



Berlin Brats Alumni Association

BERLIN BRATS ALUMNI ASSOCIATION NEWSLETTER

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60th
*Anniversary of the
Berlin Airlift*
June to Sept.
1948 1949



What was the Berlin Airlift? *related by the* **Berlin Airlift Historical Foundation**

By 1948, it became apparent that the plan of the Western Powers (Great Britain, France, and the US) to rebuild Germany differed from the Soviet Union's plan. Currency, German Unification, Soviet War reparations, and mere ideology were among the many differences the two sides had. There would be no compromise. As a result, Stalin wanted them out of Berlin. In early 1948, tensions between the once former Allies climaxed. On April 9, 1948, Stalin ordered all American Military personnel maintaining communications equipment out of the Eastern Zone (Soviet controlled Berlin). Trains were halted on June 1st and June 10th. On June 21st, the Soviets

halted a US Military Supply Train and refused it passage to Berlin. On the 22nd, they placed armed guards aboard, attached a Soviet engine and hauled it back to Western Germany. In a final move to spurn the Americans, British, and French out, on June 24, 1948, all land and water access to West Berlin was cut off by the Soviets. There were to be no more supplies from the West. What was going to happen? Where were the necessary supplies going to come from for the Occupation Forces? For that matter, where were the supplies for the 2,008,943 Berliners going to come from? It was a grave situation.

The Allies were certainly not going to stand for this. Diplomacy failed, Ground invasions were planned, and World War III was on the brink of existence. US Military Commander Lucius Clay had developed a plan by which an armed convoy through Soviet controlled Germany would break the blockade. This action would certainly create a war.

However, British Commander Sir Brian Robertson offered an alternative: supply the city by air. A daunting task. Supplying the Occupation forces of 22,679 was easy, but the entire population? The only aircraft the Americans had available for the task were 5 year old Douglas C-47 Skytrains, which would only hold 3.5 tons each. After some consultation, the decision was made: it was worth a try. Earlier in April, US Forces airlifted in supplies to replace the ones being delayed by the Soviets. This was what became known as the "Little Lift." West Berlin had two airports, Tempelhof, which was Berlin's main airport and located in the American Sector, and Gatow, in the British Sector. Supplies could be airlifted in by C-47 and there was nothing the Soviet Union could do about it because, in 1945, someone had foresight. On November 30, 1945, it was agreed, in writing, that there would be three 20-mile wide air corridors providing access to the city. These were unarguable. When the blockade began, the Soviets rejoiced, because they believed the Western powers had only one option, to leave Berlin. But they underestimated the West airlift supplies. Gen. Clay called upon General Curtis E. LeMay, commander of USAFE and asked him if he could haul supplies to Berlin. LeMay responded, "We can haul anything." Two days later Gen. LeMay called upon Brig. Gen. Joseph Smith, Commander of the Wiesbaden Military Post, and appointed him Task Force Commander of an airlift operation estimated to last a few weeks. The only US aircraft initially available were 102 C-47's and 2 C-54 Skymasters. On June 26, the first C-47's landed at Tempelhof Airfield, foreshadowing the great operation that was to come. Smith dubbed the mission "Operation Vittles," because he said "We're haulin' grub." The British called their part "Operation Plane Fare."

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It was determined that the city's daily food ration would be 646 tons of flour and wheat; 125 tons of cereal; 64 tons of fat; 109 tons of meat and fish; 180 tons of dehydrated potatoes; 180 tons of sugar; 11 tons of coffee; 19 tons of powdered milk; 5 tons of whole milk for children; 3 tons of fresh yeast for baking; 144 tons of dehydrated vegetables; 38 tons of salt; and 10 tons of cheese. In total, 1,534 tons were needed daily to keep the over 2 million people alive. That's not including other necessities, like coal and fuel. In fact, the largest quantity of anything required was coal. It wasn't needed to heat homes as much as it was necessary for industry. In addition, there was limited electricity, because the city's power plant was located in the Soviet sector, so that was cut off, too. It was determined that in total supplies, 3,475 tons would be needed daily. A C-47 can haul 3.5 tons. In order to supply the people of Berlin, C-47's would have to make 1000 flights each day. Impossible.

The card below was created for the 60th Anniversary of the Berlin Airlift by Curtis Carter parent of Betty Carter '72.



Initially, Gen. Clay determined that, with the limited number of airplanes available to him, he could haul about 300 tons of supplies a day, the British effort, was estimated to be capable of 750 tons a day. This left a 2,425-ton deficit daily. Realizing that this kind of tonnage could not be achieved using C-47's, Gen. Clay and Gen. LeMay made requests for more C-54's, for they could carry over three times more cargo than C-47's. On June 27, an additional 52 Skymasters were ordered to Berlin.

On June 28, President Truman made a statement that abandoning Berlin was out of the question. He then ordered US B-29 Superfortresses to be stationed at British airfields to show the Soviets that the Western powers were not taking this lightly. We would not abandon these people!

By July 1, C-54's were slowly taking over airlift flights, and they were operating 24 hours a day. Rhein-Main Air Base in Frankfurt was made an exclusive C-54 base, and Wiesbaden was a mix of C-54's and C-47's. To accommodate these two different aircraft, General Smith established a block system, giving the bigger, faster C-54's priority. They were also given radio codes to identify each type and the direction it was going. C-47's going East to Berlin were called "Easy," returning C-47's traveling West, were called "Willie." C-54's had the names 'Big Easy' and "Big Willie." Aircraft were also given a spacing of three minutes apart.

The size of the operation had to be increased in order to sufficiently supply this city and keep these people going. It needed to be commanded by someone who had expertise in air transport. That man came in the form of Maj. General William H. Tunner. He was revered as "The transportation expert to end all transportation experts" by LeMay. Tunner had previously established the Ferrying Command in WWII, and successfully organized and commanded the "Hump" operation into China near the end of the war. His reputation was not falsely earned. Tunner hated to see airplanes parked on the ramp not being utilized. This was a waste to him. He longed for efficiency and was about to set the standard for all that followed.

BLACK FRIDAY

Tunner assumed command of airlift operations on July 28, 1948. The airlift had been operating for just over a month. One of the first major changes he made came as a result of "Black Friday." On Friday, August 13th, Tunner flew into Berlin to grant an award to Lt. Paul O. Lykins, an airlift pilot who had made the most flights into Berlin up until that time. Weather that day was awful, and conditions in Berlin were impossible. Clouds had lowered to the tops of buildings and heavy rain had disrupted radar. One C-54 had crashed and burned at the end of the runway. A second landed behind him and blew its tires trying to stop to avoid hitting the burning C-54. And a third ground looped on the auxiliary runway. Pure havoc was reigning supreme. Aircraft were beginning to stack up over Tempelhof and a huge number of airplanes were circling stacked from 3000 to 12000 feet in no visibility conditions. These conditions spurred Tunner to make a fateful decision. He called the tower. "Tunner here, send everyone back to their base and let me know when it's safe to come down." To avoid this stacking problem, a new policy was created. Any aircraft that missed its approach was to continue back to its station via the outgoing center corridor. This created a continuous loop of planes to and from Berlin. If a pilot missed his approach, he would immediately become a departure and head back to his base. The loaded aircraft would get a fresh crew and be sent back as a regular flight. In addition, all aircraft were required to fly by instrument rules to maintain the same speed, interval and altitude. This almost eliminated accidents and became the key to the success of the operation.

Another essential decision was to standardize aircraft, parts, and procedures. It was decided to base these around the C-54. One of the reasons was that it took just as long to unload a 3-1/2 ton C-47 as it did to unload a 10-ton C-54. One of the reasons for this was the slanted floor of the C-47 made truck loading difficult, whereas the C-54 was level and a truck could back up to it and cargo could be unloaded fast.

In addition, no pilot was to be away from his aircraft. General Tunner had seen many aircraft sitting idle, loaded and waiting for their crews to return from inside the terminal. He thought this to be a great waste of resources, therefore the order was sent that no pilot should be away from his aircraft from the time it landed until the time it took off from Berlin. Weather and up to date information was brought out to the aircraft while they were being unloaded, so the crews didn't need to go inside the terminal. In addition, several trucks were outfitted as mobile snack bars and staffed by some of the prettiest Berlin girls. This enabled the crews to get coffee, a snack or other goods without having to leave the airplane. This reduced the average turn around time from landing to departing to about 25 minutes.

LIFE FOR THE BERLINERS

Life for the Berliners was hard. In the beginning, there was about a month's worth of supplies to be had, but stockpiles were dwindling. The airlift had not reached its predicted consumption rate yet, and starvation was near. In addition, when the winter of 1948-49 hit, there was little fuel to run the remaining industry, let alone heat the homes. Berliners soon found themselves chopping down all of the trees in the city for fuel, and learning what grasses could be eaten for food. In addition, people rummaged through garbage cans for food, but soon found that there was very little of that to go around. It was a dire circumstance, but still they knew that their suffering in this manner would be better than succumbing to Soviet control. They had seen the treatment the Soviet soldiers had given them when they arrived. They were stealing everyone's valuables, systematically stripping the industry and all of the necessary equipment and shipping it back to Moscow. In addition, German wives and daughters were being raped and abused all of the time. German scientists and engineers were forcibly sent to Moscow and forced to reveal all of the German technological secrets. Starvation was far better than that treatment. When it was decided that an airlift would be attempted, Berlin's Lord Mayor Ernst Reuter held a public rally in support of the effort. Germans would suffer and sacrifice to make it work. The German resolve was strong, even in such a desperate situation.

GERMAN VOLUNTEERS

One of the biggest problems during the airlift was the lack of manpower. It was decided to use the very people who the airlift was helping, the Berliners themselves. There was no lack of supply as they were eager to help because it was all for them anyway.

In addition those who helped got an extra ration.

This was very important to them, as the allotted ration was very small. It also gave the people a great sense of pride that they were helping the effort. So, soon German volunteers were used for unloading crews at Tempelhof. They would board the aircraft as soon as it stopped and commence unloading. If the crews did an especially good job, they might get a reward, such as a pack of cigarettes or an extra ration. This became quite the incentive, as the record for unloading 10-tons of coal was set at 10 minutes.

Another large problem was the lack of skilled mechanics. There just weren't enough mechanics to keep a fleet of C-54's maintained so that there could be no disruption in the conveyor belt of supplies to Berlin. They needed people to perform inspections, repairs, engine replacements, to clean and to service these aircraft. General Tunner had a solution to that problem, too. There were a large number of skilled former Luftwaffe mechanics available right in Berlin.

