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REMARKS: DEPARTURE -- FRG
RHEIN-MAIN AFB
WEDNESDAY, MAY 31, 1989
5:30 P.M.

THANK YOU, COLONEL HANDY. IT'S GREAT TO BE BACK AT RHEIN-MAIN. ((RINE - MINE)) I WAS HERE ABOUT THREE YEARS AGO AS VICE PRESIDENT. THINGS HAVE CHANGED A LITTLE SINCE THEN.

- 2 -

THERE WERE SOME BRUISING BATTLES. . .SAW A LOT OF WORDS LIKE UNDERDOG, AGAINST THE ODDS AND COUNTED OUT. NOW THERE'S A NEW NUMBER ONE: ((PAUSE)) THE RHEIN-MAIN ROCKETS. . .AND CONGRATULATIONS TO ALL OF YOU.

WE WERE GOING TO FLY INTO RAMSTEIN ((RAHM-STINE)) BUT ((PAUSE)) -- NOW I KNOW YOU'LL FIND THIS HARD TO BELIEVE -- IT WAS CLOSED. ((PAUSE))

- 3 -

I SAID TO THE COMMANDER, "I THOUGHT YOU WERE OPEN 24 HOURS? "WE ARE," HE SAID. "BUT NOT IN A ROW."
((PAUSE))

BUT, IT IS AN HONOR, TO STAND BEFORE AN AUDIENCE OF AMERICAN HEROES AND HEROINES. FOR OVER FOUR DECADES, PEOPLE LIKE YOU HAVE LEFT HOMES -- AND OFTEN FAMILIES AND LOVED ONES -- TO SERVE AS GUARDIANS OF THIS GATEWAY TO FREEDOM.

- 4 -

YOUR PRESENCE HERE INSPIRES A DEEP ADMIRATION AND GRATITUDE -- FROM ME PERSONALLY, AND FROM PEOPLE AROUND THE WORLD -- FOR ALL YOU'RE DOING TO KEEP FREEDOM SECURE.

YOU HAVE BEEN DIRECTLY RESPONSIBLE FOR ONE OF THE LONGEST PERIODS OF PEACE EUROPE HAS ENJOYED IN CENTURIES. THAT IS AN ACHIEVEMENT THAT THE WORLD NOW APPLAUDS -- AND THAT HISTORY WILL HONOR.

- 5 -

PEOPLE TALK ABOUT THE "RIGHT STUFF," BUT THE HEROISM -- AND HUMANITY -- OF AMERICAN SOLDIERS AT RHEIN-MAIN ARE THE STUFF OF LEGEND. YOUR HEROISM IS CONSTANT AND ENDURING -- DAY AFTER DAY. AND YOUR HUMANITY HAS TOUCHED THE LIVES OF SO MANY, SO IN NEED OF A KIND WORD, A GENTLE ACT.

- 6 -

RHEIN-MAIN IS A VERY SPECIAL PLACE. A PLACE WHOSE SPIRIT OF SERVICE REACHES BACK TO THE TENSE DAYS, FORTY YEARS AGO, OF THE BERLIN AIRLIFT -- WHEN A PILOT NAMED GAIL HALVERSON, DURING HIS REPEATED RUNS, PARACHUTED BAGS OF CANDY TO THE CHILDREN OF BERLIN. THEY CALLED HIM "UNCLE WIGGLE-WINGS," AND "THE CHOCOLATE BOMBER." HE WAS A MAN WHO BROUGHT KINDNESS IN THE CRUELEST TIMES.

- 7 -

STANDING AMONG YOU TODAY IS HIS SON, MAJOR BRAD HALVERSON, WHO ORGANIZED THE ARMENIAN AIRLIFT OF CHILDREN INJURED IN THE DEVASTATING EARTHQUAKE. AND THERE'S CAPTAIN DAWN OERICHBAUER, THE MEDICAL CREW DIRECTOR, WHO SAID "THE WHOLE MISSION WAS WORTH IT, WHEN I SAW THE HURT AND HOPE IN THE CHILDREN'S FACES."

- 8 -

I KNOW THAT ALSO WITH US TODAY, IS MAJOR BOB ANDERSON, CHIEF OF THE MENTAL HEALTH CLINIC, A QUIET HERO WHO HAS HELPED SO MANY ON THE BASE DEAL WITH THE AFTERMATH OF TERRORIST THREATS. HE HAS PUT LIVES BACK TOGETHER, AND WARDED OFF THE CHILL OF FEAR.

- 9 -

I SINGLE OUT A FEW, BECAUSE THEY REPRESENT THE MANY. HERE AT RHEIN-MAIN -- WITH LIVE-SAVING MEDICAL EVACUATION MISSIONS, TRIUMPHANT HOSTAGE RETURNS, AND THE NORMAL DAY-TO-DAY MISSION OF FLYING IN THE CROWDED SKIES OF EUROPE -- FOR YOU, HEROISM WITH A HUMAN TOUCH IS THE MEANING OF YOUR MISSION.

- 10 -

YOU HAVE SEEN THE TEARS OF THOSE DEVASTATED BY TRAGEDY. YOU HAVE SEEN THE TEARS OF JOY STREAM DOWN THE FACES OF THOSE RETURNING TO FREEDOM -- AND OF THOSE WHO LOVE THEM.

AND YOU HAVE PERFORMED THE EVERYDAY ACTS OF VIGILANCE THAT MAKE PREPAREDNESS POSSIBLE. I THINK OF THE SECURITY POLICE OFFICER, OUT GUARDING A C-5 ALL NIGHT. THE SUPPLY CLERK WHO MAKES CALLS ALL DAY, TO FIND A PART THAT'S URGENTLY NEEDED.

THE FLIGHT LINE ATTENDANT, OUT DE-ICING AIRPLANES AT FOUR A.M. IN THE FREEZING RAIN.

JUST THIS YEAR, AS NATO CELEBRATES ITS 40TH ANNIVERSARY, WE BEGIN TO SENSE NEW OPPORTUNITIES FOR CO-EXISTENCE. WE MAY BE SEEING THE DAWNING OF A NEW AGE, BUT THE REASONS WHY YOU ARE HERE HAVE NOT CHANGED.

THERE HAVE BEEN SIGNS OF PROGRESS FROM THE SOVIET UNION -- AND THOUGH WE HOPE FOR MORE, THE NATIONS OF THE ALLIANCE STILL FACE A SOVIET UNION WITH PREPONDERANT AND AWESOME MILITARY POWER. YOUR PRESENCE IN WEST GERMANY -- YOUR CONTRIBUTION TO THE SECURITY OF WESTERN EUROPE -- IS ESSENTIAL.

- 13 -

I KNOW THAT, AT TIMES, IT'S NOT EASY, SERVING ANYWHERE FAR FROM HOME -- ESPECIALLY WHEN YOU READ ABOUT THOSE WHO WOULD UNILATERALLY LIMIT THE PRESENCE AND ACTIVITIES OF U.S. MILITARY FORCES STATIONED IN EUROPE. BUT BECAUSE OF YOU, BECAUSE OF THE SACRIFICES YOU MAKE EVERY DAY, OUR WORLD IS SAFER AND MORE SECURE.

IN A LETTER TO JOHN ADAMS, THOMAS JEFFERSON ONCE WROTE, "I HAVE SEEN ENOUGH OF ONE WAR NEVER TO WISH TO SEE ANOTHER."

- 14 -

OUT THERE TODAY, I KNOW, ARE A NUMBER OF CHILDREN -
- SOME OF THEM THE THIRD GENERATION OF AMERICANS STATIONED HERE AT RHEIN-MAIN -- WHO HAVE NEVER SEEN WAR. I HOPE THEY NEVER DO.

THE POWER TO WAGE WAR IS THE POWER TO PREVENT IT. THAT IS OUR MISSION HERE. WE MUST REMAIN PREPARED FOR WAR -- EVEN AS WE STRIVE FOR PEACE.

- 15 -

SO CARRY ON, STRONG BUT GENTLE GUARDIANS OF THE
GATEWAY TO FREEDOM. AND THANK YOU.

MAY GOD BLESS YOU. AND GOD BLESS THE UNITED STATES
OF AMERICA.

#

(Lange/Wallace)
May 24, 1989
6:10 p.m.
[RHEINDEP.DOC]

PRESIDENTIAL REMARKS: DEPARTURE -- FRG
RHEIN-MAIN AFB
WEDNESDAY, MAY 31, 1989
5:30 P.M.

Thank you, Colonel Handy. It is an honor, to stand before an audience of American heroes and heroines.

For over four decades, people like you have left homes -- and often families and loved ones -- to serve as guardians of this gateway to freedom.

Your presence here inspires a deep admiration and gratitude -- from me personally, and from people around the world -- for all you're doing to keep the freedom of the West secure.

You have been directly responsible for one of the longest periods of peace Europe has enjoyed in centuries. That is an achievement that the world now applauds -- and that history will honor.

People talk about the "right stuff," but the heroism -- and humanism -- of American soldiers at Rhein-Main are the stuff of legend. Your heroism is constant and enduring, day after day.

And your humanism has touched the lives of so many, so in need of a kind word, a gentle act.

Rhein-Main is a very special place. A place whose spirit of service reaches back to the tense days, forty years ago, of the Berlin airlift -- when a pilot named Gail Halverson, during his repeated runs, parachuted bags of candy to the children of Berlin. They called him "Uncle Wiggle-Wings," and "The Chocolate Bomber." He was a man who brought them kindness in the cruelest times.

Out there today is his son, Major Brad Halverson, who organized the Armenian Airlift of children injured in the devastating earthquake. And there's Captain Dawn Oerichbauer, the medical crew director, who said "the whole mission was worth it, when I saw the hurt and hope in the children's faces."

I know that also out there somewhere, is Major Bob Anderson, Chief of the Mental Health Clinic, a quiet hero who has helped so many on the base deal with the aftermath of terrorist threats. He has put lives back together, and warded off the chill of fear.

I single out a few, because they represent the many. Here at Rhein-Main -- with medical evacuation missions, hostage returns, and the normal day-to-day mission of flying in the

crowded theater of Europe -- for you, heroism with a human touch is just part of doing business.

You have seen the tears of those devastated by tragedy. You have seen the tears of joy stream down the faces of those returning to freedom -- and of those who love them.

And you have performed the everyday acts of vigilance that make preparedness possible. I think of the security police officer, out guarding a C-5 all night. The supply clerk who makes calls all day, to find a part that's urgently needed. The flight line attendant, out de-icing airplanes at four a.m. in the freezing rain.

Just this year, as NATO celebrates its 40th anniversary, we begin to sense new opportunities for co-existence. We may be seeing the dawning of a new age, but the reasons why you are here have not changed.

There have been signs of progress from the Soviet Union -- and though we hope for more, the nations of the Alliance still face a Soviet Union with preponderant and awesome military power. Your presence in West Germany -- your contribution to the security of Western Europe -- is essential.

I know that, at times, it's not easy, serving anywhere far from home -- especially when you read about those who would unilaterally limit the presence and activities of U.S. military forces stationed in Europe.

But by leading extraordinary lives, you help others lead ordinary lives. The United States and our NATO allies ask a great deal of you. So let me tell you how it's going to be: You're going to get the support you need to get the job done.

I'm here to assure you of that. I'm also here to let you know that your presence here is appreciated by your hosts, the West German people. They know, probably better than anyone, the critical role you and your predecessors have played. You are securing an environment in which democracy and a free economy can flourish in Germany. You are the Alliance.

In a letter to John Adams, Thomas Jefferson once wrote, "I have seen enough of one war never to wish to see another."

Out there, I know, are a number of children -- some of them the third generation of Americans stationed here at Rhein-Main -- who have never seen war. I hope they never do.

The power to wage war is the power to prevent it. That is our mission here. We must remain prepared for war -- even as we strive for peace.

So carry on, strong but gentle guardians of the gateway to freedom. And thank you.

May God bless you. And God bless the United States of America.

(Lange/Wallace)
May 19, 1989
1:00 p.m.
[RHEINDEP.DOC]

PRESIDENTIAL REMARKS: DEPARTURE -- FRG
RHEIN-MAIN AFB
WEDNESDAY, MAY 31, 1989
5:10 P.M.

Thank you, Wing Commander _____. It's a source of great pride, to stand before this special breed of Americans. For over four decades, people like you have left homes -- and often families and loved ones -- to serve as guardians of this gateway to freedom.

Your presence here inspires a deep admiration and gratitude -- from me personally, and from the American people -- for all that you are doing to keep the freedom of the West secure.

You have been directly responsible for one of the longest periods of peace Europe has enjoyed in centuries. That is an achievement that the world now applauds -- and that history will honor.

There have been recent victories at Rhein-Main, that have captured the imagination, and admiration, of people everywhere. Through this gateway have passed the freed hostages from Flight 847. The hostages from our Embassy in Tehran. The INF treaty verification teams. The Armenian children, injured in that

devastating earthquake. And most recently, the casualties of the USS Stark.

At Rhein-Main, there have been times to grieve -- and times to exult. But every day you spend here is another victory for freedom everywhere.

Just this year, as NATO celebrates its 40th anniversary, we begin to sense new opportunities for co-existence. But despite what some see as the dawning of a new age, the reasons for your being here have not changed.

There has not yet been -- though we hope there will be -- a fundamental, irreversible about-face on the part of the Soviet Union.

The nations of the Alliance still face a Soviet Union with preponderant and awesome military power. Your presence in West Germany -- your contribution to the security of Western Europe -- are essential.

I know that at times, it is far from easy, serving here -- particularly when you hear talk of budget cuts, or read about those who would limit the presence and activities of U.S. military forces stationed in Europe.

Many of you have the same difficulties ordinary Americans face. Maybe you're a single parent -- or you've got a family member sick, or in trouble somewhere -- or you're trying to see your kids through to a graduation. You're doing all that -- even as your country, and the rest of the free world, counts on you to serve.

People talk about the cost of freedom -- but you understand it. It means you're on call, 24 hours a day. It means the relentless, ever-present pressure of preparedness. And it means more than nine-to-five, Monday through Friday -- it means 0600 to .0600, every day, all the time.

But by leading extraordinary lives, you help others lead ordinary lives. The United States and the NATO allies ask a great deal of you. So let me tell you how it's going to be. You're going to get the support you need, to get the job done.

I'm here to assure you of that. I'm also here to let you know that your presence here is appreciated by your hosts, the West German people. They know, probably better than anyone, the critical role you and your predecessors have played. You are securing an environment in which democracy and a free economy can flourish in Germany. You are the Alliance.

In a letter to John Adams, Thomas Jefferson once wrote, "I have seen enough of one war never to wish to see another."

Out there, I know, are a number of children -- some of them the third generation of Americans stationed here at Rhein-Main -- who have never seen war. They never should. The power to wage war is the power to prevent it. That is our mission here.

We must remain prepared for war, even as we pray for peace.

Thank you. God bless you. And God bless the work you do.

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AND
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☒ Per Your Request

☐ FYI

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From: Jacquie Craig

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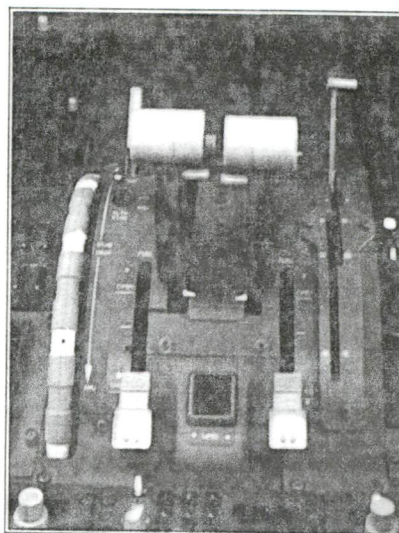
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*Forty years ago,
warplanes saved a city.*

THE BERLIN AIRLIFT

by Len Morgan

AS THE menacing rumble of Russian artillery steadily drew closer to his Berlin bunker on April 30, 1945, Adolph Hitler and his mistress committed suicide. On May 8 at midnight, the unconditional surrender of Germany became official. World War II in Europe was over.

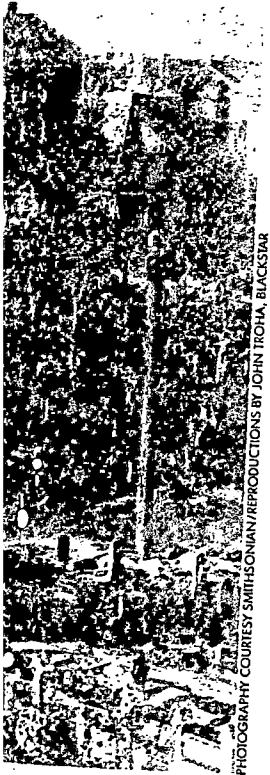
Yet, three years later the United States and Britain faced the prospect of renewed conflict. Relations with their Russian comrades in arms had deteriorated to an alarming degree. The appalling

specter of World War III had become real.

