

Ronald Reagan Presidential Library
Digital Library Collections

This is a PDF from our textual collections.

Collection: Speechwriting, White House
Office of: Research Office, 1981-1989
Folder: 05/05/1985 Remarks: Lunch at
Bitburg Air Force Base, Bitburg,
Germany, Josh/Rv (6)
Box: 207

To see more digitized collections visit:

<https://reaganlibrary.gov/archives/digital-library>

To see all Ronald Reagan Presidential Library inventories
visit: <https://reaganlibrary.gov/document-collection>

Contact a reference archivist at: reagan.library@nara.gov

Citation Guidelines: <https://reaganlibrary.gov/citing>

Feriengebiet

Bitburger Land



Urlaub rund um die Bierstadt Bitburg

*Frühling,
Sommer,
Herbst...*

Natur rundum

zum Greifen nah,
für jeden, der sich mit
Landschaft und Leben
verbunden fühlt.



...unberührt
im

Bitburger Land

Der
größte
Wild- und
Erlebnispark
der Eifel

Eifelpark

Gondorf bei Bitburg



Freizeit Erlebnis

Top Urlaub für alle,
die ihrer Gesundheit zuliebe
die Ferien vielfältig und
abwechslungsreich gestalten möchten.



...spöttlich aktiv
im

Bitburger Land



Burg Ließem



Stadttor Dudeldorf



Burg Rittersdorf



Röm. Villa Otrang



Kirche Hüttingen



ant. Röm. Mosaikboden



ßern

Städtor Dudeldorf

Burg Rittersdorf

Kunst Kultur

in einer dynamischen,
jungen Ferienregion,
von der historischen Vergangenheit
bis zur modernen Gegenwart.

Schloß Hamm

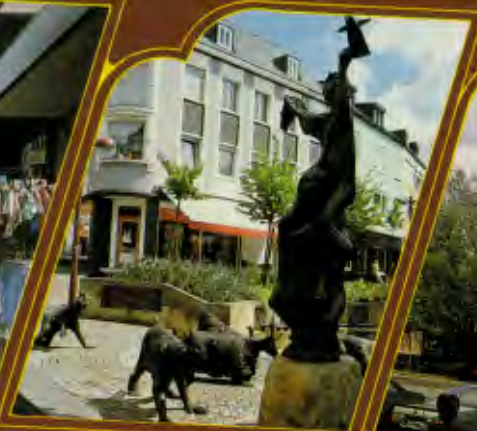
Kulturhaus Beda

Kreisheimatmuseum

Internationales Europäisches Grenzlandtreffen

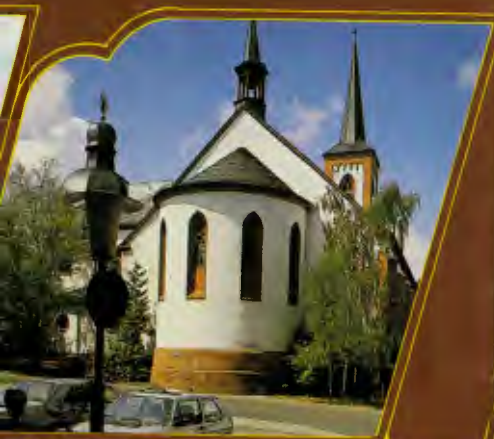
...kultuzelles
im

Bitburger Land



Stadt Bitburg

ist Heimat des berühmten
"Bitburger Pils", Mittelpunkt
eines reizvollen Feriengebietes und
Einkaufs- und Unterhaltungszentrum.



... Unterhaltung
in

Bitburger Land

Viel
Spaß
Gute
Unterhaltung



Wassersport

Wandern

Reiten

Bärenschlucht

Eissporthalle

im Feriengebiet

**Bitburger
Land**



Überreicht durch:

...und Winter!

Herausgeber: Zweckverband Feriengebiet Bitburger Land
Bedaplatz - Bedastr. 11, Telefon: 06561 / 8934-8935
5520 Bitburg

Konzeption und Design: WIBO-Werbung, 5550 Bernkastel-Kues, Tel. 06531 / 3279

Rheinland-Pfalz



Natürlich
Süd-Eifel





**off
duty**®

**USAFE AND YOU
SETTING UP HOUSE
ON-BASE FACILITIES
ENJOYING GERMANY
EXCHANGE SHOPPING
BEST OF BERLIN**

**WELCOME TO
GERMANY**

WELCOME TO GERMANY is an unofficial guide published annually under exclusive written agreement with the U.S. Air Forces in Europe in the interest of personnel of USAFE. It is published by Off Duty Enterprises, 3303 Harbor Blvd., Suite C-2, Costa Mesa, California 92626, a private firm in no way connected with the Department of the Air Force. Opinions expressed by the publisher and writers herein are their own and not to be considered an official expression of the Department of the Air Force. The appearance of advertisements, including inserts and supplements, in this publication does not constitute an endorsement by the Department of the Air Force of products or services advertised.

THE USAFE MISSION AND YOU



A guide to military organizations in Europe and bases in Germany.

The North Atlantic Treaty Organization (NATO) was formed in 1949 as an alliance of defense against communist expansion. The 12 signatories to the North Atlantic Treaty were Belgium, Canada, Denmark, France, Iceland, Italy, Luxembourg, the Netherlands, Norway, Portugal, the United Kingdom and the United States. Greece and Turkey joined NATO in 1952; three years later, the Federal Republic of Germany became a member nation, and in 1982 Spain joined as well.

The primary military aim of the alliance is to deter aggression. The Military Committee is charged with the peacetime task of monitoring the military mission of NATO and recommending those measures necessary for the common defense of the NATO area.

NATO was formed when it became apparent that the Soviet Union intended to maintain its armed forces at a wartime level with the object of increasing territorial expansion and political control, while Western nations were demobilizing.

Soon after NATO's establishment, it became obvious that there was a pressing need for an allied military organization equipped to effectively implement the decisions of the political and military authorities of NATO.

The North Atlantic Council decided to create a unified European defense organization under a centralized supreme command and to establish an internationally manned supreme headquarters

Approximately 316,890 military men and women serve in the USEUCOM area.

in Europe. Thus, Allied Command Europe (ACE) and Supreme Headquarters Allied Powers Europe (SHAPE) were born.

Within a few months after Gen. Dwight D. Eisenhower became the first Supreme Allied Commander, Europe (SACEUR), in 1950, an international staff was selected to form ACE and SHAPE with headquarters near Mons, Belgium.

Service members from all NATO nations are assigned to the international staff at ACE and SHAPE. ACE covers the land extending from the North Cape in Norway down to North Africa and from the Atlantic to the eastern border of Turkey, excluding England and Portugal.

The guiding principle of NATO has not changed since its inception: NATO is an international organization dedicated to the preservation of peace.

USEUCOM

The U.S. European Command (USEUCOM), with headquarters at Patch Barracks in Stuttgart-Vaihingen, West Germany, is one of the unified commands through which the U.S. meets its military commitments and responsibilities around the world.

The USEUCOM area of responsibility is concentrated in Western Europe and extends through the Mediterranean to the Middle East land masses, the Persian Gulf and North Africa. Approximately 316,890 military personnel, many with their families, are in the command area.

Also, USEUCOM is responsible for the administration of security assistance programs in Europe, the Middle East and Africa.

The primary mission of USEUCOM is to support U.S. foreign policy in Europe by honoring U.S. commitments to



USAF PHOTO

willkommen in Deutschland

States of the Federal Republic

 Hessen	 Schleswig-Holstein
 Rheinland-Pfalz	 Hamburg
 Saarland	 Bremen
 Baden-Württemberg	 Niedersachsen
 Bayern	 Nordrhein-Westfalen
 Berlin	



- INSTALLATIONS**
- 1 Bitburg
 - 2 Geilenkirchen
 - 3 Hahn
 - 4 Hessisch-Oldendorf
 - 5 Lindsey
 - 6 Ramstein
 - 7 Rhein-Main
 - 8 Sembach
 - 9 Spangdahlem
 - 10 Tempelhof Airport
 - 11 Wiesbaden
 - 12 Zweibrücken



USAF PHOTO

NATO; exercising operational control over assigned forces through the service of component commanders; administering military aspects of the Security Assistance Program; providing a unity of effort in missions assigned to the U.S. component commands within USECOM's geographical area of responsibility; planning for the use of available military resources to reinforce and support political, economic and psychological programs for the achievement of national security interests; and supporting other unified and specified commands and informational agencies.

The supreme allied commander, Europe, is also commander-in-chief, U.S. European command (USCINCEUR). In his role as SACEUR, he is an international commander subject to the instructions and directives of the North Atlantic Treaty Council through its military committee and is assisted by the international staff at SHAPE.

In his role as USCINCEUR, he is the commander of assigned U.S. Forces, subject to the instructions and directives of the president through the secretary of defense and the Joint Chiefs of Staff. He is assisted by the U.S. joint staff at Headquarters USEUCOM. Because of the magnitude of his dual task, USCINCEUR delegates very broad authority for the direction and control of U.S. Forces to the deputy USCINCEUR.

USCINCEUR exercises operational command over U.S. Army Europe, U.S. Navy Europe and U.S. Air Forces in Europe.

USCINCEUR also commands assigned military assistance and advisory groups and military missions in the USEUCOM area. These are U.S. military groups sent to foreign countries to supervise the Security Assistance Program and to assist in the training of military forces.

AAFCE combined forces can immediately provide 1,400 aircraft at all times.

That responsibility covers 32 countries in Europe, the Middle East and Africa.

USAFE

Approximately 78 per cent of all American forces in Europe are stationed in West Germany, the country considered to be the key to the defense of Western Europe.

The U.S. Air Forces in Europe (USAFE) has more than 60,700 personnel in eight countries in Europe. Within this total, over 40,000 members of the Air Force are serving in Germany.

In peacetime, USAFE trains and equips Air Force units pledged to peace in Europe. Under wartime conditions, the command's airpower—tactical fighters, fighter-bombers and reconnaissance aircraft—come under operational control of NATO. The command's weapons systems are ready for strike, close air support, air defense and reconnaissance operations. Strategic and tactical airlift are provided under a joint USAFE/Military Airlift Command plan of coordinated control.

USAFE provides fighter, reconnaissance and airlift support for all major NATO exercises conducted in Western Europe and also assists allied air forces in developing their combat capabilities.

Geographical responsibility extends through the Mediterranean, Middle East, Persian Gulf and North Africa. Most of its operational bases, aircraft and personnel are concentrated in Western Europe.

Headquarters for the command is at Ramstein Air Base, alongside Headquarters Allied Air Forces Central Europe. USAFE's commander in chief is also

commander of NATO's AAFCE.

There are three numbered air forces within USAFE: Third Air Force, headquartered at RAF Mildenhall, United Kingdom; Sixteenth Air Force, headquartered at Torrejon Air Base, Spain; and Seventeenth Air Force, headquartered at Sembach Air Base, Germany. The Seventeenth Air Force directs the tactical units in Germany, the Netherlands and Belgium.

In addition to permanent forces in Europe, USAFE is augmented by dual-based squadrons which, although located in the U.S., are committed to NATO and remain under European command during wartime, contingency or exercise conditions.

These squadrons are geared for rapid deployment in European locations set up to accept and service them at any time. They periodically rotate to Europe for training.

AAFCE

USAFE teams its resources with five other nations to form Allied Air Forces Central Europe (AAFCE). The other countries are Belgium, Canada, the Federal Republic of Germany, the Netherlands and the United Kingdom.

AAFCE's commander directs the integrated employment of central region air forces to counter air aggression and maintain integrity and security in the area. The deputy commander position is filled by a German air force lieutenant general. The deputy chief of staff for operations and intelligence position is occupied by a British air vice marshal (major general). The deputy chief of staff for plans and policy is assigned in rotation to major generals from the Netherlands and Belgium.

Within AAFCE, there are two allied tactical air forces, the second and the fourth. USAFE personnel serve within both. The second ATAF has units from Germany, the United Kingdom, Belgium, the Netherlands and USAFE. The fourth ATAF has units from USAFE, Germany and Canada.

AAFCE started June 28, 1974, as a principal subordinate command under SHAPE when NATO officials recognized a lack of central direction and control of air forces in the European Central Region.

When all the forces are combined under AAFCE, about 1,400 aircraft are immediately available. This includes both assigned and dual-based aircraft, with many of them performing more than one role.

An additional 800 aircraft can be made available in times of tension and



**Bacardi rum
mixes with
everything.**

Except driving.

© 1982 BACARDI IMPORTS, INC., DEPT. M, 2100 BISCAYNE BLVD., MIAMI, FL 33137. RUM 80 PROOF. ALL TRADEMARKS SHOWN HEREIN ARE REGISTERED.
FOR 21" x 28" POSTER OF THIS AD, SEND \$1.00 CHECK OR MONEY ORDER PAYABLE TO BACARDI IMPORTS, INC. ALLOW 6-8 WEEKS FOR DELIVERY. OFFER VOID WHERE PROHIBITED BY LAW.



USAF PHOTO

hostility. These additional aircraft come from U.S., German and British air force reserves.

WHAT YOU CAN EXPECT ON BASE

All larger bases and most of the smaller ones provide a full array of support facilities, including exchanges, commissaries, Class VI stores (for alcoholic beverages), Stars and Stripes book stores and other military shopping outlets. If you're stationed near other military communities you can easily use the facilities there, too.

Morale, Welfare and Recreation programs and activities are also available on base. While there is considerable variation between individual bases, you can expect such things as travel and tour offices, arts and crafts centers, auto hobby shops, open messes, aero clubs,

bowling centers, child care centers; youth activities, intramural sports, USO shows and rod and gun clubs.

In addition, on base you'll find chapels, post offices, theaters, libraries, schools, and medical and dental clinics.

For more information about the

USAFE has more than 60,700 personnel stationed in eight countries in Europe.

specific base where you're being stationed, read the base guide or ask your sponsor. What follows is a brief look at the major air bases in Germany. ■

RHEIN-MAIN AIR BASE

Five miles south of Frankfurt. Autovon: 330-1110. MAC base. Major operations: tactical airlift, MAC aerial port operations. Military: 3,678. Civilian: 1,000. Officer housing: 190. Enlisted housing: 787. Transient billets: Bldg. 110 (base hotel), 274 rooms with 518 bed spaces; Bldg. 345, 171 rooms with 341 bed spaces. Dependents school: K-9. Medical facilities: USAF clinic.

GEILENKIRCHEN AIR BASE

Two and one-half miles from Geilenkirchen, 80 miles northwest of Rhein-Main. No autovon available: call civilian 02451-7053. NATO base. Major operations: AEW, E-3As. Military: 880 enlisted, 340 officers. Civilian: 784. Housing is unavailable. Temporary family quarters are unavailable. BOQ spaces: 48. BAQ spaces: 278. Transient billets: 6. U.S. clinic, use local hospital for inpatient care. Dependent school: K-8

HAHN AIR BASE

Eighty-five miles west of Rhein-Main. Autovon 450-1110. USAFE base. Major operations: tactical fighter. Military: 4,725. Civilian: 634. Officer housing: 114. Enlisted housing: 658. BOQ spaces: 10. BAQ spaces: 60. Transient officer billets: 75. Transient enlisted billets: 59. Dependents school: K-12. Medical facilities: 25-bed USAF hospital.

HESSISCH OLDENDORF AIR STATION

Hessisch Oldendorf is 193 miles north of Rhein-Main. Autovon: 496-1110 (ask for Hessisch Switch). USAFE base. Major operations: tactical forward air control for NATO forces. Military: 660. Civilians: 35. Officer housing: 17. Enlisted housing: 9. BAQ spaces: 60. Transient enlisted billets: 21. Medical facilities: USAF clinic, inpatient care at British military hospital in Rinteln, 10 miles away.

LINDSEY AIR STATION

In city of Wiesbaden, 24 miles west of Rhein-Main. Autovon: 339-1110. USAFE

base. Major operations: administrative support of USAFE units. Military: 2,076. Civilian: 2,485. Use housing facilities on Wiesbaden Air Base. Medical facilities: 200-bed USAF hospital.

RAMSTEIN AIR BASE

Five miles west of Kaiserslautern, 75 miles southwest of Rhein-Main. Autovon 480-1110. USAFE base. Major operations: Headquarters United States Air Forces in Europe, Headquarters Allied Forces Central Europe, tactical fighter, airlift. Military: 18,199. Civilian 2,000. Officer housing 1,573. Enlisted housing: 5,305. BOQ spaces: 486. BAQ spaces: 4,514. Transient officer billets: 383. Transient enlisted billets: 541. Temporary family quarters: 86. Dependents school: K-12. Medical facilities: USAF clinic, inpatients use U.S. Army 2nd General Hospital in Landstuhl three miles away.

BITBURG AIR BASE

Adjacent to the southeast portion of Bitburg City, 134 miles west of Rhein-Main. Autovon: 453-1110. USAFE base. Major operations: tactical fighter. Military: 4,200. Civilian: (U.S. and German) 1,200. Officer housing: 99. Enlisted housing: 1032. BOQ spaces: 32. BAQ spaces: 666. Transient officer billets: 66. Transient enlisted billets: 80. Temporary family quarters: 32. Dependent school: K-12. Medical facilities: 35-bed USAF hospital.

SEMBACH AIR BASE

One mile southeast of Sembach, 66 miles southwest of Rhein-Main. Autovon: 496-1110. USAFE base. Major operations: Headquarters Seventeenth Air Force, offensive and defensive forward air control in central Europe. Military: 3,000. Civilian: 616. Housing: 28. BAQ spaces: 500. Dependents school: K-9. Medical facilities: USAF clinic, inpatients use U.S. Army 2nd General Hospital in nearby Landstuhl.

SPANGDAHLEM AIR BASE

One mile northwest of Spangdahlem, 125

miles west of Rhein-Main. Autovon: 452-1110. USAFE base. Major operations: tactical fighter. Military: 3,764. Civilian: 900. Housing: 867. BAQ spaces: 1,754. Transient officer billets: 202. Transient enlisted billets: 126. Dependents school: K-6. Medical facilities: USAF clinic, inpatients use Bitburg Air Base facilities, nine miles away.

TEMPELHOF CENTRAL AIRPORT

In the American sector of Berlin. Autovon: 332-5511. Major operations: support for people assigned in the American sector. Military: 2,073. Civilian: 985. Officer housing: 544. Enlisted housing: 1,880. BOQ spaces: 226. BAQ spaces: 478. Transient officer billets: 40. Transient enlisted billets: 40. Temporary family quarters: 214. Medical facilities: U.S. Army hospital.

WIESBADEN AIR BASE

Seven miles east of Wiesbaden, 21 miles west of Rhein-Main. Autovon: 472-1110. Major operations: base maintained and operated by U.S. Army for use by USAFE as a standby dispersal base. Military: 7,653. Civilian: 605. Officer housing: 116. Enlisted housing: 2,525. BOQ spaces: 200. BAQ spaces: 140. Transient officer billets: 92. Transient enlisted billets: 172. Temporary family quarters: 104. Dependents school: K-12. Medical facilities: 200-bed USAF hospital near Lindsey Air Station.

ZWEIBRUECKEN AIR BASE

Thirty miles south of Ramstein, 105 miles southwest of Rhein-Main. Autovon: 489-1110. USAFE base. Major operations: tactical reconnaissance. Military: 1,700. Civilian: 1,300. Officer housing: 59. Enlisted housing: 422. BOQ spaces: 10. BAQ spaces: 753. Transient officer billets: 31. Transient enlisted billets: 116. Temporary family quarters: 23. Dependents school: K-12. Medical facilities: USAF clinic, inpatients use U.S. Army 2nd General Hospital in Landstuhl, 20 miles away.

STRATEGIES FOR AN EASY MOVE



The Sponsorship Program will help pave the way for your overseas move.

Moving to an overseas base raises a lot of questions for first-timers. Here are some things you'll need to know to make your move a smooth one.

Sponsorship Program The CINCSAFE wants to ensure that your arrival in the European theater is as trouble free as possible. To be sure that this happens, all European bases are dedicated to providing a viable sponsorship program. If you requested a sponsor and have not heard from him/her 60 days before departure, please contact your gaining unit commander for any required information. He/she is your friend in a foreign land and will be glad to answer your many questions.

Household Goods Weight Entitlements Shipping personal property to Germany requires considerable pre-planning. Since July 1, 1984, all ac-

companied personnel have been allowed shipment of their full JTR weight allowance. Make sure your Transportation Management Office (TMO) is aware of this policy change. One exception is Berlin; if you are assigned there you will be entitled to ship only 2,000 pounds or 25 per cent of your JTR weight allowance.

Unaccompanied or unmarried people have varied weight entitlements based on where they will live and the availability of government furniture. If you fall in this category, make sure your CBPO contacts the gaining installation to determine your weight authorization.

Visit your TMO to get a full briefing on your shipping entitlements.

Concurrent Travel Concurrent travel (CCTVL) is not automatically authorized because of the shortage of government and economy housing in

Germany. CCTVL is normally approved when:

- permanent quarters can usually be found within 60 days.
- single parents have children under 12 years of age.
- military couples who are serving joint spouse assignments and have children under 12 years of age.

In addition, CCTVL will normally be approved for command, key staff and mission essential personnel; persons on humanitarian or CHAP reassignment or consecutive overseas tours; or persons who have close blood relatives in the area with whom military dependents can reside.

