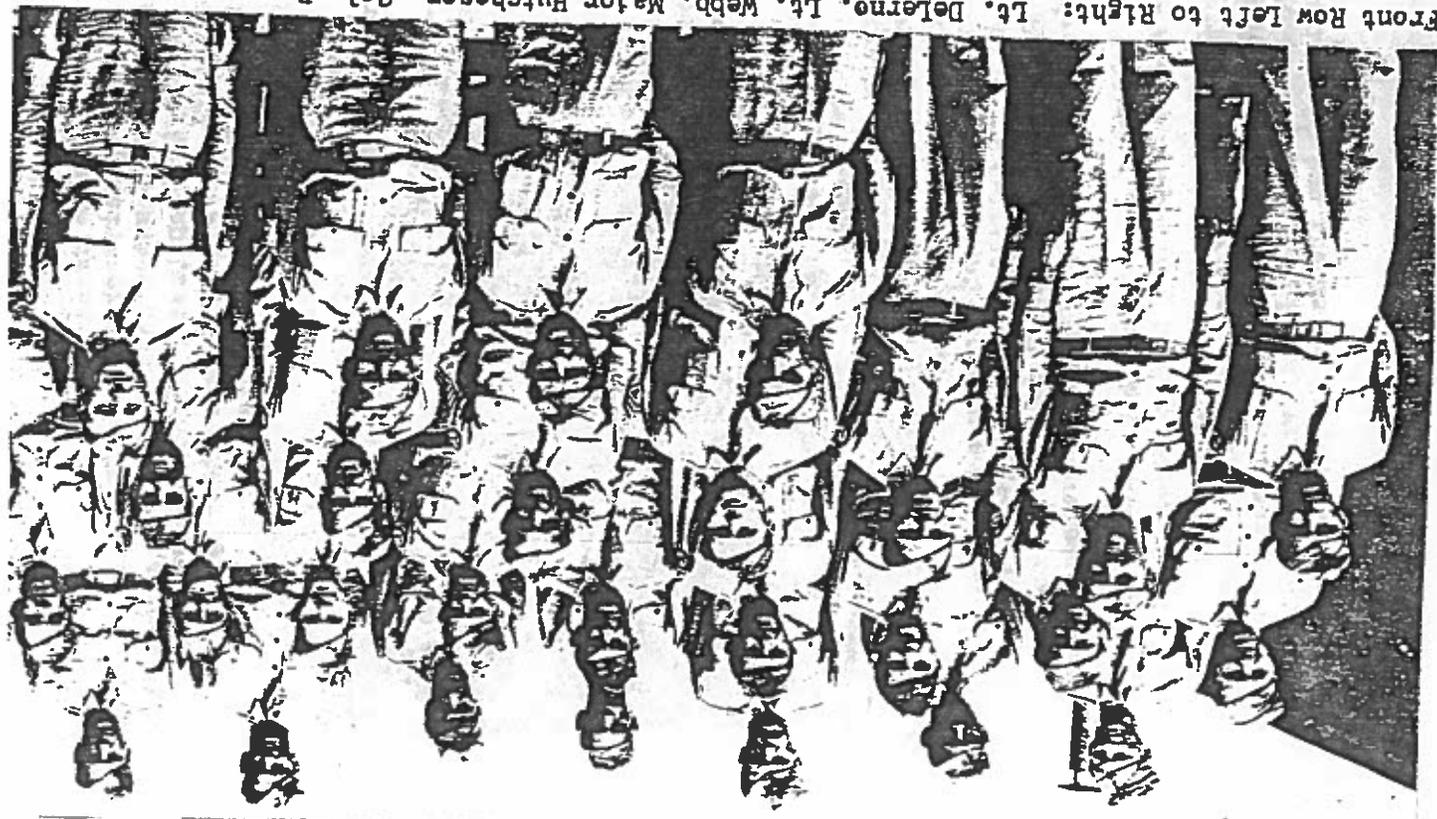


Menschik

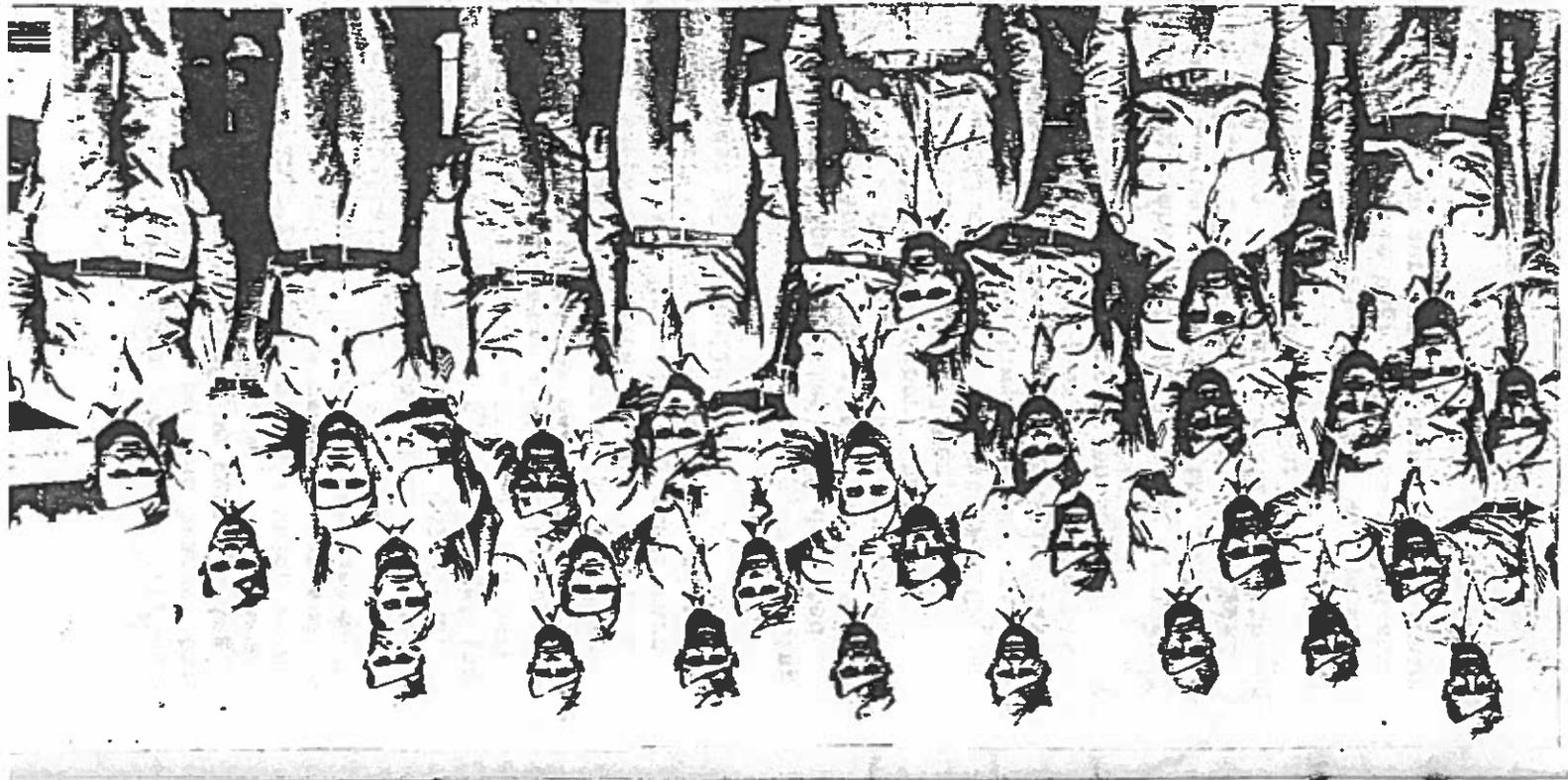
Upon completion of necessary training for the 34th AAA GP to fulfill the combat mission, the unit moved by troop train, on 16 July, 1944, to Camp Shanks, New York, to prepare for movement overseas.

The following is Sgt Menschik's description of the move from Camp Davis to Camp Shanks:

"This was really the start of our movement overseas. We left Camp Davis, N.C. early on Sunday morning, 16 July 1944. Yes it was Sunday. We were loaded into 2½ ton trucks and taken to the railroad

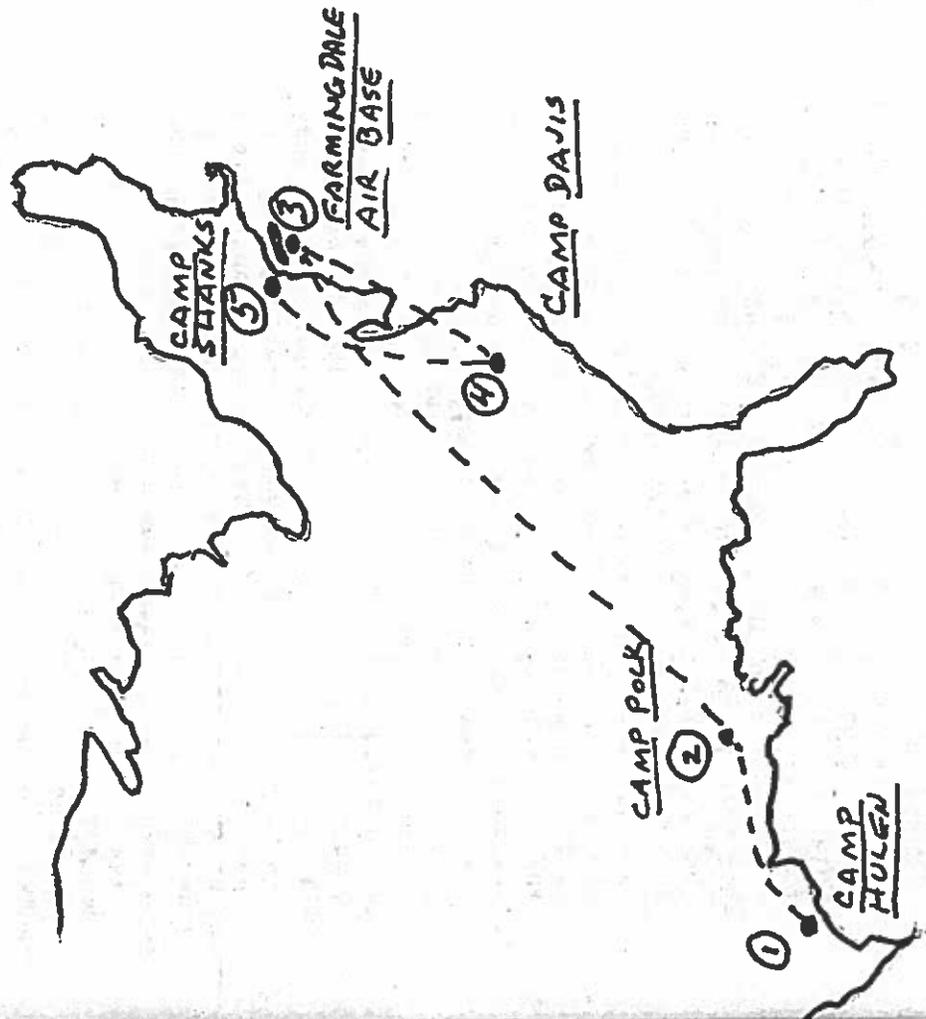


Front Row Left to Right: Lt. DeJerno, Lt. Webb, Major Hutcheson, Col. Bray.
 2nd Row: Wilhite, Clements, Trulock, Weighman, Blankenship, Borrows, Brackett.
 3rd Row: Menschik, Partzell, Slater, Morris, Puckett, Young, D. Malden, Griswald, Gagnon.
 4th Row: Ewing, Kumala, W.R. Smith, Easterday, Fennell, Dexter, Dunnigan.