Two months before Germany's surrender President Roosevelt, Prime Minister Churchill and Marshal Stalin met at Yalta to discuss postwar plans for the occupation and reconstruction of Germany. While the brutal treatment of German civilians and military personnel at the hands of advancing Soviet troops was no secret, the Allies still regarded the Russians as generally cooperative. "I think they are friendly," said Roose-

velt. "They aren't trying to take over all of Europe." Roosevelt was ailing and anxious to avoid discord; he died less than two months later. Churchill, however, was not so sure of Stalin's true intentions.

The "Big Three" agreed to divide the country into four occupation zones—American, British, French and Russian. Control of Berlin would likewise be shared. A highway, railroad line and three air corridors 20 miles wide and 10,000 feet high provided access to the city. Since the

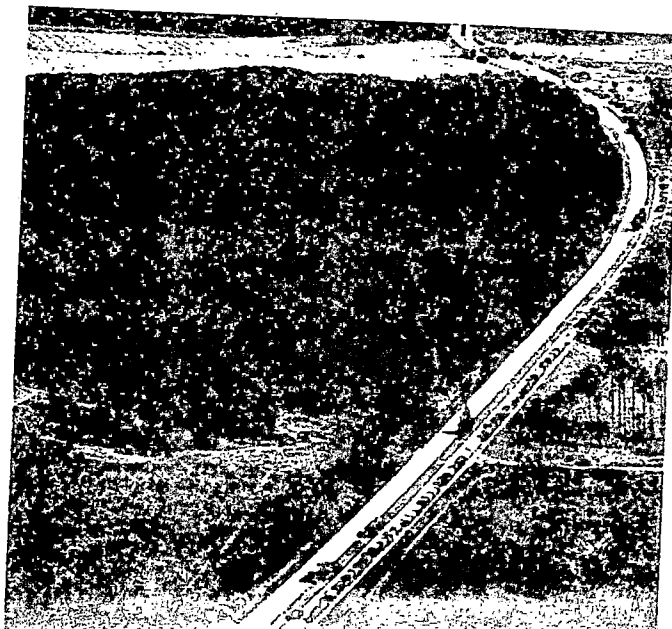


PHOTOGRAPHY COURTESY SMITHSONIAN / REPRODUCTIONS BY JOHN TROHA, BLACKSTAR

Forty
lights mark the approach to
Tempelhof (top).

Coal-
laden C-54s (left) being
loaded at Gatow Airfield.

Supply
trucks (right), halted on the
Berlin Autobahn.





Airlift
training school (top), Great
Falls AFB, Montana.

The 48th
Troop Carrier Squadron ops
room before a flight (below).

Russians had agreed to an Allied presence in Berlin, it was unilaterally assumed that the unrestricted use of these arteries was guaranteed. This detail, unfortunately, was not confirmed in writing.

Gradually Stalin's true designs became clear. He had no intention whatsoever of helping rebuild the German economy and no interest in the ultimate reunification of the German people. Having already reduced five of the Eastern European nations to satellites, he now wanted Germany—all of it. But first the Allies had to be forced out of Berlin. On June 24, 1948, the Russians halted all surface freight and passenger traffic to the western sectors of the city and served notice that they would no longer supply food or electric service to the Allied sectors of Berlin.

Gen. Lucius Clay, the American commander, originally considered an airlift "absolutely impossible." However,

his British counterpart, Gen. Brian Robertson, thought it might work, at least until the dispute was resolved. The milk for 6,000 Berlin babies came from Russian-sector dairies; something had to be done immediately. On June 26, just two days after the Russian action, C-47s with 80 tons of supplies landed at Tempelhof Air Force Base in Berlin—"Operation Vittles" had begun.

While the governments of Washington and London debated, the Berliners waited, many of them expecting to be deserted. Then President Truman said, "We stay in Berlin, period." Britain's Foreign Secretary, Ernest Bevin, agreed. "Under no circumstances will we leave Berlin."

The two air forces that had dropped thousands of tons of bombs on Berlin now found themselves charged with keeping it alive. The odds were against them. The gutted





September
30, 1949: the last C-54 leaves
Rhein Main for Berlin.

city required 4,500 tons of essentials daily. The RAF could move 750 tons by supplementing its small fleet with commandeered airliners, and the Americans had 102 C-47s, each with a 2.5-ton capacity. With the food stocks on hand, there would be enough for three weeks. Surely, it was thought, the blockade would be lifted by then.

Gen. Curtis LeMay, commander of United States Air Force/Europe, dispatched every flyable C-47 to West Germany. Ground personnel were routed out of bed and told they would be gone for a few days. Mechanics arrived with tool boxes and changes of underwear. The C-47s began shuttling to Berlin around the clock. One RAF unit mustered was a Sunderland squadron. Its first large four-engine flying boat touched down on the Havel See, a lake two miles south of Gatow Airfield, with four tons of tinned beef. The 25 British airlines and charter companies that had been contracted sent a variety of types, including Hastings, Yorks, Lancastrians and Tudors.

The initial effort was reassuring to Berliners but sheer pandemonium for those who sponsored it. There were countless problems involving maintenance, loading, scheduling, navigation and communications. There had been no long-range planning for such an operation. Worse, LeMay realized that even the most efficient use of the fleet at his disposal could not deliver the necessary tonnage. He requested four-engine C-54s, which were able to haul 10 tons, and President Truman approved.

Capt. G.I. Gore called his wife, Kay. "I've been ordered to the East Coast. I'll see you in two or three days." Gore was unaware of his new assignment and would not be home for eight months. That scene was repeated in Alaska, Panama, across the Pacific and at stateside C-54 bases as pilots and mechanics dropped everything and were airborne within hours. The arrival of this necessary assistance compounded the initial confusion.

If anyone could pull it all together it was Gen. William

Tunner, the man who had commanded the wartime "Hump" operation that delivered 650,000 tons across the treacherous Himalayas between India and China. "You might not have liked him," said one pilot, "but you respected him. 'Willie the Whip' got the job done." Tunner ordered a second runway at Tempelhof, another at

Gatow and a new field at Tegel in the French sector. Heavy equipment was broken down into pieces, flown in aboard C-82s and reassembled. Some 19,000 German civilians worked 24 hours a day regardless of the weather. In 89 days Tegel was operational.

Tunner then rewrote the standard operating procedures for the airlift. Henceforth, pilots would depart at closely timed intervals, make one approach and immediately return to base if unable to land. Airplanes would be dispatched three minutes apart in clear weather, five minutes apart on instruments. Success demanded a high degree of precision flying.

George Hendrick flew B-24s in the 15th Air Force and joined the reserves after the war. He qualified on the C-47 and was recalled to active duty when the airlift began. "I was over there 14 months, almost from the beginning until it ended," he says. "They sent you out with an instructor to learn the route; after four or five trips to Berlin they turned you loose."

Hendrick was soon transferred to Fassberg to fly C-54s: "There was no C-54 school. You learned the airplane while flying to Berlin as a copilot, then got a route check as first pilot. A ship would come in, they'd strip it of seats, upholstery, everything, and in 24 hours it was on the way to Berlin with 10 tons of coal in duffle bags, crocus sacks—anything they could find. Coal dust is combustible, so the escape hatches were removed to provide ventilation. If you had to go to the john back in the tail, it was like a black dust storm in the cabin. After three trips to Tempelhof you looked like a John L. Lewis miner."

✓ THE CANDYMAN

To the kids of Berlin, he was the Chocolate Bomber.

THEY WERE ragged and starving, these kids who had gathered, amid the ruins, to watch airplanes bring food to Berlin. It was mid-July 1948. Twenty-seven-year-old Lt. Gail Halvorsen had been on the Airlift for two weeks, flying an exhausting three round trips each day. Sure that the Russians couldn't take the heat much longer, he decided to tour Berlin while he still could. So instead of going straight to bed after the day's flying, Halvorsen picked up his camera and borrowed a jeep. His first stop was the approach end of Runway 27, to watch the landing C-54s. That's when he saw the kids.

"They could speak a little English," Halvorsen says. "Their clothes were patched and they hadn't had gum and candy for two or three years. They barely had enough to eat."

As he turned to walk back to the base, Halvorsen felt the gum in his pocket. "I had only two sticks, so I broke those in half and handed them to the kids through the fence," he says. "They chewed the gum, and passed around the wrappers and licked them."

Halvorsen told the kids to come back the next day and he'd drop candy out of his C-54. How would they know him from the other transports landing every three minutes, they asked. He would rock his wings, he said.

"The same kids came back the next day. They kept their numbers down by not advertising," says Halvorsen, who dropped bundles of candy tied to handkerchief parachutes. More kids showed up the next day, and even more the next. Halvorsen kept on delivering, picking up nicknames like "The Chocolate Bomber."

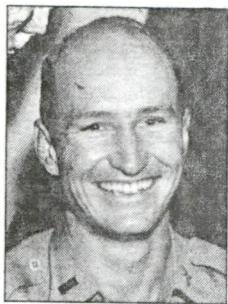
Although Halvorsen wanted to keep Operation Little Vittles a secret ("It seemed like something you weren't supposed to do"), a newspaperman snapped a photo of the tiny parachutes drifting to earth, and soon the news was all over the U.S. "Then boxes started coming from the States with candy and parachutes already attached," he says. "All we had to do was cut the boxes open and dump them outside."

He was reassigned stateside in February 1949, but his friends kept Operation Little Vittles going until September. Twenty-five years later Halvorsen became commander of Tempelhof. He held that post for four years, until his retirement in 1974. Somehow, he's kept in touch with some of those kids.

"Not long after I started dropping goodies I got a letter from a little girl named Mercedes, who said all those landing airplanes disturbed her white chickens, which were easy to see," says Halvorsen. "She wrote that the chickens weren't laying eggs, 'but when you see the chickens, drop some candy and everything will be okay.' I tried to find the chickens from the air, and we really saturated the area with candy, but I never could find those chickens. So I sent her a letter and some candy."

"Before we left in 1974 we kept getting dinner invitations from a woman—she sent invitations month after month—and we finally decided to go. Well, it was Mercedes. She reached into a china cabinet and pulled out the letter I had sent her. And then she took me to the back of her apartment and showed me the courtyard and said, 'That's where the chickens were.'"

PHIL SCOTT



Gail Halvorsen

The USAF and RAF flew the northern corridor inbound, while the USAF and French flew the southern. All aircraft exited through the central corridor. A string of radio beacons provided en route navigation, and instrument arrivals were directed by ground-controlled approach (GCA). If a C-54 lost an engine inbound during daylight in clear weather, it landed, unloaded and flew back on three.

"It worked like this," says Hendrick. "We had two assigned altitudes. The airplanes three minutes ahead and behind you were 1,000 feet higher, so you had a six-minute separation at your altitude. Under instrument conditions the times were five and 10 minutes. You knew the number of the airplane ahead and heard him report over the beacons. You watched your time and if you crossed a beacon early, you slowed down. The British and French had their own altitudes and flew the same separations."

"We hauled enough gas for two round trips, plus reserves. If you missed the approach you returned immediately. When you were overhead your base they held the next airplane ready to take off, fit you back into the pattern and you went back to Berlin and tried again. Tunner had it worked out to a science."

By the third week, 247 aircraft of varying sizes and speeds were flying 2,300 tons a day to the beleaguered city. After seven weeks the 4,500-ton daily minimum was achieved. By late August 100,000 tons had reached Berlin. On November 26 Russia rejected a United Nations resolution to lift the blockade. Tunner called for more C-54s and 10,000 more pilots and ground personnel. The three-hundred-thousandth ton was unloaded at Tegel in early November. There were accidents. A C-47 undershot and went into a Berlin apartment, two others collided over their base, a York crashed on takeoff, a C-54 went down near Fassberg and a Navy R-5D was lost in the Taunus Mountains.

Only when the three Berlin terminals were completely fogged in did the stream of transports cease. "I don't recall what the minimums were supposed to be," says Hendrick. "If the fellow ahead landed, you shot an approach. I remember that we flew and slept, flew and slept."

The first pilots on the airlift logged as many as 120 hours a month. One said, "We flew aircraft that should have been grounded. The maximum fuel leakage allowed in the C-54's tech orders was one thing, the drip-

ping we saw was something else. We flew them anyway." Spares were a continuing problem. Mechanics descended on General Tunner's personal ship while he was at a meeting and "requisitioned" enough parts to ground it for three days. (Thereafter MPs were posted around it.)

Winter life in the bombed-out city was misery. There is no count of those who starved or froze to death when the temperature fell below zero. There was scarcely enough food for survival and not enough coal for heating. More airplanes and crews were ordered to Germany, and the original C-47s were withdrawn as more C-54s arrived. By New Year's Day 100,000 flights had delivered more than 700,000 tons.

In spite of the weather the pace increased. The weekly tonnage rose to 41,500 in January, to 44,600 the following month, then to 45,600. Jim Steele joined the airlift in April following C-54 training in Montana. "It was routine by then," he says. "Those poor sons of guns who were there in the beginning were the guinea pigs. It was trial and error for them, touch and go. The procedures were cut-and-dried by spring; we had

few problems." The "routine" operation that Steele recalls included rolling loaded down a runway without seeing the next pair of boundary lights and landing in near zero-zero conditions.

Brimmer Sherman flew 144 loads of coal and grain to Tempelhof in six months: "It was an exceedingly well-designed procedure. There were more than 200 airplanes in the circuit all the time, and another 200 in maintenance. There was GCA at all fields, but the key to the whole thing was good runway threshold lighting."

There were instances of harassment. "A Yak fighter would buzz you or make a head-on pass, or the Russians would get on the radio and try to give you a heading that would steer you out of the corridor. In Berlin you stayed with your airplane. Every pilot remembers the mobile canteen that met each crew; that hot chocolate was out of sight. In 15-minutes you were ready to go," says Sherman.

A maximum effort on April 16 saw 12,940 tons arriving in 1,398 flights. By April, Berlin was receiving more supplies by air than it had by rail before the blockade. On May 10, 9,260

tons set a new second high. It was a humiliating defeat for the Russians. Two days later the blockade was lifted, and the surface routes were reopened. Yet the immense airborne effort continued until late September to build a stockpile of supplies.

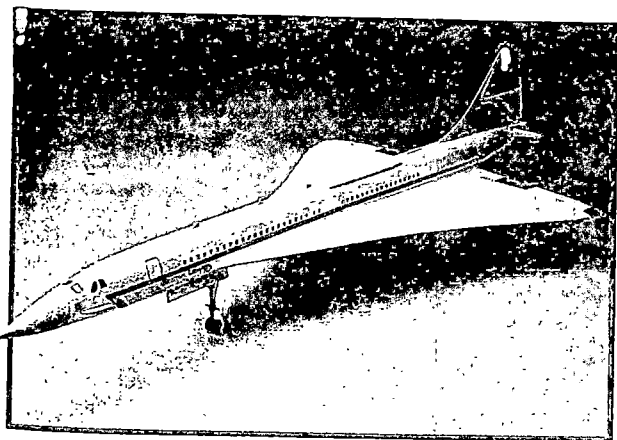
The final statistics were staggering: 689 airplanes had flown 124 million miles and delivered millions of tons at an estimated cost of \$350 million. Sixty-five lives had been lost. A monument to them stands outside the Tempelhof terminal today.

A career USAF pilot, Sherman flew 32 missions in B-29s during the Korean War. "We couldn't cross the Yalu River, we couldn't bomb this bridge or that road for political reasons. But on the Berlin Airlift we knew what had to be done and we gave it everything we had. No one told us anything but, 'load it, get there, then come back for another.'"

