



# Berlin Brats Alumni Association Newsletter

October 2020

Volume 16, Issue 4

## THE BERLIN CANDY BOMBER IS TURNING 100!!



Col Gail Halvorsen, the Berlin Candy Bomber will be turning 100 years old on 10 October.

Since we will not see him in person at this years convention, please take a few minutes to send him a birthday card and wish him a Happy Birthday and any personal message you would like to include in the card.

Cards can be sent to him at the address below:

**Col Gail Halvorsen (Ret)**  
**c/o Denise H. Williams**  
**1220 Locust Lane**  
**Provo, Utah 84604**



*Fox News did a segment on the Colonel on October 7th*

Colonel Halvorsen returned to Berlin years later after the Berlin Airlift '48-'49 to be Base Commander at Tempelhof from '70-'74. **Three of his kids attended BAHS/TAR with us.... Marilyn '73 & Bob '75 at BAHS and Mike '80 at TAR.** An older sister, Denise (mentioned above), had already completed high school but worked at the Pan Am ticket counter at Tempelhof.



### Berlin TAR Counselor '70-'71— Tina Calo

(former AOSHS President)

*I went out the other day to enjoy a glass of Oktoberfest beer with a young man from Rhein-Main. He previously was involved with a ceremony with Col Halvorsen and had his phone number. We called him and personally wished him a Happy Birthday. His birthday is actually tomorrow, Oct 10th. I told him I was at Rhein- Main when we made the name changes to the elementary school in his name and had a photo of him cutting the ribbon. It was pretty exciting to add another part of history to my memory folder!*

*Thanks, Lynn, for the below story.*

**The Colonel visited The American Overseas Schools Historical Society (AOSHS) last September (2019) as he was approaching his 99th.**



*Ron Harrison, USAF (ret), assistant coach Berlin '71-'72 & AOSHS Treasurer; the Colonel; Monica (Maack) Tiller — AOSHS Operations Manager; and Adam Grossman—Archivist*

I served in the US Army in Berlin, Germany, 1972-1975 and visited there often both in the Army and as a civilian contractor to the US Army up to 1984. I spoke German and mixed with Germans old and young throughout that period, always enjoying my time with them, especially the old ones. The seniors remembered how the US and the Brits kept the city alive when the Russians tried to starve the city 110 miles behind the Iron Curtain in 1948-1949 during the Berlin Airlift.

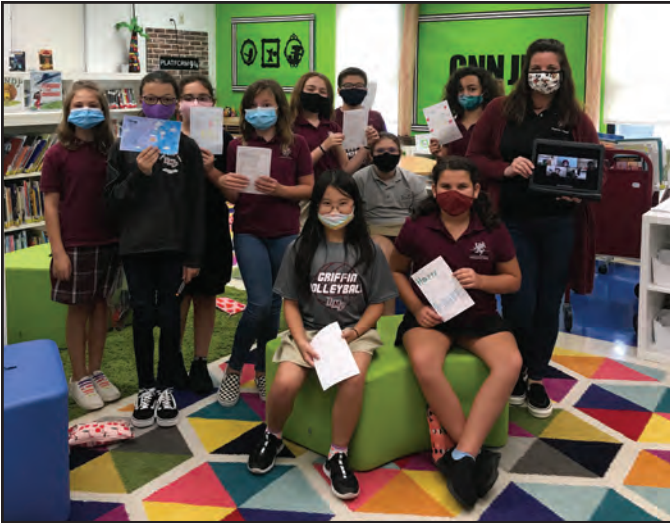
The stinking rat-bastard Soviet commies shut off rail and highway access to West Berlin in June 1948 in an attempt to starve the city and force US and UK forces out. Did this mean war? Harry Truman had other ideas, so he ordered the newly established US Air Force to start "Operation Vittles" to keep the city alive. In a remarkable feat of brute force logistical planning and execution, allied forces flew in everything the city needed -- from coal to clothing, eggs to soap -- for over a year, one cargo plane every 30 seconds landing, disgorging its contents, before flying back to West Germany to be reloaded. Over 8,000 tons per day, 2.3 million tons in all.

Early on WWII veteran pilot Gail Halvorsen noticed a lot of kids watching the planes land and take off from Berlin's airports as he piloted his C-54, a four-engine derivative of the Douglas DC-4. While he had time on the ground during unloading, he talked to some of them and learned that they had no candy, planners had overlooked the sweet tooth of kids in stocking goods for the city's survival. So he told the kids to watch for a plane wagging its tail, that he'd drop something special for them. Gail and his crew fashioned little parachutes using hankies to which they attached candy. They dropped them on the next flight for the kids.

Gail's exploits got out. His commander summoned him to his officer where he thought he'd get chewed out. Instead the CO told him to keep it up. Other pilots started dropping candy too to the delight of the kids waiting on the rubble mounds ringing Berlin's airports. I've met some of those kids as adults -- they know what kind of people Americans are and all of them knew the name "Gail Halvorsen."

*Lynn/ Rhein-Main*





Lake Mary Prep School, in Lake Mary, Florida.

This is Media Specialist Mrs. Kim Price who paired up with Mrs. Siva's fifth grade class to send birthday cards to the Candy bomber after reading the book "Mercedes and the Chocolate Pilot." Which is a true story about Gail Halverson and a girl named Mercedes who was inspired to become a pilot after receiving chocolate from Col. Halverson. Mrs. Price teaches the fifth graders about WWII through picture books. After learning about Col Halverson's 100th birthday, from her mother Jan (Gonzalez) White, Berlin Brat '63, Mrs. Price decided to team up with the fifth grade's writing teacher to send notes of thanks and best wishes. I know it was a very special feeling for those students because they now truly feel connected to that lesson and it is a lesson on kindness they will never forget. They also can't wait to create parachutes for chocolate bars and fly them off the top of the stadium!

### German Embassy – Washington, D. C. October 10th, 2020

Happy 100th birthday, Gail Halvorsen! During the Berlin Airlift, Colonel Halvorsen dropped little parachute packets from his plane filled with chocolate and gum for the children of Berlin.

German President Steinmeier wrote a letter to Colonel Gail Halvorsen on the occasion of his 100th birthday, in part saying he "built a bridge of humanity and compassion" between Americans and Berliners.

His legacy is one of empathy, kindness, and hope.

#WunderbarTogether

*•During the Berlin Airlift, one of Gail's favorite songs was a popular tune entitled "Coming in on a Wing and a Prayer."*



71st Anniversary of the Berlin Airlift – short vid – from the Candy Bomber,  
May 12, 1949 – 71 years ago the end of the Airlift.