Front row, left to right. Capt. Walker, Lt. Levine, Lt. Hearn.
 2nd. row: Crawford, Fortler, Tankford, Corey, Hardison, Atkinson, Browning, McClanahan and Maraski.
 3rd. row: Hutchins, Michaels, C.W. Russell, Madron, McCormick, Murzyn, Cox, Falden.
 4th. row: Schindler, Glendenen, Jagers, Thurman, Schultz, Fuller, Burkeen, Landrum.

34th AAA GP
STATIONS IN
CONTINENTAL U.S.



siding where the cars were placed. We were carrying on our backs, full field packs. We then boarded the train and before long, about 8:30, we were pulling out of the State of North Carolina. We did not have pullmans but rode in regular day coaches which were very dirty and uncomfortable. We rode all day and all night and was fed on the train. We were accompanied by another battalion and there were two sections to the train. We were in the first section.

At approximately 0530 on Monday 17 July 1944, we pulled into our staging area. It was just getting light and it was very chilly that early in the morning. Camp Shanks is an enormous place. We had to walk about two miles to where our barracks were located, up a steep hill, and we were quite tired by the time we got there as we were carrying our full packs. The barracks were just like any other barracks with long rows of cots - double deck - stretching along both sides of the building."

On 22 July 1944, the advanced party, consisting of three Officers and four enlisted men, departed Camp Shanks at 0500. About four miles from Camp Shanks they boarded a ferry boat. The ferry took them to Pier #96 in New York Harbor. There they boarded the British former luxury liner, the SS Maritania. This would be home to the 34th AAA GP for the next few days. At the time, she was the fifth largest ship in the world and the third fastest. Col. Bray, Commanding Officer of the 34th AAA GP was troop commander of all troops on board.

The remaining members of the 34th AAA GP left Camp Shanks and boarded the Maritania the following day, 23 July 1944. Following is Sgt McGuire's account of the trip from Camp Shanks until the 34th AAA GP reached the Town of Leek, in England.

"In the afternoon of 23 July 1944, we had all our gear packed in duffle bags and packs rolled and we were en our way. On our way at least to the train.

That was the first lap and what a lap it turned out to be. The station must have been about a mile and a half away and we had to carry all of our equipment with us. That is, a full duffle bag, overcoat, rifle, field pack with roll, and of course ourselves dressed in OD's. And OD'S in the summertime is no fun. We almost melted away.

By train we were taken to a pier where we bearded a ferry, and by ferry to the main pier of the ship we were to take. It seemed as though everything had to be done in doubletime and that made it all the worse. There were many moments that I would have very much liked to dump my gear in the ocean or some such place. It was run, stop, run, stop all the way to the boat. I don't think that I have ever seen so many GI's in one place. It looked like the whole U. S. Army had decided to go over with us at the same time, and those in charge seemed to take delight in pushing all they could into some of the tightest places there were. Here was the human really being treated like cattle. In getting off of the ferry and on to the main pier I noticed, through the sweat of my brow, that there was a small band playing some music. I think that the tune was "St. Louis Blues". I guess they thought that they were cheering us up, but they only made me feel bluer. By this time I was so damn tired that I didn't even appreciate their efforts.

The line stopped moving just before we got to the gangplank and we were given a little rest. We sure needed one. While we sat there waiting, a couple of Red Cross girls came up and down the line passing out cookies and lemonade. It really tasted good. Sitting along side that hugh hull of a ship made you wonder how they ever got the thing in the pier. We must have sat there for about twenty minutes before they finally marched us up the plank and into the ship. After I got in the thing, I began wishing that I was out again. Before we came on board we had been made to believe that there was a bunk for every man. The guy who told us that is probably

telling guys how to become civilians in six easy lessons. I hope they keep him in for thirty years.

After going on board we were led down a short hall-way and then down a set of very nice stairs into what looked like a dining room. Men from other outfits who arrived earlier were sitting on the big table that occupied most of the room. We were told to find a seat on the table also and to put our gear on the beam overhead. It looked like an impossible task, but somehow we managed to do it. I think they put the enlisted men on the same level as the baggage, or lower, and of course the officers - well I can't talk about that. But I'll bet their conscience must bother them, if they have one of those things.

There were certainly no bunks to sleep on and I started to wonder if we slept on anything. At first we were told that we slept in shifts. It was new getting close to midnight and a lot of the men were tired. The sleeping problem was seen solved however, when the officer left. Somewhere, someone found a stack of hammocks and some mighty thin mattresses and we used them. The mattresses went on the floor and table and the hammocks were put on hooks that had been placed all over the beam in the ceiling. Now I knew what a bug in a rug feels like.

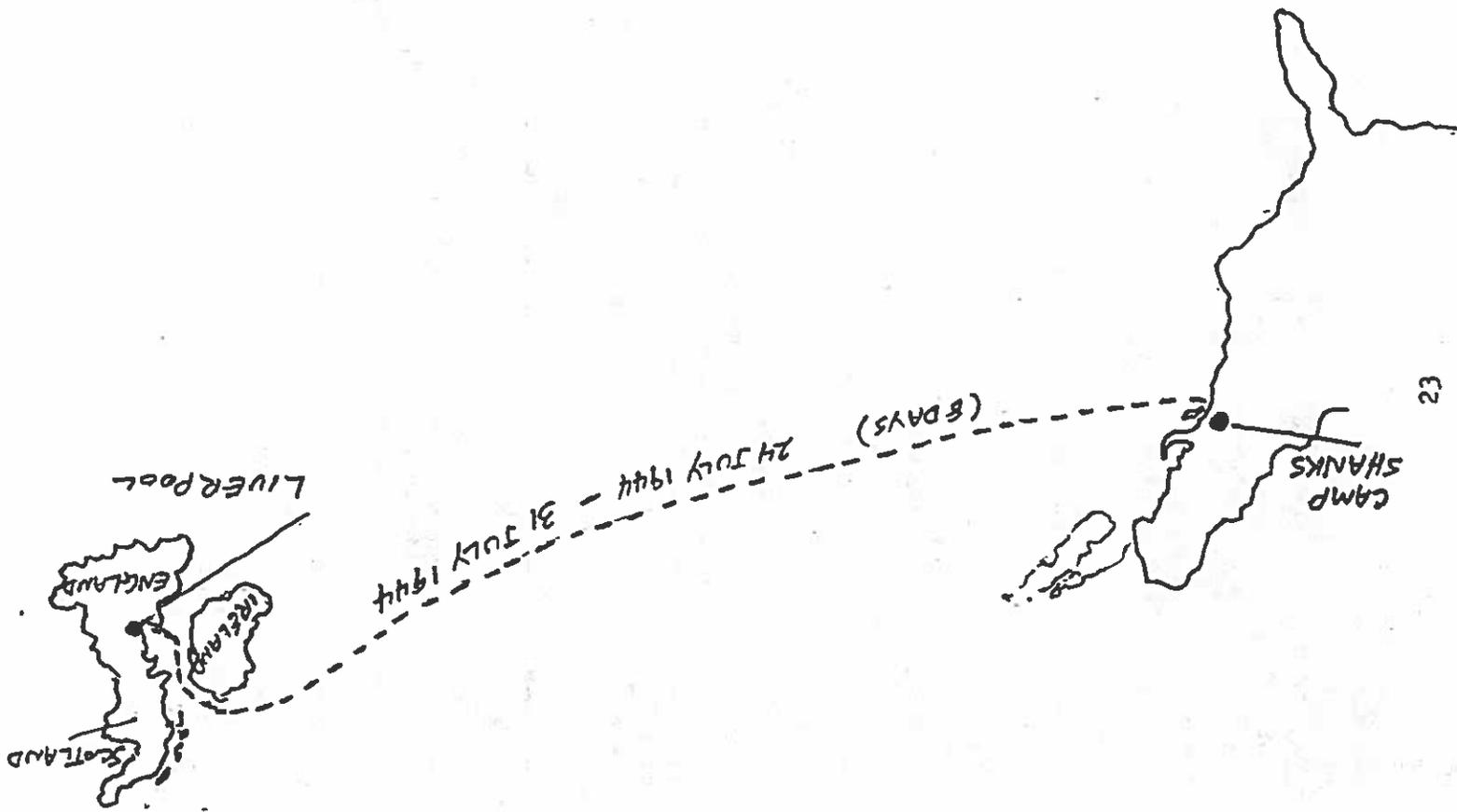
On the morning of 24 July we were moving and on our way. At first we were not allowed to go on deck, but that was soon changed. When we did get out on deck, we just had time to see the last of New York Harbor and the Statue of Liberty. The time spent on the ship was usually on deck with nothing to see but the water. About the only solid thing seen was the garbage that was thrown out after each meal. I get so that I used to go up just to look at the garbage roll by. When we were net up on deck getting wet we were below playing cards or reading. Several of the men did get sea sick and they in turn made others feel the same way. As a whole the crossing was very smooth. The ship never hit any rough water and it was just one continuous roll and weave.

The boat was an English one and I hope that I never see another one of them again, except of course to come home on. The name of it is the Maritania and from the looks of it, it must have been one of those pretty high class affairs in peace time. The food was terrible. That is the only word for it. About the only thing that was any good were the rolls and there were plenty of them, then goodness. Everything that we were fed seemed to be stewed no matter what it was. There was very little fresh water on the ship and the supply that was available was rationed all the time. All washing was done in salt water. You take a shower in it and come out with a thin film of salt all over you which makes you feel worse than when you started. You feel sticky all the time. The ship never did keep a straight course all the way, except in the night, when the danger of submarine attack was not so great. It was at night when we made up time.

We sighted land for the first time in seven days just as we were rounding Northern Ireland, and starting down the strait between there and Scotland. It was sure good to see it too, for it meant that we would soon be getting to port and getting off the ship on to some good solid ground.

We finally came to a stop at Liverpool, England on 1 August, 1944. It had been eight days since we departed New York. We sat there in the harbor for quite a while before they pulled us over to the dock. It was late in the evening, so I guess that they decided to wait until morning to get unloaded. Or maybe they thought that they had too much stewed vegetables and rolls left over that they wanted to get rid of. Docked behind us was a brightly painted Red Cross ship.

We could not see very much of Liverpool from where we were located, but we did notice that there was not too much damage to the city from bombs. We were told that there had been only a couple of raids on the city and they had been at the time of the big blitz on England by the Germans.



As we stood there on deck, which seemed like a hundred feet from the ground, some of the G I's started to throw cigarettes down to the men working on the decks below. It seemed like a dirty trick, but the men didn't think so in the least, for they would practically fight for them.

After sleeping on the boat, the next morning we were told to get everything ready for getting off. We waited for quite some time but just like everything else in the army, when they say be ready in ten minutes they really mean ten hours. About 11:00 hours we began unloading with all our gear. This time the walk wasn't quite as far. Just down the gang-plank, across the decks, up a narrow street and over to the railroad station. The train was sitting there waiting for us, much to our delight. When I first saw it, I wondered how the heck that little engine was going to pull so many cars. The cars were divided into compartments, with seats for six or eight men. And each compartment had doors on each side leading off of the train. There was three American Red Cross girls serving doughnuts and good American coffee, which really tasted good after the rot that we had on board ship.

It wasn't long before the train pulled out and we were on our way. Most of the country we passed was farmland and woods. There were very few towns, and the only large one was Manchester. From the looks of the place you could see that it had been bombed pretty hard more than once."