The airlift was a turning point in Allied-Russian relations. "The Russians learned we weren't going to back down," says Sherman. "Who knows where they would have gone afterwards if we had? We are there today because of the achievement of the Berlin Airlift." □

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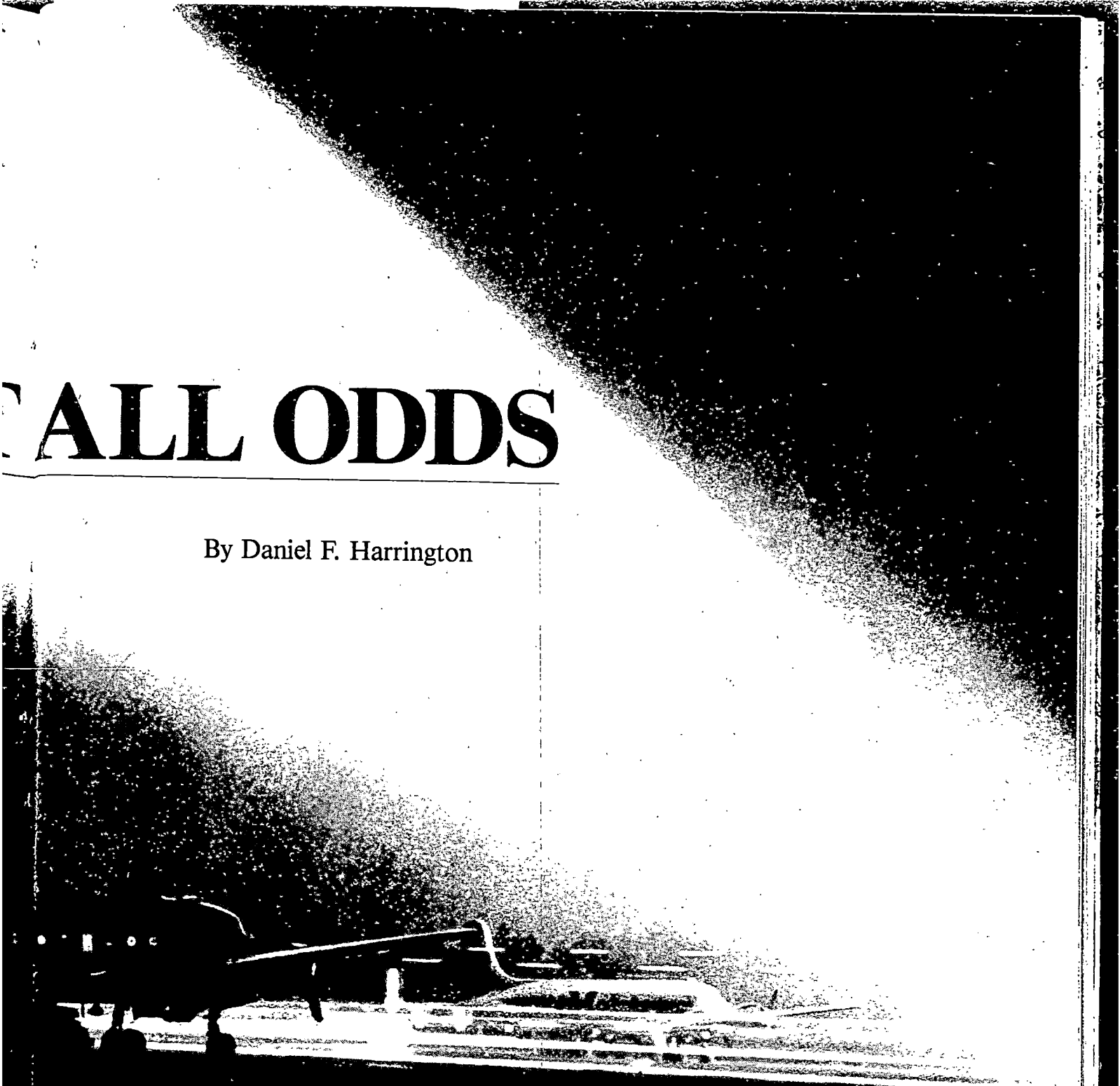
AGAINST



Half a city of free people isolated within a hostile country—the prospects of breaking the Soviet blockade of West Berlin by airlift seemed overwhelming if not impossible.

ALL ODDS

By Daniel F. Harrington



General Lucius D. Clay, commander of American occupation forces in Germany, feared the worst. It was June 25, 1948, and he had just ordered an airlift of food and supplies into the city of Berlin, suddenly blockaded the day before by Soviet armies. However, the general felt none of the exhilaration that fills someone who has just solved a vexing problem. An airlift could buy time, but could it defeat the blockade? Asked by a friend about this, Clay was emphatically negative: "I wouldn't give you *that*," he said, snapping his fingers, "for our chances."

Anyone given the facts that summer afternoon would have agreed; too many improbable things had to happen for the airlift to succeed. We now know, as Clay could not, that they would all come about, but hindsight can mislead. To recapture the spirit of the airlift, to understand what it meant at the time, one must watch it unfold, as Clay did, in a series of small successes that added up to a great and unexpected triumph.

That Clay attempted an airlift at all was itself surprising. Every previous attempt at aerial supply in history had failed, except for the "Hump" opera-

tion from India to China during the Second World War, and it had not been called upon to supply anything like the tonnage Berlin needed. If precedent was not bad enough, the weather was. If American airports were ranked according to their flying weather, Pittsburgh, Pennsylvania, would be at the bottom with the poorest. But if Pittsburgh's weather were compared with the weather at German airports, the Pennsylvania city would stand at the head of the list. In other words, the worst American weather was better than the best German weather—and Berlin had the worst flying weather in all of Germany.

Faced with these conditions, Clay was asking a great deal of the few cargo planes at his disposal. He controlled the European Air Transport Service (known appropriately enough in Air Force circles as "EATS") and, after scouring European airports for the personal planes of U.S. generals and ambassadors, he managed to assemble a force of about a hundred aircraft. The British started their own airlift with about two dozen planes; the French had no cargo aircraft at all. Most of the American planes were C-47s, the military version of the famous Douglas DC-3. These aging twin-engined craft, some still bearing faded black and white stripes identifying them as veterans of the D-Day invasion four years before, had been built to carry passengers, not cargo. With seats removed they could haul two-and-a-half tons at a time, so EATS would be hard-pressed to meet Clay's initial goal of five hundred tons per day; in fact, it provided only eighty tons its first day of operation.

At first the airlift was chaotic, with much effort wasted in trial and error. When Major Edward Willerford was assigned as the airlift's air cargo officer, he had to ask someone how much freight a C-47 could carry. But what the airlifters lacked in experience and organization they made up for in enthusiasm; morale was high. One British pilot remembered it best:

Pilots full of doughnuts and tea went forth to seek any aircraft which happened to be fuelled, serviced, and ready to fly. Hot was the competition, and great the joy when one was found. Soon the summer skies were full of a monstrous gaggle of aircraft headed in the general direction of Berlin.

So the airlift stumbled on, well-intentioned if not exactly well-ordered. The London *Times* spoke for almost everyone when it described the effort as a brave but futile gesture. Even if enough food could be flown in, cities did not live by food alone. They also depended on coal, and clearly airplanes could not carry so heavy, bulky, and dirty a cargo.

Or could they? Clay telephoned his Air Force commander, Lieutenant General Curtis E. LeMay. "Curt," he asked, "do you have any planes there that can carry coal?"

"Carry what?" LeMay asked.

"Coal," Clay repeated.

"We must have a bad connection," LeMay said. "It sounds as if you're asking if we have planes for carrying coal."

"Yes, that's what I said. . . . Coal."

There was a pause.

"Sure," LeMay said at last, rising to the occasion. "The Air Force can deliver anything! How much do you want?"

Clay's answer was eloquently simple: "All you can haul."

So on July 7 the first plane landed in Berlin loaded with duffel bags filled with coal. When the army ran out of duffels (several million were left over from the war), it used hemp and, later, heavy-duty paper bags. Despite the packaging, coal dust was a danger. It collected everywhere—in some planes ankle-deep—clogging delicate flight instruments, and it was very combustible. Then, in a pattern repeated again and again during the airlift, some genius whose name has been lost to history devised a simple solution. Canvas tarpaulins were laid out on the cabin floors to collect the dust and were shaken out in Berlin. Not only did the tarps help keep the airplanes clean, but before the airlift was over they had saved 500 tons of coal that otherwise would have been lost, and for Berliners that meant dozens of "free" plane-loads of coal.

As the gallant little planes shuttled back and forth, supply experts began to think of the future. Before the blockade, some 13,500 tons of food, coal, and other necessities had come into Berlin each day by truck and rail. By eliminating luxuries and relying on dehydrated foods, the experts thought that the city could live on a daily ration of 4,500 airlifted tons. Here was a task far beyond the capabilities of Clay's tiny air force, and he called Washington for reinforcements.

Harry Truman was not one to linger over such a decision. U.S. Air Force and Navy planes came quickly from all over the world—first from Panama, Alaska, and Hawaii; later from Montana, Texas, and Japan. These aircraft were four-engined C-54s, the military version of the Douglas DC-4, capable of carrying ten tons of cargo. Thus, each C-54 flight was equivalent to four C-47 flights.

With enough of these planes Clay could feed Berlin, but how many were "enough?" One of LeMay's staff answered that question almost off-handedly one day in July. The general called Colo-

nel Theodore A. Milton into his office, sat him down at a coffee table in the corner, handed him a slide rule and a pad of paper, and ordered him to come up with the answer. As Milton described it later, he tossed in "some weather factors and various other guesses" and ended up with a figure of 225 C-54s. Would the Air Force act on Milton's educated guesswork? This hardly seemed likely, because to provide that many aircraft the United States would have to commit virtually its entire air cargo fleet. On the fragile basis of Milton's arithmetic, would the United States leave the rest of the American defense network without air transport? What was more, American strategists depended on transport planes to move men and equipment quickly in the critical early days of a possible

world war. But with all the C-54s committed to Berlin, this would be impossible. Finally, if war did come, those planes would be easy targets, concentrated on a handful of bases close to Soviet territory. But without them the airlift would fail. Truman took the risk and ordered the planes to Germany.

While the Americans built up their force, the British mobilized, too. The Royal Air Force had worked alongside the Americans from the first (in fact, the first cargo earmarked for Berliners arrived in a British plane), and over the summer British planes flew in from around the world—Australia and Canada, India and Singapore. The British spe-

Continued on page 30



Children in Berlin watched the American planes come and go, but once the pilots began dropping candy to the onlookers, the operation took on a more personal meaning. Photographs courtesy of the U.S. Air Force.

BERLIN AIRLIFT . . .

Continued from page 15

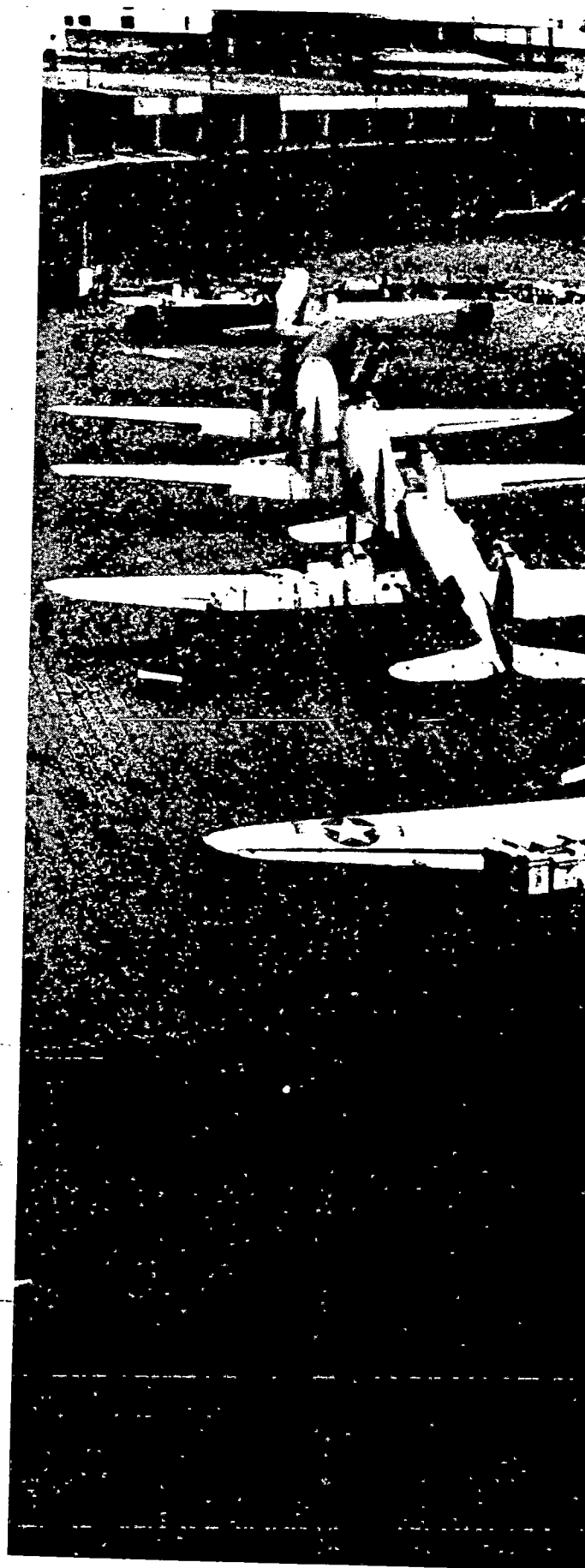
cialized in several essential commodities. Tanker aircraft carried fuel oil and gasoline, while each day Sutherland flying boats flew in tons of salt. Ordinary planes could not carry salt because it leaked from containers, sifted down into the bellies of the aircraft, and ate away the control cables. The Sutherlands, built to operate from salt-water bases, could carry the corrosive necessity without risk.

As planes and crews arrived the airlift began setting records. On July 11, 1948, it brought in 1,100 tons; by August 4 the daily average was over 4,000 tons. On September 18 the Americans launched an all-out effort and delivered nearly 7,000 tons in honor of "Air Force Day."

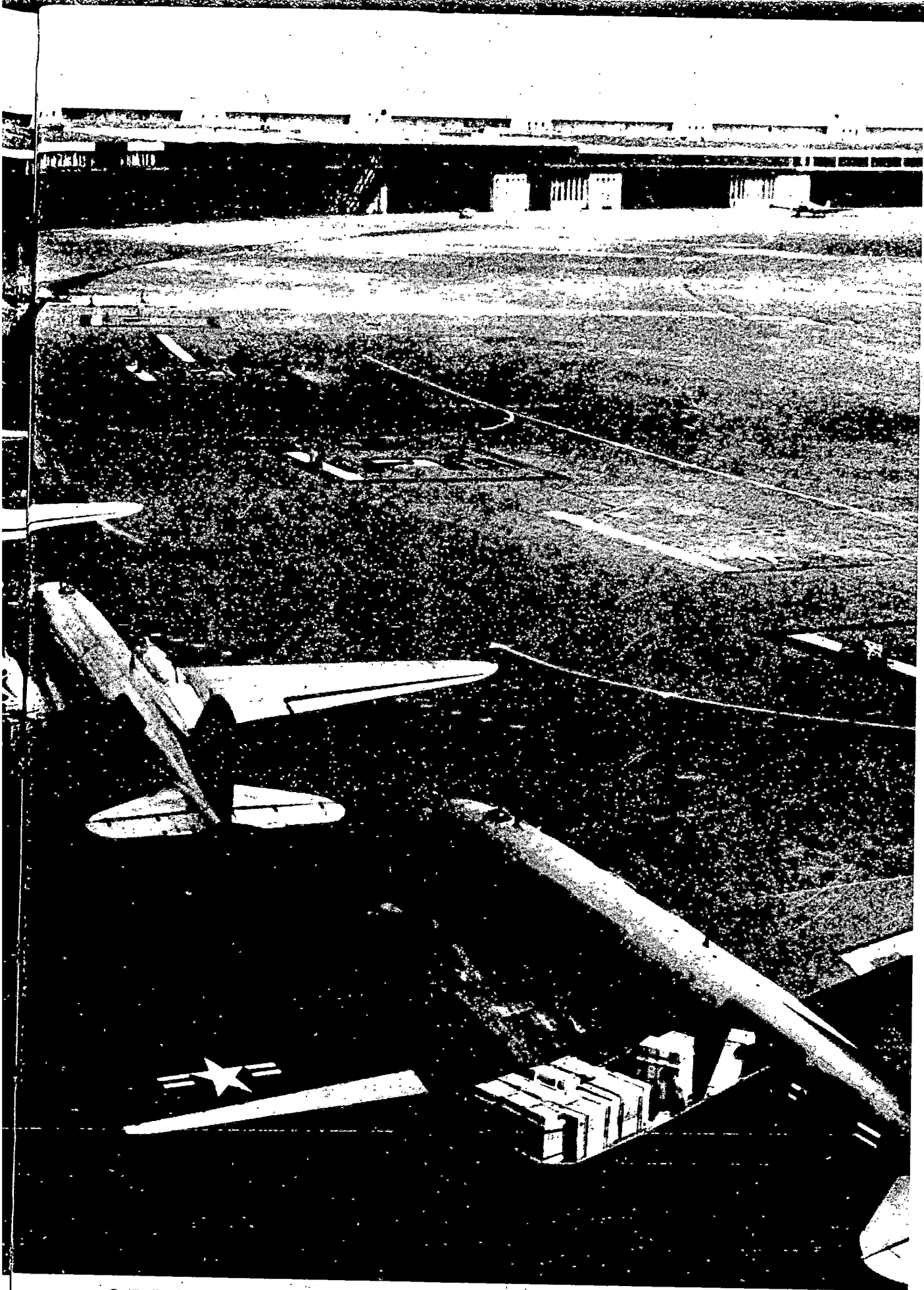
To solve one problem was often to create another; expansion of the airlift brought new headaches. The supply system could not meet the unprecedented demand for aviation fuel, and storage tanks at West German airfields began to run dry. Airlift planes would have been grounded in July for lack of fuel had not three large ocean-going tankers already at sea been diverted to German ports and their cargoes shipped post-haste to the air bases. Other shortages, equally threatening, were harder to remedy. Bases were so overcrowded that it was common for two or three pilots to share the same bed, sleeping in shifts. They were lucky to get five hours' sleep a day, and some were dozing off as they flew. Airfields were short of everything from runway lights to warehouses. There were not enough mechanics and spare parts were scarce. One plane flew for three days without a door.