Col. Halvorsen video: [Click Here](#)

## BER = BRANDENBURG

### Berlin's Newest Airport Prepares for Grand Opening ... Again!

After nearly a decade of delays, Germany's third-largest airport plans to open its doors to travelers. But with COVID still amiss... Will there be any travelers?

by: Christopher F. Schuetze  
April 29, 2020

BERLIN — After nine years of delays, Germany's third-largest airport, in Berlin, is set to open — just as the global coronavirus pandemic is vastly reducing air traffic.

"It has been a long, difficult road until the final approval from the building authorities," said Germany's airports chief, Engelbert Lütke Daldrup.

But the Berlin Brandenburg Airport project has been riddled by so many delays, some government officials sound a bit skeptical that the new opening date — Oct. 31, with large airlines to begin service in November — will hold firm.

The new airport, in the southeast of Berlin, will replace several smaller airports that serve the city. Planning began in 1996, with an opening originally envisioned for 2006. But with the beginning of construction delayed, the first tentative opening was scheduled for the fall of 2011.

Since then, there have been only more delays. A succession of leaders of the project have been replaced amid legal battles, charges of corruption and about three billion euros in cost overruns.

It has not been a complete standstill. For 14 years, there has been an annual nocturnal foot race around the grounds of the airport. But the repeated delays



have dented Berlin's image as Germany's buzzing center of commerce after reunification.

"The money is to blame," said Andreas Otto, a member of the Berlin City-State parliament, who worked on a public inquiry into the project after another grand opening in 2012 was canceled. "There wasn't too little, there was too much."

When the grand opening in 2012 was canceled, airline tickets to and from the destination had already been issued. A train station, just below the terminal, was already fully functional and ready for passengers.

With the delay, rail service was suspended, although a train has been running once a week to keep the tracks in working order.

Among the technical problems that bedeviled the project were lights that could not be switched off, escalators that were too short and rooms that were mis-numbered. But the biggest obstacle to the airport opening was serious problems with the automatic sprinkler and fire safety systems.

"the problem was that the project tried to do too much, with too many competing demands."

Bye-bye Tegel: with Brandenburg's opening the city plans to close Berlin Tegel Airport, the small antiquated airport close to the city center.

One Berlin newspaper, *The Tagesspiegel*, has been running an automated clock counting the days since the failed grand opening of 2012. Wednesday's count: 2,888.

"The BER construction site jokes are getting boring now," he said. "So everyone can get used to talking about BER as a future airport instead of a permanent construction site."





# WHO WILL BE TEGEL'S FINAL FLIGHT ON NOVEMBER 8TH????

## Air France expected to be first and last at Berlin Tegel

19 Sep 2020 by Alex McWhirter,  
*Business Traveler* publication

The opening of Berlin's new airport on October 31 is barely six weeks away. On November 8 the plan is for Tegel, currently the capital's leading airport, to cease all aviation activity.

So who will be Tegel's final airline user?

Germany's *Aerotelegraph* is reporting Air France is expected to operate the final flight.

**\*UPDATE 9/23/20\*** Reliable sources indicate that the final flight from TXL will be operated by Air France on November 8 departing at 1500 (local).



Flight number is AF1235 and, at time of writing, it was available to book via [airfrance.com](https://www.airfrance.com)

This is logical seeing as Air France inaugurated Tegel back in 1960 and Tegel occupies what used to be the French military zone in West Berlin.

Before the opening of Tegel, all three airlines allowed to fly into West Berlin (Air France, BEA and Pan Am), would operate at Tempelhof (in its day possibly the world's finest close-in airport), which has been closed for many years.

BEA and Pan Am continued to use Tempelhof for many more years – I myself took one of Pan Am's internal German flights into Tempelhof in 1970.



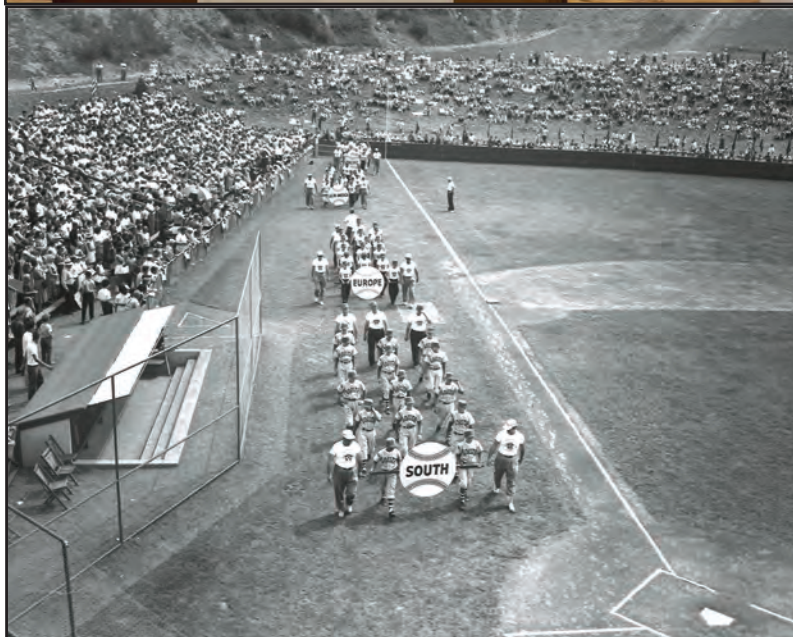
Air France's first flight at Tegel in January 1960 was with a Lockheed Super Constellation.

At time of writing it is not known which aircraft type Air France will deploy for its final Tegel flight.

As previously reported Easyjet and Lufthansa are expected to open the new Berlin Brandenburg airport with a parallel inaugural landing.



## The “Berlin Braves”— the Community Sports Club exhibit in Berlin honors the 1960 Little League All Stars team!



*Peter Stein '80 (who obtained his Eagle Scout in Berlin) recently acquired this “30th Anniversary of the Fall of the Wall” patch from the Boy Scouts. He’s still registered with the old Germany council.*



*I want one. Souvenir  
Milk Carton – BERLIN!*

Little seen clip from the British Imperial War Museum:

This clip demonstrates the role of the RAF during the Berlin Airlift © IWM (COI 177) Find out more:

[Click Here](#)



## The Autobahn....and the Border checkpoint Helmstedt–Marienborn

Called: *Grenzübergang Helmstedt-Marienborn*, named *Grenzübergangsstelle Marienborn* (GÜSt) (*border crossing Marienborn*) by the German Democratic Republic (GDR), Helmstedt-Marienborn was the largest and most important border crossing on the inner German border during the division of Germany.