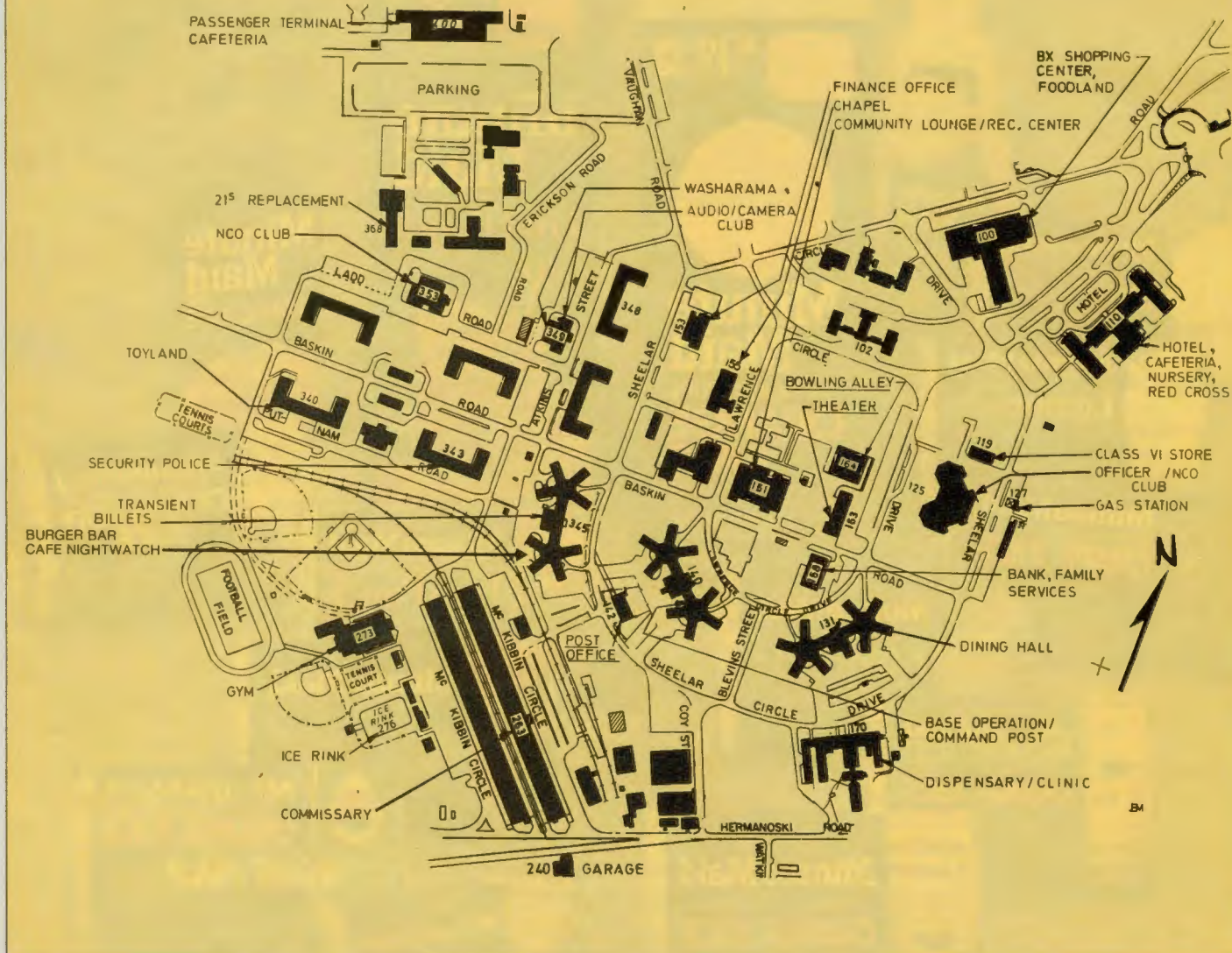
If your sponsor will find housing off-base for you, make sure you provide

The Rhein-Main Air Base will be the gateway to your European adventure.



STARS AND STRIPES

RHEIN-MAIN AIR BASE



him or her with the power of attorney to sign a housing contract. Base legal officials can help you prepare a power of attorney.

It should be noted that some bases approve CCTVL for all incoming personnel and others restrict it by grade based on housing availability in the area of assignment.

If none of the above categories applies to you, here are a few things you should know so you don't lose money when you bring your dependents to Germany.

- Family members must not travel prior to receiving family member travel orders (AF Form 937). Travel costs prior to the effective date of the order are not reimbursable.

- Family members must use only U.S.

registered aircraft, as travel by foreign flag carriers is not reimbursable. If a U.S. registered airline should transfer your reservation to a foreign carrier, *refuse* the reservation because it also is not reimbursable.

- Family members traveling by government transportation request (GTR) should not, under any circumstances, exchange their GTR for an airline ticket through a travel agency. Such action could lead to your owing the government the GTR cost. GTRs must be exchanged for airline tickets through an airline representative in the Transportation Management Office or directly with a representative at the airline office.

- Stepchildren, adopted children or

parents may not be entered on travel orders unless a current, approved dependency determination is on file in the sponsor's personal financial record. Dependency determinations for quarters allowance, medical and dental services and other benefits do not mean guaranteed travel at government expense. A separate determination must be made.

- Brothers, sisters, nieces, nephews, grandchildren, mothers- and fathers-in-law and wards are not, under any circumstances, entitled to travel at government expense. However, they can be granted space-available travel at the full expense of the sponsor. Check with your local transportation office about relatives' travel benefits.

- One word of warning: the govern-



USAF PHOTO

For many, the Rhein-Main AB Hotel is the first stop on arrival in Germany.

ment will not assume responsibility for the mistakes of its agents. If a TMO issues your dependents travel benefits which should not have been given, the government will take collection action against you.

•Children who are under the legal custody, care and control of a former spouse because of court orders are not allowed government transportation. Verbal agreements cannot change a court order.

TDY HOUSE HUNTING

BEFORE YOU LEAVE your old duty station, you're allowed seven days temporary duty to locate off-base housing for your family.

The TDY will be at your own expense, however. On unaccompanied tours, you may visit the area where you plan to resettle your family while you're away. If you have to wait for housing, you can relocate your family at government expense in the interim.

For example, if you receive orders for Germany and you live in Texas, you may resettle your family in Tennessee while you are waiting for housing in Germany.

You have seven days to do it in, and you will not be allowed any more TDY time in conjunction with the move. You may also take TDY over here if you wish.

MAC flights can now be used on a space-available basis for TDY house hunting trips. Your personnel office can give you the details on just how to get the time you need.

•If your dependents plan to travel a distance in excess of your ordered travel by a GTR, they are still limited to the official distance of your ordered travel. Any travel above that amount will have to be paid for when the GTR is issued. Make sure the GTR shows that you have paid the excess.

For more information about military member and dependent travel, contact your local Transportation Office or Accounting and Finance Office.

Arrival You will land at Frankfurt, one of the largest cities in Germany. Your flight status, MAC charter or Cat Y, determines where you will deplane. If you're flying MAC charter (noted on your luggage tickets as FRA), you'll deplane at Rhein-Main Air Base, the military side of Frankfurt International Airport. This military "Gateway to Europe" is the first stop for the majority of U.S. Air Force people assigned to Germany.

MAC people will board your aircraft, give a short briefing before you deplane and then direct you to the baggage claim area. Your sponsor should meet you in this area. In the unfortunate event no one meets you, don't panic. The information booth and Traffic Management Office on the lower level can assist you.

If you arrive too late to catch a bus to your destination and your sponsor doesn't meet you, accommodations are available at the military hotel. If rooms are unavailable there, clerks will help you find a room at a local hotel.

If you are flying Cat Y (commercial)

you'll arrive at Frankfurt International Airport (FRF on your baggage tags).

Although you are in a foreign country, graphic symbols displayed everywhere will guide you to customs and the baggage claim area in the lower level. If your sponsor is really on the ball, he will send you a brochure of the airport.

If you arrive this way, clearing the terminal involves less time than at Rhein-Main AB. A military information counter is near where you exit customs.

Again, your sponsor should be there to meet you. If not, the military information booth in the airport will give you guidance and directions. There's also a USO lounge in the airport.

All forms of ground transportation are available; departure and arrival times are dependable. Here is the perfect chance for you to practice that German you have been so diligently studying.

One word of advice—or warning. If you decide to take a taxi to Rhein-Main AB (the military side of the airport), be sure you go to the airport USO office to call the taxi. Not all taxis can enter the base. If you take one which is not registered (and the driver probably won't tell you), you will have to get out at the gate and lug your baggage half a mile to the base hotel.

SHIPPING YOUR CAR

HERE IS THE GENERAL procedure for shipping your car to Germany. Talk to your local Transportation Management Office for specific details.

1. Go to your local TMO and get the EPA form which is required to remove the catalytic converter from your POV. Have the converter removed either at home or the base.

2. Take your car to one of the following ports or make arrangements to have it delivered to a port for trans-shipment: Seattle, WA; Oakland, CA; Wilmington, DE; New Orleans, LA; Charleston, SC; or Bayonne, NJ.

3. Process your car at the port and conduct an inventory using DD Form 788. This is like a mini inspection and will list the condition of the car prior to shipment and items left inside it. Leaving valuable items inside is not recommended.

4. Bring an extra set of keys.
5. It's out of your hands now. Ask the port people approximately when it will arrive in Germany.

6. Contact the TMO at your new duty station for confirmation of arrival and then make arrangements to pick up your car. Look elsewhere in this issue for information on getting your license and registering your car once it arrives in Germany.

A 'HAUS' WILL BE YOUR HOME



Finding quarters is difficult in Germany, but your base housing office can help.

The key to successful living in Germany depends on how quickly and easily you and your family can settle into your new home.

ON BASE

The government provides family quarters when key and mission-essential personnel must reside on or near the base and when the local housing market is unable to provide enough suitable housing. If you plan to apply for on-base housing, you may submit your application before arrival in Germany. The family housing office at your present base can give you the necessary information.

Most government quarters are stairwell-type apartment buildings of three or four stories. Waiting times vary

Finding off-base quarters in Germany will require some perseverance.

by grade, but can be anything from one to 18 months, depending on your requirements.

The government will supply all major appliances and will not permit you to remove them in order to use your own appliances. So if you plan to live in government quarters, consider leaving such things in storage.

OFF BASE

You can expect a shortage of housing on and off base, but there are many people, including those at the base housing referral office, who can help you find a suitable home if you must live off base. All the information you will need on a prospective apartment can be found in the housing referral

office listings. Many people also make use of their sponsors, who may know of an apartment becoming available due to the rotation of another military person. You may want to look on your own in local want ads for an apartment. Generally, commercial agents will charge one-and-a-half to two months rent to find you an apartment, so they are really not recommended. The average wait for an apartment on the local economy is 30 to 60 days. Since few four-bedroom or larger apartments are available, longer waits can be expected for these units.



USAF PHOTO

No matter how you find your new home on the local economy, the final contract signing must go through the housing referral office. The people in this office make your house-hunting and tenant/landlord relations start on a good note: they check out the house and act as mediator between you and

RENT PLUS

RENT PLUS, WHICH REPLACES HOLA, is a method for calculating the overseas housing allowance based on actual expenses rather than on averaged costs.

Rental ceilings are established by grade and geographical areas. Rent Plus is computed by taking actual money spent for rent or the maximum rental ceiling, whichever is less, and adding the average monthly utility expenses, which are adjusted periodically. Because the exchange rate between the dollar and the mark changes on a daily basis, the Rent Plus system is set up to trigger automatic pay adjustments whenever the rate of exchange is drastically higher or lower.

For more information on the Rent Plus system, contact your local accounting and finance office.

USAF PHOTO



Above: On-base housing is usually a two- to four-story apartment building. Left: Germans are concerned about safe neighborhoods for children.



STARS AND STRIPES

the landlord. They maintain a list of approved rental houses which meet government standards. You'll save yourself headaches and money by working closely with this office.

Single houses are available, but most housing is in the form of apartments. Standards are generally slightly below those of the States. Second and third bedrooms are often small. Heating systems range from modern steam heat to individual oil heaters for each room. In some cases each tenant controls his own heat, and in others, heat is controlled and tenants share utilities. Yards are scarce but play and recreation areas are usually within walking distance. Some rentals feature garages, but don't count on getting a large American car or van into one. Despite their disadvantages, German houses are generally well built, in good repair and clean.

Rent prices vary in Germany, depending on the area. Average costs of rent and utilities on a Germany-wide basis are shown below. Usually most utilities (*Umlage*) are paid to the landlord except electricity, which is paid to the company directly. Average costs for water are from DM15 to 20 per person per month; all following prices are in

SETTING UP HOUSE



GERMAN NATIONAL TOURIST OFFICE

German marks. (Conversion rate: \$1 = DM2.65)

Size	Rent
1-Bedroom	DM375 - 500
2-Bedroom	DM500 - 650
3-Bedroom	DM700 - 900
4-Bedroom	DM900-1,350

Heat	Electricity
DM100	DM40
DM150	DM60
DM225	DM80
DM260	DM90

Although rents may seem high, they are fair by German standards. Deposits may seem large too, but they are refunded if you leave the apartment in good order. Often, this means painting before you go. Some contracts stipulate that you hire a professional firm to redecorate. Depending on the circumstances and the landlord's cooperation, you may ask for the deposit to be payable over a couple of months to avoid an initial outlay of DM1,000 to 2,000.

German apartments are measured in square meters. Kitchens and bathrooms are never counted in describing how many rooms an apartment has. A two-room apartment has, most likely, a

What local housing lacks in convenience, it often makes up for in charm.

HOUSE RULES AUF DEUTSCH

WHAT COULD BE MORE innocent than having a good, old-fashioned barbecue in the back yard or on the porch or balcony? Just an old American custom you can continue no matter where you are stationed, right? Wrong. In Germany it could get you evicted from your apartment for creating a health or fire hazard.

More than in any other area, the culture clash between American and German customs shows itself in German apartment living. What's in your rental contract, what the landlord says, and what the house rules are mean a lot in Germany, and you should be prepared to follow the regulations.

"What is needed on both sides—landlord and tenant—is a little more tolerance," says one housing officer. "If the American barbecues on the balcony, the landlord should explain to him why it is not permitted, not just kick him out. By the same token, Americans must realize that they are no longer living in the United States and will have to make some changes in their own living habits to adapt to German customs."

It's a fact of life that many German landlords don't consider Americans the

world's most ideal tenants. One reason for this is that Americans move around too much. Germany, unlike America, is not a mobile society. It is not unusual for a German family to live in the same apartment for 10 to 15 years.

In addition, there have been many cases of service people who return to the States leaving large unpaid telephone or utility bills which the landlord has to pay.

The reputation of Americans as tenants is one reason you should try to follow the rules—in addition to saving yourself an eviction notice—because any bad feelings between you and the landlord will make it that much more difficult for the next military family to find housing.

What follows are some common problem areas. Remember that not all apartment houses have such strict rules, and you can determine the house rules by looking at the *Hausordnung* posted in your building or simply by asking the landlord.

Quiet Time Traditionally the time from 1-3 p.m. is considered the *Mittagsruhe* or midday rest. In some buildings this means that during those hours you

cannot make any noise that will carry outside your own apartment. This can include anything from playing a musical instrument to using the vacuum cleaner. Besides the midday rest, many German buildings enforce quiet hours from 10 p.m. to 6 a.m., especially regarding loud stereos or TVs, but even including baths, or showers.

Sundays and holidays can present other problems. Some landlords enforce the quiet time rules on these days, which means no vacuum cleaning, no washing machines and no loud stereos or TV for the entire day.

Pets and Children You are responsible for any damages your pets or children cause. Unless your landlord gives permission, don't let your pets use lawns or green areas around the apartment. In some buildings you may be required to pay extra rent if you wish to have a pet.

Germans are used to living close to one another. To make this situation tolerable, strict rules and customs have developed. Although Americans may not always understand or agree with the rules, breaking them can mean eviction, so in the long run it is easier to simply get used to them.

living room, bedroom, kitchen and bath.

When deciding whether you can afford an apartment, make sure to count the *Umlage* (utilities) in with the basic rent. The utilities are paid directly to the landlord (except electricity, usually, and telephone), and can include stairwell cleaning (in buildings where the tenants don't take turns cleaning the stairwell), trash pick-up, etc. Depending on the size of the apartment, these charges could easily add up to an additional several hundred marks per month.

The rent may not be raised during the lease period, but the *Umlage* can be increased to meet costs. The *Umlage* is based on the estimated costs of the various services during the year. If you overpay you'll get a refund; if you underpay, a bill. If your landlord increases your *Umlage*, you may legally request documentation proving costs have gone up.

You might be shocked at the German definition of "unfurnished." In Germany, unfurnished apartments usually don't have lighting fixtures or curtain rods. Bathrooms have plumbing

fixtures, but kitchens don't generally have cabinets and may not even have a sink! All these things are expected to be supplied by the tenant. Housing supply will provide refrigerators, stoves, washers and dryers, so if you own these items, you should leave them in storage. Housing supply also provides loaner kits for up to 90 days while you wait for your furniture to arrive. While you will be issued free-standing closets (if housing supply has them), you may want to ship expandable garment racks as well as collapsible storage boxes. Air conditioners are not necessary because the climate in Germany is usually mild.

German power is 220 volts at 50 cycles per second (hertz), while American voltage is 110 at 60 hertz. Plugs are also different (you can buy adaptors). Transformers are available which will allow you to operate 110-volt appliances such as televisions (equipped for the German system), radios, and small kitchen appliances. But the cycles can't be changed on most appliances (check the back for a 50/60 cycle switch) without major modifications. This means that electric clocks, recorders, timers, turn tables, or anything in which the speed is important, will not work at 50 hertz. The cost of modification is too much for most small electrical appliances. It's easier to buy these things after you arrive. Lamps just need a change of light bulb.

Damages or deficiencies in the apartment should be noted before you agree to a contract. If you don't understand something in the contract, get clarification before you sign.

Welcome To Germany

PRINCIPALS IN PARTNERSHIP



Gordon's Gin



Johnnie Walker



Tanqueray Gin

Yago Santgria



Kupferberg



Berentzen Appel



RACKE

Military Marketing Division
P.O. Box 3540

KUPFERBERG-TERRASSE 17-19, D-6500 MAINZ

TLA

IF YOU AND YOUR family are traveling concurrently, the first of the extra money you'll receive to help with the cost of living and housing in West Germany is the temporary living allowance (TLA). TLA is an allowance paid to partially reimburse people for living costs when staying in temporary quarters (either government or commercial) upon arrival or departure from an overseas assignment.

TLA is authorized for up to 60 days after you arrive. It's paid in 10-day increments as approved by the housing office. You'll get more specific information from your local housing office, but in general, you are authorized TLA as long as you are actively and properly seeking housing. The payments stop if government housing becomes available and you decline the quarters or you are offered suitable economy housing by the housing office and you don't accept it.

STRATEGIES FOR AN EASY MOVE



The Sponsorship Program will help pave the way for your overseas move.

Moving to an overseas base raises a lot of questions for first-timers. Here are some things you'll need to know to make your move a smooth one.

Sponsorship Program The CINCSAFE wants to ensure that your arrival in the European theater is as trouble free as possible. To be sure that this happens, all European bases are dedicated to providing a viable sponsorship program. If you requested a sponsor and have not heard from him/her 60 days before departure, please contact your gaining unit commander for any required information. He/she is your friend in a foreign land and will be glad to answer your many questions.

Household Goods Weight Entitlements Shipping personal property to Germany requires considerable pre-planning. Since July 1, 1984, all ac-

companied personnel have been allowed shipment of their full JTR weight allowance. Make sure your Transportation Management Office (TMO) is aware of this policy change. One exception is Berlin; if you are assigned there you will be entitled to ship only 2,000 pounds or 25 per cent of your JTR weight allowance.

Unaccompanied or unmarried people have varied weight entitlements based on where they will live and the availability of government furniture. If you fall in this category, make sure your CBPO contacts the gaining installation to determine your weight authorization.

Visit your TMO to get a full briefing on your shipping entitlements.

Concurrent Travel Concurrent travel (CCTVL) is not automatically authorized because of the shortage of government and economy housing in

Germany. CCTVL is normally approved when:

- permanent quarters can usually be found within 60 days.
- single parents have children under 12 years of age.
- military couples who are serving joint spouse assignments and have children under 12 years of age.

In addition, CCTVL will normally be approved for command, key staff and mission essential personnel; persons on humanitarian or CHAP reassignment or consecutive overseas tours; or persons who have close blood relatives in the area with whom military dependents can reside.

If your sponsor will find housing off-base for you, make sure you provide

The Rhein-Main Air Base will be the gateway to your European adventure.



RHEIN-MAIN AIR BASE



him or her with the power of attorney to sign a housing contract. Base legal officials can help you prepare a power of attorney.

It should be noted that some bases approve CCTVL for all incoming personnel and others restrict it by grade based on housing availability in the area of assignment.

If none of the above categories applies to you, here are a few things you should know so you don't lose money when you bring your dependents to Germany.

- Family members must not travel prior to receiving family member travel orders (AF Form 937). Travel costs prior to the effective date of the order are not reimbursable.

- Family members must use only U.S.

registered aircraft, as travel by foreign flag carriers is not reimbursable. If a U.S. registered airline should transfer your reservation to a foreign carrier, *refuse* the reservation because it also is not reimbursable.

- Family members traveling by government transportation request (GTR) should not, under any circumstances, exchange their GTR for an airline ticket through a travel agency. Such action could lead to your owing the government the GTR cost. GTRs must be exchanged for airline tickets through an airline representative in the Transportation Management Office or directly with a representative at the airline office.

- Stepchildren, adopted children or

parents may not be entered on travel orders unless a current, approved dependency determination is on file in the sponsor's personal financial record. Dependency determinations for quarters allowance, medical and dental services and other benefits do not mean guaranteed travel at government expense. A separate determination must be made.

- Brothers, sisters, nieces, nephews, grandchildren, mothers- and fathers-in-law and wards are not, under any circumstances, entitled to travel at government expense. However, they can be granted space-available travel at the full expense of the sponsor. Check with your local transportation office about relatives' travel benefits.

- One word of warning: the govern-



10-SYSTEM VIDEO

Plays in every country of the world.

VT-39EM



HI-FI VIDEO

Highest hi-fi you can buy.



VT-88A



The Hitachi difference. See it. Hear it. Join the family.

Hitachi VT-39EM VHS 10-System VCR

In almost every country of the world, Hitachi's advanced 10-system VCR is ready to play. In the NTSC mode, it records and plays back at 3 speeds, SP, EP and LP. In the PAL/MESECAM mode, it entertains at 2 speeds, SP and LP. Three separate RF converters and 3 tuners set Hitachi apart from all the rest. 4 heads give superb picture quality. Other high-quality features include 16-channel auto (synthesizer) tuning, 105-channel cable-ready design, 2-week preset timer, Dolby* noise reduction system and a handy tape index that finds the starting point of programs on a tape.