It was decided to create crews comprised of these men, an American Maintenance supervisor and an interpreter. Soon the manpower was there. Soon, any aircraft that wasn't being fixed, inspected, or overhauled was flying the corridors. A far cry from the beginnings.

Dan Bunting '49 Unloads Coal at Tempelhof

My father was Transportation Officer in Berlin and in charge of the Tempelhof operation of unloading the planes and seeing that the supplies were transported to designated areas of West Berlin. One day, early on in the "lift," he asked what I was doing after school...as usual, I said "nuthin'" and he replied "oh yes you are. Beginning tomorrow, after school, you will be at Tempelhof helping to unload the cargo.

We need all the help we can get." And so I did. I seemed to have been lucky enough to draw nothing but coal planes. I think I recall unloading maybe four or five times, flour and other goods, but coal mostly. I continued my volunteer work up until the day before I departed to return to the United States.

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FLYING THE CORRIDORS



Pilots flying in the corridors encountered numerous problems; one was the erratic German weather. Weather changed so often that it was not uncommon to leave a base in West Germany under ideal conditions, only to find impossible conditions in Berlin. What made it even more treacherous was the approach to Tempelhof. In order to land there, a pilot had to literally fly between the high rise apartment buildings at the end of the runway so he could land. A second runway required a steep drop over a building in order to land soon enough so there was enough runway for braking. All these conditions plus a fully loaded C-54 with a 10 ton cargo load were more than enough for any pilot to handle, especially during the German winter.

Unfortunately, that wasn't all the pilots had to deal with. The Soviets constantly harassed the pilots during the operation. Between 10 August 1948 and 15 August 1949, there were 733 incidents of harassment of airlift planes in the corridors. Acts of Soviet pilots buzzing, close flying, shooting near, not at airlift planes were common. Balloons were released in the corridors, flak was not unheard of, radio interference and searchlights in the pilots' eyes were all forms of Soviet harassment in the corridors.

However, this did not stop the pilots, the planes kept chugging on in. In spite of all these acts of harassment, no aircraft was shot down during the operation. That would have started a war, and the Soviets did not want that, especially with B-29's stationed in England. Although the B-29's that were there were not atomic bomb capable, the Soviets did not know that and did not want to find out.

So, the airlift went on. American C-54's were stationed at Rhein-Main, Wiesbaden, Celle and Fassberg in the British Sector. The British flew Lancasters, Yorks, and Hastings aircraft. They even used Sunderland Flying Boats to deliver salt, using Lake Havel in the middle of Berlin for a base. Every month the tonnage increased and soon exceeded the daily requirements. Every day, tonnage records were being set, and the constant drone of airplanes overhead was music to the Berliner's ears. Eventually, rations were increased and life in West Berlin was improving.

THE EASTER PARADE

By April 1949, airlift operations were going rather smoothly, and General Tunner wanted to break up the monotony. He liked the idea of a big event that would show the capabilities of his command, as well as give everyone a big morale boost. He wanted to set a record. In order to do that, much planning was necessary, and it was decided that **on Easter Sunday, the only cargo was to be coal.** In fact general Tunner wanted to shatter all previous tonnage records set so far. Secretly, coal was stockpiled for the event. Maintenance schedules were altered so that the maximum number of planes were available. Everyone put in extra effort for this special event. **From 12:00PM April 15, to 12:00PM April 16, 1949,** crews worked overtime to deliver more tonnage than had ever been delivered in a 24 hour period. When it was over, 12,941 tons of coal had been delivered as a result of 1,383 flights without a single accident. As a matter of fact, as a result, the daily tonnage also increased from 6,729 tons a day before the Easter Parade, to 8,893 tons per day, an unexpected benefit. **This was the straw that broke the camel's back.**

THE END OF THE BLOCKADE

The end of the blockade was unexpected.

On May 12, 1949, the Soviets capitulated. The blockade was over. It was decided to continue supplying Berlin by air in addition to the land routes in order to build up a sufficient supply of goods. The Airlift officially ended on Sept. 30, 1949, fifteen months after its

meager beginnings in June of '48. In total, the US delivered 1,783,572.7 tons, while 541,936.9 tons were delivered by the British totaling 2.3 million tons from 277,569 total flights to Berlin. C-47's and C-54's alone traveled over 92 million miles in order to do so. These were astounding figures, considering that in the beginning it seemed impossible to even try. Nevertheless, even the greatest operation is not without risk. A total of 101 fatalities were recorded as a result of the operation, including 31 Americans, mostly due to crashes.

Luftbrücke Airlift Memorial

Each prong represents one of the 3 air corridors used during "Operation Vittles." The names of the US and British Airmen killed during the Airlift are inscribed on the base of each Memorial, on the Luftbrücken Memorial at Tempelhof shown left and on the Memorial at Rhein Main shown in the upper left hand corner of the front page.



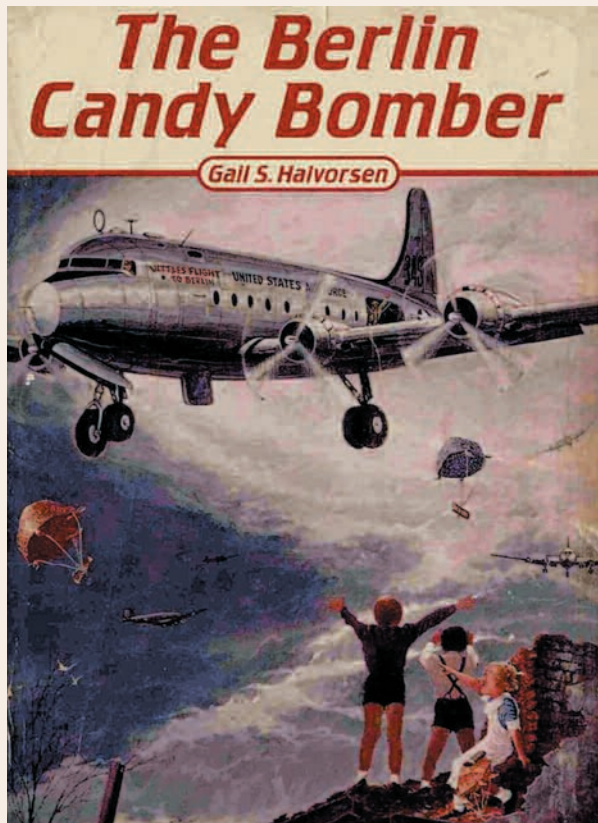
TEGEL Berlin had only 2 airports at the outset of the airlift, Tempelhof and Gatow. Soon, it became obvious that a third was needed. Heavy equipment was needed, but there were no aircraft large enough to carry bulky items like that. So, it was cut into smaller pieces, loaded onto one of 5 Fairchild C-82 Packet aircraft, flown into Berlin, and welded back together again. Incidentally, a new power plant for Berlin was constructed this way also. Nevertheless, an area in the French Sector was chosen to become Tegel Airfield. American, French, and German volunteers broke ground on August 5th, 1948. Through dedication, hard work and extreme organization, the first C-54 landed with its 10-ton cargo only a mere three months later. Quite a feat. Tegel, incidentally, is Berlin's main airport today. There was an obstacle in the way on the approach to Tegel, however. A Soviet controlled radio tower caused problems with its proximity to the airfield. Pleas to remove it went unheard. Finally, on November 20, French General Jean Ganeval made a decision. If they would not take it down, he would simply blow it up. So, on December 16, the dynamite was used. The tower fell, and the obstacle was gone.

Future of TEMPELHOF

Despite its history and the affection many hold for it, Berlin's Tempelhof airport will close to passengers in 2008. It's scheduled to close on Oct. 31, probably accompanied by more than a few tears. Older Berliners remember it as the hub of the US-led Berlin airlift that took place when the Soviets blockaded West Berlin in 1948 and 49. While Tempelhof was once the biggest airport in the world, today its runways are too short for modern jets. Since it is in the middle of the city, expansion isn't possible. There are three airlines that now use Tempelhof for short-haul flights, but they'll have to reroute their flights through Schöneberg, an airport on the city's outskirts that will be expanded into Berlin-Brandenburg International. What will happen to Tempelhof is still unclear. There have been suggestions ranging from turning it into a health spa, a park, or given its prime location, developing it for high-end real estate. For many, though, it will forever be the take-off and landing spot for the beloved "raisin bombers," who brought in supplies and helped West Berlin face down Moscow.

OPERATION LITTLE VITTLES

Among the most eagerly anticipated provisions brought in were the bundles of candy for the city's children. "Operation Little Vittles" started after American pilot, Lt. Gail S. Halvorsen, encountered a group of children near the Berlin airport.



Touched by their gratitude for his gift of a couple of sticks of gum, he promised more candy on his next trip, telling them to watch for the plane that would "wiggle" its wings once.

Halvorsen kept his promise by dropping candy wrapped in handkerchiefs and scraps of cloth as miniature parachutes the next day. His kindness earned him the nickname "Uncle Wiggly Wings," the "Chocolate Flyer" and the "Berlin Candy Bomber." News accounts of the deed caught the imagination of school children across America. As a result, American youngsters began candy collections for the kids in Berlin. Eventually donations of thousands of pounds of candy and hundreds of handkerchiefs and other pieces of scrap cloth reached him. By January 1949, more than 250,000 midget parachutes with treats attached had been dropped.

When the crowds of children awaiting his C-54 grew too large for the youngster's safety, his crew dropped the candy in other sections where they saw children playing. Other candy went to schools and to children confined to Berlin hospitals.

"This self-initiated act of kindness became the humanitarian heart that kept the aircrews going, fueled the hope of all Berliners, and set the mold for all future humanitarian airlifts," an Airlift Association website underscores.

An autographed copy of the book "Candy Bomber" can be purchased for the price of \$22.00. This includes the cost for shipping and handling.

To order contact Col. Halvorsen at wigglywings2@juno.com for further instructions.

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this is an excerpt from the book **"The Young Ambassadors"**
by Dan Bunting '49



My parents sent me home to attend my senior year and graduate stateside so I would be eligible to be a resident student at the University. My parents sent me home alone, and saw me off as I flew out of Berlin on...of all things ...a coal plane! I flew to Rhein-Main then by train to Bremerhaven, aboard ship to New York, then trains west to Eugene, Oregon and my senior year.