If all this were not enough, the pierced steel planking of the runway at Tempelhof in Berlin began to come apart under the constant pounding of landings and take-offs. If the airport closed for repairs the city would starve, so airlift and repairs went on simultaneously. Work crews swarmed out over the runway after a plane touched down, beating the mats back into place, filling holes with gravel, then scrambling out of the way as the next plane roared in.

Tempelhof's runway could be patched; other problems could not be handled so easily. The Americans turned to Major General William Tunner, who had commanded the "Hump" operation during the war and hence was the nation's expert on airlifts. Tunner arrived late in July to take command of "Operation Vittles," as the American side of the airlift was called. His was an almost impossible assignment; its problems made the Himalayas seem trivial by comparison. Undaunted, Tunner set to work. His hallmarks were efficiency



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C-47s lined up like a string of railroad cars waited impatiently to be unloaded. Later these planes were replaced with C-54s, one of which landed every sixty-two seconds on April 16, 1949.

and attention to the smallest detail. Motion-study engineers used stopwatches and statistical charts to analyze the airlift's every aspect. Results were quickly evident. One twelve-man crew loaded ten tons of coal into a C-54 in less than six minutes, and unloading teams found ways to do their job, which had earlier taken seventeen minutes to complete, in five. When the airlifters began, refueling a C-54 took thirty-three minutes; when Tunner was through, it was done routinely in eight. Haste sometimes made waste, one pilot was in such a hurry that he slammed the doors and flew out of Tempelhof one morning with the six-man unloading crew still on board.

Tunner abandoned the practice of trying to meet a particular tonnage quota, be it 500 or 4,500 tons per day; his goal was the maximum possible tonnage each and every day. He moved the biggest planes to bases closest to Berlin so they could make more trips. To boost output, he had each base specialize in one cargo. Rhein-Main, for example, handled only food. Planes from Fassberg flew only coal. But the heart of the plan was rigid air traffic control, as the days of doughnuts and tea came to an abrupt end. Tunner turned the corridors to Berlin into one-way airlanes. In-bound planes used the northern and southern corridors; out-bound planes used the central one. Planes flew at different altitudes (staggered at 500-foot intervals) and spaced exactly three minutes apart. One of Tunner's most important innovations was to abolish the standard practice of stacking planes that were delayed when aircraft ahead of them had trouble landing in Berlin. Instead of going into a holding pattern, an airplane that missed its landing flew out the central corridor and started its trip all over again.

Each flight plan was prescribed in strict detail, well in advance, and the pilot who deviated in the slightest degree quickly found out why Tunner's nickname was "Willie the Whip." There was no room in Tunner's airlift for individual initiative. He hoped to produce a "steady, even rhythm with hundreds of planes doing exactly the same thing every hour, day and night, at the same persistent beat." Different aircraft, with different maintenance requirements, loading times, and airspeeds, disrupted that rhythm, and Tunner gradually replaced all the C-47s with C-54s. He turned down an offer from Washington of a handful of giant C-74s, even though they carried twice as much as a C-54, because tests showed that these big planes disrupted the steady rhythm Tunner wanted and daily totals actually went down when they flew.

If flights down narrow, rain-swept corridors to Berlin were the heart of "Operation Vittles," airlift operations extended far beyond Germany. A

huge wartime depot in Britain reopened to handle routine maintenance, and each plane flew back to the United States (sometimes as far as the West Coast) for a major overhaul after 1,000 hours of flying. Westbound, these planes carried engines in need of repair; eastbound, they hauled spare parts and rebuilt equipment. They supplemented a fleet of ships and planes that crossed the Atlantic regularly, while still others patrolled west of the British Isles, providing information for airlift weather forecasters.

Meanwhile, 6,000 miles from Berlin, another airlift operation took shape. As crews finished their tours with the airlift, replacements had to be trained. Reservists were recalled to active duty and sent to Great Falls, Montana, where they flew C-54s loaded with ten tons of sand through a duplicate of the Berlin corridor system. Everything was exactly as in Germany: the location and radio frequency of the beacons, the layout of glide paths and approaches, the alignment of runways. Even nature cooperated by providing identical magnetic headings and poor weather.

At first the residents of Berlin, the human reason for all this activity, took little interest in the airlift. They knew that the city had about a month's supply of necessities and they expected that the foreign occupiers would settle their differences long before those stocks were used up. But as summer wore on with no settlement in sight, the Berliners began following tonnage reports with more than passing interest. Then, too, the airlift was a fascinating spectacle. A favorite pastime of Berlin's youngsters was to go down to Tempelhof and



The Air Force called on Major General William Tunner to take over "Operation Vittles" in July. His success in organizing the "Hump" operation in World War II made him the country's airlift expert.



Tunner had cargo loading as finely refined as take-offs and landings. When he finished, twelve-man crews were loading C-54s with coal in as few as six minutes.

USNAVY

11-4



watch the planes land, especially after an American pilot, Lieutenant Gale Halvorsen, began dropping candy from his plane by tiny parachutes during his final approach to the airfield. Other pilots followed his example and soon "Operation Little Vittles" had captured the hearts of Berliners.

Hershey bars were not the only bonds that came to unite pilots and Berliners; tragedy soon formed a more solid link. On July 24 an American C-47 crashed near Tempelhof, killing both crew members. City residents were deeply moved. Men who had been their enemies three short years before had sacrificed their lives for the city. The sacrifice must not be wasted, Berliners resolved, and their determination to resist Soviet pressure deepened. And the more they resisted, the more the airlifters were convinced that such people must not be abandoned.

German-Allied cooperation reached its peak in the construction of Tegel airfield. Eight air bases in West Germany sent as many planes as they could to Berlin, but there were only two city airports to receive them. Paradoxically, too many planes were flying to the city. Somewhere in crowded West Berlin a new airport had to be built—and quickly. Surveyors chose a spot in the French sector, and 17,000 Berliners equipped with little more than picks and shovels set to work. They built what was the longest runway in Europe, using tons of rubble left from wartime British and American air raids.

The most important American contribution to the work was the unique talent of one man, H.P. Lacombe. From the outset the Berliners worked with a will, but they needed heavy earth-moving equipment and there was none in the city. Fortunately, someone remembered Lacombe and how he had rescued the Air Force in a similar situation in the dark early days of the Second World War. In 1942 the Air Force had needed to send airfield construction equipment to Brazil. The machines had to go by air, but no plane was big enough to carry them. Lacombe was a genius with an acetylene torch. He cut the huge machines into pieces that would fit inside an airplane, flew down to Brazil, and welded the equipment back together again. Soon Lacombe was in Frankfurt, teaching the fine art of chopping up a bulldozer. When he and his students were finished, eighty-one rock crushers, rollers, and tractors had been cut apart, flown to Berlin, reassembled, and put to work at Tegel.

With the airlift reinforced and reorganized and Tegel complete, one last uncertainty remained:

"We kind of astounded ourselves," said one member of the airlift team, summing up the sweetness of success for all.

the weather. Storms and fog in November 1943 and again in January 1949 did cause some anxious moments, but the skies cleared and the airlift went on. It averaged 5,500 tons a day in January and February, and with that the worst of the German winter was over. As spring approached, Tunner's men set ever-larger goals for themselves. They flew in a complete electrical power plant to replace one dismantled by the Soviets in 1945 and, if that were not enough, on April 16 they staged what became known as the "Easter Parade." Over 12,900 tons were carried in during that single day, with a C-54 landing every sixty-two seconds. General Clay praised the fliers for showing they could match the road and rail deliveries of pre-blockade days. The highest praise, however, came from the Soviet air controller in the Berlin Air Safety Center.* The bewildered Russian complained that there were so many planes in the corridors that he could not keep track of them all.

In the spring of 1949 the Air Force worked out plans to continue the airlift until 1952 if need be, but the Russians had had enough. Secret diplomatic talks produced an agreement in late April and the blockade ended May 12, 1949, 319 days after it began. To be safe, a reduced airlift went on until September 30, 1949.

The airlift was the most unexpected and least likely Western triumph in the history of postwar Soviet-American confrontation. Its success rested on many improbabilities—Clay's initial decision, LeMay's determination to deliver coal, President Truman's quick decision to send more planes, Colonel Milton's amazingly accurate guesswork and his government's willingness to act upon it, Tunner's passion for efficiency, Lacombe's artistry with his torch, the heroism of the pilots, the enthusiastic support of the Berliners, and a vast support organization stretching across two continents. Take away any of these and the airlift would have failed. As Major Willerford put it, in modest understatement, "We kind of astounded ourselves."

*The Berlin Air Safety Center was a four-power agency created in 1946 to control air traffic in the Berlin area. Although the Russians walked out of all other quadripartite agencies when the blockade began, for some reason they remained on the Center staff. Soviet air controllers reported for work every day of the blockade and worked smoothly alongside their Western counterparts.

Author of several articles and book reviews for a host of scholarly journals, Daniel Harrington is currently an historian for the Strategic Air Command. Source material for this interesting piece includes BRIDGE IN THE SKY (1968), by Eugene Davidson, and Max Charles' BERLIN BLOCKADE (1959).

5:30

Col. Handy

John W. Handy

435 wing corner

wife Mary

Base Commander

Col.

Edward C. White

The division of Germany after World War II into four occupation zones, with Berlin buried deep within the Russian sector, was not a happy one. The Soviets harassed the supply routes to Berlin at every opportunity, and it became painfully obvious that they intended to do everything they could to bring the capital under their full control. By the spring of 1948 the situation had reached the showdown point: on March 20 the Russians stalked out of a meeting of the Allied Control Authority and subsequently demanded the immediate removal of the troops of Britain, France, and the United States from the city. On June 25 it was announced that "the Soviet administration is compelled to halt all passenger and freight traffic to and from Berlin tomorrow at 0600 because of technical difficulties."

There was only one way in or out of the city now, and that was by air. After the war the four powers had agreed to set up six air corridors into Berlin. Three of them went eastward. The other three connected Berlin with Hamburg and Hanover in the British Zone and with Frankfurt in the American Zone. Could the American garrison in Berlin be kept supplied by air? General Lucius D. Clay, the United States military governor, sent for General Curtis LeMay, commander of the air forces in Europe, to find out.

What happened next is told in the words of William H. Tunner, then an Air Force major general and veteran air transport commander, whose men and planes had helped keep nineteen Chinese divisions and the U.S. Fourteenth Air Force fighting in China by flying supplies from India "over the Hump" of the Himalayas during the war. He was interviewed recently at his home in Virginia.

Within a few hours General LeMay ordered a number of C-47 cargo planes, the Old Faithfuls of World War II, to Wiesbaden Air Base, near Frankfurt. They were loaded with medical supplies, milk, and flour and sent to Tempelhof Airport in Berlin. On the first day eighty tons were delivered. No one knew what the minimum daily tonnage for the American garrison would be, and no one dreamed at first that the U.S. Air Force would be expected to keep the whole city of two and a half million people alive.

The daily tonnage increased; within the first ten days over one thousand tons of cargo had been carried to Berlin, including the first shipment of coal, loaded in G.I. duffel bags. By then it was understood that the Americans were to supply the needs of all Berliners and not just the American troops there.

About this time General Albert C. Wedemeyer, Director of Plans and Operations of the Army General Staff, had been sent to Germany to observe what was happening. He had commanded the China theatre and knew what it was like to be cut off from sources of supply on

BEFORE THE COLORS FADE:



General William H. Tunner in 1948

the ground and have to depend on airplanes flown over the Hump for the necessities of life. He recommended that the Air Force send me to Europe to take over the operation.

By mid-July 1,500 tons a day were being flown into Berlin by American planes, and the British were flying in 500 tons. The free world press was having a field day describing how former desk jockeys were flying around the clock "to keep a city alive" in an effort now known as Operation Vittles.

General Hoyt S. Vandenberg, the Air Force Chief of Staff, called me to the Pentagon and asked when I could leave for Berlin. I told him that all I needed was a clean shirt but asked if I could take some of the professional staff men of the Hump days with me. I was told I could, but to "be reasonable" and not disrupt the organizations these men were assigned to.

The principal airplane used by MATS [the newly organized Military Air Transport Service] in those days

Berlin Airlift Commander



General Tunner today

was the Douglas C-54, a four-engine transport that had proved as reliable as the venerable C-47. The C-47 had to be replaced on the Berlin run because it would hold only three tons, while the C-54's could carry ten.

I left for Europe, taking along a hand-picked staff of men who had served with me on the Hump operation. They started to function en route, as if they had never been separated. I outlined the basic duties of each man and told them to review the problems we had met and solved on the Hump and to expect most of the same problems in Germany. But there were differences, too. The total tonnage requirement was much greater for Berlin; the "enemy" had freedom of the skies and could shoot our planes down at will if he chose to do so. In addition, there would be many more planes in the sky, which meant that the flying by all crews had to be the most precise ever required of pilots anywhere.

I stepped back and watched this group work. By the time we reached Wiesbaden, we not only had plans and

check lists of things to do but even had airlift directives written and neatly typed by my secretary, Miss Katie Gibson, who had volunteered to go with us for the duration.

As soon as we landed, I called on General LeMay, who was comfortably ensconced in the former home of Joachim von Ribbentrop, Hitler's foreign minister. I had expected that LeMay would be miffed at my being sent over to run the lift and that he might take it as an insult to his competence as an air commander. He didn't. I had been ordered by higher authority to run the show, and he accepted the order without question.

"I expect you to produce," he said, cigar firmly clenched in his unsmiling face.

"I intend to, sir," I replied.

Our headquarters were in a partially bombed apartment house. Debris and wreckage were everywhere. There were no desks, chairs, telephones, or office supplies; but my staff were all expert scroungers, fixers, and arrangers, and it was only a few hours before debris was shovelled and swept out, office furniture began to appear in G.I. trucks, and installers were asking where we wanted our phones placed. I never asked how these things were acquired, but I suspect a few regulations were badly bent and a few of the occupation-force personnel who had chosen to be absent from their offices that day were minus some of their equipment.

While the offices were being set up, my key people and I went on a tour of the Wiesbaden and Rhein-Main air bases. We were genuinely shocked at what we found. Understandably, everything was being done on a temporary basis. Mechanics and flight personnel could not tell us how long they had worked, what their schedules were for the next day, or even when they were supposed to eat. They were sleeping in airplanes, in the mess hall, and anywhere else they could stretch out.

In Berlin the situation was just as bad on the ground, and the air traffic, compounded by the lift, was horrendous; near-misses were an everyday occurrence. The Soviets were deliberately increasing their fighter operations in and near the corridors. They were putting up barrage balloons and towing gunnery targets in front of our planes. I told my pilots to fly on. They did, refusing to be intimidated.

After looking the whole situation over, I laid down the concept that had to be the basis for all our planning. "We've got to plan our whole operation as if we're going to be here a long time," the staff was told. "The sooner we all think that way, the sooner we'll get the operation going as we know it can and should."

CONTINUED ON PAGE 93

concern for life and property or because he enjoyed donning his tall fireman's hat with its bright brass plate in front. And he probably got as much pleasure out of putting on the uniform of the band he helped organize as he did out of playing the bass horn. But dearest of all to him was his Grand Army of the Republic uniform with its bold sergeant's stripes. Every Decoration Day Krans would step out in his blues, and, according to local legend, the neighbors would always say with an indulgent smile: "Here comes Olof in his Union suit."