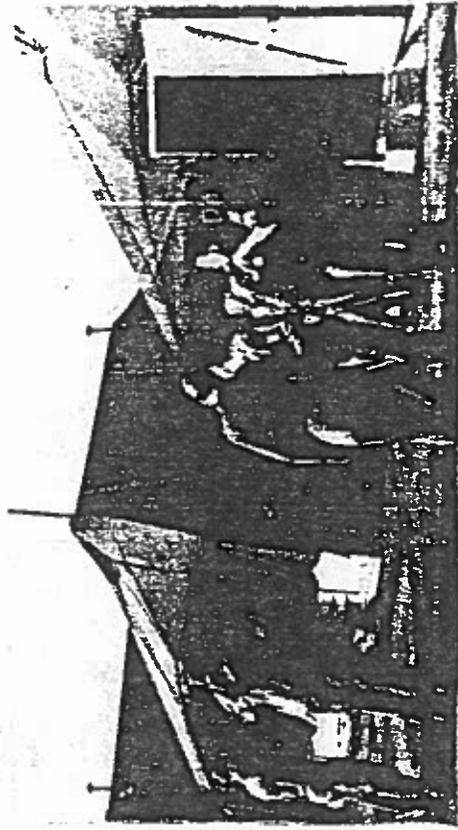
This concludes Sgt McGuire's description of the Atlantic crossing.

After about a two hour train ride the unit arrived at Leek, England. There we were met by Lt. Col. Thorne, Major Daugherty, Sgt Weaver and Sgt. Cieslinski, who were the advanced party. They left the United States prior to the departure of the 34th AAA GP in order to make arrangements for our arrival.

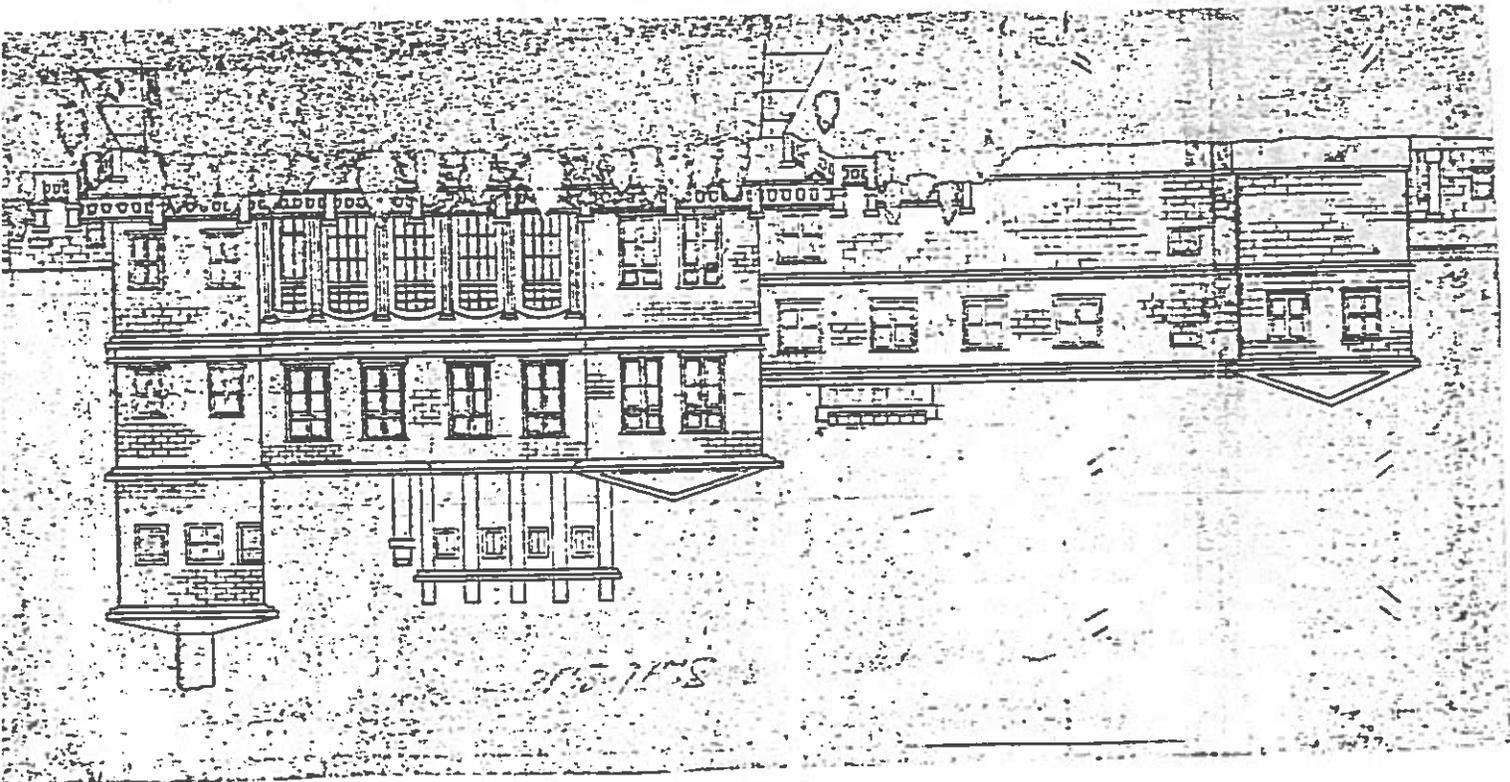
The advance party crossed the Atlantic aboard the Queen Elizabeth.

The men were transported by truck from Leek to Camp Blackshaw Moor, which was an English military camp, located just south of Scotland. During the stay at Camp Blackshaw Moor, the group cleaned and checked out new equipment. Attended classes pertaining to the equipment, performed their regular duties and occasionally went on a hike. There was an opportunity to see how the English lived by going into the Town of Leek on pass. Especially becoming acquainted with stout, light, bitters and "half & half." And on occasion, GIRLS.

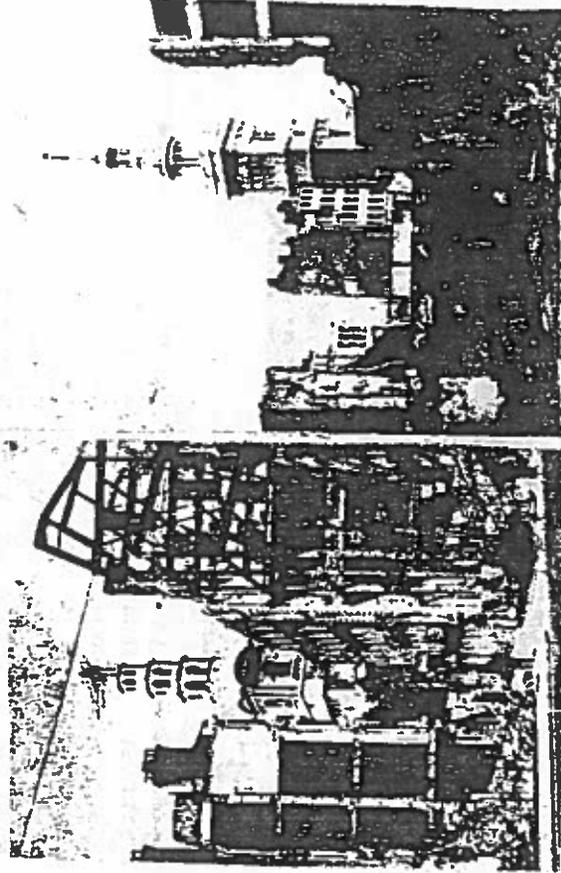
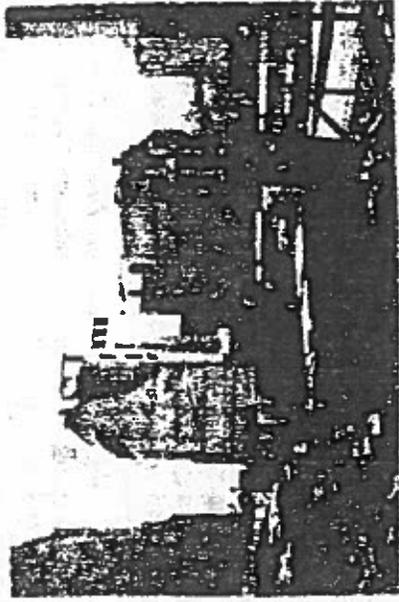
The 34th AAA GP remained here for eight days, when orders were received to move to Maldon, a city about thirty miles from London. Here the mission of the unit was to defend against attack by German buzz-bombs. The trip from Leek to Maldon was made by motor truck convoy, and K-rations were the menu. The Group was quartered at the Towers, a large mansion consisting of approximately thirty rooms and was built about the year 1860. The stay at the Towers was for sixteen days and the on 25 August 1944 the Group moved to Camp 16, a tent city, called a staging area near Southampton, for crossing the English Channel to Northern France.



THE TOWERS, Malden, England. 34th AA Gp. quartered in this building.
Sketch made by Delbert Maltlow



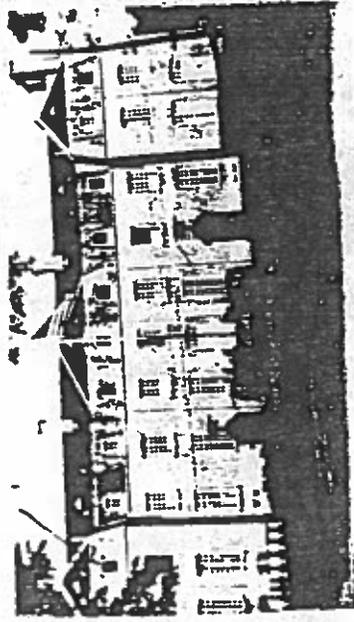
On the way to the staging area near Southampton, the move took the 34th AAA Gp. through London, where most of the men has an opportunity to see some of the damage to the city caused by German air raids. Also, a chance to see London Bridge, Big Ben, Westminster Abbey and Buckingham Palace.



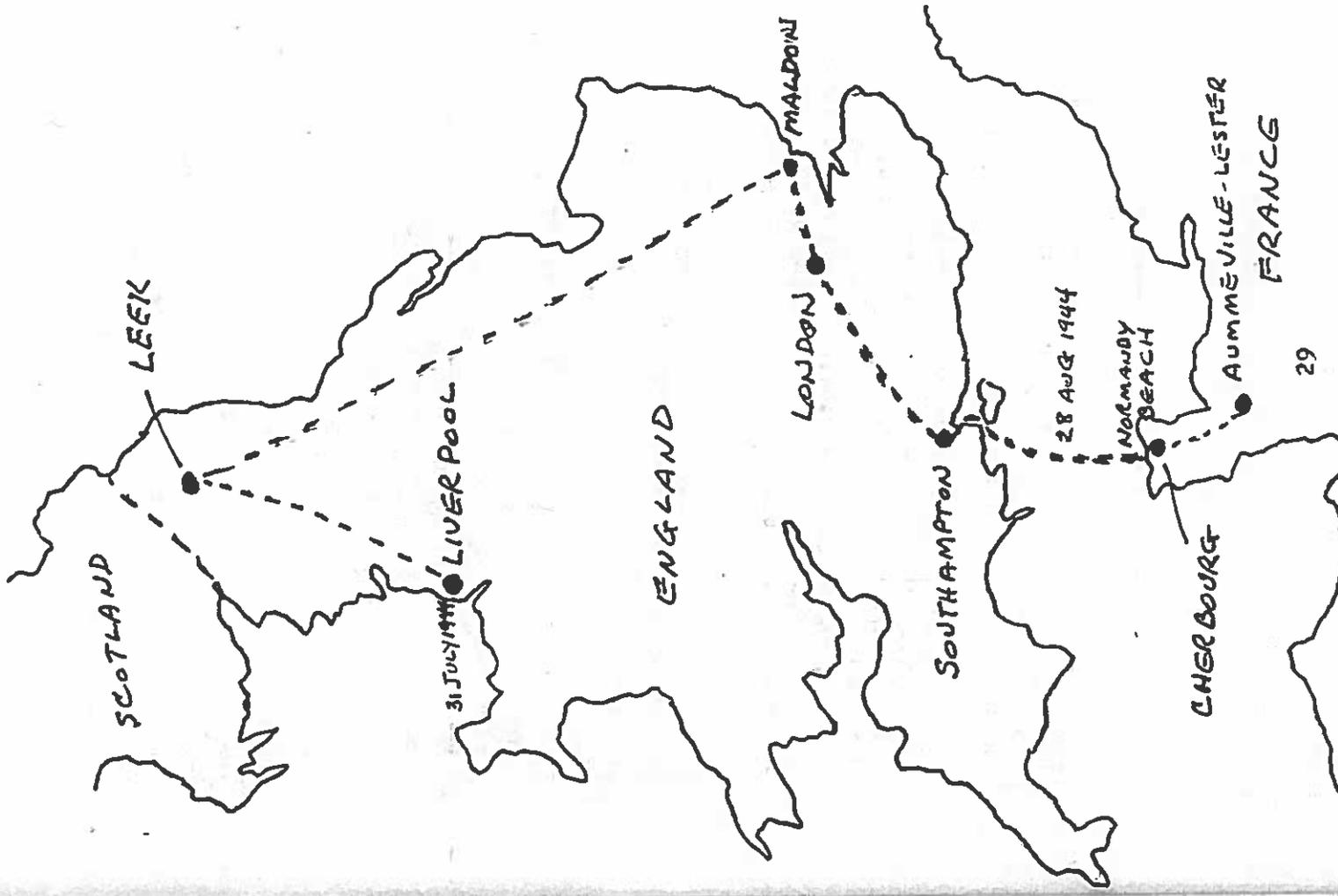
London. (1944) After the German air raids.