I am very proud to have been a part of such an historical event, and I still cherish every moment. President Harry Truman and others in Washington D. C. were demanding that the American dependents be evacuated from Berlin ASAP. In fact I recall he ORDERED us to be evacuated. My mother and several other wives approached the Berlin Commandant and stated flatly that neither the women nor children would leave. They argued the point that should the American dependents desert the people of West Berlin, that is exactly what the Berliners would believe, and Russian propaganda would most certainly get a lot of mileage on that! The wives initiated a drive for charity funds by creating a cookbook of donated recipes and called it "Operation Vittles" a cookbook compiled by the Blockaded American Wives of Berlin. It was hard cover and included some photos of the airlift. They also designed note cards depicting the airlift and sold them as well. Harry Truman backed down and we stayed. I still have a copy of the book in mint condition and one original note card!

Dan Bunting '49 Arr'd aboard "Daniel I Sultan" April '46

A pdf of the Cookbook "Operation Vittles" can be found on our website

Air Force Hall Of Fame

In recognition of his action and as a symbol of appreciation for the entire airlift operation, Lt. Halvorsen received the Cheney Award for an act of valor, extreme fortitude, or self-sacrifice in a humanitarian interest."



Impressions of a Berlin Airlift Pilot



There is a universal need for hope today every bit as much now as it was needed then. – Gail S. Halvorsen, Col USAF (Ret.),

I began my life on small farms in Idaho and Utah. The closest large city to Garland, Utah was 40 miles away. Things were peaceful. Then came Pearl Harbor. In 1943 and early 1944 I trained as a fighter pilot with the Royal Air Force. When I finished training I was assigned back to the US Army Air Corps. My first assignment was as a transport pilot in the South Atlantic Theater of Operations. The war raged and ended.

The last thing I ever thought might happen was that in 1948 I would be in Europe, flying day and night to Berlin, in thunderstorms, fog, ice and snow to feed the former enemy. The flattened ruins of the once proud and sophisticated capital looked like a moonscape as the wreckage passed beneath the wings of my flour laden C-54 Skymaster. Me, a farm boy, had been thrust into a world gone amuck. What a change from the orderly world of the farm! Everything on the farm was in its place. Neat bales of stacked hay, corn growing clean and tall. Now below my wings were splintered buildings, gaping to the sky with open roofs. Their once stately brick walls were broken into individual bricks and scattered in the streets and across lots now vacant. Lots that once held historic and architecturally classic buildings. It was a signature of war evident in countries around the world.

On that first flight to Berlin I was deep in thought. Hitler began his war of destruction. It had interrupted the orderly progress of my life. Now I was 27 years old. I should have had one or two children by now. Instead I wasn't even engaged to be married. Several of my buddies had returned from the war to see their previously conceived child for the first time. Some of my buddies had not returned. They would not see their newborn child in this life. My close friend, Conrad Stefen, from Tremonton, Utah was still missing. Maybe his remains were somewhere under the flight path I had flown that very day, on my way from Frankfurt to Berlin. He had been shot down in a P-47 Thunderbolt three years before.

We had just left the security and comfort of life in America. We were beginning to get our lives back on track after the war. Now, here we were flying night and day in all kinds of weather. My bed was in the loft of a farmer's old barn in Zeplinheim! Others lived in austere wooden barracks that had housed Hitler's Displaced Person work crews. We had left for Germany so fast I had to drive the first new car of my life under the trees in Mobile, Alabama, put the keys in my pocket, look back once and leave. I would never see that new, red, four-door Chevy again. How did the ground and flight crews feel after this major disruption of their lives?

Those of us who stayed in the military after the war already knew that the enemy and threat to the West was now Stalin and his Soviet Union. They wanted Berlin and West Germany. They had just taken Czechoslovakia and Hungary. West Berlin was next. We knew that Berlin was populated mostly by women and children. When word came that Stalin had cut off all the food and energy supplies to these suffering people the assignment became a worthwhile challenge. That didn't make this major disruption easy and there was still some doubt.

Flying for Freedom and Friendship

However these last feelings of doubt left me when I landed that first load of 20,000 pounds of flour at Tempelhof in West Berlin. The German unloading crew poured through the open cargo door in the back of my aircraft. The lead man came toward the cockpit, moist eyes, hand outstretched in friendship. Unintelligible words but his expression said it all. He looked at the bags of flour and back to us like we were angels from heaven. People were hungry for food and freedom. We were giving them both and they were grateful. Gratitude is the magic potion that makes enemies friends and makes a seemingly impossible task doable. From then on the pangs of doubt were gone.

One of my fellow Airlift pilots had bombed Berlin during the war. I asked him how he felt about flying day and night in behalf of the enemy; the very ones who did their best to kill him as he flew over Berlin in 1944. He hesitated a moment, shuffling his feet and then said, "It feels a lot better to feed them than it does to kill 'em." I only knew of one person who complained about flying day and night for the former enemy. This I believe was because of the West Berliner's overt expression of gratitude and the peace one feels in their heart when they serve others, even the enemy.

One day in July 1948 I met 30 kids at the barbed wire fence at Tempelhof in Berlin. They were excited. They said, "When the weather gets so bad you can't land don't worry about us. We can get by on little food but if we lose our freedom we may never get it back." The principle of freedom was more important than the pleasure of enough flour. "Just don't give up on us," they said. From these children I learned the importance of placing principle before pleasure in the decision making process and the self discipline required to do it. The pleasure of enough food could be put off for the promise of freedom at some indefinite time in the future. The Soviets had offered the West Berliners food rations but they would not capitulate.

For the hour I was at the fence not one child asked for gum or candy. Children I had met during and after the war in foreign lands had always begged insistently for such treasures. These Berlin children were so grateful for flour to be free they would not lower themselves to be beggars for anything more. It was even more impressive because they hadn't had chocolate or gum for months. When I realized this silent, mature show of gratitude and the strength that it took not to ask, I had to do something. All I had was two sticks of gum. I broke them in two and passed them through the barbed wire. The result was unbelievable. Those with the gum tore off strips of the wrapper and gave them to the others. Those with just a piece of paper put it to their nose and smelled and smelled the tiny fragrance. Their expression of pleasure was unbelievable.

I was so moved by what I saw and their incredible restraint that I promised them I would drop enough gum for each of them the next day as I came over their heads to land. They would know my plane because I would wiggle the wings as I came over the airport. When I got back to Rhein-Main I attached gum and even chocolate bars to three handkerchief parachutes. It was delivered the next day. What a jubilant celebration. We did the same thing for several weeks before we got caught; threatened with a court martial which was followed by an immediate pardon. General Tunner said, "Keep it up."

Letters came by the thousands. A little girl, named Mercedes, wrote that I scared her chickens as I flew in to land but it was OK if I dropped the goodies where the white chickens were. I couldn't find her chickens so I mailed her chocolate and gum through the Berlin mail. Twenty two years later, in 1970, I was assigned as the Commander of Tempelhof. One letter kept asking us to come to dinner. In 1972 we accepted. The lady of the house handed me a letter dated November 1948. It said, "Dear Mercedes I can't find your chickens. I hope this is OK." Signed, "Your Chocolate Uncle." I had included a box of candy and gum. The lady looked at me with a smile and said, "I am Mercedes! Step over here and I will show you where the chickens were." We are close friends today.

A little girl accompanied by her mother came to my plane on the tarmac at Tempelhof. She offered me her only surviving possession; a well worn teddy bear. She presented it to me with tears in her eyes, "This kept me safe during the bombings. I want you to have it to keep you and the other fliers safe on your trips to Berlin." I tried to refuse it but her mother said words to the effect that I must accept it because her daughter wanted to do all in her power to help save their city. I would like to find that little girl.

In 1998 on a visit to Berlin flying an old Airlift C-54, The Spirit of Freedom with Tim Chopp, a 60-year-old man told me he had caught a parachute in 1948. "It had a fresh Hershey candy bar attached. It took me a week to eat it," he said. "I hid it day and night. But it was not the chocolate that was most important. The most important was that someone in America knew I was in trouble and someone cared. That was hope for me." And then, with moist eyes, he said, "Without hope the soul dies. I can live on thin rations but not without hope." That is what the British, French and American Berlin Airlift, its dried eggs, dried potatoes, dried milk and coal meant to the Berliners: Hope for freedom. There is a universal need for hope today every bit as much now as it was needed then. Airlifts are supplying hope around the world today, as it did in Berlin; to the unfortunate who are oppressed by man or nature.

My experience on the Airlift taught me that gratitude, hope, and service before self can bring happiness to the soul when the opposite brings despair. Because not one of 30 children begged for chocolate, thousands of children in Berlin received over 20 tons of chocolate, gum, and goodies dropped from C-54 Skymasters over a 14-month period. It all came from other aircraft and other aircrews besides myself.

Thirty one of my Airlift, Air Force buddies and 39 of my British comrades gave their lives for an enemy who had become a friend. Those patriots were the only real heroes of the Airlift. The Berlin Airlift changed postwar history and the rest of my life.

By Gail S. Halvorsen, Col USAF (Ret.)



The young Lt. Halvorsen affixing chocolate bars to parachutes on his bed in Rhein-Main.



Col. Halvorsen was reassigned to Berlin as the Commander of Tempelhof in 1970. He is the father of two of our Berlin Brats, Marilyn class of '73 and Bob '75.

Spirit Of Freedom continuing the legacy

The Berlin Airlift Historical Foundation is dedicated to preserving the memory and legacy of the greatest humanitarian/aviation event in history, The Berlin Airlift.

Our Mission is to preserve this memory by preserving several aircraft used in the great event and creating "Flying Memorials and Classrooms" with the purpose of educating the public about this pivotal, yet forgotten, event in world history.

Founded in 1988, the Foundation has obtained and restored to flying condition, a Douglas C-54E transport aircraft, which helped support the C-54's which carried out this great mission. Named "SPIRIT OF FREEDOM," the aircraft is painted to represent the 48th Troop Carrier Squadron, one of the many groups which carried out the event. Inside, the "SPIRIT," is a genuine museum dedicated to the Berlin Airlift, filled with artifacts, displays, and information explaining this all important event in recent history.

In 1996, the Foundation has also taken on an even BIGGER challenge: The Boeing C-97. This large 4-engined aircraft is one of only 2 left flying in the world today. The Foundation purchased this aircraft in 1996, and is planning to create a flying exhibit dedicated to the Berlin Airlift and the Cold War.

Below: The stamp of the 60th Anniversary of the Berlin Airlift was given to the Berlin Brats Alumni Association by Mr. Curtis Carter, the father of Betty Carter '72.



Col. Halvorsen in the cockpit of the Spirit of Freedom.



Col. Halvorsen and the crew of the Spirit of Freedom.

The crew, Timothy Chopp, pilot and founder of the Berlin Airlift Historical Foundation; Kevin Kearney, flight engineer and Foundation secretary; Bill Starr, co-pilot; and Steve Grubesich, Loadmaster.