Due to its geographical location, allowing for the shortest land route between West Germany and West Berlin, most transit traffic to and from West Berlin used the Helmstedt-Marienborn crossing. Most travel routes from West Germany to East Germany and Poland also used this crossing.

The border crossing existed from 1945 to 1990 and was situated near the East German village of Marienborn at the edge of the Lappwald. The crossing interrupted the Bundesautobahn 2 (A 2) between the junctions *Helmstedt-Ost* and *Ostingersleben*.

On the grounds of the former East German border control buildings, the "Gedenkstätte Deutsche Teilung Marienborn" was opened on August 13, 1996. The memorial is operated by the state of Saxony-Anhalt and features exhibitions and guided tours. The memorial site is accessible via the nearby rest stop's exit and can only be explored on foot.

The West German buildings near Helmstedt have either been demolished or are now used for other purposes.

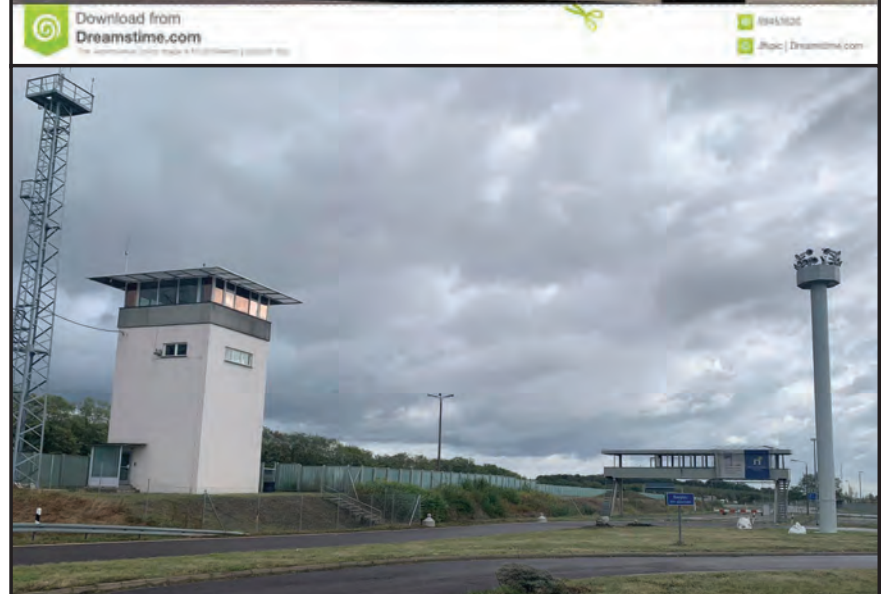
### Checkpoint Alpha

The Helmstedt-Marienborn checkpoint was one of three checkpoints used by the Western Allies. Its western side (in the former British zone) was labeled Checkpoint Alpha after the first letter of the NATO phonetic alphabet.

The Allied side of the checkpoint for entry into West Berlin was named Checkpoint Bravo, and Checkpoint Charlie was the Allied checkpoint for entry into (and exit from) East Berlin.

The nomenclature of "checkpoint", as opposed to the East German "Grenzübergangsstelle" (which literally means "border-crossing-place") was a result of the Western Allies not recognizing the legitimacy of East Germany as a state.

*The GDR side has now been turned into a Memorial.*



**Expansion took place in the 1970s:**

Between 1972 and 1974, the GDR erected a new control portal on a 35-hectare (86-acre) field situated on a hill near Marienborn, about 1.5 km (1,600 yards) east of the border. The control portal was staffed with as many as 1,000 passport control, customs and border police employees. The buildings were linked with a tunnel system through which military or police units could reach the control portal quickly and secretly.

The Western Allies kept control of their checkpoint on the western side, with small garrisons of French, British and American troops stationed in Helmstedt. The West German Bundesgrenzschutz had assumed control of the operative controls on the western side of the border crossing, where the buildings were notably smaller compared with Marienborn.



East German stamps in a West German passport.

*Die Wölbung der Hände, a memorial on the former West German side.*

The restrictive East German controls and the ever-increasing amount of traffic soon resulted in notable waiting times on the West German side. Therefore, the West German government added extensive car parks and rest areas on the autobahn approach to Helmstedt.

Border controls were relaxed after the "turn" (Wende) during late 1989. The crossing was dismantled at midnight on June 30, 1990, exactly 45 years after its first opening. The former GDR buildings have been listed since October 1990, however the former GDR departures area has been demolished when the A 2 road was expanded to six lanes. A rest stop with a motel has now been built on part of the old GDR control portal's area.



**FROM THE STARS AND STRIPES ARCHIVES**

**The Helmstedt-Berlin autobahn: An adventuresome strip of highway**

By MARTY GERSHEN | STARS AND STRIPES  
 Published: May 18, 1961

THERE IS A STRIP of highway that runs out of West. Germany which still offers some sort of excitement to the adventure-minded traveler.

The road is the Helmstedt-Berlin autobahn -- the only official car route to the divided city used by members of U.S. military or government organizations.

U.S. travelers on the road are protected by military; police of the 287th MP Co under Capt. Richard Giacomazzi and by the Helmstedt detachment of MPs under Maj Philip Kelsey. French and British military police work with the Americans in protecting the interests of their nationals who use the road.

Major role of the military police is to man checkpoints Alpha and Bravo and to make sure that you get from one to the other. Alpha is at Helmstedt, Bravo in Berlin.

Reason for the uncertainty is that between the two Allied checkpoints are two Russian checkpoints, while East German Vopos ("people's police") can pop up almost anywhere.

If you are approaching Berlin from West Germany, your first stop is at Alpha checkpoint in Helmstedt. Here a military policeman looks over your special orders which have a Russian translation. Here, too, you are briefed on the coming trip.

You are told that the U.S. does not recognize the sovereignty of East Germany, and that you should have





*An aerial view of the Helmstedt area, labeled with the various checkpoints.*

nothing to do with any German official of the East Zone.

You are also told that the only people on the other side with whom you may deal are uniformed Soviet military people.

Then your car is checked to make sure you have enough gas to make it and all the necessary equipment for changing tires or performing other emergency repair work.

The speed limit on the road is 50 miles per hour and you are given between 2 1/2 to four hours to make the trip. Your mileage is checked and noted as is your time of departure. This is relayed to Checkpoint Bravo.

If it takes you more than four hours to arrive at your final destination, American officials will begin the search for you.

You are also briefed on the trip. You are told that after leaving the checkpoint you move 175 yards to an East German customs police barrier.

Here a Russian soldier meets you, directs you through the barrier and

leads you to the Soviet checkpoint 50 yards inside of East Germany. You park your car in the center strip behind a low wooden building; the Soviet soldier checks your document and sends you into the building.