The 34 AAA GP remained at the staging area from 25 August 1944 until 27 August 1944 when they loaded onto LCI's at approximately 2100 hours. The LCI is a vessel about one hundred feet long and about fifteen feet wide. They hold 192 men along with a crew of four officers and twenty enlisted men. We were assigned bunks and slept on board. The following morning the LCI which we were on, and one of a convoy of five ships, left Southampton at 0500 hours. This was the twenty-eighth day of August, 1944.

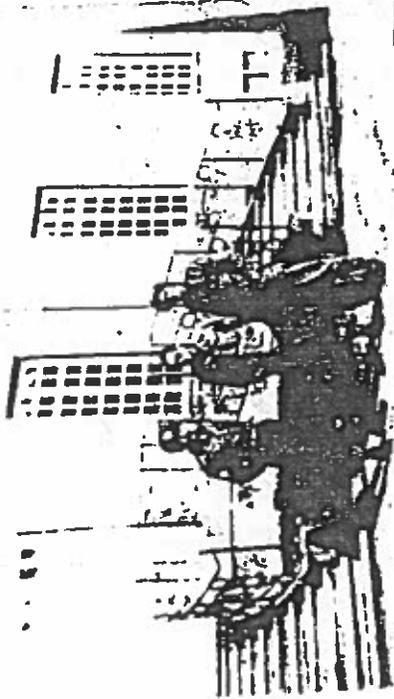
The channel was very rough which created some problems with the men. Seasickness. The waves were so high that you could not see the ships in the convoy at times. With the seasick men inside and the bad weather outside it was a toss-up which was the worse. We finally arrived at Omaha Beach at approximately 1900 hours. The LCI must go in at high tide in order to get as close to the shore as possible. Actually, run aground, so that when the tide goes out it can be unloaded. Our boat made three trips before it succeeded. After three hours, the 34th AAA Gp. hit the beach at approximately 2200 hours. After marching for five miles or so in the dark, we arrived at a bivouac area where we spent the night. Early the next morning, the unit was taken by truck to the Town of Aumeville-Lestre in France.



Chateau, Normandy France, Headquarters for the 34 AAA GP. 28 August - 26 October 1944



Aumeville-Lester is located approximately five miles from Utah Beach and eight miles from St. Mere Eglise. While at Aumeville-Lester the mission of the 34th AAA GP was the staging of advanced parties arriving on the continent.

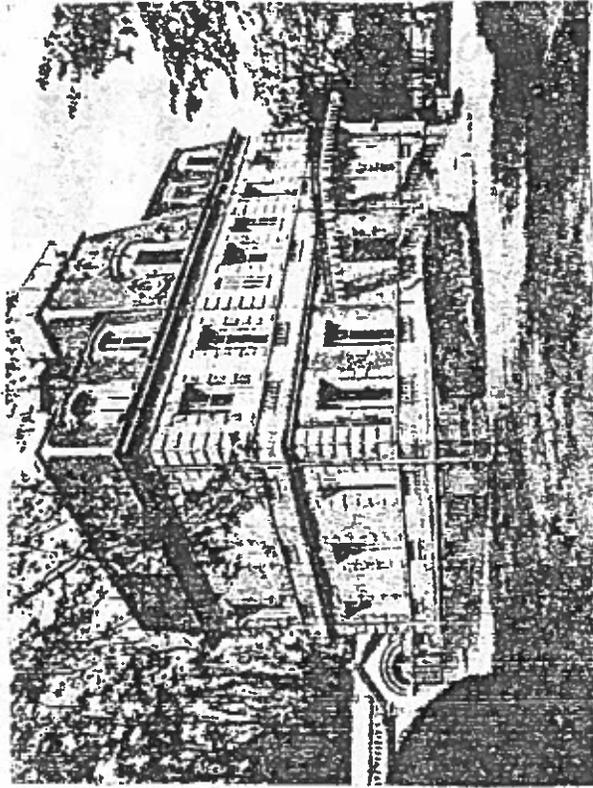


Sgt Wilhite, Lt. DeLerno and Sgt Browning in front of Headquarters at Aumeville-Lester.

The 34th AAA GP remained here from 28 August 1944 until 26 October 1944, when they departed by truck convoy for LeVesinet, a suburb of Paris and approximately five miles from the heart of the city. The route from Aumeville-Lester to LeVesinet took the unit through the following towns and cities. Valognes, Montabourg, Carentan, Caen, and Evreux.

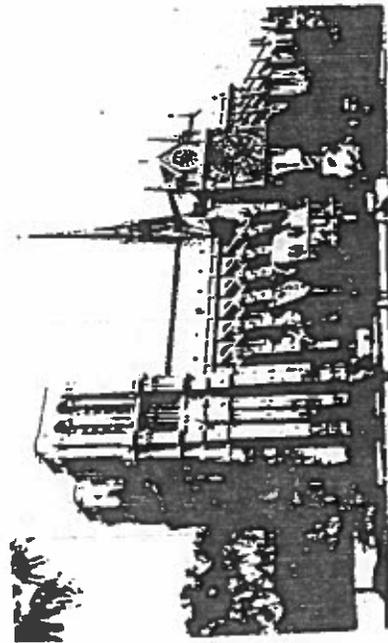
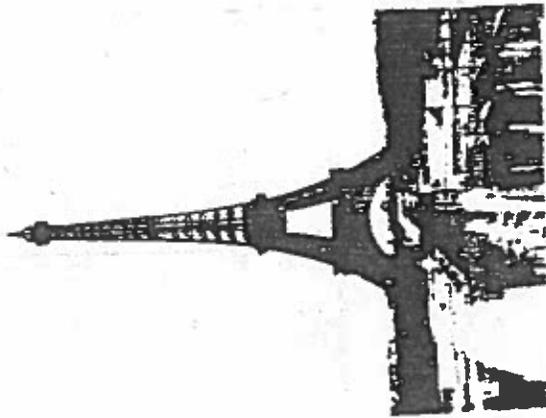
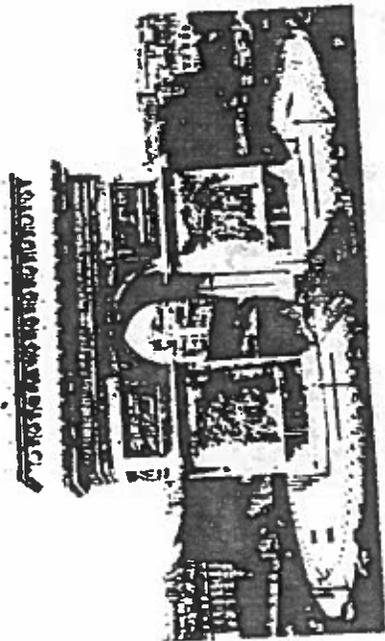
In LeVesinet, the 34th AAA GP set up headquarters in the Clinique Saint Remy, which is a former French hospital, previously occupied by the Germans as their headquarters.

Here, we were assigned to the Ninth Army, XVI Corps.



Clinique Saint Remy
LeVesinet

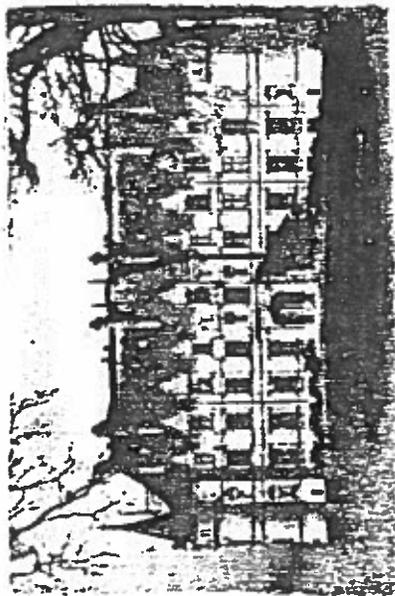
This is the building which housed the 34th AAA Group Headquarters while the unit was stationed in the town of LeVesinet.



P A R I S

While in the Paris area, the men of the 34th AAA Group spent their first Thanksgiving Day and Christmas overseas. This is the time of year when the loved ones back home in the States were especially thought of and missed. On the following pages are the Thanksgiving Day Menu and a Christmas card drawn up by T/5 Delbert Maidlow.

On 20 November 1944 the unit was assigned to the Ninth Air Force for temporary duty. On 24 November 1944 the 34th AAA Gp moved from Le Vesinet to the other side of Paris at Montefountain or Plailly. Here, the Group was assigned three AAA Battalions, with the mission to protect installations in and around Paris.



The 34th AAA Group remained at Plailly until 27 December 1944, the day they departed for Holland. This was at the time of the "Bulge" and quite a bit of German activity, mainly the strafing of convoys and the bombing of fixed installations, such as ammo dumps and bridges was evident. This in addition to driving under blackout conditions, slowed the movement of the convoy considerably. The route of travel

MENU

Roast Turkey
Dressing
Cranberry Sauce
Mashed Potatoes
Creamed Corn
Peas & Carrots
Combination Salad
Coffee
Butter
Candy
Hot Rolls
Assorted Jam
Peanut Butter
Apple Cobbler
Nuts

Thanksgiving

November 23rd

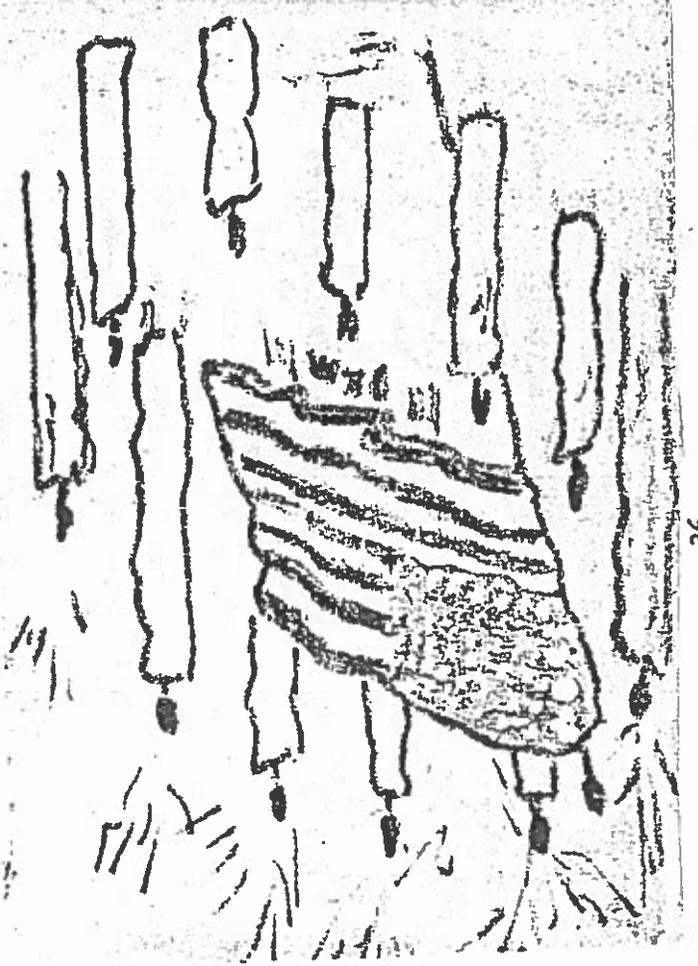
1944

Somewhere

In France

34TH AAA Group

MERRY
CHRISTMAS



IT'S NOT THE SAME OLD

CHRISTMAS,

BUT HERE'S THE SAME OLD

PHRASE,

TO WISH YOU JOY AND HAPPINESS
AND LOTS OF LUCKY DAYS.