May 16, 17 and 18, 2008

The Joint Service Open House Air Show

at Andrews Air Force Base

the Berlin Airlift Historical Foundation and the German Information Center will join forces to provide the public with a great static display and information to celebrate the 60th anniversary of The Berlin Airlift. The displays will be an extension of the "Spirit of Freedom" exhibits.

The Candy Bomber, Gail Halvorsen, will be there to greet the public.

The home base for The Spirit of Freedom is
Robert J. Miller Airpark
Berkeley Township, New Jersey.

It is presently at McDill Air Force Base, Tampa,
Florida.

Schedules of events are posted at
www.spiritoffreedom.org

THE AIRLIFT'S LEGACY

The most obvious result of this confrontation was the 40-year Cold War with the Soviet Union, which ebbed with the construction of the Berlin Wall, and the Korean and Vietnam Conflicts. The US also forged a newfound friendship with Germany, its former foe, and established the Federal Republic of Germany as a result. In addition, the North Atlantic Treaty organization (NATO) was formed as a result of the crisis.

Less politically, our aircraft and airway system we enjoy today was developed and perfected as a result of the Berlin Airlift. Ground Controlled Approach or GCA was greatly improved as a necessity for the aircraft to land in Berlin, and our air traffic control system is a direct development of that technology. Loading procedures and maintenance procedures are greatly improved as a result, too. More importantly, the Berlin Airlift demonstrated the military need for Air Transport in addition to Bombers and Fighters. A result is the Air Mobility Command and aircraft like the C-141 Starlifter, the C-130 Hercules, the C-5 Galaxy, and our newest transport, the C-17 Globemaster III.

All of these political and logistical ideas came as a result of the resolve of the US, Great Britain, France, and Germany to resist totalitarian tactics and wage a battle of air transport. This battle saved over 2.5 million people without firing a single shot. In a matter of fifteen months in 1948-49, world history was changed by the greatest humanitarian aviation event in history, the Berlin Airlift.



The map above is Berlin Brigade with Miniature Airplane Pins attached to the map. It shows a 50th Anniversary Berlin Airlift patch, Berlin Brigade Patches and a Berlin Airlift medal. Curtis Carter has also made it into a stamp. Curtis tells us there are 16 miniature airplane pins on the map and 10 are unique. Only 5000 were made of each pin and were highly prized by the West Berliners. The Airlift Bears were made for the 50th Airlift Anniversary and brought by Mr. Carter to the '99 Reunion for the Brats to purchase.

Mr. Curtis Carter
is Betty Carter's ('72) father.
He's always been a huge supporter
of the Berlin Brats!!!



I wore the blue suit for 28 years, 2 years inactive reserve, and 22 years and 5 months with Air Force civil service. I retired the 1st of June 1974, working up til noon on the last day - didn't even attend my retirement ceremony. And today I am still with the Air Force in a voluntary status as a member of the local MARS Base Support Team. I guess you could say I am hooked. Ha! Ha! In Berlin (67-72) I was in the 1946 Comm Squadron. The job was classified, but I had 7 work centers, two were made up of German civilians who ran the Air to Ground communications (unclassified) - Air Traffic Control functions.

Curtis Carter

Col. Halvorsen is the new leaseholder of a Remos G-3 light-sport aircraft. The 87-year-old veteran flier arrived in Oshkosh at Orion Sport Aircraft on November 5 to get checked out in the new airplane, which he discovered a little more than three months ago while appearing at AirVenture with the Douglas C-54 Spirit of Freedom.

Halvorsen says he plans to use the G-3 when he makes visits to schools. "We go to schools, do a presentation on the Berlin Airlift, tell them about the importance of freedom and how grateful the kids in Berlin were. Then do a candy drop." The G-3's gull wing doors are easily removed, making the aircraft a suitable platform for the maneuver.



*To the great group, you Berlin Brats.
You are keeping the period alive.
Good luck and God Bless you all.
I consider you family. Thoughts are with you.*

Sincerely,

*Gail S. Halvorsen
The Chocolate Pilot*



Friends Always – The Legacy of The Berlin Airlift Lives On



The friendship which the heroes of the Airlift planted in the hearts and minds of the German people endures.

Helga Johnson was born in Berlin on Dec. 9, 1934. Her parents were Dr. Fritz and Edith Stege. She attended high school until 1954. In 1958 she married an American (“he loved classical music as much as I did!”) and in 1959 she left for the United States, where her career began as a buyer of classical records for the Harvard University store (The Coop) in Cambridge, Massachusetts. “I was well known to the members of the Boston Symphony Orchestra and had many famous guests in my department for autograph hunters,” she recalls, happy to receive a glowing newspaper review from a leading music critic upon leaving the Coop. “I never was homesick, I love this country!”

In 1980 Helga moved to New Jersey and retired from her previous working life. She now spends some of her time assisting her second husband, Sven Johnson, who owns a factory in Belvidere. “We married in 1981 – a very happy union!” she says. Her daughter lives on Cape Cod in Massachusetts, and two sons are running the factory.

1.) What do you remember most vividly about your own personal experience as a child during the Berlin Airlift?

We had very little to eat during the years after the war and no heat in the apartment – the Russians blocked us off in 1948 from getting anything, which really frightened us. All of a sudden I heard planes flying over the city, many and no bombs, having to run to our bomb shelter! In school we received food unexpectedly, a delicious yellow pudding, yellow bread (corn flour) – nothing ever was so delicious. Also coal was available and we could heat our home. Unfortunately we lived too far away from the airport, had no transportation to get there, so I missed out on the fun, picking up chocolate parachutes, I found out much later.

2.) How did it feel when, in Sept. 2007, you had a unique chance of your own to drop some candy from a plane during a special commemorative ceremony honoring the legacy of the Airlift?

In September 2007 I was invited by Timothy Chopp, the president of the Berlin Airlift Historical Foundation and pilot of a C-54 plane which flew most of the missions in 1948/49 to fly with him to Norfolk. When he told me that Gail Halvorsen, the Candy Bomber, was the co-pilot and that they let me drop the first candy on a designated spot, I was thrilled.

And there we were, circling over the Wright Brothers Memorial at Kitty Hawk – on the ground were the reunion people who had participated in the Airlift. I sat at the open emergency window, held my parachute, waited for a signal from Tim and let go! Stepping back from the window I cried. Here I was in a plane that dropped food and other necessities on Berlin to keep us alive, and 59 years later was able to drop the candy that I never received as a kid! This was a very emotional moment for me which I shall never forget.



Candy parachutes fall through the sky over the Wright Brothers Memorial at Kitty Hawk, NC



Child's Drawing in the Operation Vittles Cookbook

3.) As a German-born U.S. resident married to an American, what does the German-American friendship signify to you?

Having lived in the United States since 1959, and having become a citizen three years later, I feel very proud to be a US citizen, to identify with this wonderful country. So many Americans lost their lives in a terrible war to end this awful conflict, bring peace and democracy to the German people. And then helping them to stay alive, the former enemy only a few years prior, makes the Airlift an extraordinary accomplishment, a humane action which should never be forgotten.

The Legacy of Berlin American High School Lives On.....

As with the Berlin Airlift Foundation, the Berlin Brats (the Alumni Association) seeks to keep the "Berlin" spirit alive in the hearts of it's former students, faculty and administrators. It does this in a variety of ways.

Check out our timeline below:

- 1986 ~ The first known Reunion.
Virginia Beach, VA (198 attendees)
- 1987 ~ Reunion ~ Greenbelt, MD (approx 200 attendees)
- 1991 ~ Reunion ~ Helen, GA (33 attendees)
- 1992 ~ Alumni Association Formed
Database compiled
Newsletters begin
- 1994 ~ BAHS CLOSES
Trophies and Yearbooks recovered
- 1996 ~ Reunion ~ Dallas, TX (26 attendees)
- 1997 ~ Website showcases
Class Contacts initiated (9)
Regionals started
Yearly Scrapbooks started
- 1999 ~ Reunion ~ Breckenridge, CO (246 attendees)
Reunion Logos implemented
Brat Store opens
- 2001 ~ Reunion/site dedication for AOSHS
Wichita, KS
Berlin largest school in attendance w/95,
Wins school spirit AND school exhibit contest
with building of Berlin Wall.
Press coverage
- 2003 ~ Reunion ~ Asheville, NC (358 attendees)
1st Group Panoramic Photo
Press shows/Front page coverage
1st optional add on tour after Reunion (train to white-water rafting)
- 2005 ~ Purchase Berlin Wall "Section" ~ donate to AOSHS
- 2006 ~ HOMECOMING REUNION ~ BERLIN, GERMANY (401 attendees)
Remake "School Flag" - present at Reunion
Dedication/Opening Allied Museum Exhibit (BAHS 1946 - 1994)
Print Media & TV coverage
Visits to TAR and BAHS (monetary gift given to both schools)
Optional Tour to Prague
1947 - 1994 Yearbooks Posted to website
- 2007 ~ School papers: Bear Facts, Bare Fax, Bull Sheet, Bearin Down
Posted to Site (on going)
- 2009 ~ forthcoming Reunion ~ Scottsdale-Phoenix, AZ

The Legacy of the Berlin Brats Continues

Salvaging the yearbooks and trophies from Berlin American High School.

by William Planz '71

It has been a long time since these items were recovered and my memory may be a bit sketchy!

Back in the early nineties I was working for a Dallas based company representing various product lines and part of my territory included Berlin. During my visits to Berlin I would occasionally swing by our old stomping grounds and reminisce about those "good old days."

At the end of 1993, during one of these trips, I heard that Berlin would be closing, which meant Berlin American High School would no longer be.

I asked around to find out what would happen with the yearbooks and trophies. I was told they would probably wind up in a warehouse somewhere, possibly in Wiesbaden. I then asked, "whether I could take them with me and pass them on to the Berlin Brats! I was told that that would not be possible, as the rules didn't permit it. Somehow I was left with the impression that if I could find some assistance I could then remove and prevent these items from ending up buried in some warehouse, somewhere, in Germany.

This assistance came from a couple of faculty members: Charles Blum, who taught Social Studies, World Regions, Contemporary Problems, History, US Government, World History, and American Government at BAHS from 1970 to the school's closing in 1994, and Steve Butler, Fac '93-'94 who was the librarian at the time. They made it possible for me, at the end of the school year 93-94, to pick up the remaining trophies (some had already disappeared) and a collection of yearbooks dating back to 1947, along with boxes and boxes of yearbooks of newer dates. Some years contained 20 to 30 or more copies. This is yet another example of the wonderful cooperation that existed and exists between BAHS faculty members and students.