Inside the darkened room, where portraits of Lenin and Marx stare unsmilingly down at you, there is a little window with the glass painted white. You tap it lightly and stand before it. It opens quickly and a hand reaches out to take your documents. In that instant you must ascertain that the hand belongs to a Russian military official in uniform. You may not deal with Germans or civilians.

You present the documents, then wait. Sometimes you are kept waiting 10 minutes, sometimes a half hour. Finally, you get your papers back (they must be returned by a Russian military man in uniform), step out into the refreshing sunlight, show them to the Russian soldier again and get into your car.

Your documents are now stamped by Soviet authorities and they have also given you another barrier pass.

The Soviet soldier leads you for 100 yards, then you drive about another half mile where there is an East German policeman. You hand the pass to him, but do not show him any other documents. He raises the barrier and you're on your own.

You go through the same process in reverse at Bravo Checkpoint in Berlin.

If your car breaks down, you have in your possession two accident report forms. You complete them and hand one each to an Allied or West German driver going in opposite directions. Once you hand in those accident repair forms you must wait where you are until help comes.

Even if you don't break down you can be harassed by East German police. They may stop you to ask for your papers, to claim you were speeding, to hitch a ride or to ask for a visa or an autobahn road tax.

You should not engage in any conversation with them, except to ask for a Soviet officer who in turn must contact American officials. If you do anything else, even show your documents, you are recognizing East German authority and are liable to prosecution by U.S. authorities.

As you approach Berlin there are other problems. There are three turnoffs to West Berlin and if you turn wrong you may end up in East Germany.

You are briefed on these turnoffs before you leave the Allied checkpoint, and you are given a map with you which you must return at the end of the trip.

Usually things go smoothly, but incidents do occur.

In 1960 there were 7,355 private vehicles and 364 military sedans that made the run. There were only 48 incidents.

It's an interesting trip, the run from Helmstedt to Berlin. It is seldom that anything happens, but you never know. The ride itself is dull because the countryside is flat and uninteresting.

But if you're looking for a drive that is different, try the road to Berlin -- on the Helmstedt approach, of course.



*Checkpoint Bravo, on the Berlin end of the road through East German territory.*

# Ronan O'Rahilly, Rebel Rock Broadcaster, Dies at 79

*How many of us stationed in Europe with our families during the 60's remembers listening to subversive rock n roll on the pirate offshore stations like Radio Caroline?*

*The guy who brought us that delicious experience just passed away.*

By Phil Davison,  
*The Washington Post*  
April 24, 2020

In 1964, the young and rebellious Irish go-getter entrepreneur Ronan O'Rahilly, along with his corps of DJs, started beaming Bob Dylan, the Rolling Stones — and other artists spurned as “a menace” by the staid BBC radio monopoly of the time — from a converted 700-ton ferry off the east coast of England, just outside British territorial waters.

Unlicensed and uncensored, Mr. O'Rahilly's Radio Caroline was the nation's first pirate radio station and became the heartbeat of British youths. It broadcast into the wee hours, attracting hundreds of thousands of teenage postwar boom babies who listened in from a transistor radio tucked under their pillow while their parents were listening — perhaps on their downstairs box — to Frank Sinatra and Perry Como on the BBC.

Mr. O'Rahilly, who died April 20 at 79 in his native Ireland, drew an audience of 25 million in his prime and was credited with helping spark the Swinging Sixties and eventually forcing the BBC to “get with it” by setting up its own pop music channels.

Musicians, including Pete Townshend of the Who, have said Mr. O'Rahilly not only helped them break through but also was influential in reshaping Western European musical culture during the edgy days of the Cold War. The Times of London called the Irishman “the godfather of the pirate radio stations which revolutionized British broadcasting in the 1960s.”

Mr. O'Rahilly had named his rusty ship the MV



*Ronan O'Rahilly, shown in 1966, and his Radio Caroline story were told in the 2009 British movie “The Boat That Rocked” (titled “Pirate Radio” in the United States). (WATFORD/Mirrorpix via Getty Images)*

Caroline after President John F. Kennedy's young daughter. He became a lifelong fan and amateur historian of Kennedy, America's first Catholic president, and kept a gigantic bust of the leader in his office on the boat and later in his onshore headquarters.

Rebellion was in his DNA: His grandfather Michael O'Rahilly (known with traditional Gaelic reverence as “The O'Rahilly”) was considered by many a leader and martyr of the Easter Rising of 1916, when he was killed by a British machine gun.

His grandson Ronan deliberately chose Good Friday 1964, at precisely noon, to launch Radio Caroline, “nicking” (English for stealing) a new single called “Caroline” by the English band the Fortunes as its theme tune. The first track the station played was the Rolling Stones' version of “Not Fade Away.” The song's opening line — “I'm gonna tell you how it's gonna be” — was Mr. O'Rahilly's first shot across the bows of the BBC bosses who at the time wouldn't touch the longhair Dylan or the Stones with a bargepole.

Mr. O'Rahilly and his Radio Caroline story were



told, with a high dose of fiction, in the 2009 British movie “The Boat That Rocked” (released in the United States under the title “Pirate Radio”) featuring Philip Seymour Hoffman, Bill Nighy and Kenneth Branagh. The movie was not successful at the box office, possibly because the true story was funnier and more dramatic than the film version.

Aodogán Ronan O’Rahilly was born May 21, 1940, in Dublin into a wealthy business family; his father had owned a private shipping port at Greenore in Ireland’s County Louth. Perhaps influenced by Dylan’s fantasies, Ronan later claimed he had run away from home seven times before he crossed the Irish Sea to seek his fortune in England.

With his Gaelic good looks, charisma and Irish blarney, he set up a music club, the Scene, in London’s Soho district. It quickly attracted young artists drifting into the capital from around Britain, including Eric Burdon and the Animals, jazz/pop pianist Georgie Fame, the Kinks and the Rolling Stones.

To his admirers, Mr. O’Rahilly was a renegade visionary and a skinflint con man who sometimes liked to find creative ways to leave posh restaurants without paying for his meals.

Mr. O’Rahilly became Fame’s manager, and after the BBC refused to play the artist’s music, the Irishman decided to set up his own radio station offshore. He realized there was an unhealthy relationship between the BBC and the major record labels who were paying BBC insiders to have their tracks aired. The system was called “payola,” described by Burdon in the Animals’ breakthrough track “The Story of Bo Diddley.”

Mr. O’Rahilly bought a disused Danish ferry for 20,000 pounds, sailed it to Ireland, kitted it out with sophisticated radio equipment, huge generators and a 180-foot radio mast and took it to the North Sea just off Felixstowe in England, three miles outside British territorial waters. Radio Caroline was born.