AND WHILE I'M SERVING OVERSEA

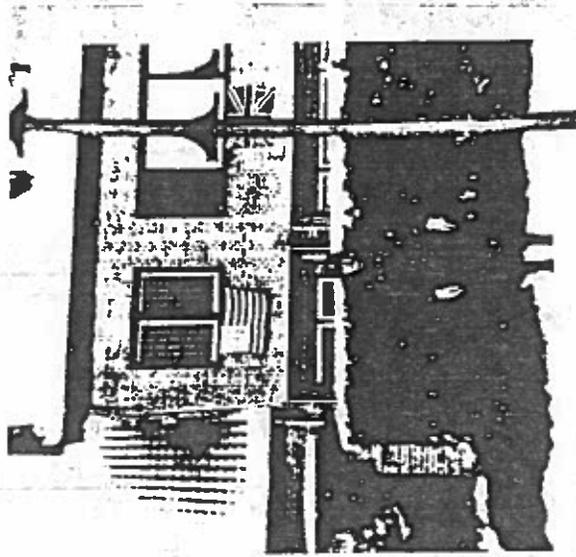
MY THOUGHTS ARE, SHALL I SAY,

THE GOOD TIMES WILL BE HAVING,

WHEN I GET BACK HOME SOMEDAY.



took the 34th AAA GP through Soissons in France and on into Maastricht and to Heerlen, Holland, a city of approximately 60,000 population, where the unit arrived at 1600 hours and set up headquarters in a school hall. The 34th AAA Group was re-assigned to the Ninth Army, XVI Corps, with a mission of parachute defence of the City of Heerlen and the surrounding territory.



Col. Thorne, Exec. Officer, 34th
AAA Group, (Holland)

In order to achieve this it was necessary to establish an anti-parachute command post (APCP) and as many outposts (OP's) as necessary, for observation to gather the necessary information on any and all parachute drops. The APCP was located in the same building housing XVI Corps and the OP's were at strategic locations around the area to be protected.



One of the days that "Jerry" was busy was 31 Dec. 1944, and on that day one of our outposts was bombed and luckily we did not suffer any injuries, although several civilians were killed.



Warren Young and Floyd Schultz
(Holland)

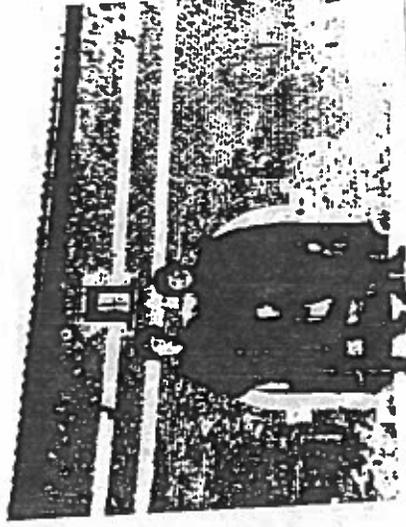
In addition to this duty, several of the men were placed on special duty with the 19th AAA Gp. for training, and familiarization of equipment. The 19th AAA Gp. was located in two towns. Part was in Kerkrade, Holland and the rest was in Baschweiler, Germany. Members of the 34th AAA Gp. that were assigned to the 19th AAA Gp. for special duty were Sgt. Menschick, Sgt Crawford, Cpl Del Maidlow, Cpl. Clements and Pfc. Jagers. These men remained with the 19th AAA Gp. from 2 Jan. 1945 until 17 Jan. 1945.

On 14 Jan. 1945 Col. Paul Roy was assigned as the Commanding Officer of the 34th AAA Gp. relieving Col. William Bray.

The 34th AAA Group remained in Heerlen, Holland until 28 Jan. 1945. On that day the unit departed by motor convoy, in a snowstorm, for France and the Saar

Valley to join the Seventh Army, XV Corps.

Since the "Bulge" was pretty well under control, the convoy could take a more direct route to the next location. The 34th AAA Gp. departed Heerlen at 0400 hours and went through Holland, Luxembourg and into France.



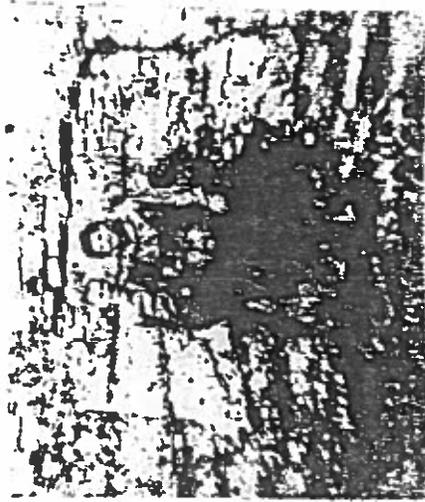
John Cox & Kenneth Fortier
(Holland)

In France the outfit went through Metz, Nancy and into Luneville, arriving at 1900 hours, where the unit billeted for the night. This was a very cold ride and many of the men were using their "fart sacks" (sleeping bags) to keep warm in the back of the 2½ ton trucks.

The next morning the 34th AAA Gp. moved to Sarralbe. This new position was closer to the front line. We now have three AA Battalions attached to us. Our mission was to protect the supply lines from enemy attack from the air.

The unit headquartered at this location until 1 Feb. 1945 when they moved to a new position at Keskastel. This town, although small, showed the ravages of war.

It was one beat up town. Of the hundred or so houses that made up the original town, only about ten of them could be used by the unit. What was once a beer hall was used as Group Headquarters, the mess hall and some sleeping quarters for the men. Other members of the unit were quartered in with some of the French families who had a vacant room or two that could be used.



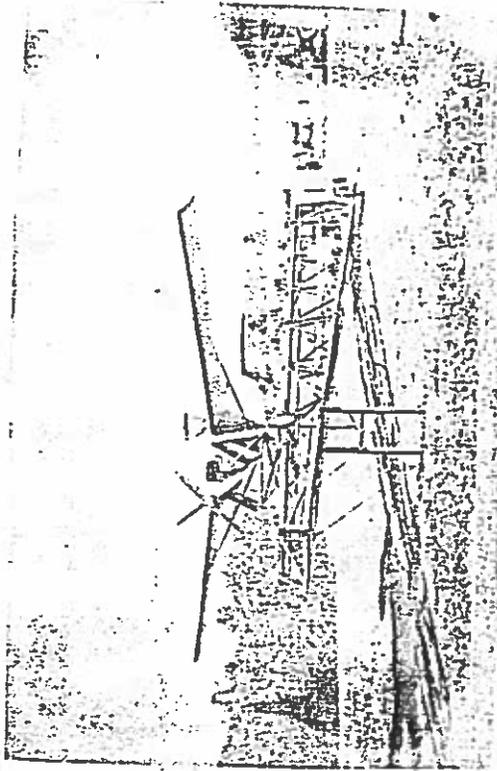
Tom Fuller & Bill Kumala
(Keskastel)

On 22 February 1945, 1st Lt. Alexis C. Kirk relieved Capt. Gerard as Hq Battery Commander. Capt. Gerard was promoted to Adjutant.

Routine duties were the order of the day for the remainder of the month.

Twenty-five (25) men from the 34th AAA Gp with T/Sgt Michaels as acting First Sgt., left Keskastel on 8 March 1945 for Dabo, a small village about thirty miles from Keskastel. Here, they were to run an anti-aircraft firing range for the Army. This was primarily to familiarize the gun and automatic weapons batteries with the new sight that was being mounted on the guns,

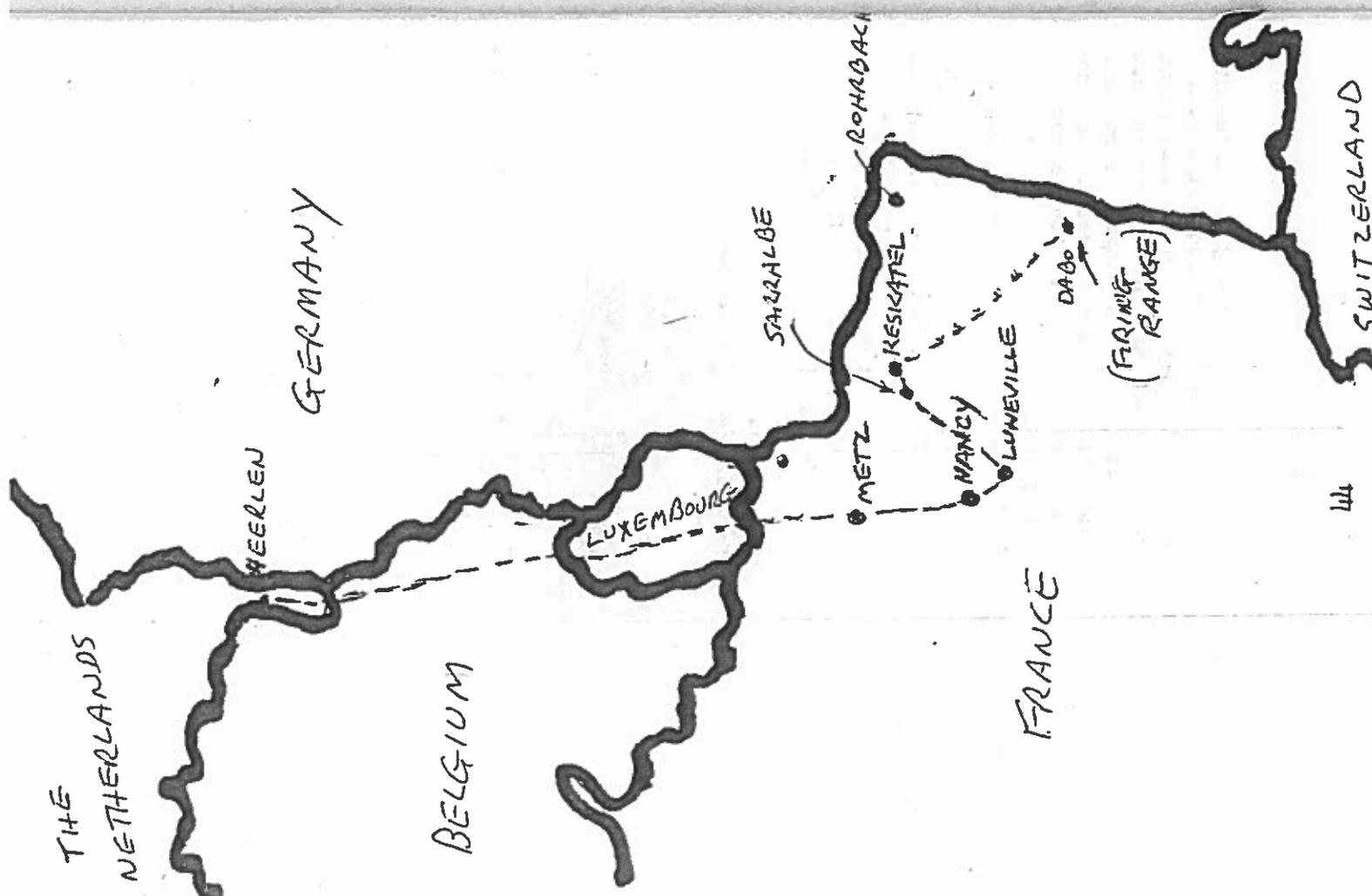
and give them a chance to use them and to fire the weapons at a new type target, known as RCAF, (remote controlled aircraft target.)