As luck would have it my job called for me to visit Dallas on a regular basis and therefore I was able to carry some of the items back. I would meet up with Laura (Coats) Satterfield '71 during these trips in the mid nineties and pass on the little treasures. This is how the trophies and most of the yearbooks were brought back to the U.S. The remaining boxes were then returned early in the year 2006 with the help of Larry Speers '83 and his wife Janice. They insured that the boxes made it back to their rightful owners-----US- the Berlin Brats.



**Champions 1951
EUMCOM Football 6-Man**

The Trophy lists Mr. Kyrios as the Coach, with active Berlin Brat James Bender, Class of '52 listed in the engraving down the front of the Trophy! There are a total of 12 names listed.



**Basketball
Class B Champion 1964**



**Golf
Boys 3rd Place
All Germany
Small Schools 1988**



**Boys A
General Conference
Champions 1988**

**Germany
Track Finals 1977**



Two trophies shown have not been identified. If you know the event they represent please contact the Berlin Brats Alumni Association



**Volleyball Class B
Tournament Champion 1976**



How We Received the yearbooks and trophies from Berlin American High School.

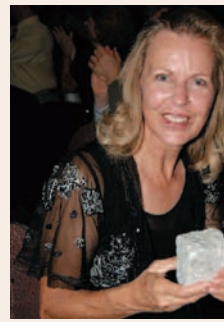
by Laura (Coats) Satterfield '71

I read the Overseas Brats article with sadness in 1993: several overseas schools were slated to close and BAHS was one of them! It was distressing. I immediately thought of all the trophies, yearbooks and other evidences that we "Brats" once occupied those halls. As founder of Berlin Brats, and organizer of our group, I immediately called the school to discover who would be the person to contact regarding our "stuff." I was told the Media Director, Steve Butler, Fac '93-'94 was in charge of all the yearbooks, so I wrote him. Unfortunately, he forwarded newsletters and photographs of the school, though welcome, not what I wanted. I later learned that Ms. Pietsch, FAC '48-'72 had faithfully seen to it that an entire collection of all our yearbooks made it to the AOSHS archives. Bless her!

Around January 1994, I received a very short letter and \$10 from Bill and Katrin (Lindroth) Planz both '71ers, joining our group. At the bottom of the letter was a PS, "Bill will be in Dallas from March 19-March 25, 1994." Well, anyone coming all the way from Germany, certainly deserved my time and attention! He and I met in March and he told me of his providential encounter at the school and "recovery" of much of our memorabilia. He asked whether it would be possible for him to forward the trophies, yearbooks and plaques to our group. At that time, the only storage available for Berlin Brats Association was my storage house in the back yard. Our dues barely covered mailing and newsletter printing; and I was a single parent, struggling to keep all my ducks in a row. However, Bill made a way through his "channels" to get 18 boxes of yearbooks delivered over the course of several months to my front door. Boxes of trophies and plaques filtered in as well. The enormity of what Bill had "carted" off left me reeling! How in the WORLD did he manage to get all this "stuff" in his car back and forth between Berlin and Frankfurt I wondered. That is a mystery to me still.

I inventoried the yearbooks and attempted to inventory the plaques and trophies. The acrylic trophies still glistened and I was concerned that too much handling would scratch them. I avoided getting them out in the hot Texas sun, but I did not have room in my house to unpack everything and pack it back. It took almost two years for me to inventory the entire cache. Before our 1996 reunion in Dallas, I was able to put some of the trophies together and put a few things in the back of my car to set them up in the hospitality suite. See the photos. By wonderful coincidence, one of the names on the plaque for Valedictorian/Salutatorian was a name I recognized as one of the attendees at the 1996 Reunion: Diane (Shaw) Orozco '66. How excited I was to show her the plaque and to see her reaction to finding her name listed there. It was a priceless memory that I still cherish.

After the reunion, I was tasked with the finishing touches: mailing, database, photos, memory book, memberships, etc. I still did not have a complete count on the yearbooks which did not seem to be a priority at that time. However, a few months later, Jeri insisted on stepping into my chaos to take over the membership, newsletters and mailing. It was a relief to know she (and Renee (Shipley) Knowles '71 at the time) would handle the task with fervor! It took me two more years to be able to dig out the boxes and inventory them before I was able to deliver them to the group for the Breckenridge reunion. As it turned out, my then boyfriend and now husband was working up in Breckenridge and offered to deliver them to Jeri personally. His kindness saved our group over \$1,000 in freight costs.



Left: Laura (Coats) Satterfield '71 She is holding the Cobblestone centerpiece from her Banquet table at the Berlin Reunion in 2006.



Below: Bill Planz '71 holds up our school flag.

The trophies were housed in the china hutch in the hospitality suite in 1996.



"ALL THE YEARBOOKS" are displayed in the above photo on the coffee table.



Pat (Martel) Little '72, Debbie Brown '74, Jeri (Polansky) Glass '72 and Renee (Shipley) Knowles '71 were looking through the yearbooks on the table.

From the S&S archives:

By Jim Arwine, Stars and Stripes, European edition, Thursday, October 5, 1978

"ONE OF THE MAIN choices a person has to make right away, if he wants to be an extra, is to get a haircut or not," said **Paul Schnieder, 17-year-old high school senior** who is working as a movie extra on the film Breakthrough.

The American-German production is set in 1944 and pits 2nd Armd Div forces against a defending Nazi unit. At the end of World War II, many of the men in German military units were very young, so teen-age faces such as Schnieder's were needed. Schnieder and about 200 American dependents, soldiers and airmen have been getting "GI whitewall" haircuts as part of their makeup preparation for their roles as American and Nazi soldiers in the film. The film is a sequel to Cross of Iron.

"Our parents really like these haircuts," said Schnieder, taking off his Nazi helmet to show his shortened locks. The other teen actors standing around in the break area voiced agreement. **The 100 marks-per-day pay (about \$49) and the opportunity to be seen in the movies is enough motivation to get a haircut, another teen said.**

They also brush shoulders with movie notables such as Richard Burton, Robert Mitchum and Rod Steiger, who star in the film. Burton made a brief appearance on the movie set. He promised to pose for pictures with the American extras at a later date, but refused to allow photos to be taken of him on the set.

An Air Force communications officer, Capt. Frank Sopato, regularly takes leave from his official duties to appear in films produced in Berlin. He is the coordinator of the extras on this film. "There are no auditions for parts as extras," he said. "We mainly contact actors from previous productions."

American military men, he added, make good actors because they take directions well, they are always on time, speak English and are accustomed to waiting.

"Being a movie extra means doing a lot of sitting around," said Senior Airman Dave Wasson, who has worked previously in films. "But sitting around, waiting for a scene call, can be hard work." Working as film extras has become a common thing for soldiers and students in Berlin, Sopato said. Several films are shot each year in Berlin, which Sopato feels is the Hollywood of Europe.

Most of the extras work for only three or four days at a time, then it's back to military duties,

or in the case of the high school actors, it's **back to football practice.**



Extra reason to get a haircut



The extras get into their uniforms

Photos by Jim Arwine / ©Stars and Stripes.



American servicemembers and high school students, extras in the filming of Breakthrough, relax between scenes.



Paul Schneider
1979 yearbook
photo



Film World's Spotlight Shines on Berlin During International Film Festival BERLINALE

Filmmakers are hoping to take home the Golden Bear.© Berlinale Held In February each year, the best film wins the Golden Bear, and Silver Bears are awarded for the best director, the best male and female actors, the best film music, etc. Along with the festival sections Competition, Panorama, Forum, Generation, Perspektive Deutsches Kino (Prospects of German Cinema), Berlinale Shorts, Retrospective and Homage, there is a complimentary program featuring interesting special series and the Berlinale Talent Campus.

In 1912, the Potsdam-Babelsberg film studios were officially opened, and five years later Germany's first major film company UFA was founded in Berlin. From what later became the East German DEFA there finally emerged today's Filmpark Babelsberg, now Germany's largest film studio and both the oldest and most modern studio in Europe.

But the Berlin metropolitan region is not only well known for its film studios, it is also highly popular as a film location. As a center of film and cinema, the Berlin-Brandenburg region is inextricably linked with the Berlin International Film Festival, which draws top stars, film artists and cineastes. The Berlinale holds its own with Cannes and Venice, as most of the up to 400 films shown are making their world or European premieres. Berlinale is the world's largest public film festival.



Mr. Polczynski '93 taping a radio program

Berlin Messages

were a Series of short weekly programs to inform the Berlin Military Community.

Christer Nilssen '93

learning the close-ins and outs of TV Production

Berlin Messages

Mechthild Flohr Fac '93-'94 is interviewed by a student in the TV Production crew of Berlin American High School. She was teaching her German class about animals and decided to take them to the Berlin Zoo where they were learning feeding times and much more than the German names of animals. Four videos that were produced in 1993 by the High School TV crew, and aired on AFN (American Forces Network)



Television, have been uploaded onto YouTube in December 2007. The producers of these videos were Mario Juestel and Christer Nilssen. **Frau Flohr** remained on staff at BAHS when it closed in '94 and the school became Wilma Rudolph Oberschule. It was she who arranged our "BAHS Tour" at the 2006 Reunion.

Uber alles to Frau Flohr!!!

Love the fact that Mechthild is "wearing her **BAHS sweatshirt**" under her coat.....but Jeri recognizes it!!!!from the one donated to us! and was AFN sponsored in 1993.

Link for viewing the videos:

<http://video.aol.com/video-detail/berlin-messages-episode-4/1554103573>



"One, Two, Three"

Want to see an old movie with Berlin as the back drop???

Take in "One, Two, Three""

a fast paced, lighthearted farce" taken from the Vault.

Featuring James Cagney...in a Billy Wilder 1961 comedy.... "that defrosts The Cold War with gales of laughter!"

Cagney is a top-ranking executive for Coca-Cola stationed in West Berlin who is charged with the care of his boss' visiting daughter. She goes and marries a fierce young communist... He learns his boss will be visiting in 24 hours. Worried about his chances for advancement...Cagney tries to transform the beatnik/commie....but One, Two, Three....his plans spin out of control....and into an international incident with the Russians and Germans!

Runs 1 hour and 49 minutes.

Interesting Fact: James Cagney took a 20 year hiatus after appearing in this movie....only returning to the big screen in '81 with a role in Ragtime.

Thanks to Katrin (Lindroth) Planz '71 for bringing to our attention.