There is no evidence that he painted any of his pictures during these busy years. Not until 1896, apparently, when he was convalescing from a fall that left him partially crippled for a time, did he begin putting on canvas the scenes of Bishop Hill that he remembered from his childhood—the long lines of men and women sowing or reaping in the fields, the

gently rolling landscape, the strong faces of the early settlers. Among them is his own portrait as a young man when his uniform was spanking new and when, full of hope, he set out to fight in Mr. Lincoln's army.

By the time of his death in 1916, Krans had finished more than 110 paintings. Fittingly, most of these now hang in the Bishop Hill church, where, during those three days so long ago, the Jansonists waited for their prophet to rise from the dead. There, captured forever, is the serene world that flourished for so brief a time. Looking at the pictures—at the plowboys, the farm women, the sowers—one can almost hear Eric Janson say, as he reportedly once did when rain threatened the colony's haying: "If you, O God, do not give good weather so we can finish the work we have at hand, I shall depose You from Your seat of omnipotence." One can almost believe he could have done it.

Berlin Airlift Commander

CONTINUED FROM PAGE 45

The first concern was aircraft maintenance. All planes had to be inspected after every twenty-five hours of flight. At two hundred hours they had to be taken out of service and given a thorough check. Every thousand hours a complete overhaul from nose to tail was required. Facilities and schedules had to be set up; minor inspections would be accomplished at Wiesbaden and Rhein Main. The two-hundred-hour checks would be done at Oberpfaffenhofen, near Munich, and when the base could be made ready, at Burtonwood, England. The thousand-hour overhauls could be done only back in the States. Tools, spare parts, and qualified mechanics were in short supply. Arrangements to get such essentials were quickly made.

Those of us who had visited Tempelhof Airport knew that something had to be done about the field itself. It was a sod strip, and landings were made on steel mats that would be unsafe for extensive C-54 usage.

"We've not only got to get that runway repaired," Lieutenant Colonel Kenny Swallowell, the air installations officer, said, "but we've got to get two others built to handle the traffic." He had already set the wheels in motion to get them. In addition, he started us all thinking about the possibility of using the two British corridors, which were shorter; their bases were located at Celle and Fassberg. I quickly started negotiations to get them.

It should be emphasized at this point that there was no longer any question about the fact that our job was to keep the people of Berlin alive. The tonnage re-

quirements were at first anyone's guess but began to get realistic as deep thought was given to what two and a half million people really needed to sustain life. It was found that 1,500 tons of food were needed daily and 3,000 tons of other items including coal, medicines, and emergency supplies.

It was now clear that what was badly needed besides crews, airplanes, maintenance, and organization was timing. Valuable time was wasted as crews landed, parked, shut off engines, and debarked for a snack and then strolled to Operations for their return clearances. Henceforth no crew member was to leave the site of his aircraft while the Germans unloaded it. Each plane would be met by an operations officer who would hand the pilot his return clearance all filled in and a weather officer who would give him the latest conditions at his home base. Mobile snack bars tended by some of the most beautiful girls in Berlin would move to the side of the plane. Turn-around time at Berlin was halved—to thirty minutes.

Although Frankfurt and Wiesbaden were only one and a half hours from Berlin, the weather could be absolutely clear at one end and absolutely miserable at the other. I found out about this the hard way on Black Friday, the thirteenth of August, 1948. The weather wasn't too bad as we took off from Wiesbaden, but we soon hit heavy, thick clouds.

We were not alone in the sky. As the pilot followed the prescribed flight path to Tempelhof, radioing the exact second he passed over the Fulda beacon and swinging the nose of the plane to the exact heading

of 057 degrees, we knew that there were C-54's behind and ahead of us, each precisely three minutes apart, each proceeding at 180 miles per hour. The airlift was now seven weeks old. I had been its commander just fifteen days and felt it was beginning to shape up.

The General was in for a rude shock. In Berlin at that very moment a full-blown crisis was in the making. At Tempelhof a cloudburst reduced visibility practically to zero, and the rain hampered the efficiency of the radar. When two incoming C-54's were wrecked on landing, the air traffic controllers were forced to stack up the other planes, which were following at three-minute intervals. Tunner's was among the stacked-up planes: he was flying to Berlin for a public ceremony honoring Lieutenant Paul O. Lykins, the airlift pilot who had flown the most missions. "And here I was," the General recalled in his memoirs, Over the Hump, "flying around in circles over their heads. It was damned embarrassing. The commander of the Berlin Airlift couldn't even get himself into Berlin."

I grabbed the mike and called the Tempelhof tower. "This is 5549," I said. "Tunner talking, and you listen. Send every plane in the stack back to its base."

The tower was silent for a moment. Then a disbelieving voice said, "Please repeat."

"I said: Send everybody in the stack below and above me home. Then tell me when it's O.K. to come down."

He got the message that time.

"Roger, sir."

In my opinion the real success of the Berlin Airlift stems from that day—Friday, the thirteenth of August, 1948. It was that day that the rule book for instrument flying was rewritten.

"All flights in good weather or bad, day or night, will be by instrument flight rules," I announced. "And any pilot who misses an approach at Berlin will bring his load back home. He will *not* be given another chance to try an approach and foul up the traffic!"

Once this basic operational rule was in effect, the number of planes that could be injected into the system increased. A pilot would be assigned a precise take-off time. When the second hand on his watch crept to that moment, he would push the throttles forward and climb out on a prescribed course to the Darmstadt radio beacon, level off at his assigned altitude, and when his radio compass needle reversed to show that he was over that beacon, he would tune in another and then others until he arrived at the radio range station located a few miles south of Tempelhof. At that point he would be placed under control of a G.C.A. [Ground Controlled Approach] crew who would guide him by radar to touchdown.

The interval between aircraft, three minutes, was extremely important. Since there are 1,440 minutes in a day, it meant that the maximum number of landings at Tempelhof would be 480 each twenty-four hours. This also meant a maximum of 480 departures per day, so that it was theoretically possible to have an airplane either landing or taking off every ninety seconds. To maintain that rhythm requires discipline and regimentation from everyone concerned—and this precise cadence determines the success of an airlift.

Once all this was hammered out, my staff and I took on the all-important "people" problems. I invited a group of pilots for some beer and snacks at my hotel and asked them for their gripes. After things loosened up a bit, I got them. They all boiled down to food and living conditions.

Solving these problems was tough. Housing was short, but eventually tents were provided and some old quonsets were unboarded and furnished with the bare essentials. I got after the mess officers to extend the serving hours and improve the food.

Most of the men assigned to the lift were on temporary duty, and when their orders were extended and it seemed certain the Russians were not going to lift the blockade all winter, morale began to sag. Little things began to take on huge proportions—things like poor mail service, no curtains on the windows to keep the sun out when crews slept in the daytime, and dirty sheets. There had to be developed a spirit of competition and a sense of accomplishment in each unit and in each man. And thus was born the *Task Force Times*, with its daily tonnage column for all to see, compare, and try to beat.

The competition for tonnage spawned the kind of motivation that I wanted. The rivalry spread to the ground crews, and even the German civilians loading and unloading the planes caught the fever. The loading record was twenty thousand pounds of coal stowed aboard two C-54's by one twelve-man crew in five minutes and forty-five seconds.

The Germans were good workers, but there were regulations forbidding fraternization, and we could give them only the most menial of jobs. But we needed mechanics badly.

With General Clay's backing I had Personnel find a former Luftwaffe aircraft maintenance officer. They turned up Major General Hans Detlev von Rohden, a German air-transport expert who spoke excellent English. Within a few days he had found top-flight mechanics and had a school going using technical manuals he had translated from English. We got our mechanics, eventually eighty-five to each squadron.

As my staff met and solved the big problems, smaller ones began to nag us. The number of flights per day

increased, so that by the beginning of September traffic through the corridors had gotten to the point where our two fields in Berlin were saturated.

Since Gatow Airport, in the British sector, and Tempelhof could not be expanded further, we decided that a third field should be built where none existed. The best site was a tract of land formerly used to train Hermann Goering's antiaircraft divisions; it was called Tegel and was in the French sector. The first plane actually landed on the Tegel strip on November 5—exactly two months to the day after the first spade of earth was turned.

There was a two-hundred-foot radio tower sticking up off the end of the runway, however. "That thing will have to come down," I told my staff. But

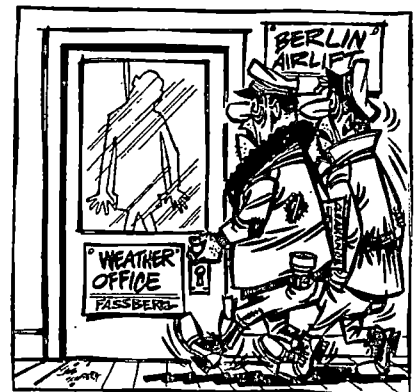
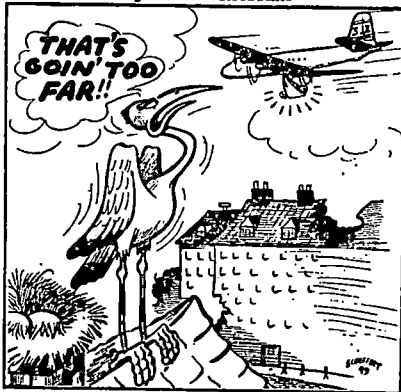
as more coal was added to the total. Loads were boosted to 7,000 tons a day in October and November; then the miserable European December weather set in.

By now we had all the planes we needed—three hundred C-54's with two hundred of them in daily service and the others in the maintenance pipeline. The only factor we could not beat was the weather.

By February and March, though, it improved, and my concern turned in a new direction. I began to feel that things were going too well, and I decided that the command needed a shaking up. They needed an all-out effort of some kind—a goal that was attainable yet would require the utmost of every man.

We decided that we would shoot for a one-day figure of 10,000 tons—3,000 more than we had ever hauled

COLLECTION OF JOHN H. SCHUFFERT



The airlift had its own newspaper, the Task Force Times, edited by Lieutenant William G. Thompson. Its Bill Mauldin was a radio operator named John H. "Jake" Schuffert. He captioned the cartoon at center above: "Will you kindly repeat that last transmission?" and the one at right: "Oh, oh—looks like the weather is really bad today." "Though Gen. Turner had the reputation of being a hard task master (or task forcer)," writes Schuffert, who now lives in Alexandria, Virginia, "he was very lenient concerning my cartoons." But he adds that "I avoided caricaturing the boss for obvious reasons."

that got no action. The tower was actually owned by the Russians, although it was located in the French sector. General Jean Ganeval, the French commandant, solved the problem very neatly. A "mysterious" explosion occurred and the tower was no more.

General LeMay left Europe in October, 1948. His last official act was to sign a directive together with his British counterpart, Sir Arthur P. M. Saunders, which set up the Combined Airlift Task Force (C.A.L.T.F.). Its primary mission was "to deliver to Berlin, in a safe and efficient manner, the maximum tonnage possible, consistent with the combined resources of equipment and personnel made available." This placed the whole British-American effort under Tunner.

Tonnage increased as the weather got colder, but the daily requirements increased also. Instead of 4,500 tons a day, it was determined that 5,620 were needed

before. The cargo would be coal, and we would have it stockpiled for the big day. Maintenance schedules were checked carefully; the maximum number of planes would be on hand.

But what date should we choose? We decided on Easter Sunday, 1949—a day that we hoped would go down in aviation history.

I flew back and forth to Berlin several times that day, so that I was able to touch down at all of our bases to see what was going on. The spirit of competition between the bases was running high, but I thought it could go higher. At Fassberg, Colonel Jack Coulter, the commander there, bragged to me that he was ten per cent ahead of his quota.

"That's nice," I said, "but the guys at Celle are running twelve per cent over theirs." Coulter vanished to spread the word to his squadrons.

At dawn on Easter morning we had reached the ten thousand mark. Every squadron was running

ahead of its quotas; as the last plane was being unloaded, the statisticians added up their tallies and released them to the press: flights—1,398; tons—12,941.

This was the equivalent of six hundred cars of coal, and we had averaged almost one round trip for each of the 1,440 minutes in the twenty-four-hour period. And the record had been set without a single accident or incident. The worldwide headlines next day made me the happiest commander that ever wore a uniform.

I don't know what the Russians thought about our Easter parade of airplanes that had hopped over their land blockade. But I will always believe that what my men did that day convinced the Russians that there was no point to be gained by continuing it. Just a month later—on May 12, 1949—the barricades were lifted, and land traffic began to flow again.

The Berlin Airlift continued for three more months, stockpiling 300,000 tons of essentials just in case the Russians should start the blockade again. By September 1, 1949, the operation was over. Airlift statisticians showed that over 2,300,000 tons had been hauled into Berlin in 276,926 flights.

Since the Communists could invoke a blockade of Berlin again should they be so inclined, I am often asked what differences there would be in a lift today. Instead of three hundred airplanes, the same job could be done now with a single squadron of about twenty. Instead of eleven airports, only two would be needed—one at each end. No landings would be needed at the

destination because of new air-delivery techniques. Freight would be loaded on pallets in a very few minutes. Today's much bigger planes would make a pass about ten feet above the destination runway, a chute would be popped, and the cargo would be yanked out the rear end and would skid along the runway without damage, thanks to modern packaging.

General Tunner eventually became the Air Force's Deputy Chief of Staff for Operations and subsequently commander of the Military Air Transport Service, now the Military Airlift Command (MAC). He retired from active duty in 1960. Now a member of the board of directors of Seaboard World Airlines, he also serves from time to time as an air-transport consultant. In October of 1968 UNICEF sent him to Biafra to observe airlift operations there. Immediately afterward he went to Vietnam, Okinawa, and Korea on a similar mission for MAC. His home base is a farm in Ware Neck, Virginia, where, he says, "I raise a few sheep myself and grow soybeans by virtue of the work of a farmer who shares the crops." He is also at work on a novel, "half finished, I hope," on pilots—transport and military.

C. V. Glines, who retired from the Air Force as a colonel after twenty-seven years of service, is associate editor of Armed Forces Management and the author of many books about flying. He collaborated with General Benjamin D. Foulois on the General's memoirs, From the Wright Brothers to the Astronauts, recently published by McGraw-Hill.

Not Juste, with Blarney

House Majority Leader John McCormack [Democrat of Massachusetts] felt somewhat uneasy about the prospect of introducing the Lend-Lease Bill on the floor of the House on January 10, 1941. . . . The professional Irishmen who dominated his constituency were likely to become irate over any "aid-to-Britain" legislation like Lend-Lease, and having it labeled the McCormack Bill could direct their anger toward him. . . .

Lewis Deschler [the House parliamentarian] was aware of McCormack's discomfiture. For no real reason that he could ever recall, it occurred to Deschler that numbering the bill H.R. 1776 might solve Mr. McCormack's problem. . . . The Majority Leader was most appreciative. Not only would it end any mention of the "McCormack Bill" and thus solve his own private dilemma, but the implicit appeal to patriotism would

subtly aid in building public support for the bill itself.

In spite of this shrewd move, McCormack remained somewhat uncomfortable for about ten days—at which time he returned briefly to Boston. While there, an argumentative female constituent vigorously attacked him for having introduced and supported a bill designed to aid the English spalpeens. McCormack's reply was the classic example of a politician thinking on his feet—yet it also reflected, in a small way, his own deep-felt conviction. He calmly answered: "Madam, do you realize that the Vatican is surrounded on all sides by totalitarianism? Madam, this is not a bill to save the English, this is a bill to save Catholicism."

From "1776: Lend-Lease Gets a Number," by W. F. Kimball, in The New England Quarterly, June, 1969

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5/2/1 (Item 1 from file: 38)

817741 23B-03651

The United States and the Berlin Blockade, 1948-1949: A Study in Crisis Decision-Making.

Shlaim, Avi ; Huston, James A

Berkeley: U. of California Pr., 1983. 463* pp.

DOCUMENT TYPE: BOOK

BOOK REVIEW:

Huston, James A. Ann. of the Am. Acad. of Pol. and Social Sci. 481 (Sept 85) 184-186.

ABSTRACT: See also 23B:1552, 22B:3596 22B:1557

DESCRIPTORS: Foreign Policy ; Germany ; USSR ; Crisis Management ; Berlin Blockade ; 1948-1949

HISTORICAL PERIOD: 1940D 1900H

HISTORICAL PERIOD (Startins): 1948

HISTORICAL PERIOD (Endins): 1949

5/2/2 (Item 2 from file: 38)

767698 22B-03596

The United States and the Berlin Blockade, 1948-1949: A Study in Crisis Decision-Making.

Shlaim, Avi ; Sellen, Robert W ; Gimbel, John

Berkeley: U. of California Pr., 1983. 463 pp.