Hitachi VT-88A VHS Hi-Fi VCR

Hitachi technology takes Hi-Fi to an exciting new high. And promises sound reproduction richer and fuller than any sound you have heard to date. That's because the Hitachi VT-88A VHS Hi-Fi VCR has an 80dB audio S/N and 20Hz to 20,000Hz frequency response. This means better than open reel sound when you record off FM, record from disc or play Hi-Fi pre-recorded stereo tapes. In addition, the VT-88A lets you enjoy 8-hour recording and playback and you can listen to regular pre-recorded stereo tapes as well. A handy lamp always tells you how much tape is left. Picture quality is equally superb. You can tune up to 105 channels, including cable. And record automatically up to 6 programs 2 weeks in advance.

*Dolby is a trademark of Dolby Laboratories, Inc.

This advertisement is neither sponsored by nor paid for in whole or in part by any military resale activity.

A 'HAUS' WILL BE YOUR HOME



Finding quarters is difficult in Germany, but your base housing office can help.

The key to successful living in Germany depends on how quickly and easily you and your family can settle into your new home.

ON BASE

The government provides family quarters when key and mission-essential personnel must reside on or near the base and when the local housing market is unable to provide enough suitable housing. If you plan to apply for on-base housing, you may submit your application before arrival in Germany. The family housing office at your present base can give you the necessary information.

Most government quarters are stairwell-type apartment buildings of three or four stories. Waiting times vary

Finding off-base quarters in Germany will require some perseverance.

by grade, but can be anything from one to 18 months, depending on your requirements.

The government will supply all major appliances and will not permit you to remove them in order to use your own appliances. So if you plan to live in government quarters, consider leaving such things in storage.

OFF BASE

You can expect a shortage of housing on and off base, but there are many people, including those at the base housing referral office, who can help you find a suitable home if you must live off base. All the information you will need on a prospective apartment can be found in the housing referral

office listings. Many people also make use of their sponsors, who may know of an apartment becoming available due to the rotation of another military person. You may want to look on your own in local want ads for an apartment. Generally, commercial agents will charge one-and-a-half to two months rent to find you an apartment, so they are really not recommended. The average wait for an apartment on the local economy is 30 to 60 days. Since few four-bedroom or larger apartments are available, longer waits can be expected for these units.



USAF PHOTO

SETTING UP HOUSE

No matter how you find your new home on the local economy, the final contract signing must go through the housing referral office. The people in this office make your house-hunting and tenant/landlord relations start on a good note: they check out the house and act as mediator between you and

RENT PLUS

RENT PLUS, WHICH REPLACES HOLA, is a method for calculating the overseas housing allowance based on actual expenses rather than on averaged costs.

Rental ceilings are established by grade and geographical areas. Rent Plus is computed by taking actual money spent for rent or the maximum rental ceiling, whichever is less, and adding the average monthly utility expenses, which are adjusted periodically. Because the exchange rate between the dollar and the mark changes on a daily basis, the Rent Plus system is set up to trigger automatic pay adjustments whenever the rate of exchange is drastically higher or lower.

For more information on the Rent Plus system, contact your local accounting and finance office.

USAF PHOTO



Above: On-base housing is usually a two- to four-story apartment building. **Left:** Germans are concerned about safe neighborhoods for children.

STARS AND STRIPES



the landlord. They maintain a list of approved rental houses which meet government standards. You'll save yourself headaches and money by working closely with this office.

Single houses are available, but most housing is in the form of apartments. Standards are generally slightly below those of the States. Second and third bedrooms are often small. Heating systems range from modern steam heat to individual oil heaters for each room. In some cases each tenant controls his own heat, and in others, heat is controlled and tenants share utilities. Yards are scarce but play and recreation areas are usually within walking distance. Some rentals feature garages, but don't count on getting a large American car or van into one. Despite their disadvantages, German houses are generally well built, in good repair and clean.

Rent prices vary in Germany, depending on the area. Average costs of rent and utilities on a Germany-wide basis are shown below. Usually most utilities (*Umlage*) are paid to the landlord except electricity, which is paid to the company directly. Average costs for water are from DM15 to 20 per person per month; all following prices are in

SETTING UP HOUSE



GERMAN NATIONAL TOURIST OFFICE

German marks. (Conversion rate: \$1 = DM2.65)

Size	Rent
1-Bedroom	DM375 - 500
2-Bedroom	DM500 - 650
3-Bedroom	DM700 - 900
4-Bedroom	DM900-1,350

Heat	Electricity
DM100	DM40
DM150	DM60
DM225	DM80
DM260	DM90

Although rents may seem high, they are fair by German standards. Deposits may seem large too, but they are refunded if you leave the apartment in good order. Often, this means painting before you go. Some contracts stipulate that you hire a professional firm to redecorate. Depending on the circumstances and the landlord's cooperation, you may ask for the deposit to be payable over a couple of months to avoid an initial outlay of DM1,000 to 2,000.

German apartments are measured in square meters. Kitchens and bathrooms are never counted in describing how many rooms an apartment has. A two-room apartment has, most likely, a

What local housing lacks in convenience, it often makes up for in charm.

HOUSE RULES AUF DEUTSCH

WHAT COULD BE MORE innocent than having a good, old-fashioned barbecue in the back yard or on the porch or balcony? Just an old American custom you can continue no matter where you are stationed, right? Wrong. In Germany it could get you evicted from your apartment for creating a health or fire hazard.

More than in any other area, the culture clash between American and German customs shows itself in German apartment living. What's in your rental contract, what the landlord says, and what the house rules are mean a lot in Germany, and you should be prepared to follow the regulations.

"What is needed on both sides—landlord and tenant—is a little more tolerance," says one housing officer. "If the American barbeques on the balcony, the landlord should explain to him why it is not permitted, not just kick him out. By the same token, Americans must realize that they are no longer living in the United States and will have to make some changes in their own living habits to adapt to German customs."

It's a fact of life that many German landlords don't consider Americans the

world's most ideal tenants. One reason for this is that Americans move around too much. Germany, unlike America, is not a mobile society. It is not unusual for a German family to live in the same apartment for 10 to 15 years.

In addition, there have been many cases of service people who return to the States leaving large unpaid telephone or utility bills which the landlord has to pay.

The reputation of Americans as tenants is one reason you should try to follow the rules—in addition to saving yourself an eviction notice—because any bad feelings between you and the landlord will make it that much more difficult for the next military family to find housing.

What follows are some common problem areas. Remember that not all apartment houses have such strict rules, and you can determine the house rules by looking at the *Hausordnung* posted in your building or simply by asking the landlord.

Quiet Time Traditionally the time from 1-3 p.m. is considered the *Mittagsruhe* or midday rest. In some buildings this means that during those hours you

cannot make any noise that will carry outside your own apartment. This can include anything from playing a musical instrument to using the vacuum cleaner. Besides the midday rest, many German buildings enforce quiet hours from 10 p.m. to 6 a.m., especially regarding loud stereos or TVs, but even including baths, or showers.

Sundays and holidays can present other problems. Some landlords enforce the quiet time rules on these days, which means no vacuum cleaning, no washing machines and no loud stereos or TV for the entire day.

Pets and Children You are responsible for any damages your pets or children cause. Unless your landlord gives permission, don't let your pets use lawns or green areas around the apartment. In some buildings you may be required to pay extra rent if you wish to have a pet.

Germans are used to living close to one another. To make this situation tolerable, strict rules and customs have developed. Although Americans may not always understand or agree with the rules, breaking them can mean eviction, so in the long run it is easier to simply get used to them.

SETTING UP HOUSE

living room, bedroom, kitchen and bath.

When deciding whether you can afford an apartment, make sure to count the *Umlage* (utilities) in with the basic rent. The utilities are paid directly to the landlord (except electricity, usually, and telephone), and can include stairwell cleaning (in buildings where the tenants don't take turns cleaning the stairwell), trash pick-up, etc. Depending on the size of the apartment, these charges could easily add up to an additional several hundred marks per month.

The rent may not be raised during the lease period, but the *Umlage* can be increased to meet costs. The *Umlage* is based on the estimated costs of the various services during the year. If you overpay you'll get a refund; if you underpay, a bill. If your landlord increases your *Umlage*, you may legally request documentation proving costs have gone up.

You might be shocked at the German definition of "unfurnished." In Germany, unfurnished apartments usually don't have lighting fixtures or curtain rods. Bathrooms have plumbing

fixtures, but kitchens don't generally have cabinets and may not even have a sink! All these things are expected to be supplied by the tenant. Housing supply will provide refrigerators, stoves, washers and dryers, so if you own these items, you should leave them in storage. Housing supply also provides loaner kits for up to 90 days while you wait for your furniture to arrive. While you will be issued free-standing closets (if housing supply has them), you may want to ship expandable garment racks as well as collapsible storage boxes. Air conditioners are not necessary because the climate in Germany is usually mild.

German power is 220 volts at 50 cycles per second (hertz), while American voltage is 110 at 60 hertz. Plugs are also different (you can buy adaptors). Transformers are available which will allow you to operate 110-volt appliances such as televisions (equipped for the German system), radios, and small kitchen appliances. But the cycles can't be changed on most appliances (check the back for a 50/60 cycle switch) without major modifications. This means that electric clocks, recorders, timers, turn tables, or anything in which the speed is important, will not work at 50 hertz. The cost of modification is too much for most small electrical appliances. It's easier to buy these things after you arrive. Lamps just need a change of light bulb.

Damages or deficiencies in the apartment should be noted before you agree to a contract. If you don't understand something in the contract, get clarification before you sign. ■

Welcome To Germany

PRINCIPALS IN PARTNERSHIP



Gordon's Gin



Johnnie Walker



Tanqueray Gin



Yago Santgria



Kupferberg



Berentzen Appel

RACKE
Military Marketing Division
P.O. Box 3540

KUPFERBERG-TERRASSE 17-19, D-6500 MAINZ

TLA

IF YOU AND YOUR family are traveling concurrently, the first of the extra money you'll receive to help with the cost of living and housing in West Germany is the temporary living allowance (TLA). TLA is an allowance paid to partially reimburse people for living costs when staying in temporary quarters (either government or commercial) upon arrival or departure from an overseas assignment.

TLA is authorized for up to 60 days after you arrive. It's paid in 10-day increments as approved by the housing office. You'll get more specific information from your local housing office, but, in general, you are authorized TLA as long as you are actively and properly seeking housing. The payments stop if government housing becomes available and you decline the quarters or you are offered suitable economy housing by the housing office and you don't accept it.

Take flight 900



Taking a Saab 900 Turbo 16 for a test drive is like taking off in an airplane.

Its acceleration is breathtaking. As if a turbo with APC (Automatic Performance Control) wasn't enough, the Saab 900 Turbo has a new 16-valve engine with double overhead camshafts. And with the intercooler, the horsepower is an impressive 175.

Ask your local U.S. agent to arrange a test drive – and be sure to fasten your seatbelt!

Here's what the Saab Military Sales Program has for you:

- Special prices on all Saabs for U.S. military personnel based in Germany.
- Home shipment of all new Saabs to the U.S. or Canada at no extra cost.
- Marine insurance during shipment at no extra cost.
- Check to cover the first service inspection.
- No paperwork to worry about – we'll handle it.

International
AND
Diplomat Sales



Saab Military Sales Program, Saab Deutschland GmbH, Berner Str. 89, Postfach 560126,
6000 FRANKFURT/MAIN 56, West Germany.

CHECKLIST FOR SAFE DRIVING



Getting your car on the road in Germany will require some preparation.

Driving in Germany can be a real shock for Americans. The conditions here differ radically from those in the States. The roads range from the excellent freeways or *Autobahnen*, to winding, narrow back roads. Although there is a 100 kilometer per hour (62 mph) speed limit on secondary roads, these roads are often high-crowned and made of cobblestones—a combination which can spell disaster in poor weather conditions.

Except where posted (because of construction or traffic problems) there are no speed limits on the *Autobahnen*. This means a mixture of slow-moving trucks and high-speed autos on the same roads at the same time. Obviously, defensive driving is a must!

The Germans are aggressive, fast drivers and are involved in many rear-end accidents because of their habit of tail gating at high speeds. However, a close look at accident reports indicates that Americans were also at fault in many accidents. Failure to yield the right-of-way, following too closely and failure to maintain control are listed as the most common causes of accidents involving Americans.

All vehicles in Germany are required to have serviceable seat belts (either lap belts or cross body belts). German traffic regulations require seat belts be worn by the driver, front seat passengers and back seat passengers when the car has rear seat belts.

LICENSING

When you arrive here, you will be given a comprehensive driving exam on the German driving rules and European road signs. Licensing is through a

Once you've got your wheels, you can take to Europe's blue highways.



USAF PHOTO



STARS AND STRIPES

U.S. Army, Europe, program, and the test is generally similar to that which Germans must take before being licensed to drive.

Ask your sponsor to send you a copy of USAFE Pamphlet 125-11, "Driver Handbook and Examination Manual for Germany," if one is available. If you study this guide, you will have a much better chance of passing the license examination.

REGISTRATION REQUIREMENTS

Whether you ship a car or buy it here, you'll need to register it at the base Vehicle Registration Section. Generally, you'll need six items to do this: proof of ownership, proof of insurance (double white card), military I.D. card, a completed and verified AE Form 1598, USAREUR driver's license, and a \$5 check or money order.

Of course, "proof of ownership" varies with the type of car you're registering. If it's a brand new car, you'll need the purchase order or written contract. If it's a used car that you bought on the economy, you'll need the car title, registration and bill of sale. And if it's a car that's already registered as a POV you'll need the POV registration certificate. Also, the former POV owner must go with you to Vehicle Registration to make this transfer. Allow 30 days for the new registration to arrive by mail.

SAFETY INSPECTION

Your vehicle must pass a safety inspection in order to be registered. The laws regarding the safety condition of cars and motorcycles are strict in Germany. If you ship a vehicle from the States, make sure it is in excellent me-

With this kind of traffic, who needs a speed limit on the autobahn?

chanical condition before it leaves the U.S. You cannot drive your vehicle away from the port until it passes the safety inspection. Even a minor mechanical defect can cause a long delay due to the lack of available auto parts and the difficulty of finding a mechanic who can work on a particular car model.

Here are some of the items you should be sure are working properly:

Brakes. All brake systems, including the emergency brake, must be in good working order. The brakes must be able to stop the vehicle without pulling to either side.

Tires. All tires must be of the same type; i.e., all steel-belted radials or all bias-belted polyester, etc. According to German law, tread types cannot be mixed. In addition, all treads must be at least one millimeter deep and sidewalls must be free of breaks or cuts. Reversed rims, tires that extend beyond the fenders, and studded tires are prohibited.

Horn. Must be in good working order.

Wheel alignment. Steering wheels less than 18 inches in diameter must have less than three inches of free motion; those 18 inches or more must have less than four inches free motion. Car wheels must be capable of moving from full left to full right without jamming.

Windshield. A break, crack or discolored area is generally disqualifying.

Lights. All exterior lights must be in working order. Lenses must be intact and free of cracks. All vehicles must have operational four-way flashers.

Rear-view mirrors. Inside or outside mirrors are required and must not be

cracked, broken or discolored.

When picking up a vehicle at the Bremerhaven port, it is recommended that you have dollars or marks, as some repairs or modifications are usually necessary. Required repairs must be made in Bremerhaven to pass the inspection before the vehicle can clear the port and be driven away.

If you have a 1975, or later, American-made car, your auto will have a catalytic converter as standard equipment. These converters are designed to be used with unleaded gasoline and are destroyed by the use of leaded gas. Gasoline in Europe normally contains at least 1.6 grams of lead per gallon and unleaded gas is not available.

If you are considering bringing a 1975 or later model car to Europe, get complete information on the type of converter on your vehicle and a recommended system by which the converter can be bypassed or eliminated while

ADAC

THE "ANGELS" ARE about 800 trained auto mechanics who cruise the *Autobahnen* in bright yellow cars loaded with tools, auto parts and gasoline. They are part of the *Strassenwacht* nonprofit branch of the German motorists' association, Allgemeiner Deutscher Automobil Club (ADAC).

In any emergency the *Strassenwacht* (literally, Street Watch), as well as the police and ambulance service, can be notified quickly with a call on one of the many *Autobahn* emergency telephones. The phones, actually metal boxes housing two-way speakers and amplifiers, are located at one-kilometer (about .6 of a mile) intervals on the entire German *Autobahn* system. The direction to the nearest emergency phone is indicated by little arrows atop the small white poles placed every 100 yards on the *Autobahn* shoulder.

To speak into the phone, simply open the door of the box; you will be instantly connected with the nearest Federal Highway Office. The office operator will dispatch someone who can assist you.

In case of mechanical breakdown, the *Strassenwacht* mechanics provide free labor to members of the ADAC or its sister organization AVD. Replacement parts are sold at cost. Wrecker service, if necessary, is free. Many other services are provided to ADAC members as well. Membership is open to any driver. The annual membership fee is much lower than the cost of just one tow-in from an *Autobahn* break-down.

Drivers who are not ADAC members are given one free hour of labor by *Strassenwacht* mechanics at the point of breakdown. The *Strassenwacht* are not equipped to tow cars.

you are stationed outside the States.

A second problem with 1975, or later, autos is the gas inlet. On newer cars, it is 0.8 inches in diameter so that nozzles for leaded gas will not fit. Nozzles at service stations in Europe vary from 0.75 to 0.95 inches. Adapters are available at AAFES service stations and auto parts stores.

While you're here, you can get car parts and service at AAFES shops, but stores cannot maintain a stock assortment of spare parts to fit all makes and models. If a part must be ordered from a European warehouse, an average wait of eight days can be expected. For parts ordered from the U.S., the waiting time is considerably longer. Additionally, prices for labor and parts in Europe, even at AAFES garages, are a lot higher than Stateside.

AUTO INSURANCE

You must have liability insurance in Germany. That's the type that pays the other fellow's cost if you cause an accident. There is also collision coverage, which pays for the repair of your car even if you're to blame for the accident. It's usually required for a new or late model car that's being financed.

Collision coverage is expensive. It can sometimes double an already big auto insurance bill. One general statement about auto insurance in Germany: with few exceptions, Americans pay more in Germany than they did in the United States. The primary reason you pay more is that the accident risk is higher here. There are more cars in motion per mile of roadway in Germany than in most places in the States.

There are two types of insurance coverage available to Americans in Germany. One is called American tariff insurance. The other type is German tariff coverage. Here is a description of both types with sample price information to help in deciding which is best for you:

American tariff insurance—This plan offers lowest rates to those 35 and over. Married car owners also get a price break. However, you get no reduction for being a safe driver with few or no accidents. If you drive a large American car with high horsepower, American tariff coverage is often an excellent bargain compared with German tariff rates. If you're an unlucky driver with a poor safety record, American tariff insurance is also often a bargain, com-



This sign informs you to be prepared for a traffic jam ahead.

pared to German rates. If you're young and unmarried, paying American tariff insurance is painful. Here are the average American tariff rates for liability coverage only:

Single, drivers under age 25	DM1,935
Married, under age 25	DM1,223
Single, age 25-34	DM1,122
Married, age 25-34	DM780
Married or single, 35 and older	DM595

German Tariff Insurance—German insurance premiums are set using three factors. First, where is your car garaged? Those who live in areas with less traffic density and therefore fewer accidents pay less than those who must deal with heavier traffic. Most Americans are assigned to areas with medium density ratings and thus pay medium prices for this rating factor. Second, the type of car you drive is also important. Lower horsepower cars get a price break. Third, your safety record. German insurance premiums are reduced for every full year of accident-free driving you have in Germany and also in the United States. You have to establish that accident-free driving in the U.S. through the home office of your company there. Your basic rate can be cut in half if you have recorded at least nine years of accident-free driving.

Here are sample rates from the price chart of a medium-priced company insuring drivers throughout Germany: a beginning driver in Frankfurt with a VW Rabbit diesel would pay an average 1,321 marks for one year's liability coverage. A driver with five years of accident-free coverage would pay 453 marks for the same policy and a driver with the maximum reduction for safe driving would pay 302 marks per year.

Your agent will issue you an international Green Card. This card, which is free, is the proof of insurance document you need to drive in other countries in Europe. ■

BUYING A CAR OVERSEAS

IF YOU DON'T SHIP a car to Germany, you may want to buy one at your new duty station. The first decision you must make is whether to buy an American or a European car. Statistics prove that a larger American car offers better protection in case of an accident than a smaller European one.

There are several disadvantages to buying an American car: gas consumption can be higher, if you need a new part, you could wait for months, and there are special problems driving an American car in Germany. German streets and parking lots just don't seem to accommodate larger American cars.

If you do decide to buy a new American car, you can do it through AAFES (Army and Air Force Exchange Service). "A buyer can save from 10 to 18 per cent off Stateside prices when he orders through AAFES," notes one AAFES car sales rep. "He can order exactly the model he wants and have it delivered either to Europe or to his point of return in the States."