ZOO BERLIN

Cute Knut Hits the Big Screen

"**Knut und Seine Freunde**" (Knut and His Friends) film premiered on March 2 in Berlin.

A deluge of photos and video clips of Knut the polar bear cub put smiles on people's faces all over the world in 2007.

The playful furball even attracted star American photographer Annie Leibovitz and was depicted next to Leonardo DiCaprio on the cover of last year's green edition of "Vanity Fair," as well as in a full spread in the new German edition of the glossy magazine.

Now the international celebrity and environmental symbol, who was hand-reared at the Berlin Zoo by his keeper Thomas Dörflein after his mother had rejected him, is a movie star too: "Knut und Seine Freunde" (Knut and His Friends), a feature-length documentary film, premiered in Berlin on Sunday (March 2) and opened across Germany on Thursday (March 6).

It showcases Knut's early life after his Dec. 2006 birth, when he received round-the-clock care from Dörflein and other keepers at the zoo. Knutmania soon swept the country - some three million visitors watched Knut frolic in his enclosure with Dörflein in 2007, reportedly earning the Berlin Zoo some 5 million euros.

Young and old alike are expected to flock to the new Knut movie, which also tracks the lives of three polar bear cubs in the Arctic and two brown bear cubs in Belorussia.

Meanwhile Nuremberg Zoo's female polar bear cub, Flocke (Snowflake), who is also being hand-reared by keepers, is still growing strong and recently relished her first bath.

And another polar bear cub, Wilbär, has suddenly appeared on the scene. Born in Dec. 2007, he is being raised by his mother at the Stuttgart Zoo, which recently made some very cute pictures of the little fellow public for the first time.



The Zoologischer Garten Berlin (Berlin zoological garden) is one of the largest zoos in Germany and with the largest number of species of the world. It is located in Berlin Tiergarten near the S-Bahn and railway station in the city center. Along with its aquarium, the zoological garden is one of the highlights of Berlin.

Opened on August 1, 1844 the Zoologischer Garten Berlin was the first zoo in Germany. The aquarium opened 1913. The early animals were donated by Frederick William IV, King of Prussia, from the menagerie and pheasantry of the Tiergarten.

During World War II, the first bomb dropped by the Allies on Berlin killed the only elephant in the zoo. By the end of the war, the zoo area was completely destroyed and only 91 of 3175 animals survived. Considering the overall destruction of the city, this was quite remarkable.

Today the zoo houses approximately 14,000 animals from 1500 species on a 35 hectare site in historical animal houses.

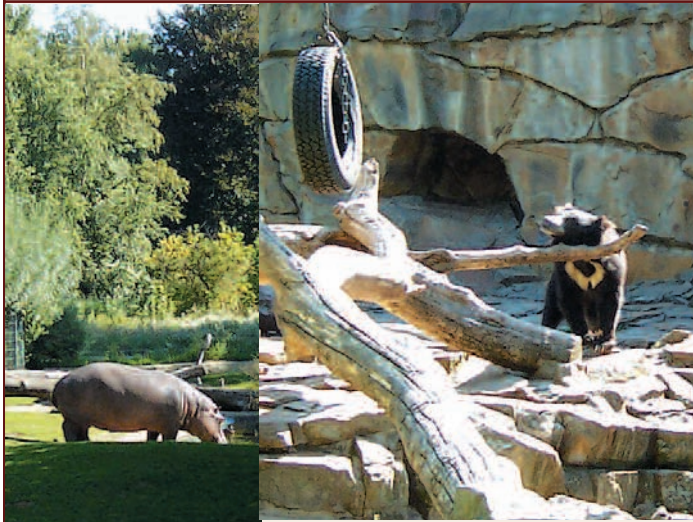
Highlights include giant pandas, which can only be seen at a few zoos in the world. All of the animals are housed in enclosures that are

specially designed to recreate their natural habitat. A breeding function of the zoo is its program maintaining the studbooks for white and black rhinoceroses and gaurs.



Texans Cathy (Coats) Kelton '73 and her husband Sam Kelton went all the way to Berlin to see a longhorn steer (and we know they went to Prague to have Mexican food)





ZOO BERLIN



The very first bomb dropped by the Allies on Berlin in World War II killed the only elephant in the Berlin Zoo.



Laura Coats) Satterfield '71 at the Berlin Zoo



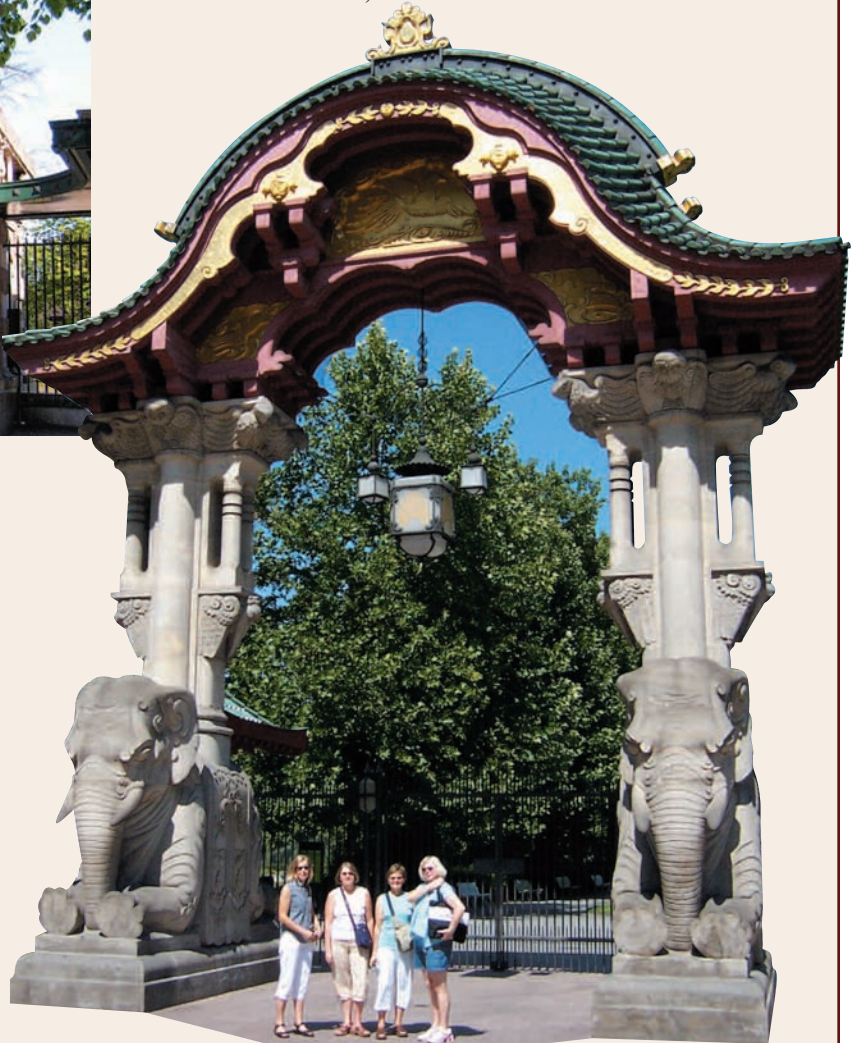
The Lions Gate Entrance on Hardenberger Strasse.

Hardenbergpl. 8 and Budapester Str. 34

Hardenberger Entrance

The Berlin Zoo is the most visited zoo in Europe with approximately 2.6 million visitors from all over the world. It is open all year long and can easily be reached by public transportation. Visitors can either enter the zoo through the exotically designed **Elephant Gate** beside the aquarium on Budapester Straße or through the **Lion Gate** on Hardenbergplatz. Berlin also has another zoo, the Tierpark Berlin, which was previously the East Berlin zoo. Berlin zoo is one of the few zoos to exhibit Tuatara and Luzon tarctic hornbills.

The Berlin Zoologischer Garten station on Berlin's U2 U-Bahn line is the namesake for Irish band U2's song "Zoo Station" on their 1991 album Achtung Baby.



Laura Coats) Satterfield '71,
Rosie Rankin, (guest of Shirley Parker '71), Shirley Parker '71 and
Cathy (Coats) Kelton '73

Another Brat Meets Governor Schwarzenegger



The lovely lady in the picture is my wife, Andrea. We were invited to a fund raiser - dinner for Governor Schwarzenegger at Steve Finley's (Major League Baseball Center Fielder) house in Rancho Santa Fe. We were able to hear the Governor talk, in a very informal atmosphere, about his "dream" for California. He really wants to provide lots of opportunities to Californians, as a public servant, because of all the good things that have happened in his life. It was very inspirational listening to him talk. We had a great evening.

Sam McCuskey '71

"WALK THE WALL Challenge"

96 miles

from August 13th (the day the Wall was erected)

until November 9th (the day the Wall came down)

Want to Get Fit? and have a **Berlin Goal?** then you might want to run or walk the distance of the former "Berlin Wall," ie: 96 miles from August 13th (the day the Wall was erected) to Nov 9th (the day the Wall came down).

All you need to do is complete 96 miles by walking, running, swimming, or biking between Aug 13th - Nov 9th, 2008!

If you're a Nike member check out the challenge at the attached link:

<http://nikeplus.nike.com/nikeplus/?l=all_challenges>
,888480914#all_challenges

If you're not a member, then simply log the miles by walking, running, swimming.....what have you, between these dates.

JOIN THE ADVENTURE.....and then let us hear from you. Tell us about what you did, where, when and how.

We'd love to hear your stories! Get other Brats to join you on this challenge! Run or walk the length of the Berlin Wall (96 miles).

Berlin IV - May 16-29, 2008

John Freeman's annual photo/journalism trip to Berlin is on:

Berlin IV - May 16-29, 2008.

So far he has 12 girls and 1 guy signed up.

John is a Professor of Photo Journalism at the University of Florida

Look on our website for the photos and the experiences his students will be sharing with us while they are in Berlin.



John Freeman '71 early 60's in traditional lederhosen. The hat may have belonged to Roma, his twin sister.

The Deutsch-Amerikanisches Volksfest

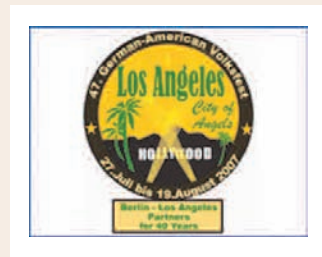
will be held on Truman Plaza again this year. The Theme will be "**Massachusetts – Indian Summer in Berlin.**" The area should be available for the 2009 Volksfest, then will have to move.

No new area has been found says Richard Simmons Volksfest Director.