DOCUMENT TYPE: BOOK

BOOK REVIEW:

Sellen, Robert W , Gimbel, John. Am. Hist. Rev. 89 (Apr 84) 549-550.

Pacific Hist. Rev. 53 (May 84) 262-263.

ABSTRACT: See also 22B:1557.

DESCRIPTORS: Foreign Policy ; Germany ; USSR ; Crisis Management ; Berlin Blockade ; 1948-1949

HISTORICAL PERIOD: 1940D 1900H

HISTORICAL PERIOD (Startins): 1948

HISTORICAL PERIOD (Endins): 1949

5/2/3 (Item 3 from file: 38)

757726 23A-05805

KOREA AND BERLIN: A HYPOTHESIS.

Dobbs, Charles M

International History Review (Canada) 1985 7(3): 415-421.

NOTE: Based on sources in the US National Archives and Foreign Relations of the United States 1948, Vol. 2: 11 notes.

DOCUMENT TYPE: ARTICLE

DESCRIPTORS: Berlin blockade ; 1948 ; Korea ; USSR ; Germany ; Rhee, Syngman

HISTORICAL PERIOD: 1940D 1900H

HISTORICAL PERIOD (Startins): 1948

HISTORICAL PERIOD (Endins): 1948

5/2/4 (Item 4 from file: 38)

753673 23B-01552

The United States and the Berlin Blockade, 1948-1949: A Study in Crisis Decision-Making.

Shlaim, Avi ; Smith, Steve

Berkeley: U. of California Pr., 1983. 463 pp.

DOCUMENT TYPE: BOOK

BOOK REVIEW:

Smith, Steve. J. of Am. Studies 19 (Apr 85) 132-133.

ABSTRACT: See also 22B:3596, 22B:1557

DESCRIPTORS: Foreign Policy ; Germany ; USSR ; Crisis Management ; Berlin Blockade ; 1948-1949

HISTORICAL PERIOD: 1940D 1900H

HISTORICAL PERIOD (Startins): 1948
HISTORICAL PERIOD (Endins): 1949

5/2/5 (Item 5 from file: 38)
692675 22B-01557

The United States and the Berlin Blockade, 1948-1949: A Study in Crisis Decision-Making.

Shlaim, Avi ; Harper, James W ; Rose, Lisle A
Berkeley: U. of California Pr., 1983. 463 pp.

DOCUMENT TYPE: BOOK

BOOK REVIEW:

Harper, James W, Rose, Lisle A. Hist. Teacher 17 (May 84) 474-475. J.
of Am. Hist. 70 (Mar 84) 922-923.

DESCRIPTORS: Foreign Policy ; Germany ; USSR ; Crisis Management ; Berlin
Blockade ; 1948-1949

HISTORICAL PERIOD: 1940D 1900H

HISTORICAL PERIOD (Startins): 1948

HISTORICAL PERIOD (Endins): 1949

5/2/6 (Item 6 from file: 38)
669461 20A-07375

TRUMAN, BERLIN AND THE 1948 ELECTION.

Misse, Fred B

Missouri Hist. Rev. 1982 76(2): 164-173.

NOTE: Scrapbook of the Nationalities Division of the Democratic National
Committee in the Truman Library, Independence, Missouri, and other
primary and secondary sources; illus., 17 notes.

DOCUMENT TYPE: ARTICLE

DESCRIPTORS: Elections -(presidential) ; Berlin Blockade ; 1948-1949 ;
Truman, Harry S

HISTORICAL PERIOD: 1940D 1900H

HISTORICAL PERIOD (Startins): 1948

HISTORICAL PERIOD (Endins): 1949

5/2/7 (Item 7 from file: 38)
578728 20A-04605

THE BELIEF SYSTEM OF HARRY S. TRUMAN AND ITS EFFECT ON FOREIGN POLICY
DECISIONMAKING DURING HIS ADMINISTRATION.

Rosenberg, J Philip

Presidential Studies Q. 1982 12(2): 226-238.

NOTE: 2 tables, 92 notes.

DOCUMENT TYPE: ARTICLE

DESCRIPTORS: Ideology ; Berlin Blockade ; Truman, Harry S ; 1944-1948 ;
Foreign policy ; Decisionmaking ; Israel

HISTORICAL PERIOD: 1940D 1900H

HISTORICAL PERIOD (Startins): 1944

HISTORICAL PERIOD (Endins): 1948

5/2/8 (Item 8 from file: 38)
573575 20A-01596

AGAINST ALL ODDS.

Harrington, Daniel F

Am. Hist. Illus. 1982 16(10): 12-15, 30-35.

DOCUMENT TYPE: ARTICLE

DESCRIPTORS: Berlin blockade ; 1948-1949 ; Airlifts ; Germany

HISTORICAL PERIOD: 1940D 1900H

HISTORICAL PERIOD (Startins): 1948

HISTORICAL PERIOD (Endins): 1949

5/2/9 (Item 9 from file: 38)
573527 20A-01548

A NARROW VICTORY: THE BERLIN BLOCKADE AND THE AMERICAN MILITARY RESPONSE.
Borowski, Harry R

see
10/2/14

Air U. Rev. 1981 32(5): 18-30.

DOCUMENT TYPE: ARTICLE

DESCRIPTORS: Germany ; Military Strategy ; Elections -(presidential) ;
1945-1948 ; Berlin blockade ; Truman, Harry S

HISTORICAL PERIOD: 1940D 1900H

HISTORICAL PERIOD (Startins): 1945

HISTORICAL PERIOD (Endins): 1948

5/2/10 (Item 10 from file: 38)

556032 19A-01611

HARRY S. TRUMAN, THE BERLIN BLOCKADE AND THE 1948 ELECTION.

Miscamble, Wilson D

Presidential Studies Q. 1980 10(3): 306-316.

DOCUMENT TYPE: ARTICLE

DESCRIPTORS: Foreign Relations ; Political Campaigns -(presidential) ;
1948-1949 ; Truman, Harry S ; Berlin blockade

HISTORICAL PERIOD: 1940D 1900H

HISTORICAL PERIOD (Startins): 1948

HISTORICAL PERIOD (Endins): 1949

?t 5/2/11-15

5/2/11 (Item 11 from file: 38)

541719 18A-04894

IN MEMORIAM: THE FIRST BERLIN CRISIS.

Reuss, Martin

Military Rev. 1979 59(5): 30-38.

DOCUMENT TYPE: ARTICLE

DESCRIPTORS: Germany, West ; 1948 ; Berlin Blockade ; USSR ; Cold War

HISTORICAL PERIOD: 1940D 1900H

HISTORICAL PERIOD (Startins): 1948

HISTORICAL PERIOD (Endins): 1948

5/2/12 (Item 1 from file: 39)

1261635 39B-06325

Die for Berlin? The transformation of French Eastern and German Policy
during the Berlin blockade, 1948-49

MOURIR POUR BERLIN? DIE WANDLUNGEN DER FRANZOSISCHEN OST- UND
DEUTSCHLANDPOLITIK WAHREND DER BLOCKADE 1948/49

Fritsch-Bournazel, Renata

Vierteljahrshefte fur Zeitgeschichte (West Germany) 1987 35(2): 171-192.

NOTE: Based on French Foreign Ministry archives and US, French, and German
documentary collections and memoirs: 63 notes.

DOCUMENT TYPE: ARTICLE

LANGUAGE(s): German.

DESCRIPTORS: France ; Germany ; USSR ; 1947-1949 ; Berlin blockade ;
Foreign policy

HISTORICAL PERIOD: 1940D 1900H

HISTORICAL PERIOD (Startins): 1947

HISTORICAL PERIOD (Endins): 1949

5/2/13 (Item 2 from file: 39)

1161624 36B-09232

0707-5332

THE BERLIN BLOCKADE REVISITED.

Harrington, Daniel F

Int. Hist. Rev. (Canada) 1984 6(1): 88-112.

NOTE: Based on numerous unpublished and published archival records,
diaries, memoirs, and other documents of many participants in the event
and secondary studies: 66 notes.

DOCUMENT TYPE: ARTICLE

DESCRIPTORS: Germany ; USA ; 1948-1949 ; Berlin Blockade ; Truman, Harry S
; USSR

HISTORICAL PERIOD: 1940D 1900H

HISTORICAL PERIOD (Startins): 1948

HISTORICAL PERIOD (Endins): 1949

5/2/14 (Item 3 from file: 39)

1158588 36B-06243

BRITAIN, THE BERLIN BLOCKADE AND THE COLD WAR.

Shlaim, Avi

Int. Affairs (Great Britain) 1983-84 60(1): 1-14.

DOCUMENT TYPE: ARTICLE

DESCRIPTORS: Diplomacy ; USSR ; 1945-1950 ; Berlin blockade ; Great Britain ; Western nations ; Cold War

HISTORICAL PERIOD: 1940D 1950D 1900H

HISTORICAL PERIOD (Startins): 1945

HISTORICAL PERIOD (Endins): 1950

5/2/15 (Item 4 from file: 39)

1100521 35B-05265

The United States and the Berlin Blockade, 1948-1949: A Study in Crisis Decision-making.

Shlaim, Avi

Berkeley: U. of California Pr., 1983. 443 pp. *jug*

(International Crisis Behavior Series, vol. 2.)

DOCUMENT TYPE: BOOK

DESCRIPTORS: USA ; Germany ; Conflict and Conflict Resolution ; Decisionmaking ; 1948-1949 ; Berlin Blockade

HISTORICAL PERIOD: 1940D 1900H

HISTORICAL PERIOD (Startins): 1948

HISTORICAL PERIOD (Endins): 1949

?t 5/2/16-26

5/2/16 (Item 5 from file: 39)

1066538 34B-08300

AGAINST ALL ODDS.

Harrington, Daniel F

Am. Hist. Illus. 1982 16(10): 12-15, 30-35. *jug*

DOCUMENT TYPE: ARTICLE

DESCRIPTORS: Berlin blockade ; 1948-1949 ; Airlift ; Germany

HISTORICAL PERIOD: 1940D 1900H

HISTORICAL PERIOD (Startins): 1948

HISTORICAL PERIOD (Endins): 1949

5/2/17 (Item 6 from file: 39)

1051516 34B-00025

A NARROW VICTORY: THE BERLIN BLOCKADE AND THE AMERICAN MILITARY RESPONSE.

Borowski, Harry R

Air U. Rev. 1981 32(5): 18-30.

DOCUMENT TYPE: ARTICLE

DESCRIPTORS: USA ; Military Strategy ; 1945-1948 ; Berlin blockade

HISTORICAL PERIOD: 1940D 1900H

HISTORICAL PERIOD (Startins): 1945

HISTORICAL PERIOD (Endins): 1948

5/2/18 (Item 7 from file: 39)

1008694 32B-01844

IN MEMORIAM: THE FIRST BERLIN CRISIS.

Reuss, Martin

Military Rev. 1979 59(5): 30-38. *jug*

NOTE: 7 photos, 24 notes.

DOCUMENT TYPE: ARTICLE

DESCRIPTORS: USA ; Germany, West ; 1948 ; Berlin Blockade ; USSR ; Cold War

HISTORICAL PERIOD: 1940D 1900H

HISTORICAL PERIOD (Startins): 1948

HISTORICAL PERIOD (Endins): 1948

5/2/19 (Item 8 from file: 39)

818156 23B-01984

Recollections: The currency reform in the year 1948 and the "Berlin blockade," its importance for the division of Germany

ERINNERUNGEN: DIE WAHRUNGSREFORM IM JAHRE 1948 UND DIE "BERLINER BLOCKADE," IHRE BEDEUTUNG FUR DIE SPALTUNG DEUTSCHLANDS

Selbmann, Fritz

Beitrag zur Geschichte der Arbeiterbewegung (East Germany) 1972 14(2): 260-267.

DOCUMENT TYPE: ARTICLE

DESCRIPTORS: USSR ; 1948 ; Berlin blockade ; Germany ; Currency reform

HISTORICAL PERIOD (Startins): 1948

HISTORICAL PERIOD (Endins): 1948

5/2/20 (Item 9 from file: 39)

769437 22B-03246

PARK AVENUE DIPLOMACY-ENDING THE BERLIN BLOCKADE.

Jessup, Philip C

Pol. Sci. Q. 1972 87(3): 377-400.

DOCUMENT TYPE: ARTICLE

DESCRIPTORS: Germany, West ; USA ; 1949-1952 ; Berlin Blockade ;

Diplomatic negotiations ; USSR ; UN

HISTORICAL PERIOD (Startins): 1949

HISTORICAL PERIOD (Endins): 1952

t 28/2/1-2

8/2/1 (Item 1 from file: 39)

1265207 39B-09831

"World-artery" Danube

"WELTSTRASSE" DONAU

Slezak, Friedrich

Donaupraum (Austria) 1986 28: 119-128.

NOTE: Secondary sources: 6 notes, appendix.

DOCUMENT TYPE: ARTICLE

LANGUAGE(s): German.

DESCRIPTORS: Germany -(Bavaria) ; Canal projects ; Rhine River ; Main River ; Danube River ; 1879-1986 ; Austria

HISTORICAL PERIOD: 1870D 1880D 1890D 1800H 1900H

HISTORICAL PERIOD (Startins): 1879

HISTORICAL PERIOD (Endins): 1986

8/2/2 (Item 2 from file: 39)

273760 19B-02842

Concerning the history of the foundings of the Rhine-Main-Danube joint stock company

ZUR GRUNDUNGSGESCHICHTE DER RHEIN-MAIN-DONAU AG.

Geer, Johann Sebastian

Donaupraum (Austria) 1972 17(1/2): 30-47.

?ds47

Set	Items	Description
S1	2725	BERLIN
S2	1006	BLOCKADE
S3	93	AIRLIFT
S4	75	BERLIN AND (BLOCKADE OR AIRLIFT)
S5	20	BERLIN BLOCKADE
S6	24	RHEIN
S7	24173	MAIN
S8	2	RHEIN(W2)MAIN
?t	10/2/1-10	

10/2/1

*search
start. for
above
databases*

07395471 DIALOG File 47: MAGAZINE INDEX

The Berlin Airlift. (book reviews)

Walser, Ray

Library Journal v114 p73(1) Feb 1, 1989

SOURCE FILE: MI File 47

ARTICLE TYPE: review

GRADE: A

REVIEWEE: Tusa, Ann; Tusa, John

DESCRIPTORS: Books--reviews, etc.

10/2/2

06942712 DIALOG File 47: MAGAZINE INDEX

The Berlin Airlift. (book reviews)

Stuttaford, Genevieve

Publishers Weekly v234 p74(2) Dec 23, 1988

SOURCE FILE: MI File 47

CODEN: PWEEA

ARTICLE TYPE: review

GRADE: A

REVIEWEE: Tusa, Ann; Tusa, John

DESCRIPTORS: Books--reviews, etc.

10/2/3

06846263 DIALOG File 47: MAGAZINE INDEX

The candyman: to the kids of Berlin, he was the chocolate bomber. (Lt. Gail Halvorsen)

Scott, Phil

Flying v115 p84(1) July, 1988

SOURCE FILE: MI File 47

CODEN: FLYGA

illustration: portrait

GEOGRAPHIC CODE: EWGWW

GEOGRAPHIC LOCATION: Berlin, West

CAPTIONS: Gail Halvorsen.

NAMED PEOPLE: Halvorsen, Gail--personal narratives

DESCRIPTORS: Berlin--Blockade, 1948-1949; Air pilots--nostalgia

10/2/4

06846187 DIALOG File 47: MAGAZINE INDEX

The Berlin airlift: forty years ago, warplanes saved a city.

Morgan, Len

Flying v115 p78(7) July, 1988

SOURCE FILE: MI File 47

CODEN: FLYGA

illustration: photograph

GEOGRAPHIC CODE: EEUR; EWGWW

GEOGRAPHIC LOCATION: Soviet Union; Berlin, West

DESCRIPTORS: Berlin--Blockade, 1948-1949; Air freight service--history;

Food relief--management; Soviet Union--Foreign relations

10/2/5

06659819 DIALOG File 47: MAGAZINE INDEX

Breaking the blockade: the Berlin airlift.