If you decide to buy a European car, what's the best way to go? That depends on your purpose for buying the car and also where you are located. If you just want to buy the car for driving in Europe, with no intention of taking it back to the States, it would be cheaper to buy it without U.S. specifications. On the other hand, if you want a car with U.S. specifications, there are a number

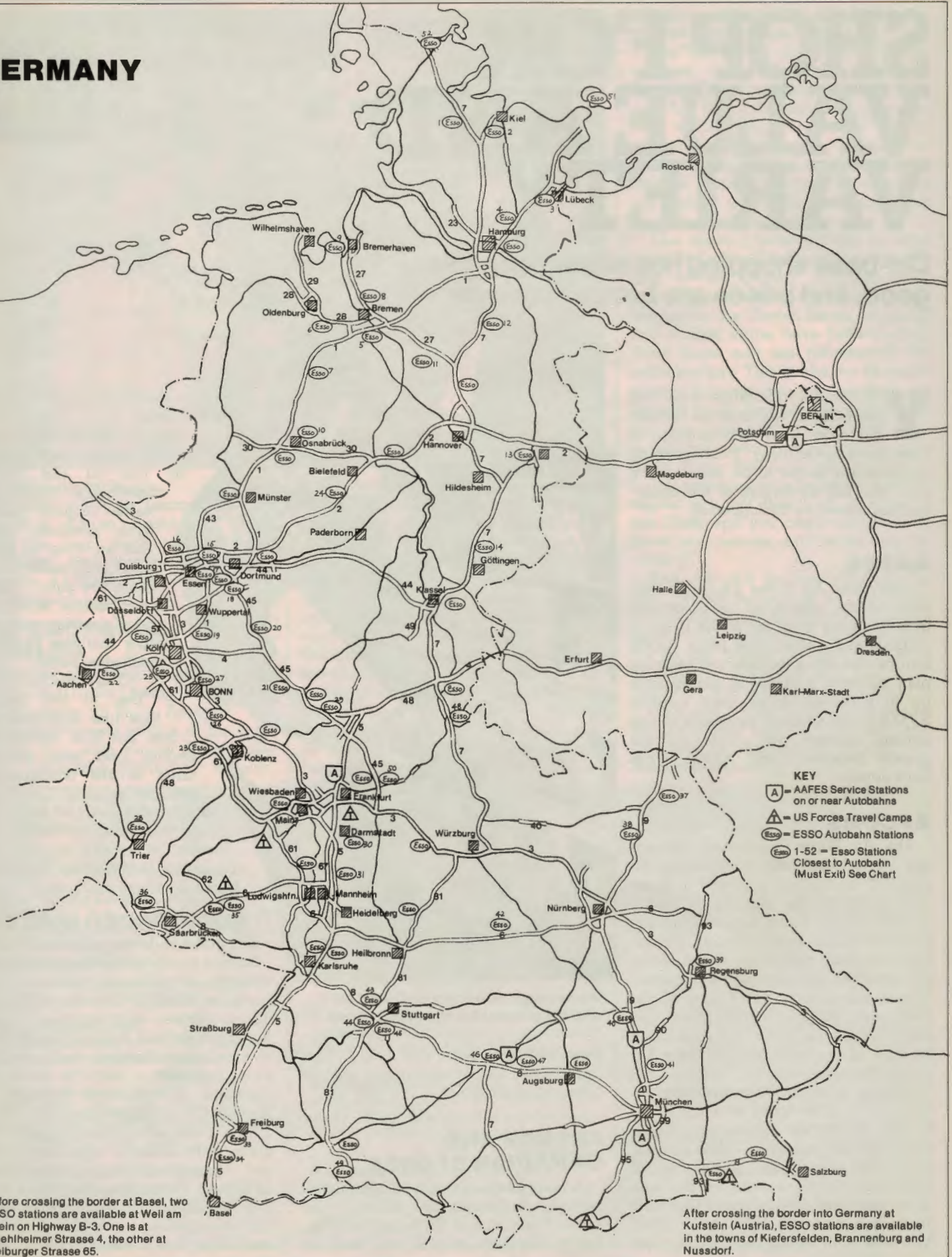
of possibilities. One popular way is through mail-order companies. Another is to locate a dealer who offers a "no-delivery plan." That is, instead of paying for delivery charges, you travel to the factory yourself and drive the car home. The third possibility is to work with dealers working specifically with the American military community. These companies cater to Americans and offer a variety of European cars. Wherever you buy, be sure to avoid paying the 14 per cent value-added tax.

What exactly are U.S. specifications for autos? According to USAREUR Pamphlet 550-3, "Customs Information," U.S. specifications deal mainly with two areas. First, all cars (1968 models to the present) must meet U.S. air pollution control standards. Secondly, the car must conform to various safety requirements. For specific information, contact your transportation office.

Can you save money by buying a European car overseas? Definitely. Even with U.S. specifications, European cars can be up to 30 per cent cheaper when you pick them up at the factory.

If you pick up your new European car here and plan to ship it home when you leave, you may have to pay shipping charges. In most cases, foreign cars bought in Europe do not qualify for free home shipment at the end of your tour. Get full details from your transportation office.

GERMANY



KEY
 A = AAFES Service Stations on or near Autobahns
 △ = US Forces Travel Camps
 Esso = ESO Autobahn Stations
 Esso 1-52 = ESO Stations Closest to Autobahn (Must Exit) See Chart

Before crossing the border at Basel, two ESO stations are available at Weil am Rhein on Highway B-3. One is at Muehlheimer Strasse 4, the other at Freiburger Strasse 65.

After crossing the border into Germany at Kufstein (Austria), ESO stations are available in the towns of Kiefersfelden, Brannenburg and Nussdorf.

SHOP FOR VALUE AND VARIETY



On-base shopping has never been this good, and prices are better than ever.

You'll find a wide range of familiar products, as well as some intriguing items from near and far, at base stores in Germany. Your shopping horizons are bound to be broadened if you take full advantage of the opportunities offered by the following:

AAFES

Army and Air Force Exchange Service (AAFES) offers a full line of services, from shipping your car to the latest in clothing and special order items. AAFES Europe also offers the deferred payment plan, allowing a charge of merchandise up to a certain dollar limit (usually \$1,000) and monthly payments at one percent interest per month on the unpaid balance. Local AAFES stores have details.

AFCOMS

The Air Force Commissary Service has 10 locations within Germany. All offer full service and a variety of Stateside products, the majority of which carry American brand names. There are also economical local products, including fresh meat, milk, eggs and produce, all inspected and meeting rigid specifications for quality. You'll find whole, fresh milk, American-style bread and ice-cream products from the production facilities of the Army and Air Force Exchange Service.

Certain items in the commissary are rationed in accordance with the NATO Status of Forces Agreement. These items include cigarettes, coffee and tea. Only personnel in possession of USAREUR/USAFE ration cards may purchase these products, and then only in certain amounts. When you arrive, you and your family, age sixteen and



No need to fall behind on the latest and the greatest in the music scene.

over, will be issued a ration card. Your unit orderly room can give you specific instructions on its use.

FRENCH AND CANADIAN STORES

A lot of people think most commissaries and exchanges are basically the same. That's true of American facilities, but in Germany your ID card will get

you into the French and Canadian stores as well.

A choice of French wines at the Class VI store is complemented by that of the French commissary. Other specialties include cheeses, fresh produce, spices and an array of packaged Indonesian foods. There are small French commissaries in Speyer and Kaiserslautern, and larger facilities in Berlin and Baden-Baden.

The Canadian facilities, at first glance, look like American outlets, but both French and English food items are featured in the commissaries' gourmet sections. The Canadian exchanges also have very good examples of English and French pottery and ceramics. The Canadian facilities are located in Baden-Soellingen and Lahr.

AUDIO/VIDEO/PHOTO

For audio and video supplies, AAFES-Europe has a Sound Center featuring equipment on demonstration for comparative listening, and often a Vendor's Room, where manufacturers' representatives explain their products. Even at smaller exchanges, you can order any component in stock by means of a Customer Convenience Request, or through the Exchange Catalog.

You'll hear about audio/photo/video clubs, with different equipment selection. There are clubs at Air Force bases in Bitburg, Hahn, Ramstein, Rhein Main and Tempelhof. An audio/photo/video club is authorized as a Non-Appropriated Fund (NAF) resale activity, inde-



USAF PHOTO

chandise you send in; there's no way you can prepay these charges.

The '85 catalog is divided into four sections, called America Part One, America Part Two, Europe/Middle East, and Far East/Southeast Asia. Items in each section are warehoused in that part of the world and are mailed from there. So you'll usually find that items ordered from the European section will get back to you faster than those from the other sections.

This raises a point to keep in mind when you order. The first American section of the catalog includes many foreign-made items which are warehoused in the United States. Shipping and custom duties have been paid on these items and are reflected in the price you pay. This is why, for example, similar Japanese cameras are more expensive in the American section than in the Far East section. So, save your money and avoid ordering *foreign-made* items from the American sections—unless perhaps you're having something mailed as a gift directly to someone in the States and you don't want them to have pay customs duty when they receive it.

You can pick up your own copy of the *Exchange Catalog* at any large AAFES exchange in Germany. If you have trouble finding one, circle number 75 on the Reader Information Service postcard in this guide and mail it in. OFF DUTY will then pass your request to AAFES, and a free copy will be mailed to you. Please note, though, that catalogs may be sent only to APO/FPO addresses overseas. ■

pendent of the exchange.

Another outlet in Germany is the Canadian Forces Exchange, which offers its own stock assortment of equipment, including many items offered by AAFES-Europe and the clubs, at comparable prices.

THE EXCHANGE CATALOG

You can also shop through the *Exchange Mail Order Catalog '85*, the military's answer to Sears Roebuck. The 848-page overseas edition of the catalog carries a wide variety of merchandise, including clothing, jewelry,

You'll find both familiar products and intriguing new items at your Exchange.

cameras, hi-fi and video equipment, computers, home appliances and gifts from around the world.

There are eight order blanks included in each copy of the catalog, and you just mail your order in to AAFES Catalog Sales in Dallas, Texas. You can have the merchandise you order sent to yourself in Germany, to any address back in the U.S., or to any other recipient with an overseas APO/FPO address. Recipients in the U.S. will generally have to pay customs charges on any foreign mer-

WHERE TO BUY

AAFES Exchanges

Bitburg Audio Center

APO 09132, Bldg. 70, 5521 Bitburg Air Base; civ. tel. 06561-8951; mil. 7221.

Hahn Audio/Photo Center

APO 09109, Bldg. 105, 6541 Flugplatz Hahn; civ. tel. 06543-2241; mil. 7137.

Ramstein Audio Dept.

APO 09012, Bldg. 1101, 6792 Ramstein Flugplatz; civ. tel. 06371-42404.

Rhein-Main Audio Center

APO 09057, Bldg. 435, Rhein Main Air Base, 6000 Frankfurt/Main; civ. tel. 0611-693013/14; mil. 772.

Vogelweh Super Sound Center

APO 09227, Bldg. 2013, 6750 Kaiserslautern/Vogelweh; civ. tel. 0631-57475.

USAFE Audio/Photo/Video Clubs

Bitburg Audio/Photo Club

APO 09132, Bldg. 328, U.S. Flugplatz, 5520 Bitburg/Eifel; civ. tel. 06561-2188; mil. 7574/7477.

Hahn Audio/Photo Club

APO 09109, Bldg. 314 (temporary location until Bldg. 109 location is renovated), 6541 Hahn Flugplatz; civ. tel. 06543-5-6191; mil. 6191.

Ramstein Audio/Photo Club

APO 09012, Bldg. 2113, Ramstein Air Base, 6792 Ramstein/Miessenbach 3; civ. tel. 06371-43126; mil. 5479.

Rhein-Main Audio/Photo Club

APO 09057, Bldg. 349, Rhein Main Air Base, 6000 Frankfurt/Main; civ. tel. 0611-693013 or 693014; mil. 7712.

Tempelhof Audio/Video Club

APO 09611, Bldg. G-2, Military Flughafen, Platz der Luft Bruecke, 1000 Berlin 61; civ. tel. 030-6936187; mil. (audio) 5269, (photo) 5209.

Canadian Forces Exchanges

CFB Baden Exchange

CFPO 5056, CFB Baden-Soelingen, 7570 Baden-Baden. Audio-Photo: take Iffenheim (Baden-Baden) autobahn exit. Base located near Hugelshheim, 30 minutes from Karlsruhe. Currency exchange facilities. civ. tel. 07229-2096.

CFB Lahr Exchange

Postfach 2040, 7630 Lahr-Schwarzwald. Audio-Photo: take Karlsruhe/Basel autobahn exit for Lahr. Kaserne Exchange located off road to Biberach. Civ. tel. (Audio) 07821-25091.



WELCOME TO GERMANY

Look for these family favorites the next time you visit your local commissary.

Maxwell House, Post, Super Sugar Crisp, Log Cabin, Birds Eye, Cool Whip, Gaines, Gravy Train, Kool-Aid, Jell-O and Pudding Pops are registered trademarks of General Foods Corporation.



© 1983 General Foods Corp.



EDUCATION OPPORTUNITY FOR ALL



The whole family can take advantage of good education facilities in Germany.

Your children's education in Germany is administered by the Department of Defense Dependent Schools (DODDS). USAFE supports over 18,000 students in 25 schools on 15 different installations.

The North Central Association of Colleges and Schools accredits the DODDS elementary and high schools in Germany. Evaluation teams visit one-third of the schools each year. The majority of schools have recently received accreditation.

Curriculums vary with the size of the school, but all students receive a high degree of basic skills courses. A recent study performed by DODDS revealed consistent growth of student performance in both reading and language arts. In mathematics, overall DODDS performance levels were above the national sample used for comparison at all grade levels. Seniors in the school system who took college entrance exams often performed better than national average for subjects such as English composition, mathematics and foreign languages.

DODDS offers special education programs for the handicapped as well. All educational programs are reviewed periodically to keep instruction pertinent and timely to students' needs. Current programs include such topical subjects as drug abuse education and outdoor education. Students are encouraged to develop their intellectual, moral, spiritual, vocational and social capacities to the maximum.

DODDS also offers a broad range of student activities, from drama and music to forensics and competitive varsity athletics, just as in Stateside schools.

Elementary school children have an excellent opportunity to learn about Germany and its language. Special



"host nation" classes, taught by German instructors, teach the language, customs and culture of Germany. Junior and senior high school students also have the opportunity to learn German as well as other foreign languages.

Most teachers in the DODDS school system are hired in the U.S., but some husbands and wives of service members are qualified teachers and may teach in Europe. More than 35 percent of the teachers are dependents of service members. To be hired, they must have had at least one year's teaching experience in a Stateside school system in the last five years as well as possess the standard educational credentials.

To register children, parents must have a report card or transfer statement

Children attending dependent schools in Germany benefit from Stateside standards amidst a foreign culture.

from a Stateside school and a current immunization certificate. Parents will also need a birth certificate for children entering kindergarten or the first grade for the first time.

In cases where special educational needs exist, hand-carry school records to Germany. Records should include statements of psychological and/or educational examinations within the past two years and a description of the child's current education placement and adjustment.

For further information regarding schools in Germany, contact your spon-

sor or Dr. Joseph Blackstead, Director of Dependent Schools, Germany, APO NY 09633.

YOUR OWN EDUCATION

Educational opportunities covering a broad spectrum are available if you plan to continue your education during your tour in Germany.

Base education centers provide counseling and financial assistance programs. Each center offers testing through the Defense Activity for Non-Traditional Education Support (DANTES). The center also administers the Strong-Campbell Vocational Interest Inventory, the College Level Examination Program (CLEP) and is an official ECI test site. Additionally, tests such as entrance exams to graduate or professional schools can be ordered. Classes are offered in conversational German and high school completion and refresher work.

If higher education is your goal, then look into certificate and associate degree programs in vocational technical fields or associate and baccalaureate degrees in a variety of majors. Post-graduate degree programs are also available.

Classes are given in a wide variety of formats to satisfy varying needs. If you can't attend evening classes, perhaps

USAFE supports over 18,000 students in 25 schools on 15 bases.



lunch-hour classes will prove more compatible with your duty schedule; video tape instruction is another alternative.

Popular fields of study are liberal arts, business and management, data processing, law enforcement and automotive technology.

Schools offering college credit and degree programs in Germany are the University of Maryland, City College of Chicago, Embry-Riddle Aeronautical University, Troy State University, Boston University and the University of

Qualified teachers encourage all students to develop their learning capacities to the maximum.

Oklahoma. Many of the programs started here can be completed back in the United States.

Professional military education non-resident programs are active and on-going.

Visit your base education center upon arrival at your duty station for particulars and availability of various programs. ■



THE WORLD AT YOUR FINGERTIPS

No need to lose touch with a favorite team, TV program or news from home.

The scene is a suburban home in the United States. Action begins as excited Air Force member bounds into the living room, waving his next duty assignment papers.

Service member: Honey! We've got orders to Germany! We'll be leaving this summer.

Spouse: What? How are we gonna go to Germany? And what about Suzy's schooling? We don't speak German! We'll be stuck over there and not know what is going on in the world.

Service member: No, honey, you don't...

Spouse: And you know Johnny can't live without the latest from his favorite rock star.

Service member: Yes, but we'll have...

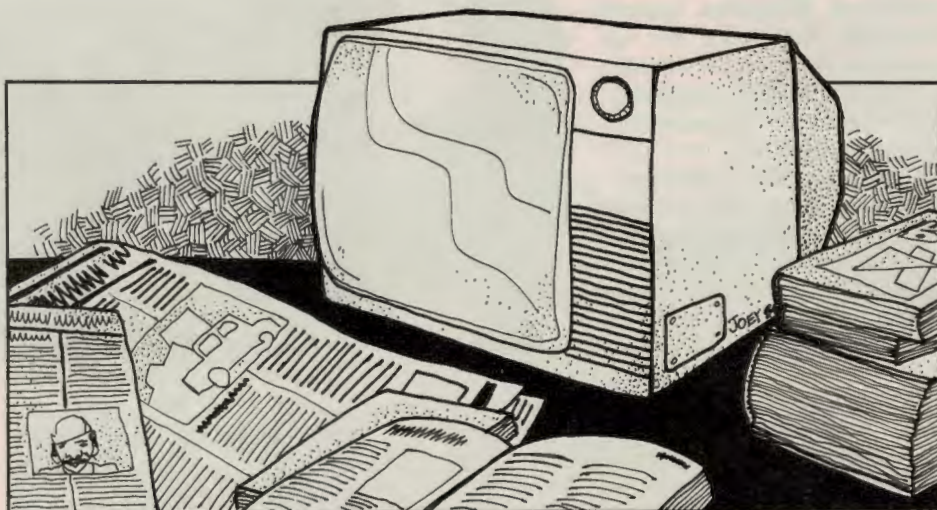
Spouse: Krystal Carrington is part of the family as far as I'm concerned. Say, how am I gonna live without "Dynasty" every week? And you know you love the "Shoe" comic strip.

This little drama probably occurs more frequently than we'd like to admit. To help eliminate some of the fears expressed, let's look at what is available to U.S. armed forces families in Germany.

NEWSPAPERS

The Department of Defense publishes an "authorized unofficial" newspaper called *Stars and Stripes*. The paper is published just south of Frankfurt, Germany, daily. It is usually 24 to 28 pages plus a 20-page feature magazine every Thursday and a color comic section on Sunday.

The newspaper carries all the major wire services and many of the most popular syndicated editorial columns. It



has crossword puzzles, several pages of sports and most of the features of your hometown paper.

Stars and Stripes is available on all U.S. military installations. It costs 15 cents daily. It is delivered door-to-door in most military housing areas on bases and in many off-base communities.

The *International Herald Tribune* is also widely sold throughout Germany. It is published by the Washington Post and New York Times publishing companies. *USA Today* publishes a European edition available throughout Germany.

Military base and community newspapers are published by public affairs offices. They cover the military news, community events and local features about both American and German people and places. These newspapers, just like the base newspaper at your Stateside base, are distributed free.

The *German Tribune* is a weekly English-language newspaper which reviews the leading articles as reported in the German press. This newspaper is available at civilian news stands and through subscriptions. Delivery of subscription copies is by German mail.

BOOKSTORES

Bookstores are run by *Stars and Stripes*. They are located all over Europe on U.S. military installations, in U.S. medical facilities and in other areas where there are large concentrations of U.S. forces.

The bookstores carry major U.S. periodicals and news magazines, thousands of paperback and hardback book titles, travel books and maps, and children's books.

Many German stores and newsstands have English-language publications. Several leisuretime magazines, such as *OFF DUTY*, are published for and distributed free to U.S. forces in Europe.

TELEVISION

You won't have to miss out on your favorite soap opera, situation comedy or drama series. Your children will also be able to see some of their favorite cartoons. The DoD operates Armed Forces Radio and Television Service (AFRTS) outlets in overseas areas. In Germany, the AFRTS outlet is run for the DoD by the U.S. Army and is called American Forces Network (AFN).

AFN is headquartered in Frankfurt. It broadcasts to most areas in Germany through agreements with the German government. Since February 1984, AFN has been a part of the DoD SATNET, (Satellite Network.) Through SATNET, news, sports and special events are received live-by-satellite. Many of the shows are "tape delayed" because of the time difference between the United States and Germany. Instead of watching the "NBC Nightly News" live at 2 a.m., it is taped and carried at 6 a.m. The "Today" show is carried live and is seen at 4 p.m. Monday through Friday.

AFN carries the top shows of all three major American networks. In May 1984, for example, 19 of the 20 top-rated shows from NBC, ABC and CBS were being carried on AFN. Reruns are rare on AFN because there are three times the normal number of shows to choose from.

If AFN-TV is not available where you are going, it is probably already in the planning stages. AFRTS availability is being expanded continuously.

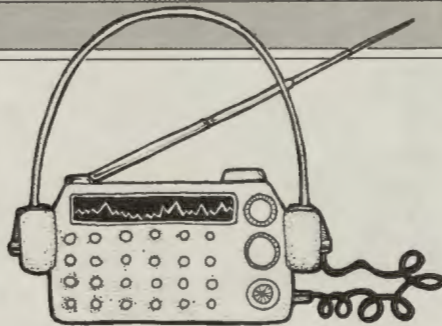
In some areas, British forces TV is available. German TV is available throughout the country.

Germany uses 220-volt electricity, so your American TV will have to be connected to a small transformer (readily available in exchanges). Because of different broadcast methods or standards, European TV broadcasts can be received on American TV sets in black-and-white only and without the sound. For a small cost your television can be converted to receive the sound of German TV. The exchanges also sell some TV sets which are 110-220 volts and receive all the various broadcast standards worldwide. A word of caution: If your TV set has the quartz-lock feature, it may not work here because of different broadcast frequencies. You should either store it or sell it.

RADIO

AFN operates radio throughout most of Germany, broadcasting 24 hours a day. It receives hourly news live-by-satellite, carries sports events live (you may have to get up at 3 a.m. to hear a baseball game which begins at 7 p.m. in the States) and carries special events live.

AFN has seven radio studios around Germany. They carry six hours of local programming; the remainder comes from the network station in Frankfurt. All AM broadcasting is on one of four frequencies—873, 1107, 1143 and 1485. You can set your car radio push buttons before leaving the States.



AFN also has 11 FM stations; five of these broadcast in stereo. Most FM frequencies feature "beautiful music" with hourly news.

There are a number of alternatives to AFN radio. The British Forces Network and the Canadian Forces Network can be received widely. Voice of America (VOA) and British Broadcasting Company (BBC) broadcasts can be received on both AM radio and on shortwave frequencies. Many other countries offer English-language broadcasting on shortwave.

German radio stations vary just as U.S. radio stations do and they air a lot of American music. If you like classical or semi-classical, just scan the dial. Music is the international language. (The announcers speak German, naturally.)