In 1967, the British Labour government, led by Harold Wilson and his key cabinet minister Tony Benn, announced a new law called the Marine Broadcasting Offences Act. Officials denounced Caroline and ordered it to shut down because it was not paying royalties to artists.

Mr. O’Rahilly’s response cannot be published in a family newspaper, but he kept the sea-born station going even though the BBC stole away some of his

initial DJs for its new Caroline-inspired pop programs. Mr. O’Rahilly retaliated, through Radio Caroline, by supporting the victorious Conservative Party in the 1970 general election.

In 1991, the MV Ross Revenge, a former fishing trawler that had replaced the MV Caroline, ran aground on a sandbank off the English coast. “I think there were three DJs and their girlfriends on board. That was the crew,” current Radio Caroline chief executive Peter Moore told The Washington Post. “They were lucky to survive.”

Outside his pirate radio career, Mr. O’Rahilly became manager of model turned actor George Lazenby, who played dashing spy James Bond in the 1969 movie “On Her Majesty’s Service” after Sean Connery temporarily left the movie franchise. Lazenby was presented with a long-term contract to play Bond, but Mr. O’Rahilly talked him out of doing more than the one film, making an ill-advised argument that Bond had become passe.

“Ronan convinced me not to stay on as Bond — I’d be in danger of becoming part of the establishment. Something he rebelled against,” Lazenby wrote on Instagram. Roger Moore soon took over the role. Mr. O’Rahilly instead produced Lazenby’s 1971 action flop “Universal Soldier,” marking the downward trajectory of the actor’s career.

Mr. O’Rahilly was married in 1993 to Catherine Hamilton-Davies, and they lived in London for many years. In 2012, he met Inês Rocha Trindade, who became his partner and cared for him after he was diagnosed about that time with vascular dementia. Survivors include his wife, his companion, Trindade’s son, and three sisters.

His death, in County Louth, was confirmed by Peter Moore. Radio Caroline still broadcasts off the southeast England coast as well as from digital studios, including one in Hollywood that runs a 7-to- 9 a.m. breakfast show via its website.

“Ronan was a clever man, sometimes verging on genius,” Moore added. “Eccentric, of course, sometimes unscrupulous, but suddenly kind and warmhearted. A rogue maybe, but a charismatic and lovable rogue. In a pastime populated by unusual people, Ronan was more unusual than all of them combined.”

FROM: ABANDONED BERLIN

## THE PLACE TO GO TO IS THE BLUB

OPENED IN '85

*(Excerpts from April 4, 2020 article at <https://abandonedberlin.Com/blub/>)*

Blub, short for Berliner Luft- und Badeparadies (Berlin Air and Bathing Paradise), first opened in Britz beside the Teltow Canal at a cost of 44 million Deutschmark in February 1985. It started off with a splash by sponsoring Hertha Berlin (Berlin's football/soccer team) for three seasons.

The "bathing paradise" quickly became one of West Berlin's most popular swimming pool centers. Some 600,000 used to come here every year to enjoy the various indoor and outdoor pools, saltwater or otherwise.

There were hot-whirl-pools and no-whirl-pools, geysers and fountains, waterslides including one 120-meter "Great Slide" and a whitewater canal, a sauna garden, water playground for kids and a regular garden for sun worshippers. There was also a fitness center. A "Crazy River" was added later.

We're not sure if Mauerfall was to blame, if the Berlin Wall had been blocking Berliners' natural migration to other pools like a dam preventing salmon returning to home rivers, but visitor numbers dropped in the years after German reunification (1990ish)

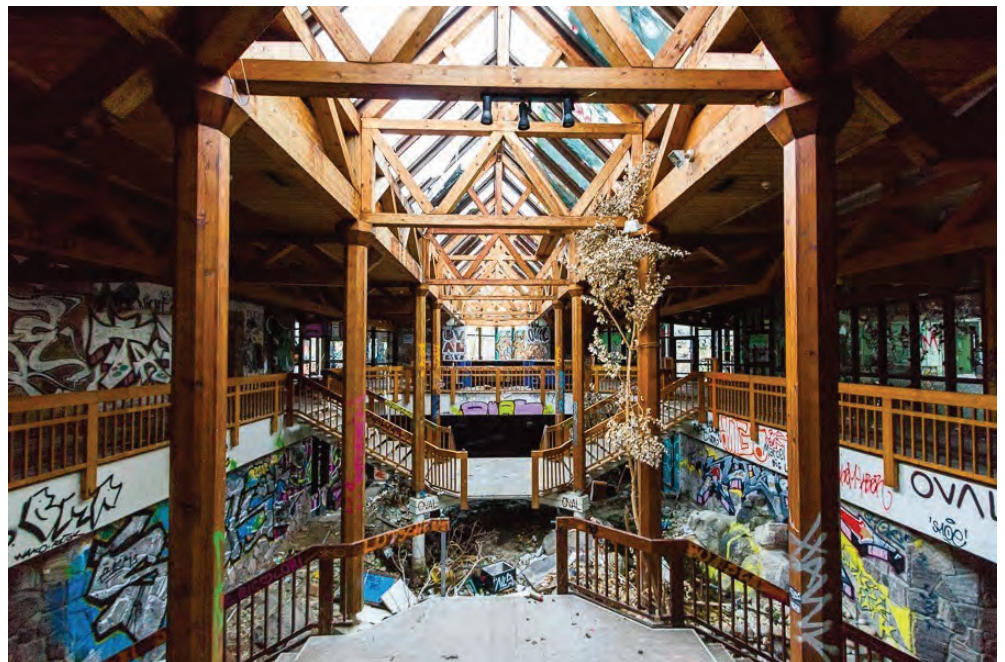
Visitor numbers had already halved by 2002. The city council's closure order was probably the fatal blow.

Blub reopened a week later, but never recovered. Blub declared bankruptcy the following year, when only 220,000 visitors came.

On Feb. 1, 2005, the Blub swimming and leisure center closed down. The "Al Andalus" sauna facilities persevered but followed suit in 2012.