Elliot, Lawrence

Reader's Digest v132 p208(9) April, 1988

SOURCE FILE: MI File 47

CODEN: RDIGA

illustration: photograph

GEOGRAPHIC CODE: EWGWW; EEUR; EWGW

GEOGRAPHIC LOCATION: Berlin, West; Soviet Union

DESCRIPTORS: Berlin--Blockade, 1948-1949; Airlift, Military--Germany, WestEM
; Soviet Union--Foreign relations; Armed forces in foreign countries;

American--services

0015-4806

11

10/2/6

04680037 DIALOG File 47: MAGAZINE INDEX *Use Format 9 for FULL TEXT*
How the U.S. met five major challenges. (in world politics)
McHush, Clare
Scholastic Update v119 p11(3) Feb 23, 1987
SOURCE FILE: MI File 47
illustration: photograph
AVAILABILITY: FULL TEXT Online LINE COUNT: 00125
GEOGRAPHIC CODE: EEHU; NNUS; EWGWW; AXS; EEGEE
GEOGRAPHIC LOCATION: Hungary; United States; Berlin, West; South China Sea
; Berlin, East
Tonkin Gulf Resolution of 1964--interpretation and construction
DESCRIPTORS: Military assistance, American--case studies; Monroe doctrine
--interpretation and construction; United States history--War of 1898;
Berlin--Blockade, 1948-1949; Hungary--History; Tonkin Gulf Incidents,
1964--political aspects; Military policy--case studies

10/2/7

04628081 DIALOG File 47: MAGAZINE INDEX
Das Krisenmanagement der Vereinigten Staaten wahrend der Berliner Blockade
(1948-1949): Intentionen, Strategien und Wirkungen. (book reviews)
Brauch, Hans Gunter
American Historical Review v91 p1292(1) Dec, 1986
SOURCE FILE: MI File 47
CODEN: AMHRA
ARTICLE TYPE: review
GRADE: C
GEOGRAPHY: 1949; Suez
Canal--international aspects; treaties--political aspects

10/2/10

03274656 DIAMAEX *Us FULL TEXT*
Staring down the Kremlin. (Berlin Airlift anniversary) (editovin
U.S. News & World Report v96 p88(1) May 21, 1984
SOURCE FILE: MI File 47
CODEN: XNWRA
ARTICLE TYPE: editorial
AVAILABILITY: FULL TEXT Online 3
GEOGRAPHIC CODE: EWGWW; EEGEE
GEOGRAPHIC LOCATION: Berlin, West; Berlin, RIPTORS: Berlin--blockade, 1948-1949
?t 10/2/11-15

10/2/11

03153309 DIALOG File 47: MAGAZINE INDEX
The United States and the Berlin blockade, 1948-1949: a study in crisis
decision-making. (book reviews)
Rose, Lisle A.
Journal of American History v70 p922(2) March, 1984
SOURCE FILE: MI File 47
CODEN: JAHIA
ARTICLE TYPE: review
GRADE: A-
REVIEWEE: Shlaim, Avi
DESCRIPTORS: books--reviews, etc.

10/2/12

02807436 DIALOG File 47: MAGAZINE INDEX
The United States and the Berlin blockade, 1948-1949. (book reviews)
Smith, Gaddis; Despard, Lucy Edwards
Foreign Affairs v61 p1201(1) Summ, 1983
SOURCE FILE: MI File 47
CODEN: FRNAA

ARTICLE TYPE: review
GRADE: A-
REVIEWEE: Shlaim, Avi
DESCRIPTORS: books--reviews, etc.

10/2/13

02598454 DIALOG File 47: MAGAZINE INDEX
Berlin blockade. (Yuri Zhukov and European Peace movement)
Benton, Sarah
New Statesman v105 p14(1) Jan 14, 1983
SOURCE FILE: MI File 47
CODEN: NWSMA
GEOGRAPHIC CODE: E; EEUR
GEOGRAPHIC LOCATION: Europe; Soviet Union
NAMED PEOPLE: Zhukov, Yuri--foreign relations
DESCRIPTORS: antinuclear movement--Europe; Soviet Union--foreign relations-

10/2/14

02193821 DIALOG File 47: MAGAZINE INDEX
Against all odds. (Berlin airlift)
Harrington, Daniel F.
American History Illustrated v16 p12(10) Feb, 1982
SOURCE FILE: MI File 47
CODEN: AHILA
illustration: photograph
ARTICLE TYPE: biography
GEOGRAPHIC CODE: EWGWW; NNUS; EEUR
BIOGRAPHEE: Turner, William--biography; Clay, Lucius D.--biography
DESCRIPTORS: Berlin, West--blockade, 1948-1949; United States--relations
with Soviet Union; Soviet Union--relations with the United States;
United States. Air Force--history; generals--biography

0002-8170

10/2/15

01120449 DIALOG File 47: MAGAZINE INDEX
Berlin: 30 years after the airlift showdown.
U.S. News & World Report v84 p36(2) July 3, 1978
SOURCE FILE: MI File 47
CODEN: XNWRA
GEOGRAPHIC CODE: EWGWW; EWGW
DESCRIPTORS: Berlin, West--history; economic history--Germany, West
?t 10/2/16-20

10/2/16

00486827 DIALOG File 47: MAGAZINE INDEX
Before the colors fade: Berlin airlift commander's interview, ed. by C. V.
Glines. Pors
Tunner, William H.
American Heritage v20 p44 Oct, 1969
SOURCE FILE: MI File 47
DESCRIPTORS: Berlin air lift

0002-8738

10/2/17

00147067 DIALOG File 47: MAGAZINE INDEX
Remember the Berlin airlift! excerpt from The air force blue book.
Robinson, Donald
Reader's Digest v79 p116 Oct, 1961
SOURCE FILE: MI File 47
DESCRIPTORS: Berlin air lift

10/2/18

00141746 DIALOG File 47: MAGAZINE INDEX
Berlin airlift: it can work again.
Life v51 p40 Aug 18, 1961

SOURCE FILE: MI File 47

DESCRIPTORS: Alliance for progress; Berlin air lift; Inter-American
economic and social council

10/2/19

00104525 DIALOG File 47: MAGAZINE INDEX

Baby blockade. i1

Falkenhausen, Alexander Ernst Alfred Hermann von

Newsweek v56 p48 Sep 12, 1960

SOURCE FILE: MI File 47

DESCRIPTORS: Berlin question

10/2/20

00059906 DIALOG File 47: MAGAZINE INDEX

Blockade-proof. i1

Newsweek v53 p38 Jun 1, 1959

SOURCE FILE: MI File 47

DESCRIPTORS: Berlin question

?t 13/2

13/2/1

03906434 DIALOG File 47: MAGAZINE INDEX *Use Format 9 for FULL TEXT*

German terrorism bares new faces.

U.S. News & World Report v99 p10(1) Aug 26, 1985

SOURCE FILE: MI File 47

CODEN: XNWRA

illustration: photograph

AVAILABILITY: FULL TEXT Online LINE COUNT: 00036

GEOGRAPHIC CODE: EWGWF; EWGW

GEOGRAPHIC LOCATION: Frankfurt

DESCRIPTORS: Baader-Meinhof Gang--military policy; guerrillas--military
policy; terrorism--Germany, West; Rhein-Main Air Force Base, Germany,
West--bombings; Frankfurt--bombings, 1985

?t

13/2/2

00241286 DIALOG File 47: MAGAZINE INDEX

Rhein-Main airport expansion continues. E. Walford. i1

Aviation Week & Space Technology v80 p41 Jan 6, 1964

SOURCE FILE: MI File 47

SIC CODE: 4582

DESCRIPTORS: Airports--Germany (Federal Republic)

88-22505

ITEM 1 OF 3 IN SET 1

(LCCC)

Tusa, Ann.

The Berlin airlift / Ann and John Tusa. New York, Atheneum, 1988. xiv, 445 p., 16 p. of plates : ill. : 25 cm.

LC CALL NUMBER: DD881 .T86 1988

DEWEY DEC: 943.1/550874 19

ISBN: 068911513X

SUBJECTS (INDX):Berlin (Germany)--History--Blockade, 1948-1949

ADDED ENTRIES:

Tusa, John.

NOTES:

Includes index.

Bibliography: p. 380-384.

READY FOR NEW COMMAND:

89-6173

ITEM 2 OF 3 IN SET 1

(LCCC)

Westerfeld, Scott.

The Berlin airlift / by Scott Westerfeld. Englewood Cliffs, N.J, Silver Burdett Press, c1989. p. cm.

(Turning points in American history)

LC CALL NUMBER: DD881 .W473 1989 *CIP - NOT YET IN LC*

DEWEY DEC: 943.1/550874 20

ISBN: 0382098528 (pbk.) :/\$7.95/0382098331 (lib. bds.) :/\$16.95

SUBJECTS (INDX):Berlin (Germany)--History--Blockade, 1948-1949--Juvenile literature

NOTES:

Includes index.

Bibliography: p.

READY FOR NEW COMMAND:

89-136680

ITEM 3 OF 3 IN SET 1

(LCCC)

Tusa, Ann.

The Berlin blockade / Ann & John Tusa. London, Hodder & Stoughton, c1988. xiv, 445, 16 p. of plates : ill. : 24 cm.

UNIFORM TITLE:Berlin airlift

LC CALL NUMBER: DD881 .T86x 1988b *NOT IN LC COLLECTION*

ISBN: 0340416076 :/16.95

SUBJECTS (INDX):Berlin (Germany)--History--Blockade, 1948-1949

ADDED ENTRIES:

Tusa, John.

NOTES:

Published in the U.S. as: The Berlin airlift.

Includes bibliographical references and index.

READY FOR NEW COMMAND:

You requested an item number that is not present in the set specified.
Either the item number is too high (higher than the total number of items
in the set), or the item has already been released with the DROP command.
To see a list of sets created and the number of items in each set,
type: SHOW HISTORY

For more information on the DISPLAY command, type: SHOW COMMAND DISPLAY

DSPL0009 Ready for new command:

59-2971 ITEM 1 OF 6 IN SET 1 (PREM)

Charles, Max.

Berlin blockade. London, A. Winsate, 1959. 175 p. 23 cm.

LC CALL NUMBER: DD881 .C48

SUBJECTS (INDX):Berlin--Blockade, 1948-1949

READY FOR NEW COMMAND:

60-3052 ITEM 2 OF 6 IN SET 1 (PREM)

Rodrigo, Robert.

Berlin airlift. London, Cassell, 1960. 240 p. illus. 23 cm.

LC CALL NUMBER: DD881 .R6

SUBJECTS (INDX):Berlin--Blockade, 1948-1949

READY FOR NEW COMMAND:

~~6162-2158 ITEM 3 OF 6 IN SET 1 (PREM)~~

~~Airlift Berlin Blockade Motion Picture n.p., Filmrite Associates.
Released by Official Films, 1960. p. 3 min., sd., b&w, 16 mm.~~

~~SUBJECTS (INDX):Berlin--Blockade, 1948-1949~~

~~ADDED ENTRIES:~~

~~Filmrite Associates, inc., Hollywood, Calif.~~

~~Official Films, inc.~~

~~SERIES ADDED ENTRIES:~~

~~Greatest headlines of the century Motion Picture~~

NOTES:

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Includes footage from the Sherman Grinberg Film Libraries.



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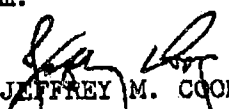
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FROM: (Origin, Office Symbol, Location) European Stars and Stripes Darmstadt W. Germany	NAME: COL Jeffrey M. Cook	TELEPHONE: 06155-601233
REMARKS: We checked our archives and found a number of stories but nothing of the type you appear to be seeking. I am attaching one story on a retired school official as well as a listing of other stories we have run in the paper the last several years. Should any of these pique your interest, please advise so we can provide them.  JEFFREY M. COOK Colonel, US Army Commander/Editor-in-Chief		

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R-M DRIVER WHOSE CAR WAS BLASTED WITHHELD ID	06 MAR 86	E1..	p01	4269
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*RHEIN-MAIN AB WINS POL ROADEO AT RAMSTEIN	17 JUN 87	E.23	p09	37018
*RHEIN-M AIR TERMINAL TO BE SHUT FOR OPEN HOUSE	26 JUN 87	E1..	p09	37595
*FUND DRIVE BEGINS FOR AIRLIFT CENTER	27 JUN 87	E1..	p02	37627
*RHEIN-MAIN ITT OFFICE TO ISSUE FRENCH VISAS	14 JUL 87	E1..	p02	38657
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*WEST GERMAN SAM UNIT AIDS RHEIN-MAIN DEFENSE	18 JUL 88	E.23	p08	61218
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*TRAFFIC FLOW AT RHEIN-MAIN REDIRECTED	04 NOV 88	E.23	p02	68663
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*VETERAN OVERSEAS PRINCIPAL TO RETIRE	19 DEC 88	E.23	p08	71442
*CLUB WORKER FOUND DEAD IN HER RHEIN-MAIN HOME	29 DEC 88	E1..	p02	71949
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*SOVIET TEAM ARRIVES FOR MISSILE INSPECTION (RM)	27 APR 89	E.23	p02	78962
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*SOVIET INSPECTION TEAM ARRIVES AT RHEIN-MAIN AB	04 MAY 89	E.23	p24	79402

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 RHEIN MAIN UNIT WINS TOP FUEL TROPHY
 AF ROUNDUP-RHEIN MAIN CAFETERIA TO REOPEN
 RHEIN-MAIN'S CANNON MAY GET SHOT AT, PROX
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 PSYCHIATRIST SAYS GRIEVING IS "NORMAL" NECESSARY
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 AIR FORCE SERGEANT KILLED IN CAR ACCIDENT
 RUNNERS ON WHEELS-15TH TRANSPORTATION DETACHMENT
 GETTING EXPERIENCE: PRACTICE AT RHEIN-MAIN AFB
 WING HDQTRS AT RHEIN-MAIN IS 435TH TAC AIRLIFT
 RHEIN-MAIN AB BOASTED BEST COPS IN AF IN '83
 AIR FORCE SGT TILLEY GIVEN 18 YEARS FOR MURDER
 GUAM FAMILIES MARK ANNIVERSARY OF LIBERATION
 BMW ENLARGES MILITARY SALES PROGRAM
 RUNNERS GET CHANCE TO MATCH RODGERS AT RHEIN-MAI
 C-130 BURNS WHILE LANDING AT ARMY AIRFIELD
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05 APR 84	E1..	P23	1446
19 APR 84	E.23	P24	1649
20 APR 84	E1..	P02	1651
08 MAY 84	E1..	P02	1907
13 JUN 84	E1..	P03	3577
15 JUN 84	E.23	P03	3703
16 JUN 84	E.23	P27	3818
30 JUN 84	E.23	P09	4759
19 JUL 84	E.23	P23	6054
23 JUL 84	E.23	P02	6290
13 SEP 84	E1..	P13	10061
24 OCT 84	E.23	P03	12979
03 NOV 84	E.23	P08	13726
07 NOV 84	E.23	P08	14012

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 BIF VISITS KEEP RHEIN-MAIN WORKERS HOPPING
 BLAST DAMAGES PIPELINE PUMPING STATION IN FRANKF
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 RHEIN-MAIN CLUB HAS MODEL HOBBY
 RHEIN-MAIN TAG STUDENTS DISCUSS WITH HABSBURG
 17-YR DODDS TEACHER RATLIFF DIES AT AGE 43
 OFFICIAL TRAVELERS MAY RESERVE BILLETING AT R-M

14 JAN 85	E.23	p09	957
22 JAN 85	E.23	p03	1528
06 FEB 85	E.23	p09	2557
09 FEB 85	E.23	p09	2775
21 MAY 85	E.23	p09	9902
01 JUN 85	E.23	p28	10725
03 JUN 85	E.23	p09	10848
15 JUN 85	E.23	p28	11703
27 JUN 85	E.23	p01	12514
30 JUN 85	E.23	p28	12775
31 JUL 85	E.23	p03	14912
09 AUG 85	E.23	p01	15552
09 AUG 85	E.23	p02	15555
09 AUG 85	E.23	p02	15556
09 AUG 85	E.23	p02	15557
09 AUG 85	E.23	p28	15609
10 AUG 85	E.23	p01	15610
10 AUG 85	E.23	p01	15611
11 AUG 85	E.23	p01	15684
11 AUG 85	E1..	p01	15746
12 AUG 85	E.23	p01	15758
13 AUG 85	E.23	p27	15879
14 AUG 85	E1..	p01	15891
15 AUG 85	E.23	p24	16011
15 AUG 85	E.23	p24	16012
16 AUG 85	E.23	p01	16033
18 AUG 85	E.23	p09	16212
23 AUG 85	E1..	p08	16558
28 AUG 85	E.23	p01	16886
29 AUG 85	E.23	p01	16947
23 SEP 85	E..3	p08	18692
15 OCT 85	E.23	p08	20212
30 OCT 85	E.23	p17	21266
31 OCT 85	E.23	p02	21294
07 NOV 85	E.23	M10	21848
08 NOV 85	E.23	p09	21893
27 NOV 85	E.23	p27	23187
18 DEC 85	E1..	p02	24533

■ Rhein-Main A.F.B.