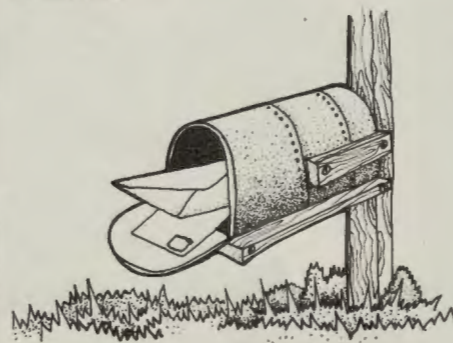
MAIL

You can also keep in touch through the mail. Your favorite magazines and local newspaper can be sent to you through the U.S. mails. You will receive your mail at the APO—Air Postal Office.

The APO is staffed by U.S. military people, but offers all the services of your local post office in the States. You will receive your mail in a post office box. The APO offers stamps, money orders, registry services, etc.

Your sponsor can get your APO box for you before you arrive. Remember, it takes about a week to 10 days for mail to get from the States to Germany.

In April 1984, mail going to other European military post offices started going free of charge. It still costs 20 cents to send a letter to the States, however.



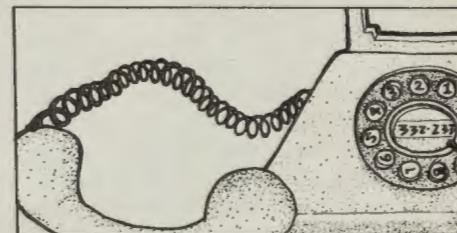
You might want to receive mail at your local German address. If coming from the States, it will require international postage rates.

TELEPHONE

If you just can't wait for the mail, this is another way to keep in touch. The bad news for you poor letter-writers is that calls from Germany to the United States are expensive.

There are two rates for Stateside calls. Regular rates begin at noon and continue until midnight. The cheaper rate starts at midnight and goes until noon. The charge is the same no matter where you call in the States. All calls can be dialed direct. If the call originates in the States, it is much cheaper.

If you plan on having a phone installed, (assuming one isn't already in your quarters) you can expect a one-to-six-month wait and a non-refundable installation charge of DM200. If a phone is already there, it can be transferred to your name for DM55 (also non-refundable).



The monthly rate for a private line is DM27. Additional monthly charges include the number of units used during the billing period. There is no itemized statement. Every time you complete a local call, 23 pfennigs are added to your bill.

The post office, or *Bundespost*, in Germany is responsible for mail, telephone, telegraph and broadcast services. Monthly telephone bills may be paid at any German post office. There are Deutsche Post offices located on base in most communities. Telephone bills must be paid within seven days after receipt.

You'll find using a pay phone here a little different than in the States. When calling from a phone booth you should always deposit approximately the amount you think the call will cost. Your call will be disconnected when your time runs out. Don't worry though, the German pay phone has a visible coin counter that tells you how much money you have left.

So don't worry about your assignment in Germany. You will be entertained and kept fully abreast of what is happening in the world. ■

EXPERT MEDICAL CARE



USAFE has "state of the art" medical equipment and professional staff.

Routine medical and specialty care in Germany is equal to that in the United States. In Germany, the Air Force provides medical services to those eligible through three hospitals and five clinics.

Air Force hospitals are located at Bitburg and Hahn Air Bases and in Wiesbaden with clinics at Ramstein, Rhein-Main, Sembach, Spangdahlem and Zweibruecken Air Bases. Medical care is also provided by United States Army medical facilities. In some cases, service is provided on a referral basis for specialty care not available at Air Force clinics. Other sources of medical care available to active duty members on a referral basis include the military hospitals of our NATO allies.

Using the concept of regionalized medical care, a number of clinics and smaller hospitals are supported by a regional hospital with a broader range of services. These are supported by an Air Force medical center. The hospital at Wiesbaden serves as the medical support center for facilities in Germany. Aeromedical evacuation to CONUS medical centers is also provided.

When you receive your assignment to Germany, there are several things you can and should do to ensure that the medical care you and your dependents require will be available. You should encounter few problems.

If your assignment is to a remote unit (other than one of the main operating bases) you should do the following:

- Ensure that your medical record reflects your current medical profile.
- If you or your dependents wear glasses, contact lenses, specially constructed shoes or other orthopedic devices, a general rule of thumb is "bring a pair to spare." This is particularly true of hearing aids.

- If you are taking prescribed medicine not normally stocked in smaller pharmacies, be sure that you have a 30- to 60-day supply when you arrive. Also, request that your medical facility pharmacist provide you with necessary prescription information for you to present to the pharmacy upon arrival in Germany. This should be done immediately upon arrival to ensure that your medication is available when needed.

If you've elected to serve the accompanied-by-family-members tour, you will be provided information on the availability of required medical resources at your projected assignment location. You will also be required to make application for the overseas travel of dependents (AF Form 1466). The dependent overseas travel clearance process is largely your responsibility.

Other suggestions which might make your PCS move to Germany go more smoothly:

- The Department of Defense Depen-

dent Schools requires that all children entering school have current immunizations before you leave. Make sure you carry the immunization certificate with you.

- Most civilian medical facilities in Germany have the latest "state of the art" medical equipment and professional, well-trained staffs. You should consult the health benefits advisor at the military medical facility serving you before seeing a German civilian doctor. CHAMPUS, which is widely known and used in the U.S. for care of non-military patients, is also used extensively in Germany.

Routine dental care is authorized for dependents in USAFE on a space-available basis. The amount of treatment provided will depend upon staffing, military workload, mission requirements and available facilities. Orthodontic treatment is extremely limited or not available at all. Your sponsor package should have details on dental care available at your location. ■



USAF PHOTO

Get SHARP



DV-2650SPN
11-System 66cm (26")
Color Television
and VTR/Video disc Monitor

and see the world with 11-system compatibility.

No matter where in the world you're stationed—Europe, Asia or home—you can enjoy all the TV programs coming your way. And in wide-screen color. Sharp's remote-controllable, 26" DV-2650SPN with 11-system compatibility makes it happen. Just plug it in, and the set adjusts automatically to the local broadcast system whether it's NTSC, PAL, UK or SECAM. For added pleasure, integrate it with your stereo system and a VTR or video disc player for a complete home entertainment system. Isn't it time you let Sharp show you the world you joined up to see?

Life's more fun with us.

SHARP

SHARP CORPORATION, JAPAN

This advertisement is neither paid for nor sponsored in whole or in part by any military resale activity.

Note: Audio and video materials may consist of copyrighted works which must not be recorded without authority of the owner of the copyright. Please refer to relevant laws in your country.

ENJOY YOUR OFF-DUTY TIME HERE



From arts and crafts to sports and fitness, MWR caters to your every need.

Morale, Welfare and Recreation (MWR) possibilities on base are numerous and as good as, if not better than, Stateside. Whether you want to exercise your body or mind—or just relax, MWR provides many opportunities for entertainment and leisure time activities. The camaraderie it encourages is also great. No one should be bored; there is something for young and old, male and female, athlete and intellectual—you are limited only by your enthusiasm, energy and imagination.

When you want exercise or entertainment, MWR facilities and activities are here to serve your interests—and whether you live on the economy or on base you won't have to travel far.

MWR programs and facilities, however, vary considerably in size and emphasis from base to base. You'll find a wide variety of things to do: libraries, travel and tour offices, arts and crafts centers, auto hobby shops, audio/photo clubs, open messes, aero clubs, bowling centers, youth activities, intramural sports, and rod and gun clubs. Furthermore, one can find archery, athletic boosters, computer, genealogy, running, walking, golf, and Mexican-American clubs, Toastmasters, Take Off Pounds Sensibly and other organizations. Yes, USAFE even has carnivals and country and western music to keep you entertained.

You'll also encounter here the largest command varsity sports program in the Air Force. There are 34 USAFE varsity-level sports, and a continually expanding women's program. Men's sports include racquetball, skiing, bowling, soccer, baseball, tennis, volleyball, badminton, football, wrestling, basketball, boxing, golf, track and field,



USAF PHOTO

slow- and fast-pitch softball, distance running and powerlifting. Many of these sports feature spirited competition between bases and the three USAFE sports conferences. Some competitors earn officially sponsored trips back to the U.S. to compete in USAF individual or team worldwide championships.

Periodically, nationally known sports personalities conduct sports clinics where they pass on their coaching and officiating expertise to youth, intramural and varsity sports.

If varsity sports aren't your cup of tea, how about the Rec Center talent contest? Here, too, winners can advance to higher-level competition and perhaps be chosen best in the Air Force. If you can't sing, dance or play an instrument, however, don't despair; USAFE Rec Centers also sponsor competition in chess, body-building, pocket billiards, photography and arts and crafts. For those who don't like to compete, qualified instructors and classes are available.

MWR also supervises lots of things for dependent children. American Youth Activities (AYA), for example, sponsors

USAFE has 34 varsity-level sports such as baseball or basketball, and an expanding women's program.

many activities which promote the growth and development of infants, preschool- and school-age children. These include art shows, carnivals, field trips, puppet shows, reading, animal shows, positive image seminars, father-son/mother-daughter events, dinners, craft fairs, organized sports and child care centers. Most activities parallel Stateside areas of interest, but some have a special attraction because the origin of the activity is native to Germany. USAFE child care centers plan special events such as the Month of the Military Child. One base celebrated it by having a balloon launch. Messages asking for a reply were placed in balloons then released into the air. Replies were received from as far away as Italy and Austria.

Your sponsor and local MWR can give you more specific information on the particular sports or activities offered at your base. ■

PIONEER. The leading sound in car stereo.



 PIONEER®



© 1984 CHANEL, INC. CHANEL N° 5

CHANEL N°5

INTRODUCING THE NEW DELUXE SPRAYS. SUPERBLY SLEEK.

COMPLETE FINANCIAL SERVICES



The base finance office offers you full Stateside service and more...

The base finance office is tailored to meet the needs of the military, together with civilian and family members in Germany. The Personal Financial Management Program offers information on local insurance, tax relief and money-saving tips. Under the direction of the base comptroller, confidential financial management assistance is also available from volunteer counselors at each base. All Stateside services you are used to having are also provided.

SURE PAY, through which your checks go directly to the bank or financial institution of your choice, is very active here and highly recommended. An important point to remember is that your pay continues to go to that bank during PCS or TDY, so you don't need large advances or need fear that your check will not catch up with you in the mail.

American Express International Banking Corporation community banking facilities are the only commercial banks on bases in Germany. They offer a variety of services in more than 56 military communities in Germany.

If you have a Stateside account, checks will be cashed for a nominal fee. When you open an account with American Express, there is no service charge if you maintain a balance of \$300, have an allotment to them for that amount, or if you participate in the SURE PAY program with them.

Individual savings accounts and credit services are also available. Foreign currencies can be purchased there as well as travelers checks. Direct withdrawal for rent and other necessities

can be arranged. An added service is the Express Teller which allows 24-hour banking. These machines are located in 30 communities throughout Germany. Banking transactions in both American dollars and German marks are offered.

Credit Unions—and now in some locations mobile banks—are also available. Ask your sponsor for more details.



While stationed in Germany you'll be dealing in both dollars and German marks. All transactions on base—at the exchange, commissary, theater, and so on—are in U.S. dollars. Off-base—for purchases, rent, phone bills and utilities—payment is made in marks. Currency may be exchanged at military banking facilities where you'll find that the rates vary from day-to-day. The banks also change other European currencies.

Conversion chart with rate fluctuations

US\$	DM	DM	DM	DM	DM	DM	DM	DM	DM	DM	DM
1	2.40	2.45	2.50	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90
2	4.80	4.90	5.00	5.10	5.20	5.30	5.40	5.50	5.60	5.70	5.80
3	7.20	7.35	7.50	7.65	7.80	7.95	8.10	8.25	8.40	8.55	8.70
4	9.60	9.80	10.00	10.20	10.40	10.60	10.80	11.00	11.20	11.40	11.60
5	12.00	12.25	12.50	12.75	13.00	13.25	13.50	13.75	14.00	14.25	14.50
6	14.40	14.70	15.00	15.30	15.60	15.90	16.20	16.50	16.80	17.11	17.40
7	16.80	17.15	17.50	17.85	18.20	18.55	18.90	19.25	19.60	19.95	20.30
8	19.20	19.60	20.00	20.40	20.80	21.20	21.60	22.00	22.40	22.80	23.20
9	21.60	22.05	22.50	22.95	23.40	23.85	24.30	24.75	25.20	25.65	26.10
10	24.00	24.50	25.00	25.50	26.00	26.50	27.00	27.50	28.00	28.50	29.00
20	48.00	49.00	50.00	51.00	52.00	53.00	54.00	55.00	56.00	57.00	58.00
30	72.00	73.50	75.00	76.50	78.00	79.50	81.00	82.50	84.00	85.50	87.00
40	96.00	98.00	100.00	102.00	104.00	106.00	108.00	110.00	112.00	114.00	116.00
50	120.00	122.50	125.00	127.50	130.00	132.50	135.00	137.50	140.00	142.50	145.00
100	240.00	245.00	250.00	255.00	260.00	265.00	270.00	275.00	280.00	285.00	290.00

DISCOVER GERMANY BY RAIL



Getting there is half the fun when you take advantage of a European Railpass.

Train travel in Europe is easy and quick, thanks to a dense network of railroad lines and reliable train service. With the many discount offers made by the German Federal Railroad and other rail systems in Europe, it's also one of the cheapest ways to travel.

The German Federal Railroad (*Deutsche Bundesbahn* in German) operates a rail network covering 15,000 miles. Every day more than 20,000 passenger trains serve almost 6,500 destinations. German Rail officials report that more than 90 per cent of their trains depart and arrive on time, regardless of weather and traffic conditions.

On the train there's plenty of room to move about. Many trains have observation, parlor, bar and dining cars, offering travelers a chance to meet other passengers. Language is seldom a barrier, since many Germans and other Europeans understand and speak English. The multi-lingual visual aids in train stations also help overcome the language barrier.

Each train station features posted timetables for departures (*Abfahrt*) and arrivals (*Ankunft*). Passenger trains are listed in chronological order, and timetables provide information on time, train number (*Zug Nr.*), the routing of the train (*Nach*), track number (*Gleis*) and the platform (*Bahnsteig*). At the platform entrance are boards which confirm the number, routing and departure time of all trains.

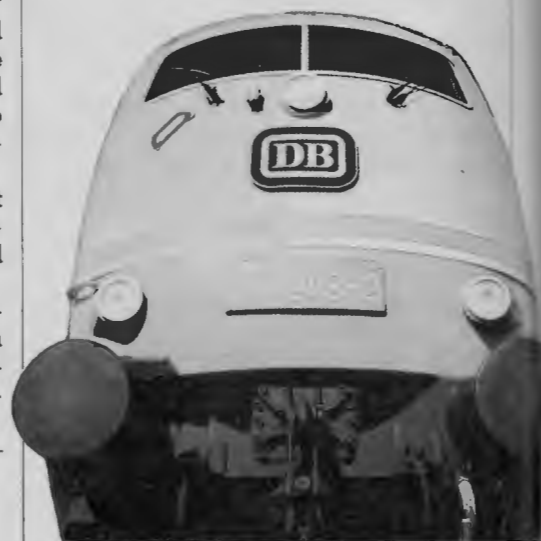
If you doubt whether you are boarding the right train, look toward the end of any individual car: on top will be a sign showing the city where the train originated; on the bottom, its destination; and in the middle, the names of the more important stops along the way.

Each car is further identified by arabic numerals for first and second class as well as by a colored stripe under the roof: yellow for first class and green for second class. Cars are also identified as a smoker (*Raucher*) or non-smoker (*Nichtraucher*).

Americans have a number of discount plans from which to choose when considering travel by train in Germany and Europe. We suggest the following:

Eurailpass—A train pass for unlimited first-class travel to 16 countries in Europe. It comes in a two-week, three-week, one-month, two-month and three-month edition.

The German Federal Railroad is renowned for its efficiency, special services, and economical discounts.



DB RAILWAY



The more the merrier with special family railway discount passes.

Eurail Youthpass—For those under age twenty-six, traveling second class. Your local recreation center tour offices or travel agency can help you apply for a Eurailpass or Eurail Youthpass, or write: European Rail Specialists Ltd., Eschersheimer Landstrasse 160-A, 6000 Frankfurt/Main, West Germany.

Inter-Rail Card—A train pass for those under twenty-six, valid on railways of 22 European countries. You can buy an Inter-Rail Card at any major European railway station. Just bring your passport. Brochures are available in train stations.

Transalpino Ticket—For single round trip journeys in Europe and much of North Africa, purchaser must be under age twenty-six. Transalpino tickets cost about 60 per cent of normal fares and are available at train stations. A passport is necessary to prove age. For more information write: Transalpino, 71-75 Buckingham Palace Road, London SW1W 0QL; or write: Transalpino, Hohenzollernring 47, 5000 Cologne, West Germany.

City Tours for Individuals—Unescorted package tours for individuals offered by the German Federal Railway. Valid for one, two, three or more days to cities in West Germany and Europe. Tours include reduced rate round trip train travel, overnight accommodations with breakfast, city sight-seeing tours and admission to cultural events. Your base tours office can

give you a German Federal Railway City Tours brochure.

German Rail Tourist Card—Unlimited travel for nine or 16 days, valid on all scheduled trains and selected bus and boat routes within Germany. Nine days second class, DM275; nine days first class, DM385; 16 days, DM360 and DM505. To buy the Tourist Card, you need a valid ID card or passport. Tickets can be purchased at any railroad station (*Bahnhof*) in West Germany. Similar "rover" tickets for travel within one country are on sale in most European countries.

German Federal Railroad Family Pass—This pass reduces fares by 50 per cent for families traveling together. The pass is good for one year and costs DM 200.

German Federal Railroad Junior Travel Pass—Available to youths ages twelve to twenty-two and for students under twenty-seven. Valid for one year; reduces regular ticket prices by 50 per cent. Costs DM110.

Vacation Ticket (Vorzugskarte in German)—Offered by the German Federal Railroad; 20 per cent lower than normal fare for round trip journeys of more than 200 kilometers. Trip must include a Sunday (for example, if you leave on Friday, the earliest you may return is Sunday). Valid two months.

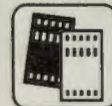
German Federal Railroad Mini Group Ticket—For small groups of adults and children. The smallest group may consist of two adults and one child and the largest cannot exceed five adults and one child. You'll save be-

SIGNS YOU SHOULD KNOW



Information

Train Information and Advice
Look for all DB stations, DER Travel Bureaus and other DB appointed agents.



Ticket Office
Buy rail tickets and passes at stations, and DB appointed agents.



Reservation

Seat Reservations
Each reservation costs DM3.50 unless you have purchased an Inter City or TEE supplement.



Sleeper Compartments
Are available on 2nd Class with two or three berths; first class you can book a Single or Double.



Couchette Berths
These are good value, very comfortable 2nd class compartments sleeping six.



Luggage Lockers
Almost all stations have luggage lockers of various sizes. A standard one will cost DM1 per 24 hours.



Registered Luggage
Look for this sign to hand over unaccompanied luggage. The charge is DM7 for up to 30 kg.



Touring Bus
Holders of the DB Tourist Card have free use of Deutsche Touring Buses on two routes. Reserve a seat.

tween 30-40 per cent of the normal fare, depending on the size of the group.

Other services offered by the German Federal Railroad include baggage pick-up at home, bicycle rental, insurance, car rental and car-sleeper expresses.

Buses and ships extend the tracks of the German Federal Railroad to corners of the country not accessible by train. Ships travel to many islands in the North Sea and on many inland waterways. Rail tickets are valid on certain ships, and in some cases, travelers pay only a small supplemental fee.

For more information on train travel for military personnel and their families, contact your local recreation center or travel office. ■

TRAVEL TIPS THAT SAVE YOUR MONEY



Whether you go Space-A, drive or take a tour, plan ahead for a carefree trip.

Enjoying your vacation to the European city of your choice is a matter of planning ahead. For carefree travel—whether on your own or part of a group—there are a few things you should know before you go.

SPACE-A

The best travel bargain in Europe is yours for the asking, or yours for \$10, to be more exact. For that paltry sum you can sign up to be a space-available passenger on a Military Airlift Command (MAC) aircraft carrying cargo and duty passengers to many locations in Europe. There are MAC terminals in Athens, Greece; Incirlik, Turkey; Aviano, Naples and Pisa, Italy; Sigonella, Sicily; at RAF Mildenhall, England; Ramstein and Rhein Main Air Base, Germany; and Rota, Torrejon, and Zaragoza, Spain.

It takes patience to travel Space-A, however, since there are no guaranteed seats and you can be off-loaded at a station en route to make room for required cargo or duty passengers.

Some tips to make your Space-A travel more enjoyable: avoid holidays and paydays; see MAC passenger service for help in signing up for the destination you want; sign up as soon as your leave begins; sign up for all five destinations you're allowed; be in the appropriate uniform and have all required documents when your flight is called; stay under the 66-pound per person baggage weight restriction; and don't bring a pet.

BY CAR

Refer to the *U.S. Forces European Travel and Vacation Guide* when you plan your driving trip. Published each year by U.S. Forces Outdoor Recreation



officials, the guide tells you about U.S. travel camps in Europe, fuel coupons, mountain passes, toll fees and a lot more.

BY TRAIN

Trips to many cities can be made easily and reasonably by train. (See the article on train travel in this issue.)

PACKAGE TOURS

If you decide you want to see and do as much as possible in a short time rather than soak up the atmosphere by wandering on your own, you'll probably opt for a tour. You'll have less advance planning to do—your transportation and lodging will be arranged for you and tour guides will show you the famous sites. The price is often right, since group travel cuts participants' costs.

Comparison shopping is a must before you put your money down. Here are a few things to consider:

Compare costs: \$99 may look like less than DM205, but it's more. Ask the minimum number of participants for the quoted price. Is there a chance the trip will be canceled because the minimum hasn't been reached?

Dates: How many days of sightseeing are there? Is there a morning, afternoon or evening departure? Overnight travel?

Transportation: Bus—deluxe, air-conditioned? Train—sleeper or couchette? Plane—scheduled or charter? Ship—size, facilities aboard, location of cabins?

Accommodations: Here's how hotel categories compare: Economy/tourist class—1 star; medium class—2-3 stars; first class—4 stars; deluxe—5 stars. Description: "central," "quiet," "good," "adequate"—look as much for what's written between the lines as what's stated. Many travel offices have brochures picturing the hotel and its location.

Meals: Which are included? Is breakfast continental-style or full? Half-board or demi-pension means breakfast and dinner. Full-board or full-pension means all meals are included.