This year's dates are:

25. Juli bis 17. August 2008

Deutsch-Amerikanisches Volksfest
Clayallee Ecke Hüttenweg



The theme for 2007 was Los Angeles "City of Angels" The Poster for 2008 is still in production.

Do you have an interesting Volksfest story? Any cool pictures of past Volksfests? We would love to hear from you and will feature Volksfest stories in our October 2008 issue.

I am planning to do a story on the Duty Train in our next issue. I would love to hear about your experience with the Duty Train. My contact information is on the back cover. Thanks
Toni (Yarbrough) Combs '71

Our Journey Home

BROADCASTS AND SCREENINGS

<<http://www.bratsourjourneyhome.com/screenings.htm>>

AFN-TV (Int'l Only) - 4/13-16
San Diego, CA - 7/17-20, 8/29-9/1
Sacramento, CA - 7/23-27
Fajardo, Puerto Rico - 7/24-27

**April is the Month
of the
Military Child!
Celebrate with
your Brats!**

Military Brat Challenge Coins Brats have Challenge Coins too!

The tradition of "Challenge Coin" originated during World War I. American volunteers had formed flying squadrons. Each member of one of these squadrons had a solid bronze medallion produced by the squadron's wealthy lieutenant. One member of this squadron escaped from German captivity and was recaptured by the French. The French were about to execute the American not knowing he was a friend. But the squadron medallion worn by the American was recognized by one of the French. The American flyer's life was spared.



During & after World War I, a tradition began to ensure that members carried their coin at all times. This goal was pursued by having a member challenge another member to show the coin. If the challenged could not show the coin, the challenged had to buy a drink of choice for the challenger. If the challenged could show a coin, the challenger had to buy the drink. For many years after World War I, surviving members kept this tradition alive.

Today, Challenge Coins aren't just for the military. BRATS have coins too!!!
Challenge Coins (ie: AF Brat, Army Brat, Marine Brat, etc) can be found in BX'es or PX'es nationally.
If you're interested in securing one....just visit www.militaryservicecompany.com or call 800-255-3722.
They are \$7.00 each. Hope you enjoy!!!

BiG ANNOUNCEMENT

**"Save the Date" for the Phoenix Reunion
the 2009 dates have been set:
YOU VOTED!**

**Scottsdale, a bedroom community of Phoenix, AZ won the vote for our next
all classes, all years Reunion.**

THE DATES ARE: July 9 -12th, 2009

So mark your calendars now! Hold the date.

**We look forward to seeing you there. More details will follow
in future editions of this Newsletter.**

Ode to Joy & Freedom is the video of the Wall coming down and the German Reunification that we have shown at past Reunions.

Ode to Joy in Beethoven's Ninth
Became the European Anthem

The jubilation of the audience on the night of the premiere was something that Ludwig van Beethoven (1770-1827) could not even hear. The composer was completely deaf when he watched the world premiere of his Symphony No. 9 in D-minor, Opus 125, on May 7, 1824 in Vienna. He saw the orchestra playing, the soloists walking onto the stage and then the finale with the chorus singing for the first time the uplifting "Joy, thou glorious spark of heaven." Beethoven read the singers' lips while they performed. Almost three years later, on March 26, 1827, the great composer died.

Today, Beethoven's Ninth Symphony belongs not only to the classic works in symphonic music. The famous choral part in the final movement, with the text from poet Friedrich Schiller's "An die Freude" (Ode to Joy), has also been the European Union's official anthem since 1985. Schiller's line, "all people become brothers," only gained immortality thanks to Beethoven's music. On the eve of May 1, 2004, when several of the eastern European countries joined the EU, it was the Ninth with its "Ode to Joy" which resounded in many of the festivities.

The Ninth is regarded as the key work in the symphonic music form and as the zenith of Beethoven's creations. With the great choral finale, it was the first time that the human voice had been employed in a symphony. No other work in symphonic literature has had such resonance. The Ninth also had a major influence on the works of such later composers as Anton Bruckner and Gustav Mahler.

Beethoven had carried the idea around with him for many years of putting music to the 1785 "Ode to Joy" poem. But after the completion of his Eighth Symphony in 1812, it took him nearly 12 years before completing the Ninth. Illness, loneliness and increasing deafness put their stamp on Beethoven's life in these years.



Sergeant Elvis Presley in Germany 1958 - 1960

March 07, 2008 - May 18, 2008

October 1, 2008 is the 50th anniversary of the day that Elvis Presley began his U.S. Army service in Germany. To mark this occasion, the Allied Museum in Berlin will mount a special exhibition presenting "Sergeant Elvis Presley" and his time in the military in Germany from 1958 to 1960. The exhibition curators are Peter Heigl (Nuremberg) and Dr. John Provan (Frankfurt/M.) and **K-town '74 grad**. The exhibition will run from March 7 to May 18, 2008 in Berlin.

Like millions of other GI's, Elvis arrived at Bremerhaven harbor on a U.S. Marine troopship. A total of 1,299 soldiers were on board with the world-famous pop star. From the North Sea coast he then took a U.S. Army troop train to Friedberg north of Frankfurt, where Elvis was assigned to Ray Barracks and trained as a scout platoon leader of the 3rd Armored Division. On the one hand, the exhibition documents Elvis's military career, his training, maneuvers and the everyday events that other U.S. soldiers also experienced. In addition, the exhibition also shows the unique situation of the world-renowned entertainer. From the beginning, he attracted the attention of fans who followed his every move and naturally sought opportunities to get his autograph. Countless tabloid articles, especially in the teen magazine Bravo, described his daily activities. Elvis always insisted on being treated like any other U.S. soldier. He performed his duties properly and thus advanced through the ranks. In March 1960 Elvis returned to the USA and continued his musical career. The next film he made in fact treated a large part of his military experience and bore the telling title "GI Blues." The film forms the keystone of the exhibition.



A beautifully illuminated image of the Congress Halle,and it was the home of the '69 Prom!



The Congress Halle, was a gift from the American government to Berlin during the early years of the Cold War, (1957) and has celebrated it's 50th anniversary September, 2007.

Two popular names include "the pregnant oyster" and "Jimmy Carter's smile."

Above photo shows the newly renovated interior of the Congress Halle.



GERMANS IN AMERICA

A television series about German immigrants in the United States is to be released in the spring of 2008. Catch this 4-part television series originally broadcast in German and French and released in English here in March. Check your local public tv schedule. More at www.GermansInAmerica.org.

Grand Opening of US Embassy on July 4th



US Ambassador to Germany William Timken announced on January 31st that the new US Embassy on Berlin's most prominent square, Pariser Platz, would celebrate its grand opening with two days of events kicking off on July 4th.

He said that the embassy would celebrate with an expanded version of its annual invite-only Independence Day event featuring high-level speakers and fireworks, followed on July 5th by a public Volksfest organized in cooperation with the Federation of German-American Clubs.



Built on a site purchased by the US government in the 1930's, the new embassy will join the Embassies of Britain and France, which opened on the square several years ago. It will close the last remaining gap around Pariser Platz, which was a dead end at the Berlin Wall until 1990 but is now a major tourist and traffic hub.

California architects Moore Ruble Yudell designed the new \$130 million building whose four stories are crowned by a glass-and-steel penthouse conference room.

Timken said many of the opening festivities will revolve around the installation and unveiling of art showpieces. In addition to a segment of the Berlin Wall, the new embassy will house a mural by Sol LeWitt and a 40-foot steel sculpture by Ellsworth Kelly. Timken said that he and his wife had also commissioned Germany's premier porcelain maker in Meissen to craft an American Eagle for the rotunda.

A Symbolic Location

Timken emphasized to reporters that the central location had been chosen for its symbolic value despite the higher expense and security risk that came with building just steps away from Berlin's major landmarks, including the Holocaust Memorial and the Bundestag. "This is not just another building," said Timken. "This is an important place for us to demonstrate the commitment that we the United States have to the partnership with the nation of Germany and the people of Germany."



Timken also said that the new embassy would be integrated into the busy public square, calling the design of the embassy "more open than anything you've seen from the Americans since who knows when."

Unlike the embassy's temporary location in a former Prussian Officer's Club, which is sealed off behind barricades and razor wire, this embassy will also contain space for public events.



Manuela Damianakis, a Berlin city development spokeswoman, said, "I am sure it is going to be an enrichment for Berlin."

Trendsetters from the Spree:

Berlin Emerges as a Fount of Fashion

Milan, Paris, London – Berlin. Established star designers, the avant-garde, fashion design schools and fashion fairs are transforming Berlin into a fashion center. Deutschland Magazine takes a look at new "Berlin Style" that is blazing new trails.

Styles from Lala Berlin

Popstar Christina Aguilera wears hats designed by Berlin's Fiona Bennett, actress Heike Makatsch turns heads at premieres in Kaviar Gauche designs and model Claudia Schiffer once enquired whether she could keep a cuddly Kashmir sweater after a shooting session with Lala Berlin. Berlin is designing fashions that are becoming increasingly visible and available in London, New York and Paris.

In November 2007, 34 Berlin designers showed their wares in Shanghai under the heading "Creative Spree." What's so special about the "Berlin Style?" Franziska Dömgens of fashion magazine Elle characterizes fashion designed in Berlin as "avant-garde, intellectual and simply cool. It's wearable, but by no means boring."

Berlin has between 600 and 800 fashion designers: they range from the group of star designers, such as Unrath & Strano, Michael Michalsky, Evelin Brandt, Anna von Griesheim (whose customers include Chancellor Merkel), Kostas Murkudis and Wolfgang Joop with his Wunderkind label (in nearby Potsdam), to more recently established brands, such as Sisi Wasabi, Bless, Eastberlin or Thatchers, and the designers of the way-out avant-garde and "underground gear."

The special atmosphere of the capital's fashion scene is created above all by the many smaller labels and avant-garde boutiques around Kastanienallee, Schönhauser Strasse, Wühlischstrasse or Mulackstrasse and the Hackescher Markt area. Many a successful career had very modest beginnings, as in the case of Leyla Piedayesh who was born in Iran. A few years ago she started knitting wristwarmers for her friends, and now her upmarket knitwear label Lala Berlin has 60 shops around the globe.

"Berlin's strength lies in its fragmented diversity, its perpetual incompleteness. This acts as a magnet to the avant-garde, and creates the essence of Berlin's potential," says Klaus Metz, Director of ESMOD. It is one of the city's nine schools for fashion design and has meanwhile produced some highly successful graduates, such as Zerlina von dem Bussche, whose traditionally inspired collections with the Sisi Wasabi label now hang in exclusive fashion stores next to Gucci and Prada. Alexandra Fischer-Roehler and Johanna Kühl, the creative minds behind Kaviar Gauche, also studied at ESMOD. Their extravagant-cool designs are now selling well in Tokyo and New York. But there should be no illusions about Berlin Style: despite its focus on streetwear and underground trends, Berlin's rag trade is highly professional.