{ - Corus. - 2304 - Megan Doyle - 6600
ML - 2150

- Advance Staff Office - Rhein Main - Mainz -

Gordon James.

post. Note

- Rheingold Halle - (Civic or Convention center)
Hilton Hotel

w/ Chancellor Kohl

- Bridge of Freedom A.F. Band

Mainz Police Band

US Children's Choir

US JRG + 16 NATO FLAGS.

Carl

- Minister -

Dr ~~Karl~~ Ludwig Wagner

President of Rheinland-Pfalz

- Welcoming Remarks.

- Chancellor Kohl -

-

See Synopsis of NATO.

H. Col Phillips - Dep.

European Stars + Stripes Col. Cooke - 490-6155-601233

HQ VCOMM NA - Col. Kirchhoffner. Dep. PA

European Command

497-11680-8574

Dep from Germany

- Post NATO spec
liverboat kick on keel

4,000 enlisted men + women + families
officers + base personnel

- New wing Commander - will do intro

Goodbye - Thanks - See you
Col.

- Major Maloney P.A. director
+ 069-699-7804

It William Dillingham - Maloney's Deputies.

Gateway to ~~Europe~~ Freedom

Bush - has been before
+ ~~1985~~ or 1986, July - ^{Chenke} ~~Talks~~ ^{release}

- Release of Middle East hostages
- always

Medical Evacuation David Jacobson
all European Theatre Armenian children - injured
USS Start injured

Navy Lt. Goodman - shot down (Feb. bombing).
TWA - Hijack victims
Iranian Embassy hostages go through

Celebrating 40th Anniversary of Berlin Airlift

2/3 of mission started at P.M.

40 years ago the P.M. flight was
a long place - 1 per minute
taking off

12 May - Hostage ended

mission went until September

7th special operation operation.

Travelling to Europe

- most of 200 people coming
to Europe through P.M. -
Germany + surrounding countries.
10,000 people working there -

4,000 mil. + families.

British Air Command in the air force
largest

12m passengers came through P.M.
refugee.

Memorial to Berlin Airlift - P.M. + to Berlin
Air Bridge to Freedom - Luftbrücke

During Air lift Halverson
Col. Neil Halverson
- Candy Bomber

- little bags of candy on parachutes

- Elementary School is named for
him

his son is stationed there.
3 grandchildren.

REFORGER

Reforger - Return of forces to Germany.
part of highway to Germany

- The Hindenberg + Graf Zeppelin flew
from there.

- Hind. operations building is still there.

Jeff Spender

78-80 at Rhein-Main

2nd largest armed force in AF
largest in European theater

5,000 tons of cargo { monthly
30,000 people

Army Unit - Replacement Battalion

- foreign people

Army people don't know where they are
going until they get to Germany

(1305 - 295

Show a runway w/ Frankfurt
and airport
- security problem

Daily flight - 1910-150 to 78
- bring it in
(1305 - bring it to Placerville
Europe)

Mil. Airlift Command Base

- Air Force & Space Service

At Col Everett Rasmussen

- 697-3435

~~Rep. of Air Force~~ -

~~Rep. of Army~~ -

- 697-8913

Chief of Public Affairs - DoD

Don Howard - 697-9312

Assistant Sec. of D. for H.A.

697-9314 - Col. Taylor
Rush

Headed
Helen - Public Correspondence
697-5737

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TO MARK LANGE (202) 456-2930



Biography

United States Air Force

ON-SITE INSPECTION AGENCY, FIELD OFFICE EUROPE, RHEIN-MAIN AIR BASE, GERMANY
AUTOVON 330-7295, COMMERCIAL 069-69-3224

COLONEL JOHN FER

Colonel John Fer is the chief, On-Site Inspection Agency, Field Office Europe.

Colonel Fer was born Sept. 12, 1937, in Long Beach, Calif. He graduated from San Pedro High School, San Pedro, Calif., in 1955. In 1962, he graduated from the U.S. Air Force Academy, Colorado Springs, Colo., with a bachelor of science degree and was commissioned a second lieutenant in the U.S. Air Force. He received a master's degree in political science from Auburn University, Ala., in 1974. He completed Air Command and Staff College in residence in 1974, and the Industrial College of the Armed Forces by correspondence and Air War College by seminar.

Colonel Fer completed pilot training at Laredo Air Force Base, Texas, in 1963, and was assigned as a co-pilot in the B-47E/L at Plattsburgh, N.Y. In 1966, he transferred to Takhli Royal Thai Air Force Base, Thailand, as a pilot in the EB-66C. He was shot down over North Vietnam on Feb. 4, 1967. Colonel Fer was a prisoner of war in North Vietnam from 1967 until his release on March 4, 1973.

From 1974 until 1976 he flew the F-111F at Mountain Home Air Force Base, Idaho. In 1976, he was assigned to the U.S. Air Force Academy, Colorado Springs, Colo., as an air officer commanding. He became the commandant's executive officer for honor and ethics at the Air Force Academy in 1977. The colonel transferred to Washington, D.C. in 1979 as the principal advisor POW/MIA Affairs, Office of the Secretary of Defense. In 1982, he became chief, Air Force Academy Activities Group, Directorate of Personnel Programs, Headquarters U.S. Air Force. Colonel Fer became the director of Operational Services, Headquarters Ninth Air Force, Shaw Air Force Base, S.C., in 1984. In July 1987 Colonel Fer was assigned to the 486th Tactical Missile Wing, Woensdrecht Air Base, The Netherlands, as the vice commander. He assumed his present duties in May 1988.

Colonel Fer's military decorations include the Silver Star with one oak leaf cluster, the Defense Superior Service Medal, the Legion of Merit with one oak leaf cluster, the Distinguished Flying Cross, the Bronze Star Medal with two V devices, the Purple Heart, the Meritorious Service Medal with one oak leaf cluster, the Air Medal with four oak leaf clusters, the Commendation Medal with one oak leaf cluster, the Presidential Unit Citation, the Air Force Outstanding Unit Award, POW Medal, the Republic of Vietnam Gallantry Cross with palm, the Vietnam Campaign Medal with three devices (stars) and various other awards.

He was promoted to colonel on Feb. 1, 1983.

Colonel Fer is married to the former Nancy Ellen Blumetti of San Pedro, Calif. They have three children: John Peter, Paul Andrew and Theresa Marie.

(Current as of March 1989)

Major Bob Anderson, Chief, Mental Health Clinic

The threat of terrorism is always present at Rhein-Main as was made painfully clear the morning of August 8, 1985. At about 7:15 in the morning, a terrorist bomb exploded outside the wing headquarters building, killing two people and injuring 11 others. The bomb also caused widespread damage to several buildings in the area. While the physical damage and personal injuries were painfully obvious, the terrorists also hoped to score a psychological victory, planting the seeds of fear in the base population. In the immediate aftermath of the bombing many Rhein-Mainers acted heroically, helping the wounded, fighting fires, providing security and helping the base maintain its ability to carry out its mission. Not so obvious was the work of one quiet hero, who worked many long hours, days and weeks following the bombing. Major Bob Anderson, Chief of mental health at the Rhein-Main Clinic worked with the injured and those effected by the blast, helping them come to grips with terrorism. He also spent many hours casually visiting Rhein-Mainers in their work areas. Bob made it a practice to just drop in casually for a cup of coffee just to talk. With his quiet professionalism and devotion he was able to provide professional counselling in a casual atmosphere, reaching out to anyone who might have been scarred by the bombing. He also led special seminars at the base schools, working with children to ease their fears and give them a better understanding of how to cope with the threat of terrorism.

Armenian Earthquake - 2nd Aeromedical Evacuation Squadron

When a major earthquake struck Yerevan Armenia in December 1988 the number of injured greatly exceeded the capabilities available locally. Under the auspices of Project Hope, arrangements were made to fly some injured children to various hospitals in the states for treatment. Personnel from the 2nd Aeromedical Evacuation Squadron were called on to provide the medical crew on a Military Airlift Command C-141 going in to Moscow and on to Yerevan to pick up the children. Despite having only two interpreters on board, everything went smoothly on the flight. Sgt Marco Dyer, a medical technician with the 2nd AES said "We used sign language to show patients and their escorts how to fasten seatbelts and don oxygen masks." Captain Dawn Oerichbauer, medical crew director said "everything happened so fast. One day we were planning the mission, the next day we flew to Moscow. It seemed one minute we were on the plane, the next, we were standing in Red Square. Then we were in Yerevan, face to face with the trauma associated with the children. The whole mission was worth it when I saw the hurt and hope in the children's faces." Capt Mary Jasinski, another medical crew member brought out a map to show the children where they would be going in the states. Major Brad Halvorsen, son of Retired Colonel Gail Halvorsen who gained fame as the "candy bomber" during the Berlin Airlift, coordinated the mission and supervised the loading and unloading of patients at Rhein-Main.

37th Tactical Airlift Squadron -- Staff Sergeant Stanley Lavender

While on a low level flight in preparation for a personnel air drop mission, one of the propane bottles carried by the jumpers developed a dangerous leak, filling the aircraft with explosive fumes. SSgt Stanley Lavender, a loadmaster for the 37th TAS quickly recognized the danger, opened the aircraft ramp and door in flight and personally jettisoned the leaking gas bottle. His quick action possibly saved the aircraft, crew and 50 jumpers.

37th Tactical Airlift Squadron - Aircraft Fire

On a mission to Zaire, The C-130 being flown by Capt Steve Dickey developed an engine fire. Capt Dickey and his crew (Lt Col Ray Baker, SSgt Gordon Graves, MSgt Mel White and Airman First Class Sean Setter) exemplified true professionalism in airmanship

in fighting the fire. To do so required 7 hand held fire extinguishers and two 150 pound extinguishers. Their teamwork, dedication to duty, and fast action prevented the possible loss of lives and valuable Air Force resources.

Boy Scout Troop 61 - Environmental Award.

Germany is a very beautiful country, proud of its forests and clean environment. In helping to preserve the environment, Boy Scout Troop 61 of Rhein-Main was selected by the Nature Protection Association of Offenbach County as the 1988 winner of the Environmental Award (Umweltpreises). The award, presented by the mayor of Neu-Isenberg, recognized the scouts as the group that had done the most for protection of the environment. Scoutmaster MSgt Phil Nieto, of the 37th Tactical Airlift Squadron, said the troop had been working in the forests as an ongoing project for the past eight years. According to city officials this was the first time the award had been presented to an American organization. The work of these scouts aided immeasurably in the preservation of the outstanding community relations enjoyed by Rhein-Main.

Life Saving Efforts

Cavaliers of the Road - On March 10, Frankfurt, (Germany) Mayor Hans-Juergen Moog, presented Cavalier of the Road awards to three Staff Sergeants from Rhein-Main for their efforts in saving the lives of two German accident victims. SSgts Vincent S. Hearn and Willie C. Session, of the 435th Supply Squadron and Lemuel Jones formerly of the 435th Supply Squadron rescued two women whose car had overturned on the autobahn. The seriously injured women were hanging from their seatbelts when the airmen reached them. The airmen removed the women from the car and administered first aid until a rescue helicopter arrived to transport the seriously injured women to a hospital.

While on temporary duty in Villa Franca, Italy, four members of the 4th Mobile Aerial Port Squadron were called upon to put their first-aid and buddy care training to good use in saving the lives two Italian civilians. While sitting in their hotel room they heard a tremendous crash, the result of a head on collision of two vehicles. Airman Chris Durant, TSgt Wayne Everly and Airman First Class Roger Miller and A1C Charles Ford rushed to the scene. They ripped the door off of one car and rescued the two occupants. The other driver was thrown through the windshield and the car had him pinned to the ground. The four airmen pushed the car off of the victim and administered first aid. Unfortunately, the man's injuries were fatal, but the other two survived thanks to the quick thinking and fast action of the Rhein-Main airmen.

2nd AES - Coordination to Save a Life.

Sgt Judith Perez, Capt Mike Henry and Capt George Jenkins put their knowledge and skills in medical evacuation to good use in saving the life of a critically injured auto accident victim. A C-141 crew was diverted to pick up a young Navy woman who was injured when a car she was riding in hit a bridge rail. A piece of the rail was driven through the upper body of the young woman. While on the way to Rhein-Main the woman's condition worsened to the point that she would never reach Rhein-Main in time. The crew contacted the 2nd AES at Rhein-Main. Sgt Perez and Capts Henry and Jenkins worked quickly to help in coordinating a diversion to Orly Airport in France. They arranged for diplomatic clearances and began coordinating with hospital officials in France. When the plane landed at Orly the woman was in very critical condition but the spirit of cooperation between the aircrew, Rhein-Main personnel and the French helped the woman survive.

At
of
the
the
the

Sergeant Larry Stewart, 2nd AES, was involved in the mission evacuating burn victims from the U.S.S. Roberts when the ship hit a mine in the Persian Gulf.

TSgt Frederick Alfke, 2nd AES, was on the crew evacuating wounded Marines from the terrorist bombing of their barracks in Beirut.

55 Aeromedical Airlift Squadron

When a young Yemeni flight student became ill and had to be medically evacuated to his home in Sanna, Yemen, Lt Bruce McGoon and Lt Bruce Grant of the 55th AAS immediately went to work to arrange the Urgent Medevac mission. This was a difficult and sensitive mission requiring arduous coordination with several governments and various agencies to arrange for overflight permission, diplomatic clearances and approval. The mission itself was difficult, a tremendously long range for a C-9 over dessert terrain with few navigational aids. Lts McGoon and Grant did a tremendous job in difficult circumstances to get the young pilot student home safely.

After a fire and explosion on the U.S.S. Nimitz in the Persian Gulf, a young, critically burned sailor had to be medically evacuated from Bahrain. Similar to the event above, Capt Paul Mortenson, Capt Ron Fetzer, Capt Mike Fleck and Lt Bruce Grant launched their aircraft on short notice for the difficult flight to Bahrain, picked up the patient and safely delivered him back to Rhein-Main.

Over the past several years many similar missions have been flown. While the crews from the 2nd AES and 55th AAS are most directly involved, there are countless numbers of Rhein-Mainers who must perform brilliantly to make these missions work. When an airplane is launched there are crew chiefs and maintenance specialists who insure it is safe and ready to fly. Airfield personnel marshal and provide control. Food service personnel insure there are meals for the patients and crews. Members of the services squadron provide inflight meals. When hostages are returned like Father Jenco, Mithileshwar Singh or David Jacobsen, media interest is high. Security Police, public affairs, transportation, civil engineers, the list could go on and on.

It is difficult to single out individual acts of heroism, bravery or mission accomplishment under arduous conditions, particularly in peacetime. However, with the threat of terrorism ever present, the frequent medical evacuation missions, the hostage returns, and the normal day-to-day mission of flying in the crowded skies of Europe, the mission at Rhein-Main is a demanding and important part of our military commitment to NATO. The events and people described above have been singled out not because they are heroes, or supermen/women, but because they represent Rhein-Main and its mission. Similar events occur frequently here and the people involved don't consider them especially heroic, demanding, or arduous. They are part of the job and as true professionals, Rhein-Mainers respond.

DAVIS
MARTIN

DEPARTURE STATEMENT AT RHEIN-MAIN AFB

Thank you all very much for the support you have provided Barbara and me during our brief visit to West Germany.

Thank you as well -- from me personally and from the American people -- for the job you are doing here in continuing to secure the freedom of the West. You enjoy membership in that rather exclusive group of Americans who for 40 years have left their homes, and in many cases their families and loved ones, in the United States to serve as members of our armed forces in West Germany. Such people have been directly responsible for one of the longest periods of peace Europe has enjoyed in centuries. Just this year, as I'm sure you all know, NATO celebrates its 40th anniversary. Despite what some see as the dawning of a new age, the reasons for your being here have not changed. There has not yet been a fundamental, irreversible about-face on the part of the Soviet Union. The nations of the Alliance still face a security threat from the Soviet Union. Your presence in West Germany and your contribution to the security of Western Europe are essential.

I know that at times it is not easy serving here, particularly when you hear talk of budget cuts, experience

economic difficulties, and read about those who would limit the presence and activities of U.S. military forces stationed in Europe. Let me assure you that I will see to it that you continue to receive the support you need to do the difficult job the United States and the NATO Allies ask of you.

Let me also assure you that your presence is appreciated by your hosts, the West German people. They know, probably better than anyone, the critical role you and your predecessors have played in creating and securing an environment in which democracy and a free economy can flourish in Germany.

Thank you again, and keep up the outstanding work.