Sightseeing: How many days of guided sightseeing are included? Are optional tours offered or are you "at leisure"? Are admission fees included? Is the guide "licensed" or "qualified"? Read the itinerary carefully to see what you'll be visiting, and what you might be just driving past.

Conditions and fees: Non-refundable deposit? Cancellation fees? Supplement for single room? Surcharge for departure from another location?

All things being equal, choose the company with the most experience in handling your destination. It's worth asking, "How long have been doing tours to...?"

Your military travel office has brochures on tours to all European countries. They can help you pick a tour that will be just right for you. ■

Keep that memory

A PUPPY FOREVER

Before your puppy becomes a dog, and your cute little kitten a cat ...

Before that oaktree becomes a log, and your muscle turns to fat ...

Catch today alive on film—the Nikon way

The "AUTO MEMORY MAKER"

You won't find an easier-to-use camera
or sharper photos anywhere.

AUTO focus AUTO exposure AUTO pop-up flash AUTO advance
AUTO shutter lock AUTO film loading AUTO rewind and stop



Nikon's Compact
Nikon L35 AF

Nikon NIPPON KOGAKU K.K. TOKYO 100, JAPAN

ORIENT CORPORATION Sanno Grand Bldg. 14-2, 2-chome, Nagata-cho Chiyoda-ku Tokyo 100, Japan

With soft leather carrying case:
attachable to belt.



SEEING THE BEST OF GERMANY



Close your eyes and pick a memory; the beauty of Germany is all around you.

Choosing 10 top attractions out of thousands in a country as varied and exciting as Germany is perhaps unfair. But then, you've got to start somewhere. No matter how long your tour, you won't have time for everything. The attractions described here will give you an idea of the intriguing flavor of a country that combines the ancient, the medieval and the modern.

HEIDELBERG

Heidelberg, romantic city on the Neckar River, is the German city of an American's dreams. The enchanting Old Town can be walked in a couple of hours, but there is a guided bus tour for those who prefer to have their history from a loudspeaker (for information contact the city tourist office at the main train station).

The romantically inclined can cross the Neckar on the turreted old bridge and hike the Philosopher's Walk to the top of the Heiligenberg. Their reward is an enchanting view of the red roofs of Old Heidelberg and the Renaissance castle, built in red sandstone and perched high above the banks of the river.

The thirteenth-century castle was destroyed twice and only partially rebuilt. On some summer evenings, plays and concerts are held in the floodlit courtyard while fireworks illuminate the castle, the Old Town and the river.

CRUISE THE RHINE

Father Rhine, as the Germans call it, has more legends per square mile than any river on earth. You'll encounter

Schloss Neuschwanstein casts its frozen spell on all who gaze upon it.

GERMAN NATIONAL TOURIST OFFICE



ENJOYING GERMANY

quite a few of them if you go afloat on one of the white boats of the KD German Rhine Line. For schedules and price information, write to: KD German Rhine Line, Frankenwerft 15, 5000 Cologne, West Germany.

The boats ply the stretch between Cologne/Duesseldorf and Frankfurt/Wiesbaden from Easter until late October. Most castles and vineyards are between Koblenz and Ruedesheim/Bingen.

The ship's ticket is good all day, giving you time to get off and visit the "Cat and the Mouse" castles, explore the villages, and join the wine-sipping, merrymaking crowds in Ruedesheim's Drosselgasse, an alley lined with restaurants and cafes. With a round trip ticket, you can return by boat or train.

THE BERLIN WALL

An attraction of the more worldly sort, and not a particularly pretty one, is the Berlin Wall, a wormlike coil of gray cinder block that winds through the heart of the old city, separating two very different ways of life. Built on August 13, 1961, the Wall, in its own macabre way, has become one of Germany's top tourist sights.

Many thousands of people stand on observation platforms on the West Berlin side each year to stare into the East, seeing mostly rows of barbed wire and decaying buildings. One of the best lookout points is at the Brandenburg Gate, an old city entrance designed between 1788 and 1791 by the German architect C.G. Langhans, based upon Greek design.

At Checkpoint Charlie (crossing point into East Berlin for U.S. military personnel) don't miss the Haus Am Checkpoint Charlie museum, open daily, where exhibits include some of the daring contraptions East Berliners have used to escape to the West.

COLOGNE CATHEDRAL

Germany has no shortage of spectacular cathedrals, even if they're not as famous as those in France. One of the most impressive, and one that lies on the beaten tourist path, is Cologne's

(*Koeln*) cathedral, the Dom, across the pedestrian mall from the main railroad station. Its twin spires dominate the cityscape.

The site has been hallowed for centuries. A pagan temple stood here in 50 A.D., later a Christian church, and since 1300, the choir of the present cathedral. Begun in 1248, the massive Gothic building took until 1880 to complete, only to be partially destroyed some 60 years later by the bombs of World War II.

Cologne's bishopric is one of the richest in the country. This is evident within the cathedral's interior where the splendor of its ornately carved pews and statues and the delicate stained-glass windows are impressive.

For a small fee, you can climb the high temple of German Catholicism, to be rewarded by an excellent view—in clear weather—from the bell tower. The tower and Dom are open daily.

DEUTSCHES MUSEUM

Munich's "German Museum," located on an island in the Isar river, is like none you've ever seen. You can find some of the more common elements in the Smithsonian or in London's Museum of Natural History, but, as you would expect of a German museum, this one is full of technical delights that only Teutonics could devise.

The Deutsches Museum is so vast (40,000 square meters) that its direc-

GERMAN NATIONAL TOURIST OFFICE

Each German town relives its history in colorful pageantry and festivals.



S. JUNG



L. D. FRANGA

The Deutsches Museum (above) is one of the best in the world. Right: The Neckar River reflects Heidelberg's enchanting castle.

tors say that a visitor with only one minute to spend on each of the 15,000 objects displayed would need six weeks to see everything on all seven floors.

What you can see: one of the gliders built in 1895 by German aviation pioneer Otto Lilienthal; one of the Wright Brothers' motorized airplanes (1909); a scale model of a Zeppelin airship; the V-2 rocket that Hitler planned to use to force Britain into submission; and the first electric locomotive, to mention just a few items.

The best thing about the Deutsches Museum is that you can not only look, but touch. By pushing one of several thousand red buttons placed at intervals throughout the building, exhibits can be set into motion. The museum's open daily, except some public and religious holidays.

MUNICH'S BEER HALLS

"Beer will cure whatever ails you," the Bavarians like to say. From the looks of the crowds in the numerous cavernous beer halls, there must be plenty of sick people around.

If you don't count the swank restaurants and pubs in Munich's upscale Schwabing district, it can be safely said that nightlife in the Bavarian capital takes place in the beer halls. On some nights in summer, admittedly, you may see more tourists than locals, especially at the Hofbraeuhaus at Am Platzl 9, the city's most famous beer hall. Here, and in the Buergerbraeukeller, which has since been demolished, Hitler and the Nazi party rose to power.

The beer halls with their raucous atmosphere, blue-and-white decoration, oom-pah bands and general Bavarian joviality, are all that Americans expect Germany to be. When the crowds start linking arms and swaying, visitors are invited to join in. An evening in a beer hall could be one of the most spontaneous and refreshing experiences you'll have in Germany.

In addition to the Hofbraeuhaus (where you can get 1-liter mugs of beer for about \$2.25 from 11 a.m. to midnight) popular places in Munich are the Pschorr Bierhallen at Neuhauserstr. 11, Mathaerer Bierstadt at Bayerstr. 5 and Hofbraeukeller on Wiener Platzl.

ROMANTIC ROAD

Germany's Romantic Road (*Romantische Strasse*) winds its way through medieval towns, past towers and half-timbered houses, vine-clad slopes, rolling farmland and city streets—from Wuerzburg on the Main



L. H. Mangino

Cologne's cathedral, one of Europe's finest, was built 750 years ago.

River to Fuessen, high in the mountains.

Almost every town or village along the road has something to recommend it. Wuerzburg is the baroque city of Balthasar Neumann, a famous German architect who left his stamp on the Residenz palace and the castle, along with many other buildings. For a bird's eye view of his handiwork, the river and the majestic vineyards surrounding the city, make a pilgrimage to the Kaeppele, the famous pilgrimage chapel.

Jewel of the route is Rothenburg ob der Tauber (see cover photo), a walled medieval town that has remained virtually intact throughout the centuries.

LUDWIG'S CASTLES

"And when we are both gone, our work will serve the later world as a shining example; it will enchant the centuries," Bavarian King Ludwig II wrote his protege, composer Richard Wagner, on August 8, 1865. He was talking about the castle Neuschwanstein near Fuessen and undoubtedly about the generations of tourists who would one day trek to it.

In 1981, the castle, set atop a spectacular jagged peak surrounded by forest, welcomed its 20-millionth visitor.

It's a storybook castle, as Ludwig, scion of the Wittelsbach dynasty, intended it to be. Endless rooms in the castle that inspired Disney are based on

scenes from Wagnerian operas; each has a different color scheme.

Linderhof, another dream of King Ludwig's located midway between Oberammergau and Garmisch, was built in the eighteenth century. Herrenchiemsee, which he did not have time to complete (before he drowned under mysterious circumstances in 1886 at age 41), sits astride an island in Lake Chiemsee. It's modeled after Versailles.

The castles are open daily all year.

HAMBURG'S ST. PAULI

Some associate Hamburg only with its notorious sailors' quarter and red-light district known as St. Pauli. The city has much more to offer. Yet, many people still only see the street called the Reeperbahn and its side streets, including the Grosse Freiheit.

The somewhat seedy quarter, where the action starts late, is a colorful kaleidoscope of raunchy bars, sex shows, amusement parlors and displays of female flesh in discreetly lighted picture windows.

As in many such districts, some establishments are out to rook the tourist. The Hamburg tourist office advises caution: "Read the menu-and-drink list carefully before ordering anything in a restaurant or bar, if you want to avoid being chiseled."

A guided tour of St. Pauli leaves the main railroad station (*Hachmannplatz*) every evening at 8 p.m. The tourist office located at the station can give you details.

FESTIVALS

Americans in Germany soon discover that the Germans are fond of festivals. Oktoberfest, the biggest beer bash in the world, is held each fall in Munich. Bad Duerkheim hosts Germany's biggest wine fest each fall, but you could easily spend every summer and fall weekend attending smaller wine fests sponsored by villages in the wine-growing regions. Then in winter come the Christmas markets, held in most major cities and many smaller ones. The most famous of these outdoor markets is the Christkindlesmarkt in Nuernberg.

The biggest occasion for celebration in Germany, though, has to be the Carnival season. On the eleventh day of the eleventh month the Carnival season (called *Fasching* in German) begins—a wild and crazy time that ends in huge parades and parties just before Ash Wednesday in February or March.

If you want to know more about what Germany has to offer, ask at your recreation center tours office. ■

BERLIN: A CITY DIVIDED



Visit this cultural oasis where East meets West in the heart of Germany.

Anyone who goes to Berlin soon feels the spirit of the courageous people who live with the reality of the Iron Curtain in their own city. Their habit of living life to the fullest commands admiration from all who meet them.

Berlin has, to say the least, a great and special appeal. There is an inordinate amount of faith and cheer among its people, who are warm and hospitable toward Americans. Possibly, with so much to remind them, they have never forgotten the assistance they received during the blockade, and feel that their destinies are entwined with ours. Perhaps for these reasons Americans can, in turn, identify with them. President Kennedy evoked a haunting truth when he said, "All free men wherever they may live, are citizens of Berlin."

GETTING THERE

Since Berlin is located within Communist East Germany, modes of travel to and from the divided city are limited: the free U.S. Army duty train (available from Frankfurt and Bremerhaven) is the most popular mode. Trains leave each evening and arrive in Berlin the following morning. Reservations for the duty trains need to be booked six weeks in advance. Call Frankfurt military 2311-5755 or 5182 for the Frankfurt train and extension 5159 for the Bremerhaven train. Reservations need to be confirmed 24 hours prior to departure. People traveling through ride the train on a space-available basis, even with reservations. Details on the duty trains can be found in USAFE Regulation 75-4.

The Hannover-Berlin *Autobahn* is also available for those who wish to drive. Although no side trips are allowed, driving offers the opportunity



Americans can pass freely into East Berlin through Checkpoint Charlie.

to see a little of East Germany and receive personalized processing by the Soviet Army. There will be a 30-minute briefing at Checkpoint Alpha on what to do if you are stopped by East German police or your car breaks down. You will be required to have a full tank of gas before entering East Germany.

Military flights from Rhein Main and Ramstein are also available. Movement orders are not required for those flying. Check with the passenger terminals at each base for frequency of flights to and from Tempelhof Central Airport, Berlin.

Whichever way you decide to get to Berlin, certain documentation is required. Pass, leave or travel orders marked specifically for travel to Berlin, both east and west, are needed. Military members will need their ID card; a blue

passport is needed for family members and civilians. Movement orders are necessary when taking the duty train or driving. For more information, check USAFE Regulation 30-28.

If you want to take a sight-seeing tour of East Berlin, getting into the city is not difficult; the United States does not recognize East German customs regulations. The right to unrestricted access to all parts of Berlin, it insists, dates to the unconditional surrender of the Third Reich. Uniformed military personnel are waved through. Civilians in cars with U.S. Forces license plates or in a military bus need only show identification to Soviet officials through closed windows.

WHERE TO STAY

Quarters are at a premium in West Berlin. The military community operates three facilities, **Dahlem** and

ENJOYING GERMANY

Harnack House and the **Columbia Hotel**. Reservations are required and should be made before travel arrangements are made. If military hotels are full, reasonably priced accommodations are available on and around the **Kurfuerstendamm**, West Berlin's most famous promenade, located in the heart of the city. Most base tour offices have hotel listings available. Campsites are available at Zeltplatz Kohlhasenbrucike Neue Kreis at Stubenrauchstrasse.

Once in Berlin, those wanting to go into the East Sector should check out the tours sponsored by the Berlin Information, Tours and Travel office. Although no reservations are taken by phone, you can get on the waiting list. It is best to plan for a weekday tour, since weekends are the busiest time. For more information call the Berlin ITT at military extensions 6588 or 6523.

WHAT TO SEE IN WEST BERLIN

A good starting point for a tour of West Berlin begins at Tempelhof Airport, site of the airlift operations during the 1948 blockade. Today you can see a reminder of that historic event: the **Airlift Memorial**, with its three massive cement shafts ascending proudly into the sky and vaulting in the directions of Frankfurt, Hannover and Hamburg where the flights originated.

Next on the tour agenda should be a journey to the **Berlin Wall**, which President Kennedy called an "offense against humanity." The most apathetic of visitors find it a depressing sight. Here, the reality of a divided Germany expresses itself most graphically.

Across the wall you can see the **Brandenburg Gate**, a well-known symbol of East Berlin, built by C.G. Langhans between 1788 and 1791. A veil of barbed wire obscures the beauty of its Greek-inspired architecture.

The Schoenberg district contains the **Rathaus** (town hall), which is the seat of the senate, assembly and mayor's offices. Each day the **Freiheitsglocke**, a copy of the Liberty Bell donated to the city by 17 million U.S. citizens, tolls from its tower. The people of Berlin renamed the square around the building the **John F. Kennedy Platz**. They have not forgotten the late president, whose Berlin speech made a tremendous impression on them.

On the broad Kurfuerstendamm street the **Kaiser Wilhelm Memorial Church** stands with its old tower left intentionally in conspicuous ruin as a reminder of the devastation of war—only the shell of the belfry

remains; bombing destroyed the rest of the building. A modern church adjoins it today with stained-glass windows brightening its interior.

Another highlight is the famous **Berlin Zoo**, just a short walk north from Kurfuerstendamm. The zoo has some 12,000 animals, beautiful flower gardens and an aviary which resembles a tropical forest.

Berlin is a cultural oasis. If you're a music lover, you may want to obtain tickets to a performance in the illustrious Berlin Philharmonic.

The highest building in Berlin, the 22-story **Europa Center** on Tauentzienstrasse next to the Kaiser Wilhelm Memorial Church, houses a wide variety of restaurants, nightclubs, movie theaters and the Berlin Casino. The skyscraper can also be used as a good reference point, since its revolving Mercedes star is easily visible.

Berlin nightlife, too, has a widespread reputation. Along its boulevards and in the night spots, the activity is nothing less than frantic. After dark, the nightclubs, cafes and restaurants along the Kurfuerstendamm glow cheerfully with lights. This is a delightful place to sit with a drink or snack and watch the flow of passersby: one of the world's most fascinating sideshows. It's also a perfect spot to sample *Berliner Weisse*, the city's unique champagne-like drink made from wheat and served with a dash of raspberry syrup.

This city is also noted for a number of special foods served at its countless fine restaurants.

The **Hardtkes** at Meinikestrasse 26 is an old, typically Berlin-style restaurant popular since pre-war times. It serves Berlin's chubby, frankfurter-like Bockwurst with potato salad and another of the city's famous dishes, pig's feet with sauerkraut. For those with a sweet tooth, there's the renowned **Krazler Pastry Shop** at Kurfuerstendamm 19, which features such Berlin specialties as *Streuselkuchen* (crumb cake), *Bienenstich* (honey cake) and the famous "Berliners" (donuts filled with jam, fried in butter and dusted with sugar).

Many people think that Berlin is all steel and glass, so they are surprised to find so many recreation areas. The **Wannsee Strandbad** is one-and-a-half miles of excellent, although crowded, beach that is open during the summer for boating and swimming.

For more information on the sites of West Berlin, the Berlin Tourist Office at the Europa Center (ground floor), 1000 Berlin 30, offers a free brochure in English listing the places to see, shopping

areas, restaurants and nightclubs.

You can also obtain special visitors' tickets which allow tourists to ride all subways and buses in West Berlin. They are sold at a two-day and four-day rate. Buy them at the BVG public transportation system office at the Zoological Gardens subway station or at the tourist office at Berlin's Tegel Airport.

SHOPPING

When shopping for local wares, a good way to begin is simply to browse among the antique shops on Keithstrasse, located between Kurfuerstendamm and Kleinstrasse. Skilled artisans have been producing delicate porcelain in Berlin for over 200 years at the **Staatliche Porzellan-Manufaktur** (State Porcelain Factory) at Wegelystrasse 1.

WHAT TO SEE IN EAST BERLIN

East Berlin is not the same city it was 20 years ago when it was separated from West Berlin. Although it has since become a showcase for the communist world with its expensive shops and hotels just for foreigners, East Berlin does give the West a glimpse of life behind the Iron Curtain.

History comes alive on the **Unter den Linden**: the German street that has been a combination of Broadway and Pennsylvania



J. CHIKENBAUGH

audio-talk from audio-technica®

Number 1 in a series

The First Component

Most stereo system buyers have little to say about which phono cartridge is installed in their first system. Indeed, many buyers aren't aware of the cartridge as a separate component, and certainly not as an important one!



A Vital Position

Yet the phono cartridge is unique in its position as the *first* component for record playing. It must touch your records, translate the tiny groove swings into a varying electronic signal, and complement the virtues of the tone arm, while minimizing any limitations.

The Limiting Factor

Because it is so small and light, and because some models sell for so little, it is easy to ignore the importance of the cartridge. But, to the degree that it is less than perfect, it limits the potential of *every* other part of your stereo system. And it can literally grind the nuances of music out of those expensive records you buy.

Microscopic Precision

Many of the goals of cartridge designers are contradictory, requiring imaginative approaches and superb workmanship on a microscopic level. Ideally, the stylus will barely touch the groove, yet it must also firmly follow its every vibration, changing direction in two planes as often as 20,000 times a second or more! It must also carry along the entire tone arm mechanism, as it slowly works its way to the inside of the long recording spiral.

A Crucial Choice

Any deviation from perfection gives rise to one or more forms of distortion. And unfortunately, this kind of distortion can't be removed, no matter how sophisticated the electronics, or how expensive the speakers. Your choice of a phono cartridge and turntable will actually determine the ultimate performance of your system, and how long your records will maintain their like-new quality. In this series, we'll discuss some of the important factors you should consider when selecting this vital component.



audio-technica.

Military Representative: SOUND DISTRIBUTORS,
6000 Frankfurt am Main 50,
Am Echenheimer Friedhof 12, West Germany

The World's Favorite Phono Cartridge

ENJOYING GERMANY

Avenue for 300 years. The great and infamous pageants and parades of Imperial Prussia and Nazi Germany marched along this avenue. At **Bebel Platz** on Unter den Linden the nazification of culture in the Third Reich began on the night of May 10, 1933. Twenty thousand books, many by some of the world's best authors, were burned and thereafter *verboten* (forbidden).

Across from Bebel Platz is the **German States Library**, built in the 1770's in Viennese baroque style. Lenin worked here in 1895. Next to the library is Humbolt University where Karl Marx was a student and Albert Einstein worked on his theories of relativity until he fled to America to escape the Nazis. Across from the university is the temple-like **State Opera House**, built for Frederick the Great in the 1740s.

Also on Unter den Linden is the **Neue Wache** (new guardhouse). Known officially as the Monument to Militarism and Fascism, this meticulously restored hall is complete with eternal flame and guards.

SHOPPING IN THE EAST

Shopping in this communist city has its advantages, but agreements between the Four Powers have also placed restrictions on shopping.

Currency exchange, for example, is supposed to be done in East Germany at a rate of one East mark for one West mark. This is not the best rate available, but retailers in East Berlin can require you to show a currency exchange receipt before a sale is made. Failure to show the receipt allows the merchants to refuse the sale.

Another restriction is the amount of shopping allowed. Souvenir shopping is allowed, but large consumer purchases totaling more than DM200 should be made in the West.

Military police at Checkpoint Charlie do make spot checks of purchases and receipts to enforce this policy. But then, a glance at prices reveals few bargains among consumer goods anyway.

The most modern department store in any communist country, the **Centrum**, sits under East Berlin's 1,187-foot television tower, the second tallest free-standing structure in Europe (Moscow's tower is tallest). The Centrum is where you can find the best that East German marks can buy.

When it comes to the basics, the government tries to make up for the lackluster, no-frills existence. A multibillion-dollar program of subsidies keeps certain prices down. A two-room



J.C. HIXENBAUGH

Berlin has a special appeal to many U.S. military personnel in Germany.

apartment that cost \$20 per month in 1960 is still \$20. A wide selection of excellent bread sells for 25 to 50 cents per loaf. A bottle of beer is 30 cents; milk, 45 cents. Quality fresh meats are hard to come by, but there's plenty of canned meats and sausage for those willing to stand in the long lines.