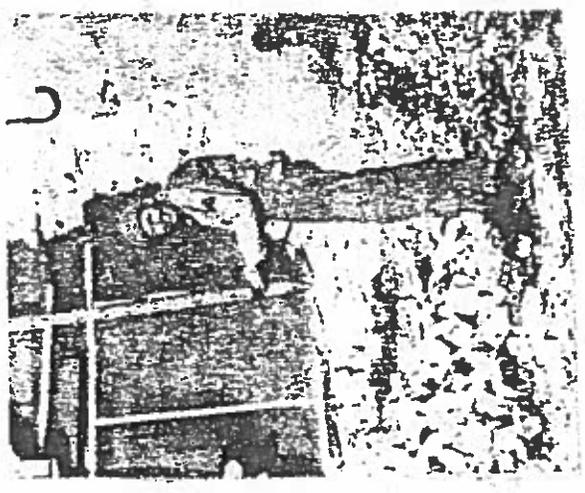
Remote Controlled Aircraft Target and Launcher.
(Firing range at Dabo)

During this period of the war the Germans had captured some American fighter aircraft (P-47's), and used them to attack the American positions, troops, installations and convoys. The 34th AAA Gp had two encounters with them. One directly and one involving the battalions attached to us under our command.

The incident involving the unit directly happened on 10 March 1945. Sgt. Purcelli and Cpl Kemman were driving on the road when a captured P-47, flown by the Germans, strafed the vehicle. Hearing the plane, they stopped the vehicle and took evasive action. It was a near miss. The action involving the gun batteries took place on 14 March 1945, and the attackers were driven off after losing several of the planes to our anti-aircraft fire.



This was actually the prelude to the big push to the Rhine River and beyond. As mentioned before, the 34th AAA Gp was attached to the XV Corps of the Seventh Army. At one minute past midnight, or 0001 hours on 15 March 1945 the XV Corps began their push to the Rhine, and they did not want to be stopped until they got there. All night the heavy artillery was shelling enemy positions, lighting up the sky like a huge Christmas tree. Then all during the day, the bombers were constantly streaming to the front to continue the strikes. This continued through the following day.



Reilie Schindler
(Keskastel)

Our initial move with the Seventh Army and the XV Corps came on 18 March 1945. The 34th AAA Gp moved from Keskastel to Rehrbach, France a distance of approximately fifteen miles and to the east. Rehrbach is a small town in the middle of the Maginet Line. In fact, there were three of the pill-boxes alongside of our position. Headquarters and a place for the men to stay were set up in the buildings and houses that had been hit by artillery fire.

The next day an armored division moved up on the road in front of our Headquarters. It took a period of approximately twenty four hours for the complete division to pass. The convey included motorcycles, jeeps, trucks of all sizes, and the tanks, including the large ones with the rocket launchers mounted on the top.

21 March 1945 and on the move again. This time a little closer to the front, to a town in Germany named Eined. Many of the small towns and villages enroute were literally blown off the face of the earth. Those that were not completely destroyed were still burning as we passed through them. The forward elements had just captured them and Eined earlier in the day.

It seems that fate was on our side, as Eined was not our original destination, but was chosen as an alternate position as the plans were changed. Later it was discovered that the building which was slated to be Group Headquarters was destroyed by a time bomb. The 34th AAA Gp would have suffered many casualties if the change of location had not been ordered. The 34th AAA Gp was located on a large hill on the outskirts of the town. We remained in Eined for two days while the infantry and armored divisions moved up. On 22 March 1945 it was time to move again. This time the unit advanced some fifty miles to Kerzenheim, which is about fifteen miles west of the Rhine River. Here much preparation was being made for the air protection of all units that were involved in crossing the Rhine river at Worms. The antiaircraft units had a great responsibility in the accomplishment of this mission. After three days, we moved closer to the action to Beiselheim which is only four miles from Worms. During this time, the Germans made repeated efforts to disrupt and delay the crossing operation. A great percentage of the attacking aircraft were destroyed.

Following is an account of Rhine crossing taking in the period of 23 March 1945 through 28 March 1945.

On the 23 March 1945, leading elements of the XV Corps, which had the mission of establishing a bridge-head across the Rhine, had reached the west bank of the river. Antiaircraft units attached to the XV Corps and further attached to the 23d AAA Group were as follows: 34th AAA Gp; 798th AAA AW Bn (M) protecting Corps Artillery; 838th AAA AW Bn (M), protecting supply installations, L of C's and Engineer equipment for the Rhine river crossing; 214th AAA Gun Bn (M), protecting forward zone and MSR; 777th AAA AW Bn (SP), protecting the 6th ARMD Div; 106th AAA AW Bn (SP), protecting the 45th Infantry Div; 441st AAA AW Bn (SP), protecting the 3d INF Div; Btry A, 353d SLT Bn providing "Battlefield Illumination" for the 45th and 3d INF Divisions.

24 March: The Engineer Combat Groups (the 540th and 40th) that had the mission of constructing the bridges for the Rhine crossing, having arrived in forward assembly areas, the 838th AAA AW Bn (M) was relieved of its other missions and given the mission of protecting the 540th ENGR Combat Group with the entire battalion. The 569th AAA AW Bn (M), upon being attached to the Corps, was given the mission of protecting the 40th ENGR Combat Group. The 62d AAA Gun Bn (M) upon being attached to the Corps was given the mission of furnishing Gun protection for the R(S) half of the Corps Sector, with three batteries on a general forward line about 4000 yards from the west bank of the river and one Battery centrally located about 6000 yards to the rear; All batteries to go into position under cover of darkness. The 214th AAA Gun Bn was given a similar mission protecting the L(N) half of the Corps sector. All batteries to move into position under cover of darkness. The 777th AAA AW Bn (SP) passed from Corps control along with the 6th Armored Division. Other units no change.

25 March: The 910th AAA AW Bn (less 1 Battery) upon being attached to Corps was given the mission of supplementing the protection of Corps artillery with one battery. Remaining batteries on L of C's and class III supply dumps. The 44th Division artillery being used in support of the attack, elements of the 895th

The 62d AAA GUN BN moved one battery across early in the morning, and another battery across during the night. Elements of AW units with Corps artillery and attached divisions crossed during the period.

28 March: The 214th AAA Gun BN (M) completed its final disposition with the movement of a second battery across the river and the batteries on the west side into their final positions; The 62d AAA Gun BN (M) moved its batteries on the west side into their final positions.

The enemy made repeated air attacks for several days prior to the crossing, as well as during the operation, with the antiaircraft bringing down a good percentage of the attacking planes. The highlight of the operation was the definite destruction of seven of the twelve planes attacking on the night of 25 - 26 March, the night the crossing began, and the probable destruction of three others. No damage was done to any of the bridges, or other installations, and the crossing of the Corps was uninterrupted. Three Infantry Divisions, one Armored Division and all Corps troops crossed in record time, establishing a bridgehead for the Seventh Army.

After the crossing operation was completed, the 34th AAA Group was to remain with their gun battalions and protect the Rhine River bridges. During this time, the 34th AAA Gp. moved to Abenheim and remained in this position until 9 April 1945. Because of the great success of the crossing, commendations were made to all the supporting antiaircraft units.

AAA AW Bn (M) were moved forward to give it protection. The remainder of the 353d AA SLT Bn upon being attached to the Corps was given the mission of furnishing ground illumination for front line units on call. No change in other units.

26 March; At 0230 (H Hours) the crossing was begun, with two Divisions abreast, the 3d Div. on the right and the 45th Div. on the left. The 441st AAA AW Bn (SP) and the 106th AAA AW Bn (SP) crossed with the Divisions; Certain units being moved up to the West bank of the river, and elements ferried to the East bank, early in the operation, furnishing automatic weapons protection for the initial stages of the crossing. The 838th and 569th AAA AW Bns moved forward, prior to daybreak, with the Engineer Groups they were protecting. Initially these units furnished protection from the west bank of the river, but immediately upon completion of the first bridge, each battalion sent one battery to the east bank of the river. During the day both Gun Battalions displaced two batteries forward to the west bank of the river in the vicinity of the bridge sites. All AW units with Corps artillery, displaced to positions nearer to the west bank of the river, anti-aircraft attacks from the direction of the sun. Two extra radar sets were secured and under cover of darkness moved to vicinity of the two heavy ponton bridge sites to give early warning to the AW units. The 353d AA SLT BN moved certain lights to the west bank of the river, ready to illuminate floating debris, swimmers, or any other objects sent against the bridges by the enemy. The 436th AAA AW Bn (M) passed from Corps control with 63d INF Div. The 572d AAA AW Bn (SP) came under control of Group upon attachment of the 12th Armored Div. to the Corps.

27 March: The 838th AAA AW Bn (M) and the 569th AAA AW Bn (M) each completed the movement of two batteries across the river. The 214th AAA Gun BN moved one battery to the east bank of the river, and displaced another another battery nearer to the west bank;

G O P Y

HEADQUARTERS
TWENTY-THIRD ANTI-AIRCRAFT ARTILLERY GROUP
APO 758, U.S. ARMY

31 March 1945

SUBJECT: Commendation

TO : All officers and enlisted men, 23d AAA Group, 34th AAA Group, 62nd AAA Gun Bn, 211th AAA Gun Bn, 106th AAA AW Bn, 441st AAA AW Bn, 436th AAA AW Bn, 530th AAA AW Bn, 369th AAA AW Bn, 777 AAA AW Bn, 798th AAA AW Bn, 838th AAA AW Bn, 895th AAA AW Bn, 910th AAA AW Bn, 353d St. Bn, 44th Ops Det.

As anti-aircraft officer with the XV Corps, I desire to express my deep appreciation to all members of the anti-aircraft units attached to the Corps for the splendid work done during our recent advance from the vicinity of Sarreguemines, France. After breaking through the remainder of the Haginet defenses, storming the Siegfried line, then driving rapidly to the Rhine River, the Corps climaxed its effort by successfully establishing a strong and rapidly expanding bridgehead across the Rhine.

During this drive your performance of duty has been outstanding. You have worked hard; much of the time under very difficult conditions. You have followed the advance elements of the Armor and Infantry in furnishing timely protection for bridges and other critical points along the route of advance. You have given protection to marching columns and troops in position. You have carried out your missions with courage and enthusiasm.

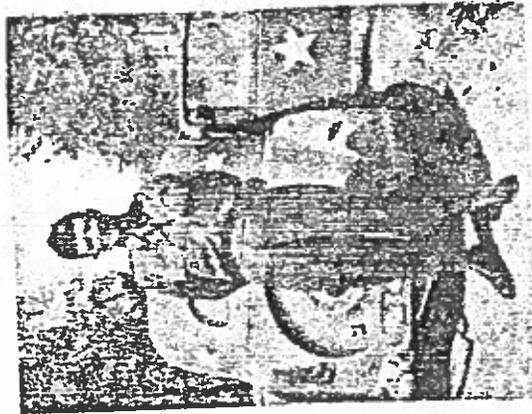
The alertness of gun crews, as well as their accurate firing, prevented any damage being done to bridges and other installations. Only a small number of casualties were caused by enemy aircraft and only minor damage done to materiel and equipment.

It gives me a great deal of pleasure to commend you on your magnificent achievement - the highlight of which was your successful protection of the Rhine river crossing of the XV Corps. I am confident that the limited number of attacks on our bridgehead can be attributed to the terrific beating you gave the enemy the night of 25 - 26 March, the night the crossing began, when you destroyed seven of twelve planes attacking and probably destroyed three more. As we press forward on our relentless drive against the enemy, I have full confidence in your ability and determination to meet every situation that arises in a manner that will reflect continued credit on the anti-aircraft of the Seventh Army.