*The Blub (Berliner Luft- und Badeparadies) was a swimming park and leisure center with loads of pools, slides and crazy stuff that was immensely popular and populated by Berlin Brats from BAHS' last decade.*







*Our younger Brats will remember this place!*

*Comments from Brats:*

*Leslye Bentley Allen '96: Many memories there. I still have a ticket*

*Brian Guzik '89: Still have a sticker!*

*Kelly Trantum-Kelly '90: That's so sad have many great memories there!*

*Erik Simper '93: I used to go there a lot, and never realized how disgusting it was even while I was there.*

*Kevin Inman '91: I almost drowned at the mofo in the wave pool.... good times!!*

*Paul Inman '88: Yeah that wave pool still haunts me*

*Lydia Orlando '76-but lived in Berlin again from '88-'92: Wow and the other places I remember going to.*

Although it's surrounded by a mesh fence, Abandoned Berlin gives details on visiting and how to get in:

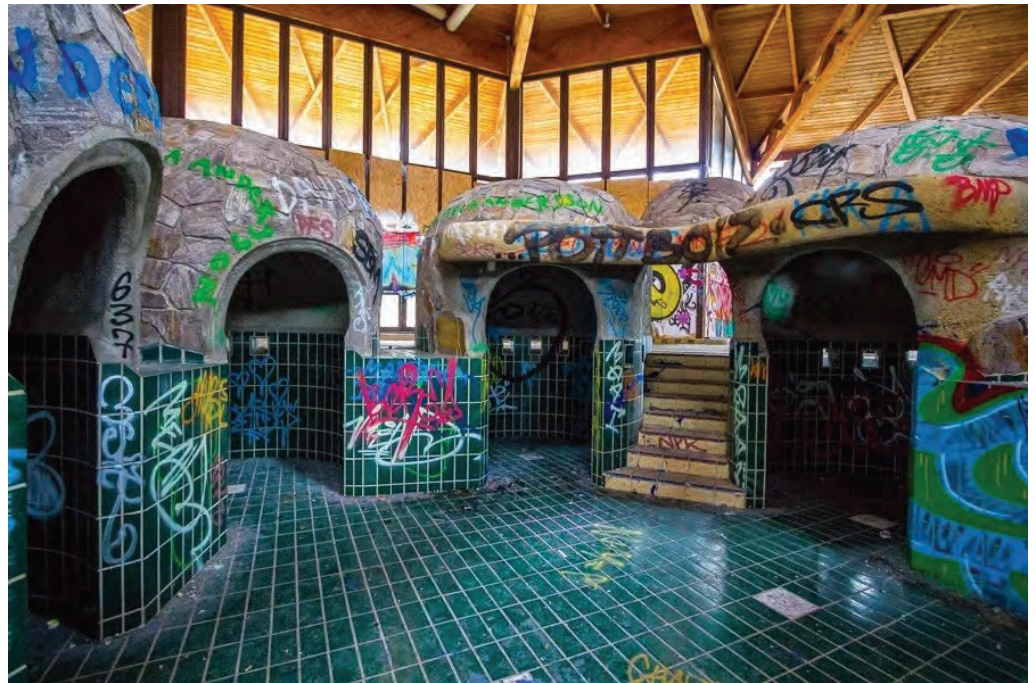
**Where:**

Buschkrugallee 64, 12359 Berlin.

**How to get there:** The nearest U-Bahnhof is Grenzallee on the U7. It's a short walk from there. S+U Neukölln is the next stop and on the Ring Bahn for those living further away. It's all very convenient. Once you cross the bridge over the Teltow Canal turn right into the park and Blub will be a little further on your left. If you can't tell left from right it's the side that isn't a canal.

**Getting in:** This place is embarrassingly easy to get into. The fence is pulled right back practically inviting you in. You can also go down by the side of it if you want to say hello to the gruff dog in the car park. He's grand. He barks but he's just looking out for whatever poor soul is living in the hut there. You'll avoid the dog altogether if you go in through the fence, step through the smashed glass door – it's no longer what you'd call a door – and walk through the fake palm trees until you find a wide open doorway on your left. This will bring you into the "Al Andalus" sauna area, though it's a lot cooler now than it used to be. Anyway, you're in now, good luck!

**When to go:** Daytime if you want to see stuff, not that the place is particularly scenic, or nighttime if you want to have



a party. In fact, this would be quite a good place for a party. I suspect it will be busier come summertime – if the diggers haven't already moved in.

**Difficulty rating:** 3/10.

**Who to bring:** Bring your friends, have a party.

**What to bring:** A case or two of beer, ice, a few bottles of Havana Club 3 años, limes, mint leaves and sugar for mojitos, a few bottles of wine and maybe something to nibble on. Bring a good torch (ie: flashlight for us Americans) too.

**Dangers:** Just watch where you step, there are quite a few holes waiting to break your ankle. Rat dung can also be quite slippery, especially on smooth swimming pool tiles. Steer clear of any homeless you meet and don't bother them – you wouldn't like to be bothered in your comfortable apartment.





*Berchtesgaden  
– Salt mine trip!  
Anybody know the  
Year????  
'68- '69 school year  
OR '69- '70 ???*

*Some of those  
pictured are:  
Kay Sharper  
'72, Debbie  
Stewart '72, Matt  
Schneider '72, Bill  
Planz '71, Terri  
Allison '72, Dexter  
Galloway '72, Jeri  
Polansky '72, Mary  
O'Neil '72*

## *Throwback Photos*



*1969 Prom: Cheryl (Wells) Long  
'70 and Jean-Pierre Bonit '70*



*Becky Wannamaker '70 & her date Tom (GI),  
(r) Cheryl & Jean-Pierre*



*The Junior Class  
of  
Berlin American High School  
requests a pleasure of  
your company  
at the  
Junior-Senior Banquet  
and Prom  
at the Congresshalle  
on Friday, May 23  
19:30–24:00*

*1969 Prom invitation*



Page 2

## Editorials

# Commander's Comments

Col. Gail S. Halvorsen  
Base Commander



## Brotherhood Means Communicating

Communication is the key to understanding. Harmony at all levels can only be achieved through open and frank discussion.

Man has always feared the unknown. History has shown that wherever differences exist, whether between nations, groups or individuals, distrust arises in the absence of communication. This suspicion, founded in darkness and ignorance, gives way to fear and hostility unless an effort is made to open channels between these groups.

Bridges must be built to open the minds and hearts of men. A willingness to listen is the first step of this long journey. Today the need for mutual understanding is greater than ever before. Man, if he is to exist in an assured harmony, must begin this pilgrimage in all realms of society. The old, while teaching their young, must be able to listen. The rich, in building an ever-prosperous society, must help those still on the lower rungs of the economic ladder. Those with great power, if indeed their security is to be maintained, must remain accessible to their lesser associates.

The world grows smaller by the minute. The entire world known to the people of ancient Rome was within the reaches of the Mediterranean Sea, which means "middle of the earth." Through the ages, Man's communication has grown, first from a local level, then between kingdoms, then to other continents, until today finds him reaching to other planets in his quest for exploration.