This is also demonstrated by a variety of fashion shows. In the summer, Berlin Fashion Week – staged by IMG, which also organizes Fashion Week in New York – caused quite a stir in the fashion world. Although some of the really big names were still missing at the shows beneath the Brandenburg Gate, this could well change in 2008 when Fashion Week will take place twice. During Fashion Week, Canadian glamour model Irina Lazareanu prophesied, "It was New York in the 1980s and London in the 1990s – now it's Berlin." Comments like that go down well in the capital. (Deutschland magazine)



Exhibit at the Kronprinzenpalais Rocks Berlin

Fans at Depeche Mode's only concert in East Germany in 1988.

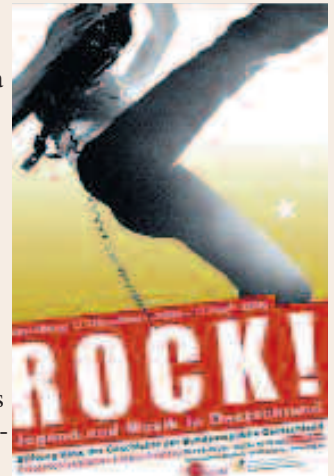


"More and more, I realize that teenagers all over the world get their kicks from the same things," Elvis Presley told his German fans in the teen magazine Bravo in 1957. The King's message of international understanding through youth culture still resonates in the exhibit "Rock! Youth and Music in Germany," which came to Berlin's Kronprinzenpalais last month.

The exhibit tells another, related story, as well - the story of rock music as a vehicle and fuel for protest and self-expression at the intersection of young and old, left and right, East and West.

The exhibit looks at rock music's early history through the fractured lens of a divided Germany. After the Beatles launched their campaign of world conquest from Hamburg's Reeperbahn, the SED regime in the East declared the provocative import from the West a decadent byproduct of capitalism and launched a ham-handed campaign to create an ideologically acceptable substitute in the form of the "Lipsi" - a would-be teen dance craze that never caught on.

Later, western rockers like Udo Lindenberg battled with the SED for a chance to perform in the East, and iconoclastic easterners like Klaus Renft struggled for the right to rock at all. And, of course, when the Wall fell, Gerhard Schröder's favorite band, the Scorpions, were there to set the joy to music.



Visitors will have a rare opportunity to hear the waltz-like tunes that accompanied the ill-fated Lipsi or the sounds of Renft. Memorabilia from international rock icons like the Beatles and Elvis will also be on display along side more specifically Teutonic delicacies: a steel drumset used (and likely abused) by the industrial pioneers Einstürzende Neubauten, Can's studio set-up, and outfits worn at the Love Parade.

The exhibit, sponsored by the Federal Center for Political Education and the House of History in Bonn

Fahrvergnügen: Enthusiasts Keep Memory of VW Beetle Alive

The VW Beetle is a rare sight on German roads these days but its memory is preserved by legions of fans. Ferdinand Porsche's Type 12 from 1931 at right. Some 66,000 of the bug-shaped cars are still registered as roadworthy, 30 years after the last one rolled off the production lines in Germany on Jan. 19, 1978. Enthusiasts were still able to buy the legendary cars made at Volkswagen's plant at Puebla in Mexico until manufacture of the Beetle ceased there in mid-2003.



A total of 21.5 million were produced since the first one hit the road in 1935, based on a design by Ferdinand Porsche, grandfather of the current VW chairman Ferdinand Piech. The Beetle was conceived by the Nazis as a car for the masses - the name Volkswagen translates into 'people's car' - but World War II put an end to that.

Today, numerous fan clubs in Germany and around the world preserve the memory of the Beetle. The oldest, founded in 1975, has 800 members, according to its chairman, Hartmut Schroer. A forest ranger from Bavaria in the south of Germany, he is the proud owner of several Beetles, the oldest dating back to 1949, making it 10 years older than himself.

A VW Beetle Type 83

"It's green, without any decorative strips on the outside paneling and has clocked 60,000 kilometers (37,282 miles)," he says. Another one is a black sports version from 1957 that he bought from a coalman who rarely used it because he did not possess a driver's license. "It's almost brand-new," says Schroer.



The fastest car in his collection is a 1303 model from 1973 that is fitted with a Porsche engine. It has a top speed of 135 kilometers (84 miles) per hour, "but uses a lot of gas," he says. Schroer doesn't use this car when he travels to the club's twice yearly rallies because of a regulation which allows only those vehicles produced before August 1, 1957 to participate. That was when Volkswagen replaced the Beetle's original pretzel-shaped oval rear windows with one-piece glass.

Like other fan clubs, Schroer's Pretzel Window Club has its own website that lists events and where to get spare parts, as well as showing photos and giving travel reports. One event scheduled for May 23-25 at Hückeswagen near Cologne features Beetles with over 100,000 kilometers on the clock. Last year's rally attracted 250 vintage VWs.

In 1968, the Beetle was turned into a fictional car character called Herbie, which had a mind of its own and was capable of driving itself. Disney studios produced several films in the series, with the last one, Herbie: Fully Loaded, drawing record audiences in Germany after it hit the box office in 2005. But the Beetle was last year forced to relinquish the production record it held from 1972 to its successor model, Golf.

"The 25 millionth Golf came off the production lines in May 2007," said VW spokesman Andreas Meurer. "It overtook (the Beetle) a long time ago." The last German Beetle was made at the VW factory in Emden. It can now be seen at the Volkswagen museum in Wolfsburg, where Europe's biggest automaker has its headquarters.



The iconic car was reborn as the New Beetle in 1998. Produced in Mexico, around 1 million New Beetle limousines and convertibles have been sold since then - a quarter of them in Europe. (Vera Jansen/dpa)

A VW New Beetle Convertible, photos: Wikimedia Commons

New Perfume Smells like East German Intershops Intershop brand coffee



Ostalgie has gone olfactory. The latest offering from a cottage industry catering to fans of East German products is a perfume that

claims to have captured the smell of the Intershop stores that sold western goods in the East, according to Spiegel Online.

The company, Osthits <<http://www.osthits.de/shop/index.php>>, already sells a variety of GDR schlock via its website, ranging from CD's to mustards. It plans to introduce the fragrance as soon as a trademark dispute with a software company of the same name is resolved.

"It's purely ostalgie," Osthits head Thorsten Jahn, told Spiegel Online, using a play on the words for East (Ost) and Nostalgia (Nostalgie). Jahn seems confident that people will want their homes to smell like an Eastern Bloc duty free shop. "People in the East know the scent," he told Spiegel Online, "You don't have to tell them about it and explain to them why they should buy it. They know it already."

More Stasi spooks

The former East Germany's notorious Stasi secret service had, it turns out, more civilian informers than was once thought. A new report out says about 189,000 people were informers for the Stasi when the Berlin Wall fell in 1989 - that's about 15,000 more than historians used to think. The East German secret police infiltrated just about every aspect of life in East Germany. Its network of spies, including informal ones, reported on dissidents, but also friends, neighbors, even spouses. The new study says about one in 20 members of the communist party there was a Stasi spy. The motivation, it turned out, was largely ideological. Financial incentives played a minor role and blackmailing someone to get them to provide information was fairly rare. Over East Germany's 51-year existence, about 620,000 civilians spied for the secret police - in a country of 16 million. That includes some 12,000 West Germans who also worked for the communist dictatorship.

WANTED: Berlin Vets that married in Berlin from 1945-1950

The Berlin based Oral History Organization (Zeitzeugenboerse) is looking for veterans who were stationed in Berlin from 1945 to 1950 and who met their future wives there. The Zeitzeugenboerse was approached by a documentary TV film maker, Mr. Juergen Szewiek, who is looking for such couples. Mr. Szewiek plans to conduct interviews for a documentary that will be shown on the 2nd German TV network, the ZDF.

Anyone interested in the project, or has parents that qualify should get in touch with Mr. Vaningen of the Zeitzeugenboerse. He can be contacted at: info@zeitzeugenboerse.de.

Their website is: www.zeitzeugenboerse.de <<http://www.zeitzeugenboerse.de/>>

UPCOMING EVENTS

25-27 July 2008

BERLIN JUMP OFF

2008- HOME AGAIN !

Contact Michael Haddock '89 for details.

Atlanta, GA

29 Oct - 2 Nov 2008

**Overseas Brats
Gathering**

OSB Gathering 2008

Hyatt Dulles

Herndon, VA

"a special Berlin Brat"

will be making a Guest Performance
at the Saturday Night Banquet.

&

**A "Berlin Regional" will be held
in conjunction with the OSB Gathering**



Kaiser Wilhelm Church circa 1900

Berlin U.S. Military Veteran's Association (BUSMVA)

Is holding its annual reunion in Eugene, Oregon this year.

This organization is for all military veteran's who served in Berlin.
Alert your parents!

Date: July 28 - August 1st, 2008

Location: Hilton Eugene Hotel and Conference Center

For further information visit their official website at:

www.berlinveterans.com <<http://www.berlinveterans.com/>>

Their reunion site is:

www.berlinreunions.com <<http://www.berlinreunions.com/>>

Or contact their Reunion coordinator:

Dave Sealock at: dsealock@bright.net

In the next issue we will hear from a newly found Brat from the class of 1971, **Debbrah (McCoy) Hunt**, who lived on Janickestrasse in Sundgauer just one stairwell down from me! and has a sister Donna (also an Alumni from the class of '73).

Is there someone you remember and would like to find? Perhaps someone reading the newsletter knows of their whereabouts. We will print who you would like to find.

Debbrah is trying to find Sarah and Elizabeth Snyder who may be in the Columbia, SC area.

To Send Photos & Ideas for the Newsletter

Email: Toni Combs at tcombs@adplex.com

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American Overseas School**Historical Society**

Contact: Scarlett Rehrig, President

email: overseasschools@aoshs.org

Website: www.aoshs.org

Overseas Brats

Joe Condrill, President

Email: joeosbpres@sbcglobal.net

Website: www.overseasbrats.com

Early 60's Chat Room

By Invitation Only

Contact: Jim Branson at

jbranson01@hotmail.com

Brat Attack - A Berlin Chat Room

By Invitation Only

Contact: Janine Fisher at

guitarlady61@yahoo.com