J. B. FRASER
Colonel, 23d AAA Group
Commanding

The 34th AAA finally crossed the Rhine on 9 April 1945 and moved northeast approximately twenty five (25) miles to Eberstat, a town located about four kilometers from Darmstat. Darmstat was one of the German cities that was especially hard hit. There was hardly a building left standing. The 34th crossed the Rhine on one of bridges we were protecting and one that the engineers attached to XV Corps built. The unit remained at Eberstat for seven days when it was time to move again. This was a long move covering over one hundred and twenty miles, again to the northeast in the direction of Berlin. Our new location was Bad Neustat. While here, Capt. Gerard, Capt. Walker, Sgt. Wilhite, and Sgt Menschick toured a factory that made radar equipment. The Germans did not leave much to be learned as they destroyed most everything that was left in the building.

It seems like our stay in one place was limited to about a week, because on 22 April another long cold ride was taken from Bad Neustat to Rottingen, for a short stay of five days. We are heading south now.

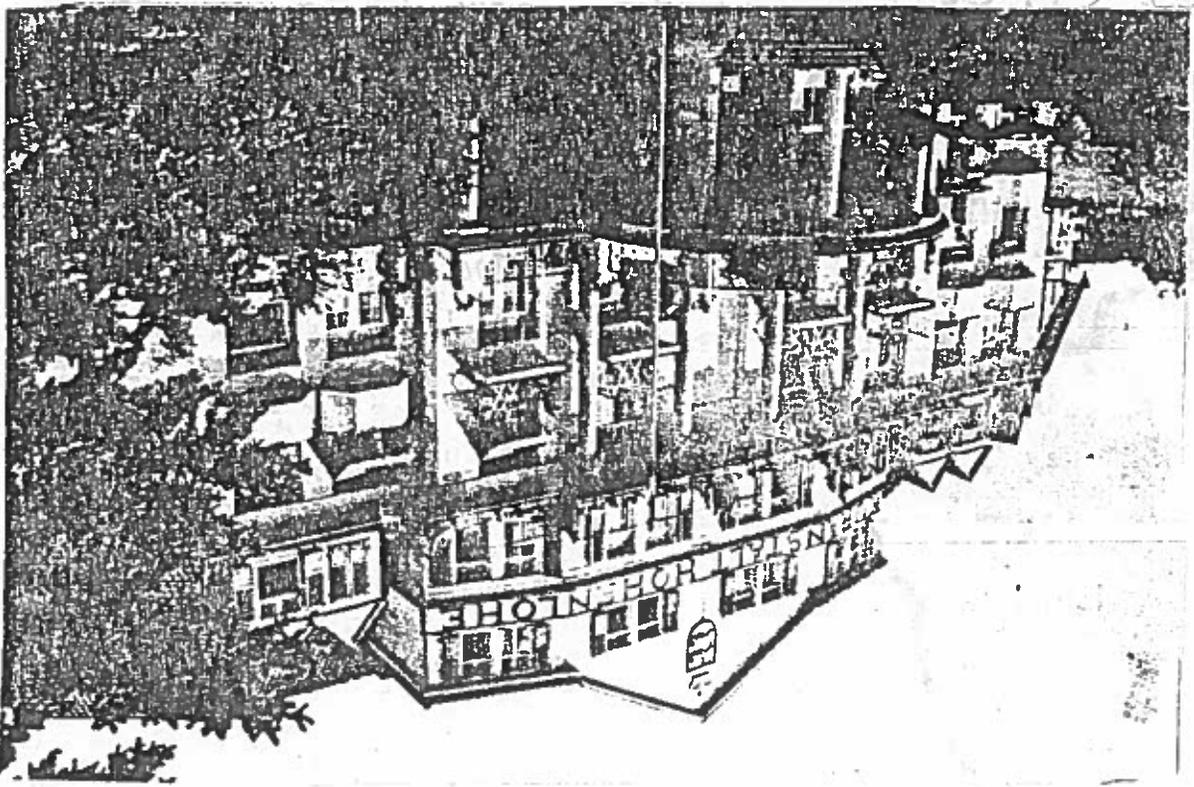


Capt. Webb and one of our Staff Cars.

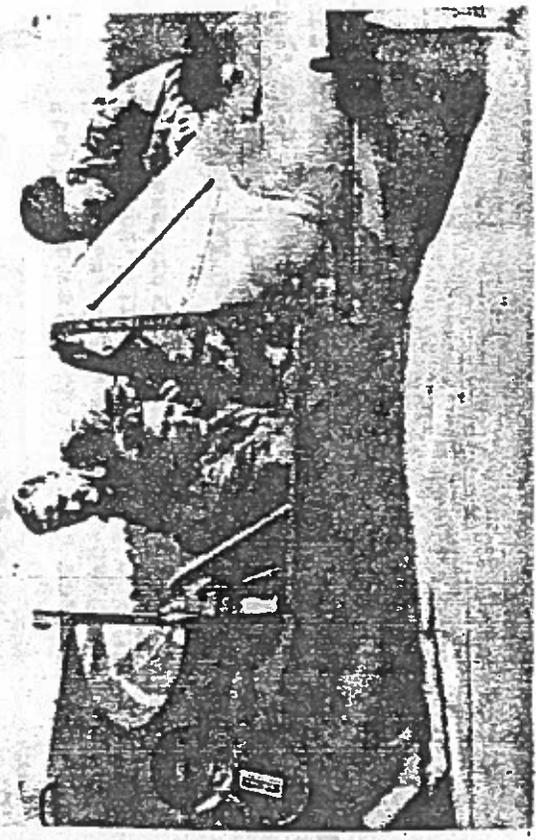
On Friday 27 April 1945 the 34th AAA Gp departed



The 31th AAA Group was quartered in this building during the time it was in Bad Hergenheim, Germany. (three days)

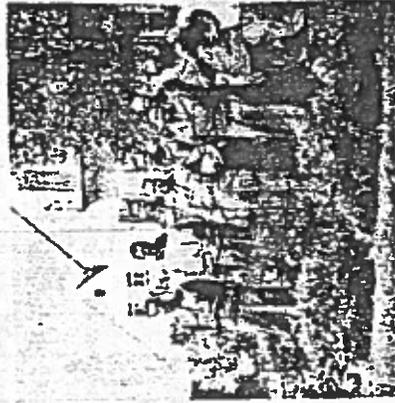


Ceremonies and Awards Formation.
BRONZE STAR AWARD: Sgt. Crawford & Pvt. Morgan
FIELD COMMISSION: Lt. Weaver



Burkeen, Russell and Browning inspecting German plane. Pvt Morgan received credit for its capture.

Rettingen and traveled twenty miles, again in a southerly direction, to Bad Mergentheim. This is a resort area and people come here for the water. The 34th AAA Gp was located in a large hotel and it was very plush. The name of the hotel is KURANSTALT HOHENLORE. These luxuries were enjoyed for three days and then the unit was moved another seventy miles southward to Heidenheim. Here headquarters were set up in some very nice modern houses. Eight days after arriving at Heidenheim, the moment that everyone was waiting for arrived. The Germans surrendered and the war in Europe had ended.



Staff members of the 34th AAA Gp. From L to R Col. Therne, Capt. Jenklas, Capt. Walker, Col. Rey, Capt. Kirk, Capt. Webb, Capt. Gerard and Sgt. Easterday. Col. Rey, Commanding Officer

The 34th AAA Gp. remained at Heidenheim until early October. Then on to Kornwestheim near Ludwigsburg. This is where the unit remained while the men were being sent back home to the good old UNITED STATES.

The following is a complete roster of the Officers and Enlisted Men assigned to the 34th AAA Group as of 18 September 1945.

Colonel	Paul A. Rey
Major	Max H. Gerard
Major	John D. Hutcheson
Capt.	William P. Levine
Capt.	Charles L. Walker
Capt.	William H. Webb
1st Lt	Joseph Angell Jr.
1st Lt	Marvin B. Hilburn
1st Lt	Charles G. Pou
2d Lt	Earl E. Crawford
2d Lt	William C. Weaver Jr.
M/Sgt	William A. McGuire
M/Sgt	Charles F. Menschick
M/Sgt	Sidney D. Nussbaum
M/Sgt	James C. Wilhite
L/Sgt	John F. Burbank
T/Sgt	Kenneth C. Fortier
T/Sgt	Henry J. Michaels
S/Sgt	John E. Chaback
S/Sgt	Thomas F. Fuller
S/Sgt	Harry Kantrowitz
S/Sgt	Milton L. Morris
Sgt	William C. Brewster
Sgt	Charles A. Easterday
Sgt	Charles W. Russell
Sgt	Roland F. Schindler
Tec 4	Lloyd H. Browning
Tec 4	Edgar J. Clark
Tec 4	George Ewing Jr.
Tec 4	Adelard E. Gagnon
Tec 4	Leonard E. Hardisen
Tec 4	John W. Hensley
Tec 4	Floyd P. Hutchens
Tec 4	Clark S. McClanahan
Tec 4	Floyd E. Schultz
Cpl	William E. Beauchemin

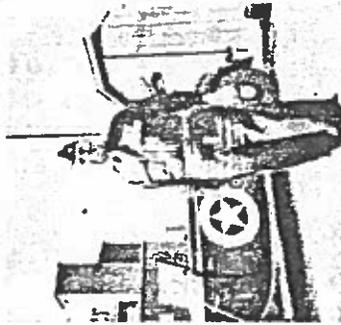
Cpl Frederick W. Best
 Cpl Edwin P. Botner
 Cpl Earle C. Brown
 Cpl James C. Brown Jr.
 Cpl Donald R. Callender
 Cpl James A. Clement
 Cpl Charles H. Clendenen
 Cpl Hubert J. Click
 Cpl William DeJong
 Cpl Salvadore DeMarce
 Cpl Henry O. Dunnigan
 Cpl Harold F. Kemman
 Cpl T. J. Tretter
 Cpl Lawrence Vanore
 Cpl Otis M. Withrow
 Tec George E. Bouska
 Tec J. B. Burkeen
 Tec Rellie W. Corey Jr.
 Tec Harvey W. Hebert
 Tec Virgle L. Madron
 Tec Delbert K. Maidlow
 Tec Melvin H. Maidlow
 Tec Walter F. Murzyn
 Tec Lynn J. Slater
 Tec Robert Thurman
 Tec Howard L. Watkins
 Tec Warren G. Young
 Pfc William D. Atkinson
 Pfc William E. Chaffee
 Pfc John R. Cox
 Pfc John H. Felden
 Pfc Clarence L. Hoch
 Pfc Michael Hutsko
 Pfc John C. Jagers
 Pfc William J. Kumala
 Pfc Paul I. Landrum
 Pfc Ernest C. Moresi
 Pfc James D. Puckett
 Pfc William R. Smith
 Pfc Amos M. Umble
 Pfc Nicholas S. Gregory
 Pvt Vingenvo Spane

The following are men who served with the 34th AAA Gp. and are not listed on either the original 1943 Camp Hulen roster on the one on the preceding pages.

Lt Col. Edgar Allen III
 1st Lt James M. Helfer
 1/Sgt John Studer
 Pfc H. T. Brackett
 Pfc Orville Fennell
 Pvt Mergan

Other men may have served with the 34th AAA Gp whose names are not known.

During World War II, the Germans operated prison camps throughout Germany for the persecution and eventual death of people of different nationalities. One of these prison camps was located at Dachau, a town located between Augsburg and Munich. After the camp was liberated by American troops, the prisoners who had survived had to be taken care of and prepared to be able to return home to their respective countries.