As his physical boundaries expand, so must Man strive to broaden the horizons of his attitudes. Advances in modern technology are bringing together the many nationalities and tribes of primitive man into a single family of Man. The ideas of Marshal McLuhan, an important contemporary writer, about the "the global village" illustrates how the farthest reaches of space can be viewed from one's easy chair with the flick of a television switch.

With the week of Feb. 20-26 proclaimed National Brotherhood Week, let each of us resolve to make charity and friendship part of his daily life. Only by communication will the Family of Man live peacefully in a household of unity and harmony.

1972 Tempelhof Central Airbase newspaper (7350th Support Group), Col. Gail S. Halvorsen base commander editorial kicking off "Brotherhood Week." Although the language is a bit dated, the message is still true today.



Present Day:  
Pope's Revenge (a/k/a the TV Tower)  
and the dome of Humboldt Forum .....  
photo bombing each other! Stunning  
photo on a bright sunny day in Berlin!

Kate (Murphy) Scrivener '88  
wedding pic.....

Back R to L: Tim Felker (83), Mark  
Britton (84), Paul Murphy (86)

Midrow R to L: Tim Murphy (85),  
Wendy Felker (85), Michelle Doty  
(85), the bride: Katie Murphy (88),  
Renee Lajoie (88), the Sweetest of  
Petes, Pete Murphy (84)

Front R to L: Jennie Felker (82),  
Ann Murphy (JFK, 82)

Oh - my wedding took place Nov. 6,  
1993.





## Remember these????



*Raedeane Marie Knutson Brooks '76 - I remember getting them as a kid when we flew back n forth from Europe*



From 1950 until 1990 Pan Am operated short-haul scheduled services between West Germany and West Berlin, first with Douglas DC-4s, then with DC-6Bs (from 1954) and Boeing 727s (from 1966).

American Overseas Airlines (AOA), at the time the overseas division of American Airlines, inaugurated the first commercial air link serving Tempelhof after the war with a flight from New York via Shannon, Amsterdam and Frankfurt on 18 May 1946. This was followed by AOA's inauguration of West Berlin's first dedicated domestic air link between Tempelhof and Frankfurt's Rhein-Main Airport on 1 March 1948.

AOA was the only commercial operator at Tempelhof to maintain its full flying programme for the entire duration of the Berlin Blockade (26 June 1948 – 12 May 1949).

Following the end of the Berlin Blockade, AOA

launched additional dedicated scheduled services linking Tempelhof with Hamburg Fuhlsbüttel and Düsseldorf Lohausen from 6 March and 1 June 1950 respectively.

On 25 September 1950, Pan Am acquired AOA from American Airlines. This merger resulted in Pan Am establishing a growing presence at Tempelhof. (In addition to continuing AOA's original, multistop Berlin – New York route and dedicated internal German services connecting Berlin with Frankfurt, Hamburg and Düsseldorf, between 1955 and 1959, Pan Am commenced regular, year-round scheduled services to Cologne, Stuttgart, Hanover, Munich and Nuremberg from Tempelhof.) Pan Am's initial equipment for its new Berlin operation were unpressurised, 60-seat Douglas DC-4s, widely available at the time due to the large number of war-surplus C-54 Skymasters. [Wikipedia]

## Some of Berlin's U-Bahn signage! Look familiar to you???





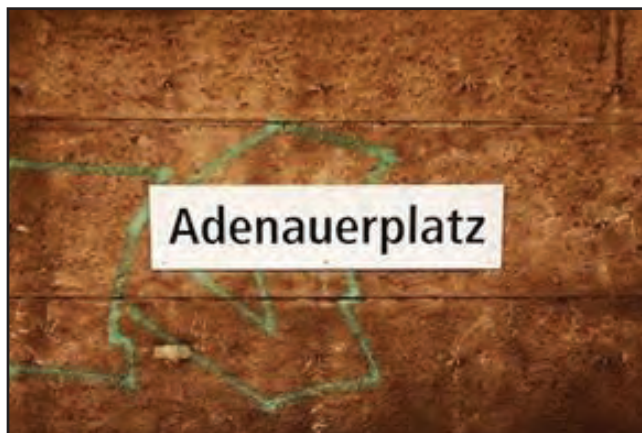


**Berlin's oldest restaurant:**  
Notice the date on the building!

**The restaurant "Zur letzten Instanz" is the eldest restaurant in Berlin and is one of the capital's sights. Since 1621 this a place where people come together to drink and eat. Check it out when next in Berlin!!!!**

**Waisenstrasse 14-16, 10179 Berlin**

*More U-Bahn signage...*





## Happy Go Lucky Hotel & Hostel: Check out this funky hostel adorned with street art!

*Located at Stuttgarter  
Platz 17; at the train  
station Charlottenburg &  
u-bahn Wilmersdorfer Str.  
Just a 5 minute walk to  
Kurfürstendamm/Kudamm.*

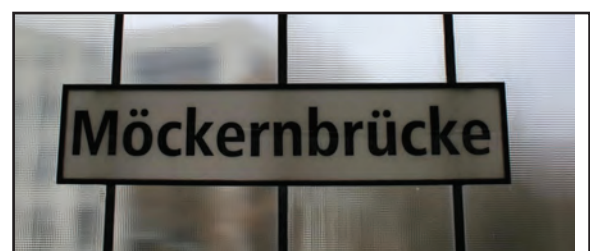


## WOKE – a TV series coming to Hulu September 9th

Marshall Todd '88 is a writer for the series

### Series Writing Credits

- Conor Galvin ... (1 episode, 2020)
- Keith Knight ... (8 episodes, 2020)
- Brittany Ann Miller .. (2 episodes, 2020)
- Marshall Todd ... (8 episodes, 2020)
- Woke* (TV Series) (created by - 8 episodes)  
(post-production)
- Pilot (2020) ... (creator)
- Episode #1.8 (2020) ... (creator)
- Episode #1.7 (2020) ... (creator)
- Episode #1.6 (2020) ... (creator)
- Episode #1.5 (2020) ... (creator)
- Episode #1.4 (2020) ... (creator)
- Episode #1.3 (2020) ... (creator)
- Episode #1.2 (2020) ... (creator)



*Still more signage...*



*Nothing makes one happier than boarding a train to BERLIN!!!!*



### ***This Hunting Lodge in Berlin:***

The Jagdschloss Grunewald is the Oldest Castle Building in Berlin, surrounded by forest and the idyllic Grunewald Lake.

The lodge and its grounds have been the location for many well-known films and series, including *Creature with the Blue Hand*, *Wild Geese 2* and *Schloss Einstein*.