There are treasures to be found, however, for the tourist shopping in East Berlin. This is a showcase city, and most communist countries have opened shops here offering their best handicrafts. You can find the the best Czech crystal, embroidered Ukrainian skirts and blouses, hand-carved chess sets from Siberia, amber jewelry from Poland and the traditional hand-painted Russian wooden nesting dolls.

Some of the best areas for souvenir shopping are Leipziger Strasse (turn right about three blocks from Checkpoint Charlie), Alexanderplatz, H. Beimler Strasse (just north of Karl-Marx-Allee) and Schoenhauser Allee.

A trip to Berlin and a tour of the East Sector offers a chance to see one of the world's great cities and the former capital of Hitler's Third Reich. If you're like most visitors, you might come away impressed with the accomplishments of this communist society. But you'll probably also come away with the thought, "It's a nice place to visit, but I wouldn't want to live there."

—PETE HENAULT

DINING IN A GERMAN RESTAURANT



One thing Americans and Germans have in common is a love of good food.

Eating out in Germany is a real treat. Not only is the food good—and not just German food either, you can get almost any cuisine here—but the prices are comparatively low. German restaurant etiquette differs quite a bit from what you're probably used to, however; some of it may even strike you as a bit strange.

First, upon entering a restaurant, bar or other public place, the man always enters ahead of the woman. The origin of this rule was to enable the man to check out the place first to see if it were fit for a lady. The man is also expected to lead the way to the table he considers suitable whereupon he asks for his lady's approval. Unlike American restaurants, very rarely is there a "host" or "hostess" to show you to your seat. You simply seat yourself. And don't be surprised if other people join you at the table. When a restaurant is busy, tables are shared.

As in the States, placing the order with the waiter (*Herr Ober*) is the man's duty. This should not be too difficult, since many dishes have more-or-less international names and many waiters speak some English. When ordering a bottle of wine, the waiter will usually pour a small amount into the man's glass for him to sample and decide whether it is the vintage he ordered and if it has been served at the right temperature. According to German drinking manners, one clinks the glasses together only with wine, not with beer or other drinks. Wine glasses should be held by the stem, not the cup.

Lunch time in Germany is usually from noon to 2 or 2:30 p.m. Lunch is an important part of the day and is taken at a leisurely pace, lasting at least an hour. Some restaurants will close from 2:30 until 6 or 7 p.m.



Once you catch on to local customs, Germany is a great place to eat, drink and live it up.

In the U.S., the customer often pays the cashier, but in Germany the waiter will settle up with you at the table. Often there will be no check, unless requested. You simply tell the waiter what you ordered. A service charge of between 10 and 15 per cent is included in the bill so the only tipping is by rounding up the bill to the next higher

mark. If the bill was DM7.60, for example, you can tell the waiter to take DM8. At fancier restaurants, a larger tip is sometimes expected.

Most German restaurants allow dogs to sit under or beside the owner's table. If Fido disturbs other customers, however, the owner may be asked to put him outside.

Once you start eating out in Germany, you'll never want to stop; there are many delicious, hearty dishes and fine wines for you to try. ■

ALL KINDS OF FUN FOR THE KINDER



Germany is full of family fun, from the Fairytale Road to the Wild, Wild West.

Traveling with children can be fun, once you get used to the idea of visiting more amusement parks than cathedrals. That may not be such a bad compromise since there are plenty of sights in Germany for the whole family to enjoy.

Taking kids can be an advantage. Family rail tickets are offered at a discount, and some hotels offer family discounts. Camping will save even more money, and the kids will love it.

A bonus for those stationed and traveling in West Germany is the relative smallness of the place. No need to go on a long trip—there's sure to be an amusement park, safari park, steam train or

puppet show just around the corner. Whole towns look as if they've stepped out of a fairytale. In fact, many of them have!

The German **Fairytale Road** starts near Frankfurt at Hanau, birthplace of



J. CHIXENBAUGH

Below: Taunus Wunderland will delight any tot. **Right:** And who can resist the charms of a pony?



MAURITIUS/DAYER

the Brothers Grimm, winds north past Hameln (Hamelin), of Pied Piper fame, and ends in Bremen. Kids are enchanted by Hanau's fairytale puppet theater, the fairytale plays staged on weekends in Gleichen-Bremke, and the Pied Piper plays in Hameln on Sundays, June through September.

More American, but no less enthralling, are the many amusement parks with rides and games and the inevitable "Wild West" town. Here are a few:

Europa Park, in a palace garden near Rust-Baden, is south Germany's largest leisure time and family park. It has white water rides, miniature trains, a dolphin show and a puffing Mississippi riverboat. Future racing drivers can check out the mini-Monza track and other little dreamers, the scaled-down Eiffel Tower. Open daily from April 7 to October 21. Take the Ettenheim exit from Karlsruhe-Baden *autobahn*. By train, ride to Lahr.

Send your offspring around the world in an afternoon at **Phantasialand**—to old Berlin with its half-scale Brandenburg Gate, Oriental World, Mexican Village or Pirate City. Let them go spelunking in a tiny stalactite cave or shoot it out in Silver City, located at Berggeist Strasse 31-36 in Bruehl (exit Bruehl-Sued from A-553 *autobahn*).

In **Taunus Wunderland**, in the town of Schlangenbad near Frankfurt and Wiesbaden, Germany's Romantic Road stands side-by-side with Western City. The Santa Fe Express whisks small visitors past life-sized dinosaurs, a parrot jungle, mini-zoo and cave of horrors. Open daily, 9 a.m. to 6 p.m.

At **Fort Fun**, a western-style recreation park in the Sauerland in central Germany, aspiring cowboys and Indians can learn to ride a horse, and the whole

Canon introduces the Image Processor.



Image Processor

T70

Canon

Now Canon revolutionizes personal photography with the world's first Image Processor—the Canon T70.

You begin with the image. And the new T70 processes it faultlessly in every conceivable situation. With operation so simple it's astounding. Just imagine.

The brilliant advancement of eight exposure modes from Canon's exclusive Multiprogram Auto Exposure System, including action-stopping shutter-priority AE. Dual metering. "Full Information" LCD. Auto load, auto film advance, auto rewind. And the versatility of Canon's complete photographic system.

Canon's new T70 Image Processor—the next generation SLR camera.

Now there's nothing between you and your creativity.

family can clip along in a covered wagon. It's located midway between Kassel and Duesseldorf, near Bestwig off Autobahn B-7. It's open daily from April 14 to October 21.

Holiday Park in Hassloch, near Speyer, is one of Europe's largest. It is located just southwest of Mannheim, not far from Autobahn 61. It's open daily from April 20 until Oct. 14. One of Bavaria's more popular parks is **Leisureland Geiselwind**, a fairytale park just off the Wuerzburg-Nuernberg Autobahn at the Geiselwind exit.

African and Wild West adventures are found in a busy corner of Europe at **Lion Park** in Selfkant-Tueddern, a short drive from Aachen. Safari Land in Gross Gerau, near Frankfurt, has dolphins and a children's playground.

Ride the nostalgia wave behind an old puffabilly at the **German Steam Train Museum** in Neuenmarkt, just off the E-6 Autobahn north of Bayreuth.

At Berlin's **Panoptikum Wax Museum**, youngsters will squeal over the figures of Elvis Presley and other stars, emperors, politicians, artists, even infamous murderers. The chamber of horrors has torture instruments and a criminals' gallery. Located at Kurfuerstendamm 227.

Moby Dick is the name of a steamboat that looks like a whale and cruises Berlin's Havel Canal seven times a day from Wannsee pier. Berlin also has several puppet theaters.

Stuttgart's most popular puppet theater is at Charlottenplatz 17 in the **Haus fuer Kulturaustausch**. Outside Stuttgart look for puppet shows and talking statues at the fairytale garden (*Maerchengarten*) at Ludwigsburg's baroque Residenz.

Nuernberg is the toy capital of the world, so it is no surprise to find a toy museum here. You'll find tin figures, dolls and toy trains in the old **Patrician House**, Karlstrasse 13.

Cowboys and Indians abound at the **Karl May Museum**, E.T.A. Hoffmann Strasse 2 in Bamberg, dedicated to a popular author of cowboy stories who never set foot in America. Also celebrating Karl May is the Karl May Festspiele, a wild west show, complete with Indians, cowboys and shoot-outs. The festival is held each year from May to September in Elspe, Sauerland, in what is said to be the world's largest open-air theater.

The only wild horse round-up in Europe takes place on the Duke of Croy's estate, near Duermen in north Germany's Muensterland, on the last Saturday of May. The duke sells off the



STARS AND STRIPES



J.C. HIXENBAUGH

young stallions once a year, and the entire round-up takes on a carnival atmosphere.

Another yearly tradition for the kids is in Dinkelsbuehl, on the **Romantische Strasse** (Romantic Road) each July. A festival surrounds the **Kinderzeche**, or Children's Banquet, which commemorates the time when, during the Thirty Years War, children's pleas spared the town from the invading Swedish army.

Every town has a playground and many bases sponsor festivities for kids, such as this carnival in Frankfurt.

For more information, write Tourist Information, 8804 Dinkelsbuehl.

Zoos are always a favorite with kids and Germany has some that are excellent. The best are in Frankfurt, Stuttgart, Munich and Berlin. Children can spend an enjoyable day at one of the many science and natural history museums too. A number even have participation exhibits for children. The Deutsches Museum in Munich is one of the best in the country. Here, children can see planes hung from the ceiling, go down into a mine and visit an extensive planetarium. In Bremerhaven, the history of ships can be explored in the ship museum, which features not only models, but a number of real ships.

In addition, most German cities have large and beautiful parks with elaborate playgrounds for children. You'll also find that woods and forests are never far away. With all that, keeping kids entertained in Germany should be no problem at all.

—DEDE WILLIAMS

MERRY GERMAN MADNESS



Raise your mug and sway to oom-pah music at Munich's mad Oktoberfest.

It's boisterous fun, Bavarian-style. It's the greatest revel on earth, an all-out bash thrown by the Capital of Beer for the enjoyment of the rest of the world.

Munich's fabled Oktoberfest starts promptly at noon on September 22 with the festive entry to the Oktoberfest fairgrounds of the festival bigwigs—the so-called "Landlords" who preside over the giant beer tents. Riotous Oktoberfest madness is ushered in by a procession of old-fashioned brewery wagons, elaborately decked out for the occasion and drawn by sturdy dray horses. Cannons boom out as the Mayor taps the first keg of beer, releasing the first spurt of what will soon become a gusher: millions of gallons of the foamy stuff will be downed in the course of 16 beery, bleary days, until the final swigs are taken on Sunday, October 7.

Once the VIPs have finished their part, the common people take over. A large percentage of the revelers, this year as in years past, will be non-*Muencheners*. In fact, the locals take some pride in not attending Oktoberfest; and if they do go, it's only to grumble about how commercial, poorly prepared, uncomfortable and expensive everything has become. But grouching from the locals doesn't deter tourists and American military people stationed here, who think the event typifies everything that's fun about Germany.

Munich's Oktoberfest is midways and amusements, parades and folk fests and much more. But once the huge festival is under way, the focal points of excitement are always the seven mammoth beer tents, one for each of Munich's major breweries. Inside each of these tents (actually they're pre-fab buildings

instead of tents these days), thousands of Oktoberfesters sit shoulder-to-shoulder at long wooden tables, swaying in time to the oom-pah bands on stage and gulping prodigious amounts of Munich brew. Though each hall seats many thousands, by noon on each day of the fest there isn't a seat to be found in any of them. By early afternoon there isn't even standing room. Each of the halls is a veritable anthill, filled with seething masses of people intent on sharing a few crowded hours of glorious life.

As you might guess, Oktoberfest used to take place just in October, but the event was moved to the last week in September to take advantage of better and more thirst-producing weather.

To quench that thirst is the main pursuit of Oktoberfest visitors. Each Munich brewery has its own beer tent holding between five and seven thousand people. Beer is poured into the liter *Masskrugs*, as the glass steins are called, on a continuous production line and whisked to waiting tables by buxom Bavarian waitresses who carry a dozen at a time without showing the strain.

Perched on platforms bedecked with greenery, lusty Bavarian brass bands boom forth marches and songs, which are sung by thousands. When the fun is at its height, the entire mass of humanity in each hall joins together in standing on benches and tables to drink the traditional toast to *Gemueticlichkeit*, or good cheer. After one of these mass toasts, thousands of mugs are set down with a satisfying, collective bang! ■

A liter of beer is just the beginning for a rollicking good Bavarian bash.



L.H. MANGINO

A GLASS OF GOOD CHEER



Everything you need to know about world-famous German wines and beers.

Germany produces some of Europe's best wine and beer. If you haven't tried them, don't pass up the chance to sample both while you're in the country.

WINE

Germany's wines are not as famous as those from France, so newcomers to Germany might be surprised at the variety and quality. Stateside importers tend to limit German wines to heavy sweets like *Liebfraumilch* while ignoring the fine dry and semi-dry whites and the red wines produced here.

There are three grades of German wine designated by law which determine its quality:

Deutscher Tafelwein, is a table wine made from German grapes. Beginning with the 1982 vintage year, you'll see *Landwein* labels on some table wines. This wine is a step above ordinary German table wine in that it has more body, character and more alcohol. It's an everyday wine, though, named after the local region in which its grapes are grown. It's dry to semi-dry in taste.

Qualitaetswein, literally means quality wine that has been taste tested by official government panels.

Qualitaetswein Mit Praedikat are specially graded quality wines, the highest category of German wine. *Praedikat* means description, and it's easy to read the descriptions on a *Qualitaetswein Mit Praedikat* label.

- *Kabinett*: a light, usually dry wine.
- *Spaetlese*: made from late-picked grapes. The wines are full-bodied and often sweet.
- *Auslese*: sweet wines made from the ripest bunches of grapes, picked selectively.
- *Beerenauslese*: sweet wines made from individually selected ripe and



GERMAN WINE INSTITUTE

Only a few grape types have official approval for German wine production.

over-ripe, late-harvest grapes.

- *Trockenbeerenauslese*: considered the supreme German wine. Made from grapes allowed to dry on the vine almost to the point of becoming raisins, it is a rare and fine wine.
- *Eiswein*: a rare wine, too, made from ripe grapes harvested and crushed while frozen.

Another wine considered high quality is called *Sekt*, a sparkling wine much like champagne.

German wine labels are among the most attractive and informative in the world, giving you the region the wine came from, the village it was made in and often even the vineyard owner's name.

Near the top of the label will usually be the region where the wine originated. Beneath that, the vintage (the year the wine was made), then the village, the name of the vineyard and finally the type of grape.

In addition to the information on the label, you might find wines that have a red, green or yellow seal with *Deutsches Weinsiegel* (German Wine Seal) on them. The red seal means the wine has been judged by experts to be the top of its class. The green seal means the wine is a medium dry (*halbtrocken*) wine and the yellow seal means it is a dry (*trocken*) wine. These seals come from the *Deutsche Landwirtschafts-Gesellschaft* (DLG), the German Agricultural Society, an independent organization that monitors the quality of various foodstuffs.

The scale used by the DLG is a tougher one than that used by the German government. For example, a wine is graded as a "quality" wine on the official scale if it receives 11 of the 20 points possible in testing, based on color, clarity, bouquet and taste. The DLG scale requires 14 points of a quality wine.

While there are hundreds of different types of wine grapes in the world, only a few have official approval for wine production in Germany. The most famous of the German wine grapes is the Riesling, noted for its fresh, fruity taste. Other major species include the Silvaner, which produces wines having a neutral bouquet and subtle taste; the Mueller-Thurgau, which produces a fragrant and mild wine; the Rulaender, which produces a full-bodied white wine; the Blauer Spaetburgunder, which makes wines that have a black-berry and bitter almond tang; the Portugieser, producing a light, fruity

LEARN TO ENJOY LIFE WITH AFRC



It's easy to pick up a new skill in Germany with AFRC's "learn to" weeks.

Edelweiss, invigorating fresh mountain air, snow-covered peaks, rushing unpolluted streams, lush green meadows, colorful costumes and customs, hale and hearty food...

Can you believe it? You're actually going to have the opportunity to experience all those things—and more—in Germany. You can almost smell the clean, crisp air right now, can't you?

The Armed Forces Recreation Centers (AFRC) in the south German resorts of Berchtesgaden, Chiemsee and Garmisch await you. They have been providing recreational services to military people for 40 years.

Those new to Germany are in for some pleasant surprises. Whether you want to learn a new sport or practice an old favorite, AFRC can provide the equipment, expert instruction and facilities for many different activities.

AFRC will rent much of the sports equipment you may need. If you want to buy your own gear over here, however, there are 5 AFRC sport shops, as well as excellent sports stores on almost every base.

If you're a newcomer to alpine sports, AFRC can introduce you to kayaking, rock climbing and rappelling. You might choose to go hiking or skiing in the Alps, windsurfing on a clear mountain lake, scuba diving or hang gliding. Or why not enjoy the more familiar rigors of tennis and golf?

One of the most popular AFRC programs is "learn to" week. "Learn to" weeks offer complete packages with equipment, instruction and accommodations. "Learn to" offerings include cross country and downhill skiing, sailing, tennis, golf, mountaineering, hiking, windsurfing, scuba diving, hang gliding and kayaking.

Prices for programs are subject to change, but, as an example, recent rates for a learn-to-ski week were under \$100, depending on rank and type of accommodation.

AFRC also offers sight-seeing tours, accommodations and children's programs. Swimming, bowling, horseback riding, waterskiing, fishing, bicycling and camping are available too. Children's programs include special tours, water sports, hiking, biking and sailing as well as day-care centers so mom and dad don't have to find baby sitters.

AFRC programs are open to military personnel, their dependents and DOD

civilians. Brochures describing them can be picked up at base rec centers.

Activities differ at each AFRC location. For more information on a particular center's programs, contact that AFRC directly. Generally, ski programs and tennis are available at all three AFRCs; sailing and windsurfing at Chiemsee; hiking, golf, mountaineering and kayaking at Berchtesgaden and Garmisch.

For more possibilities head for Austria, Switzerland or Italy where

Windsurfing in Germany is a cool proposition high in the Alps on a crystal-clear mountain lake.



GERMAN NATIONAL TOURIST OFFICE

ENJOYING GERMANY



USAF PHOTO

skiing, for example, is really fantastic. And if you don't get your fill in the winter time, then celebrate the 4th of July by going glacier skiing; it's an experience you won't forget.

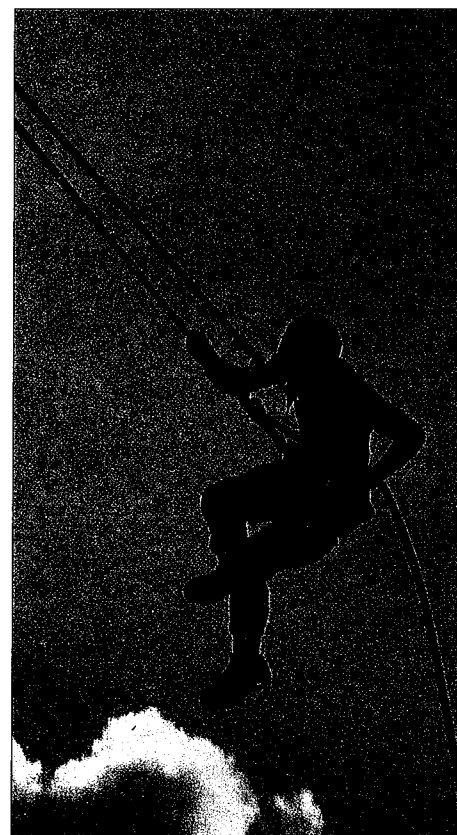
Join a club or tour and get reduced rates, but most of all—go, enjoy the outdoors, taste the food and experience the "Gemuetlichkeit." Your sojourns, whether you ski or just look around charming, storybook villages, will be long remembered.

For information and reservations for Berchtesgaden and Chiemsee, write to the Accommodations Office (AFRC), Tristplatz, 8240 Berchtesgaden, West

Germany, tel: 08652-3270; or to the Accommodations Office, AFRC-Berchtesgaden, APO NY 09029, mil. tel: 2538-613.

Reservations for Garmisch should be sent to the Accommodations Office (AFRC), Achenfeldstr. 27, 8100 Garmisch-Partenkirchen, West Germany, tel: 08821-3960; or to the Accommodations Office, AFRC-Garmisch, APO NY 09953, mil. tel: 2535-556.

For sports week reservations (up to 90 days in advance) at any of the centers, call Garmisch military 2535-571 or civilian 08821-750-571. ■



USAF PHOTO

Learn to ski, either downhill or cross-country, or climb a mountain through AFRC's popular "learn to" week program, which offers you lessons, travel and accommodation for one bargain price.

SHOPPING ON THE ECONOMY

THE DOLLAR NOW BUYS more German marks than it has in years. You may want to take advantage of the dollar's strength by shopping in German stores. Although you can get almost everything you need from the exchange or commissary, learning your way around off-base will add enjoyment to your stay.

Not only is the strong dollar buying more marks these days, but you don't have to pay the 14 per cent value added tax (*Mehrwertsteuer*) if the merchant agrees and you process the paperwork through your Central Base Fund before you buy. The dollar/mark rate changes daily; look for the current rate in the *Stars and Stripes* newspaper.

There are differences between Stateside shopping and shopping on the German economy. For one thing, the shopping hours are set by federal law and are standard throughout the country. Stores are open between 9 a.m. and 6:30 p.m. on weekdays; and 9 a.m. and 2 p.m. on Saturday (except until 6:30 p.m. on the first Saturday of every month). Within these limits, shop owners may set their own hours. The stores are closed on Sundays and holidays, many of which are tied to religious

observances. Sales in Germany usually take place only twice a year, in January and in July. When shopping for clothing or food, refer to the metric conversion chart in this issue.

Most large cities have spacious pedestrian zones with park benches, fountains, and landscaping to make shopping a pleasure. You can sit and listen to street musicians play for spare change when you tire of shopping.