Col. Paul A. Rey

The 34th AAA Gp became involved with this as Col. Rey was made the camp Commanding Officer at Dachau during this process, from June 1945 until 20 July 1945. At this time Dachau was converted into a prisoner of war camp for German war prisoners. Following is a letter of thanks to Col. Rey from the International Prisoners Committee.

INTERNATIONAL PRISONERS COMMITTEE

Press Activities

To all National Groups

Dachau, 19 July 1945

We will never forget

the men who took care

of us and gave us back

freedom and life.

Our beloved Camp Commanding Officer,
Col. R. J. is leaving tomorrow as he prophetically
told us when he overtook his band mission, he is
crossed away in the moment, when things turn out to
become comfortable.

09

19

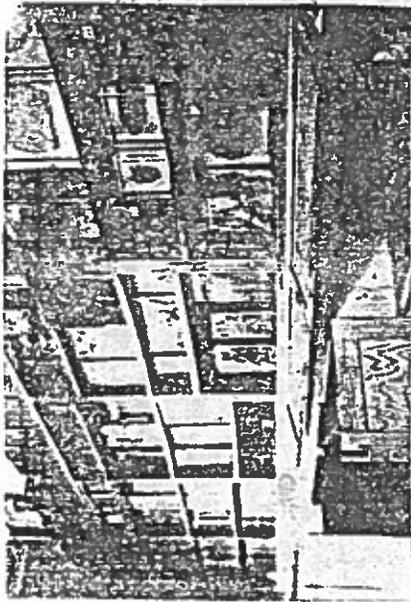
It was Col. Roy's aim from the beginning
to make our life more livable and to settle all the
pending affairs concerning the repatriation and
well-being of the Dachau people. During these short weeks
of his activity he succeeded in sending home thousands
of the remaining National Groups. He always had fully apprised
and our demands, when they were justified and for the
benefit of all and in his jovial manner and friendly
way he seemed to be like a good father to us all.

His interest was not only devoted to the
well-being of the healthy people, but first of all to our
suffering comrades, that they should regain as quick as possible
their former health.

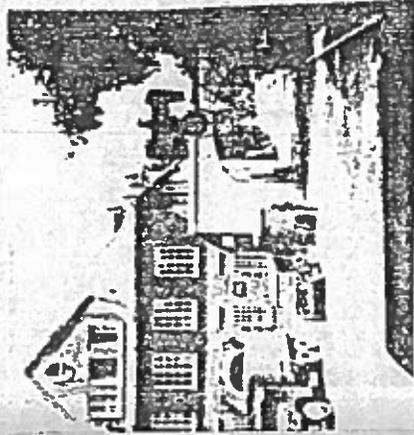
Col. Roy likes to see happy people: but he has
a deep feeling and sympathy with the misery and sorrows
of our fellow-men. To bring these to a happy smile
and free them of their burden was his utmost wish,
and in that he succeeded in a most efficient way.
How the people of Dachau like him could be seen,
when he and Miss Sutton were guests of honor at the
Valley Show of the Austrian and Hungarian Group
Last Sunday night.

./.

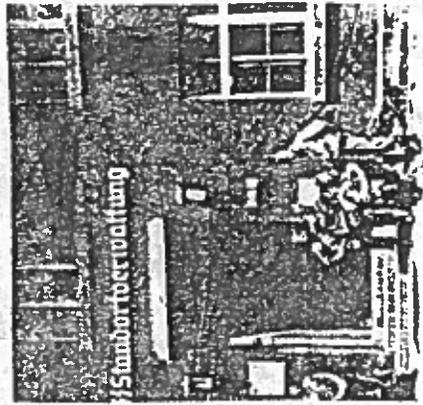
D I A C I H A D I



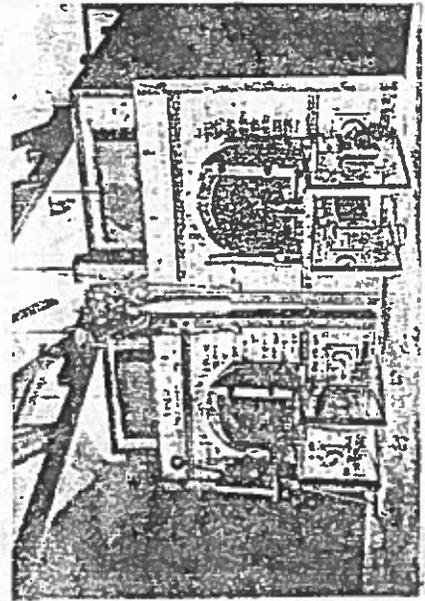
Labratory for Human Experiments



Main Gate to the Camp



Some of the 34th



Incinerator. Used to burn bodies.

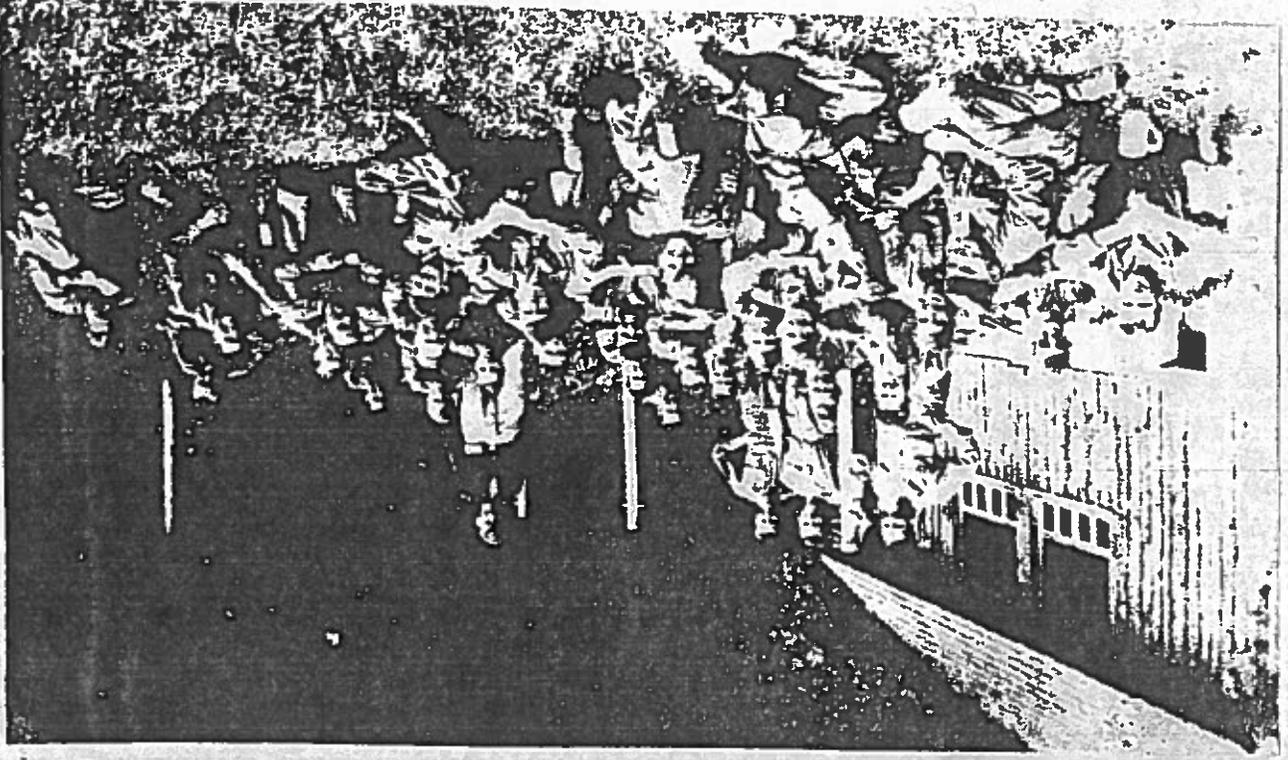
As the camp will be freed of D.P. and only a handful of professional men will remain to carry on the necessary place will have other men to take care of. The camp of Dachau, there we suffered more than a human body can bear, it is now filled up, again by them, the world to rule Europe by terror and by them, but we know that these scenes of unimaginable horror and cruelty, in which we had to play the suffering part, will nevermore occur, as the topic- concerns of the American Nation are men who can be saved, and the men who are not.

The liberated people of Dachau, for which God bless and preserve, and possible, wish an early return to the life and joys and all lack and happiness this state can produce to a man, whose personality is rooted in justice, sympathy and altruism.

International Prisoners Committee

Office of Press
Department

Capt. Kirk and men of the 31th AAA Gp relaxing outside Joe's Canteen, Heidenheim, Germany



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Samuel Kirk

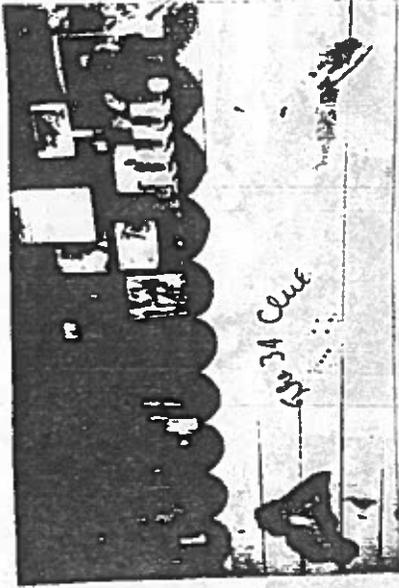
79



Puckett and Prackett



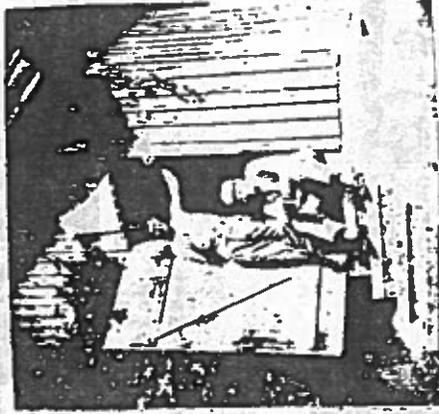
Menschick



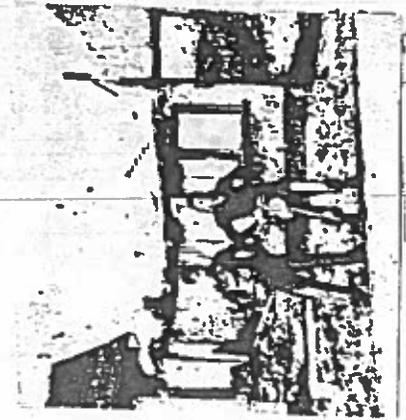
The Bar in Joe's Canteen



Fortier, Fuller, Hebert, Nussbaum



Fred Best, Mel Maidlow



Corey, Burkeen



Wilhite, Lankford, Weaver



Melody Mel's Piano - Entertainment at Joe's

A C K N O W L E D G E M E N T S

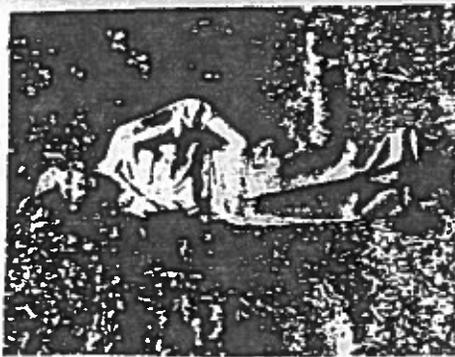
I wish to thank the following individuals for the use of the data, pictures and other information they provided. Without them this history of the 34th AAA Gp. could not have been accomplished.

Charles Menschick
 William McGuire
 Melvin Weightman
 Roland Schindler
 J. B. Burkeen
 Delbert Mardlew
 Henry Michaels
 Mrs. Thomas Fuller
 Mrs. Paul A. Roy

Paul A. Roy



Front Row: McClanahan, D. Mardlew, Beauchemin
 Back Row: M. Mardlew, Bouska, Betner



1st. Sgt. Burbank



L. to R. Ewing, D. Mardlew, Michaels, Morris, Burkeen