*WE WISH THE VASQUEZS (Robert '92 and Lori (Olivarez) Vasquez '92 ) would quit visiting BERLIN: August 2020 ....they did it again....visiting the Eastern shore.... Berlin, MD that is!!!!*

### **THAT 3-DEGREES OF SEPARATION – REARS AGAIN.....**

May 12, 2020

Crystena (Dearing) Schneider '85's hubby Jimmy had triple bypass in Ft. Worth today (all is good). She was posting about it on FB... her classmate Janene (Sells) Nixon saw the post and happened to be in the same hospital at the same time! Janene was able to sit with Crystena while she waited until the doctor came out.

The two were good friends in high school too – which makes it even sweeter!

How about that God wink!?!





Jim Palmer '64 : *In the spring of 1963, Jerry Lee Lewis and a band from England played at the Berlin American Teen Club after school one day. He was about 45 minutes late, but the band played and when he arrived, we weren't disappointed! He was great (and very likely high as a kite on something). When he ran his foot down the keyboard like this picture, the lady running our Teen Club almost died of a heart attack! I don't think there were more than 50 of us there to watch? I was closer to him than the photographer in this picture. (This pic was taken at a later date)*

Donna (Berry) Bullock '65: *I was there. When he jumped up and his chair went halfway across the room I almost fainted. Never had I seen such a wild man. I think it was '61 or '62.*

(Google says Lewis performed at Deutschlandhalle Apr 4, 1964)

April 4, 1964, Jerry Lee Lewis plays the Deutschlandhalle in Berlin, Germany, for a standing room crowd of 16,000 people. It was the largest concert hall in Europe at the time.

We have found reference to Lewis visiting the Stuttgart Army Enlisted club on May 20, 1962. Maybe he popped up to Berlin at that time????



jerryleewis.org (Killer News 2016)



## In Memory of....Paul Greer '72

After Paul passed on March 16th, 2020, his friends and classmates purchased a Memorial Tile in his honor at the American Overseas School Historical Society (AOSHS).

The tile is a polished 8" X 8" granite tile.

AOSHS is the depository of all overseas schools memorabilia. Located in Wichita, KS the Berlin

Brats hope to have a "regional" there sometime in 2021.

AOSHS has recently undergone a renovation and an expansion via a large grant from DoDDs. We would like to visit, see the Memorial Tile Wall and visit our Berlin Wall segment donated to AOSHS back in 2005.



*Berlin Wall far right....*

### ***Thank You to contributors:***

Katrin (Lindroth) Planz '71	Jeri (Polansky) Glass '72
Deborah (Ahrendale) Lomerson '72	Renate (Kowalski) Goodloe '72
Bernie Beausoleil '72	Jim Wright '72
Joyce (Clark) Mallon '72	Carl Fenstermacher '73
Diana (Green) Kempton '72	Tammy (Iverson) Peoples '73
Nancy Liepmann '72	Laura (Phillips) Jesse '74
Pat (Martel) Little '72	Gary Robinson '74



## Berliners wreaking havoc on Denver—Labor Day weekend, Sept. 2020



Joy (Campolo) Turner '88, Devin Ferguson '87, Jill (DeBerry) Bonds '87, Karrie (Kotcher) Wymer '86, Rob Ahrens '87, Jeanine (Jaynes) Anderson '87, Steve Kinzie '87, April (Munger) Bingham '87, and Shawn Bingham '86. On the floor is: Marcus Huff (he arrived with his family in Berlin—but had already graduated from high school).

## BRAT GET-TOGETHERS



Sept. 5th at Rhein Haus: (L to R): Steve, Marcus, Shawn and Rob.



Look at the masks Joy (Campolo) Turner '88 made for everyone!: (Karrie modeling). Another Brat, Warren Knarr '77, just received his in the mail and modeling below....



Flat white (above) or with glitter (bottom) mask! Almost "hope" (just kidding) we still need to wear a Mask come Reunion time! How cool are these?!!!!





Mark Saddle Tramp Haines '83 and Chris Eichner FAC '82-'94

Mark: "Tomorrow will be a very special day for me. After 37 years, I will be able to give someone a hug that I have thought of and missed since 1983. Chris Eichner, the Auto Shop teacher at Berlin American High School, and I will have an opportunity to meet once again and share some memories. I can't wait to meet his family and to see him again. I feel blessed." (October 6, 2020)

WE HAD A GREAT TIME!



**BERLIN & HEIDELBERG BRATS:**

Attending the 5th annual "Fest in the Land" hosted by Alex Hoyer (Heidelberg Brat) at the HofBrau Haus – Cleveland, OH – August 21, 2020

Heidelberg Brat Dennis Campbell '75 & Berliner Julie Langley '77 (love the dirndl Julie!)



Early '70's meet up in California — (L to R) Carl Fenstermacher '73, Jeri (Polansky) Glass '72, Darlene (Carpenter) Porter '71 and Sam McCuskey '71 met up at Tower 13 in Cardiff, CA!



David Jung '74, Mike Ferris '75 and Marvin Lindroth '75 who didn't hop in the picture! Sept 26, 2020 in Gaithersburg, MD

The Downtown Crown Beer & Wine Shop

It was wunderbar...danke to you both for a fun journey down memory lane. We should start a Stammtisch for one and all BAHS alumni here around the immortal Beltway:-) David Jung





**Buddy Bears have travelled the world to delight people with their presence. As cheerful ambassadors for Berlin, they are on company premises, in front of hotels and in front of embassies.**



## Upcoming Events

### 2020 Regionals

Due to Covid-19,  
September event canceled  
No others planned for the year

### 2021 Regionals

April 17, 2021 — Wichita, KS  
Stay tuned for details  
forthcoming.

### Next Reunion

June 10th-13th, 2021  
Seattle, WA  
Alaska Cruise:  
June 13th-20th, 2021

## Contact Information

### Berlin Brats Alumni Association

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Anthem, AZ 85086  
623•764•1105 tele  
[BerlinBrats@gmail.com](mailto:BerlinBrats@gmail.com)  
Director: Jeri (Polansky) Glass '72  
[www.berlinbrats.org](http://www.berlinbrats.org)

**Find us on Facebook:**  
"Berlin Brats Alumni Association"  
(the official Fan Page site)

**Brat Communicator: Peter Stein '80**  
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[WebBrat@BerlinBrats.org](mailto:WebBrat@BerlinBrats.org)

**Newsletter Brat:**  
**David Spiech '83**  
[davespiech@gmail.com](mailto:davespiech@gmail.com)

### Early 60's Site

By invitation only  
Contact: Jim Branson '64  
[jbranson01@hotmail.com](mailto:jbranson01@hotmail.com)  
for an invite

### American Overseas School Historical Society

Contact: Gayle Vaughn Wiles -  
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Website: [www.aoshs.org](http://www.aoshs.org)

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