What should you buy? Germany has a high reputation for producing craftwork such as decorative colored candles and wood-carved items from Bavaria and agate and semi-precious stone jewelry from the Idar-Oberstein area. Factory-produced items include cutlery from Solingen, cuckoo clocks from the Black Forest, porcelain and glassware, pottery, toys, small appliances (when buying electric appliances make sure they are 110/220-volt convertible), optical goods, etc. Many of these goods are sold in on-base shops operated under concession by AAFES. Before you purchase an expensive item, you should, of course, compare prices with the on-base shops to make sure you get the best deal.

Once you've tried German cuisine, you may want to try preparing some German meals at home. Almost every town has a daily or weekly outdoor market where you can buy fresh from farmers selling their own produce. You will quickly find out that the early bird gets the freshest ingredients. Some of the best bakeries sell out their freshly-baked goods before 11 a.m.! You'll also have to get used to the friendly personal service you will undoubtedly receive if you shop frequently in small neighborhood stores. Soon local proprietors may set aside special items just for you.

While shopping in Germany, don't miss the factory outlets for crystal, china, furniture, clocks, clothing, chandeliers, Christmas ornaments and more. Many of the factories are small, family-run businesses. Antique stores and flea markets are also scattered across the countryside. Your local USO or recreation center tours office may sponsor day tours to outlets and flea markets.

Make shopping on the economy part of your experience and you'll find it's a good way to learn about the country and culture of Germany.

16 **FREE**
INFORMATION

For OFF DUTY Readers

OFF DUTY has made it easier for you to get FREE information from our advertisers on the products and services advertised in this issue. Just circle the numbers on the Reader Information Service postcard which match the numbers in the right-hand column below for the information you'd like to receive. Mail the card in — we'll then forward it to the advertisers, and FREE literature will be sent to you directly from each one whose key number you circle. (If there is no number for an advertiser listed, literature is not available at this time.)

Ad on Page No.	Advertiser	Circle This No. on Post Card
CARS		
23	Saab	1
FINANCE		
72	Australian Broker's	7
FOOD/DRINK		
9	Bacardi	-
13	Coca Cola	-
30-31	General Foods	-
22	A. Racke	-
GIFT		
72	Noritake	76
HI-FI/VIDEO		
68	Alwa	2
52	Audio-Technica	3
48	Denon	4
15	Hitachi	5
75	JVC	6
67	Maxell	8
Back Cover	Panasonic	9
39	Pioneer	10
37	Sharp	11
2-3	Sony	12
63	Toshiba	13
PET FOOD		
73	Ralston	-
PHOTO		
55	Canon	14
10	Minolta	15
45	Nikon	16
70	Olympus	17
SERVICE		
4	AT&T	-
TOILETRIES		
19	Brut 33	-
40	Chanel	-

off duty

Reader Information Service

ENJOYING GERMANY

YOU CAN SAY IT IN GERMAN



Enjoy your stay by learning a few German phrases.

German is the mother tongue of more than 100 million people. In addition to Germany, it is the language of Austria and Liechtenstein and one of the languages of Switzerland. While you are on your tour in Germany, you'll want to learn or at least familiarize yourself with some German. The education centers here offer college credit and basic conversation German classes which are open to all military personnel and their families.

The following are some words and phrases that will help you after your arrival in Germany.

HANDY PHRASES

English	German	Pronounced
Hello	Guten Tag	goo-ten-tahk
How are you?	Wie geht es Ihnen?	vee gayt ess ee-nen
Very well	Sehr gut	zayr goot
Thank you	Danke schoen	dahn-keh-shern
Good-bye	Auf Wiedersehen	owf vee-deyr-zayn
Please	Bitte	bit-tuh
Yes	Ja	ya
No	Nein	nine
Excuse me	Entschuldigen Sie	en-shool-di-gen zee
Give me	Geben Sie mir	gay-ben zee meer
Where is the station	Wo ist der Bahnhof	voh eest dayr bahn-hohf
a hotel	ein Hotel	ain hotel
a restaurant	ein Restaurant	ain res-tow-rahng
the toilet	die Toilette	dee twah-let-tuh
To the right	nach rechts	nakh reshts
To the left	nach links	nakh leenks
Straight ahead	Geradeaus	geh-rah-deh-ous
I would like to eat	Ich moechte essen	ikh mersh-ta ess-en
a room	ein Zimmer	ain tzim-mer
for one night	fuer eine Nacht	feer ai-neh nakht
How much is it?	Wieviel kostet es?	vee-feel kaw-stet es
The check, please	Zahlen, bitte	tzah-len bit-tah
When?	Wann?	Vahn
Yesterday	Gestern	geh-stern
Today	Heute	hoy-tuh
Tomorrow	Morgen	more-gen
Breakfast	Fruehstueck	free-shtick
Lunch	Mittagessen	mi-tagh-gess-en
Dinner	Abendessen	ah-bend-ess-en

In Tune With the World.

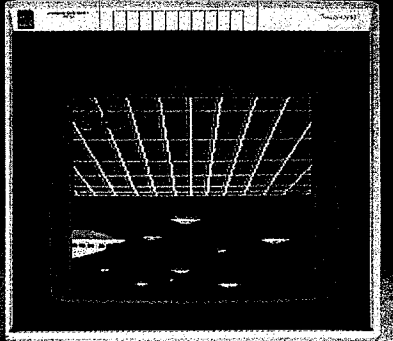
to offer through a dynamic 2-way, 4-speaker system. And with Audio/Video input, you can enjoy stereo sound from VCR and Video Disc Player. Also, extras like its luxurious styling, and attractive optional stand, and wireless remote control mean that you can tune into the world on a television that's in tune with your world. The C-2647QBV.

- PAL B/G (W. Germany, Italy etc), PALI (UK), SECAM B/G (Middle East), NTSC 3.58 MHz (U.S.A. Canada etc), NTSC 4.43 MHz

What does 5-system world-wide reception mean? With Toshiba's 26" C-2647QBV large screen color television, it means you get superb reception almost anywhere. The C-2647QBV accepts the 5 main television broadcasting systems used throughout the world. And Automatic Voltage Regulation means you can use any power source from 90V to 270V without worrying about transformers or adapters. You'll hear the best sounds the world has



C-2647QBV



147E3N

V-M11L

V-S46



HIT THE HIGHLIGHTS OF EUROPE



Take advantage of your tour in Germany by seeing all of Europe that you can.

Few of us will make it to all the famous capitals during our stay in Europe, but it's worth the effort to visit as many as you can. If you aren't sure where to begin, here are a few suggestions.

ROME

If there is a city that can be all things to all people, it must certainly be Rome. Whether you love art or architecture, are fascinated by ancient history or prefer a lively, modern pace—Rome is the place to see and do it all.

In Rome it isn't difficult to pack a lot of activity into a little time. The central area of the city, where most of the major

sights are located, is eminently walkable. And if the Colosseum seems too far from where you find yourself, buses are cheap. Bus stop signs list the major stops, so figuring out the system is no problem. Even taxis are inexpensive in Rome. A ride all the way across town generally costs less than \$3.

If you come to Rome without room reservations, the USO should be your first stop. Located at No. 2, Via della Conciliazione (take bus No. 64 from the main train station), tel. 0039-6-6564272 or 6564232, the USO is just two blocks from the Vatican. It's open every day to provide services, including hotel bookings, general information

and advice, plus free coffee.

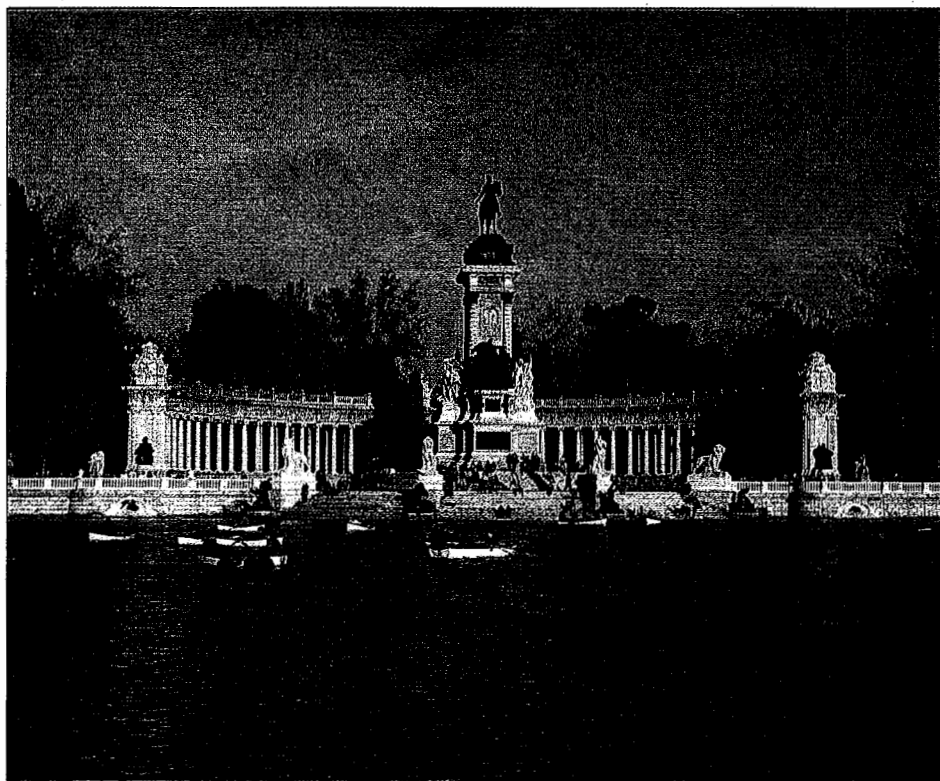
The only problem left for the visitor is...where to begin? For starters, you'll probably want to browse through the ancient ruins of the Forum, the Colosseum and the Palatine Hill. Stroll along the stately Via Giulia and climb the Spanish Steps.

But if you have only a couple of days, simply sit back and try doing a little nothing, Roman-style. Lounge a few hours over lunch in the delightful courtyard of *Otello alla Concordia* on Via della Croce or at *La Rampa* on Piazza Mignanelli near the Spanish Steps.

Devour a hardy Florentine steak at *Mario's* on Via della Vite, sip a little wine or beer with a fragrant pasta or pizza at *La Frascetta* in the ancient Trastevere area or try spicy Calabrian food at *Ciccio's* on Via Genovesi.

If you don't mind crowds, see the Pope on Wednesday or Sunday in St. Peter's Square (mail your postcards from the Vatican post office mobile van parked on the square in high season;

Left: Relax on Lake Retiro in the Spanish capital. **Right:** Ride the top deck to St. Paul's Cathedral, London.



LH MANGINO



BRIAN GADSBY



GLOBE PHOTO

it is always closed on Sunday).

Before you leave, check out Rome's Sunday morning flea market at Porta Portese, or old print and book sales on Piazza Fontanella Borghese, used clothes on Via Sannio near San Giovanni and antiques along Via del Babuino, Via dei Coronari, Via Margutta and Via Giulia. A strong *espresso* coffee will revive you. Then throw a coin over your left shoulder into the Trevi Fountain and you'll be sure to return.

PARIS

Ernest Hemingway described Paris as a "moveable feast": an apt description. Since the franc has become more affordable, more Americans stationed in Europe can take part in the fun.

Where to start is a pleasant dilemma. The Paris USO can help. The office is at 49 Rue Pierre Charron (tel: 723 7180). The closest subway stop is George V.

If you like art museums, I suggest the Jeu de Paume, which contains the Louvre's impressionist paintings. It's about a 15-minute walk away from the Louvre through the Tuileries Garden.

The Louvre contains the world's most famous painting, the Mona Lisa. You can buy art prints at the museum's gift shop. Try to see Parisian museums on a Sunday, when many have free or reduced admissions.

Some of the most famous historical sights in Paris are Notre Dame, the Arc de Triomphe, the Place de la Bastille, the Place de la Concorde (where Marie Antoinette lost her head) and Napoleon's Tomb.

Then there's the Eiffel Tower. On a clear day, you can see most of the city from the observation deck, and night views are spectacular.

City bus tours are offered by City-

A favorite way for tourists to see many cities in Europe is by carriage.

rama (boarding points on Rue du Juillet) and Paris Vision (board on Rue Auber or Rue de Rivoli).

In the walking district around the Centre Pompidou museum (always a lively place for street entertainers) street vendors sell varied merchandise and there are some used-goods stores that can usually give you a better buy than the famous flea markets. If you do try a flea market, the best known is at Porte de Clignancourt. Be sure to bargain.

The Paris USO can help you find inexpensive lodging. To keep down the price of a restaurant meal, order from the *prix-fixe* (everything included) menu and drink the house wine.

For the latest in what's happening in Paris, check out the English-language newspaper, *Paris Metro*.

LONDON

London's sights are so well known to Americans that even a first visit feels like coming home. Big Ben, Buckingham Palace, Britain's delightful bed-and-breakfast tradition—all make for a very pleasant holiday.

Start with a two-hour London Transport tour, which (for a small fee) takes in all the principal sights of interest. Every hour on the hour a double-decker bus leaves from Piccadilly Circus, Victoria (Grosvenor Gardens) or Marble Arch (9 a.m. to 8 p.m. in summer, until 4 p.m. in winter). Between April and October, boat trips on the Thames leave from Westminster Pier.

In the city of London are the Old Bailey and the Tower of London. In

Westminster, Buckingham Palace (the Changing of the Guard usually takes place at 11:30 a.m. daily), Parliament and Big Ben, Tate Gallery and the Victoria and Albert Museum. In the west and west-central area is Piccadilly and other shopping streets nearby, the Kensington Palace State Apartments, the British Museum and the National Gallery.

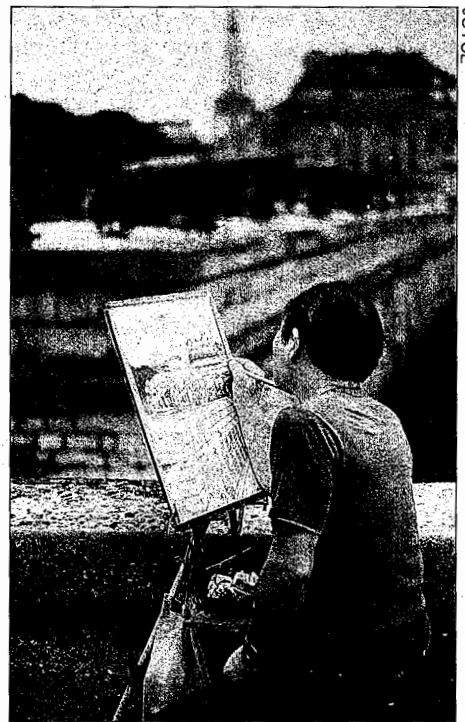
For a lunch or light supper, pubs are a special treat. Try a savory pork pie or succulent sausages with good English mustard. Although British cuisine is often the butt of culinary quips, much of it is delicious; for instance, roast beef with Yorkshire pudding; smoked mackerel or salmon; roast lamb; Stilton, Cheddar and Cheshire cheeses; and rich Devon cream.

When night falls, London's Piccadilly Circus is the home of flashing neon lights. London's West End is the home of theater and jazz clubs. For an inexpensive evening, opt for some good old-fashioned pub-hopping. Each pub usually specializes in one brand of beer so you can shop around for your favorites.

Scattered throughout central and west London and the Olympia and Kensington areas are the distinctive B&B signs which indicate an inexpensive spare room and breakfast in a private home.

MADRID

Madrid is different. For one thing, it has more clear sunny days than most European capitals. Then there are the



JOYCE

The artist has always been a common sight in Paris, the city for lovers.



J.C. HIXENBAUGH

city's 8,000 bars which cater to an active social scene.

Madrid is also different in its eating habits. Breakfast is usually a hearty cup of coffee or hot chocolate with churros (strips of deep-fried batter similar to a doughnut). Between 10 and 11 a.m. it's time for a *bocadillo* break: a fresh, crisp roll with cheese, smoked ham, or some other cold cut. Between 1 and 2 p.m. is aperitif hour. Then between 2 and 4 p.m. it's on to lunch, the main meal.

Between 8 and 10 p.m. it's aperitif time again, and the Spaniards bar-hop, drinking *chatos* (small glasses of wine) and eating assorted hors d'oeuvres of fried fish, cheese and so on. Streets for bar-hopping are all around La Puerta del Sol and Plaza Santa Ana. Between 9 and 11 p.m. Spaniards eat their evening meal.

For a good, reasonably priced meal (between \$5 and \$10, including wine), try *Tienda de Vinos* (nicknamed El Comunista), Calle Augusto Figueroa or *Zara* (a Cuban restaurant) in Calle de las Infantas.

Madrid is a walking city. For a leisurely outing start with a visit to the Palacio Real; afterwards stroll through La Plaza de Oriente, past the Teatro Real, and on to Plaza de Isabel II. From there meander through the old and picturesque Arab quarter south of the plaza. Its winding alleys are a maze, but plot a course that will bring you to the historic Plaza Mayor. If it's aperitif time, go to *Lhardy's* on Carrera de Sab Jernimo near La Puerta del Sol and sample their special *consomme*.

Sunday in Madrid? From 9 to 11 a.m. there's the Rastro, a gigantic flea market. Or there's the stamp and coin fair in the Plaza Mayor. In fall and

Across from Buckingham Palace stands Hyde Park Corner's war memorial.

winter there are morning concerts at the Teatro Real.

And what should you bring back from sunny Spain? For starters, a wineskin. And the best place to buy one at less than the going "tourist rate" is in Calle de la Cava Baja (off Puerta Cerrada) where a series of tiny wood and leatherware shops offer quality goods. Other souvenirs? *Abanicos*, the colorful fans of the Spanish *senoras* (which, by the way, are still used); *mantones de Manila* (large, embroidered shawls); and leather goods.

Your choice of accommodation is vast, and the favorable dollar/peseta exchange rate means good prices for Americans. For example, at the two-star *Hotel International* on Calle Arenal or the *Santander* on Echegaray, a room with bath runs about \$19. And if you don't mind a room without a bath, I recommend the *Hostal Don Juan* in Plaza Vazquez de Mella. It's central and clean and offers rooms from \$9 to \$12.

VIENNA

The last romantic capital city on the face of the earth, Vienna clings fondly to many of its old styles and ways. In some circles, for instance, the Viennese still engage in the arts of hand-kissing and waltzing. The cafes alone, which cannot be matched for their pastries, are immersed in old-fashioned charm.

Every night, zithers zith out their sentimental songs that are carry-overs from the days of the monarchy. Pay at least one call to a *Heuriger*, where the so-called new wines are served as well

as the city's food specialties of smoked pork, grilled chicken and Liptauer cheese.

The whole Nineteenth District is dotted with *Heuriger* restaurants, and two good ones are back-to-back on the same block—*Hans Muth* at Probusgasse 10 and *Karl Welser* at No. 12. Here you can eat a full meal for \$7 or less, and a quarter liter of wine will cost about \$1.

In the heart of Vienna is the *Staatsooper* (city opera), and it too is part of the Viennese night life. The season runs from Sept. 1 through June 30.

Seats go on sale one week in advance but can often be gotten from downtown ticket offices (*Kartenbuero*) for a 20 per cent surcharge. Prices range from about \$3 in the gallery to \$60 in orchestra.

Also hard to come by are tickets for the Sunday morning performances of the Spanish Riding School. Founded in 1563 by Emperor Ferdinand I, the school is a living relic of the Baroque style of horseback riding.

It's easier to get into the morning training sessions (same routine, minus the sartorial pomp), which begin daily at 10 a.m. Just line up at gate three at Josefsplatz to get in on a first-come basis.

Just a sample of Vienna's other attractions are St. Stephen's Cathedral and its catacombs, the Prater amusement park with the world's largest ferris wheel; and the Schoenbrunn Palace and its gardens, which include a spectacular botanical house, a terrific zoo and a hill-top perch known as the Gloriette, where you get a marvelous panorama of the city.

The city's best shopping bargains are generally on the *Mariahilferstrasse*, where most of the big department stores and specialty shops are located.

On Saturday mornings there's a large flea market not far away from the famous *Naschmarkt* (where you'll find food specialties imported from all over). A recommended hotel in this neighborhood (within a five-minute walk from the center of town) is *Zu Den Drei Kronen Hotel* at Schleifmuehlsgasse 25 (tel. 573-289), where a double room with bath comes to about \$16 per person and a single goes at \$18. There's also *Zum Goldenen Stern*, *Breitenfurterstrasse* 94, which is about \$5.30 per night per person, and *Zum Goldenen Baeren*, *Tuerkenstrasse* 27, which is about \$7. Or you can stay in a pension: *Krami*, *Brauerstrasse* 5, and *Vera*, *Alserstrasse* 18, both charge about \$10 for a single room. The city tourist office can tell you about other accommodations. ■



Demanding

The inside of a video recorder. Innocent-enough looking to you. But a grueling chamber of horror to a video-cassette tape. That's because video heads cause considerable stress as they spin across the surface of the tape at speeds of around 1800 rpm.*

And when you display a still picture, even though the tape has stopped, the head continues spinning at full speed, applying all of its force to one small area.

To withstand these operational strains and still produce a brilliant picture, a video tape must be tough. That's why people reach for Maxell HGX [GOLD]. Its combination of Maxell's High Grade Epitaxial magnetic

*NTSC system

particles and an exclusive bridge-type binder results in unmatched clarity of both picture and sound, play after play.

Audio tapes have to meet a different, but equally tough, list of demands. Now that Compact Discs and PCM recorders have raised the standard for accuracy in sound reproduction, audiophiles expect even better performance from audio tapes. And

they get it from Maxell's XLI-S and XLI-S. These top-of-the-line audio tapes use Maxell's Super Fine Epitaxial magnetic particles to ensure an optimal signal-to-noise ratio and

increased high-end output. To your ears, this means superb clarity and an expanded dynamic range.

Epitaxial magnetic particles are just one of the reasons Maxell is the choice of professionals in both the audio and video fields. So for lasting quality, demand the best. Demand Maxell.



maxell®

Hitachi Maxell, Ltd.: 3-3-1, Ginza, Chuo-ku, Tokyo 104, Japan



LX-110B: Linear Tracking Direct Drive Fully Automatic Turntable

- Random Programmable Play
- Intro play
- Auto record size/speed selection

BX-110B: DC Power Amplifier

- 85W/ch Output Power
- A/B/A + B Speaker Selector
- 2-way Power Indicator (HIGH/LOW)

GX-110B: Preamplifier

- Wireless Remote Control
- 7-band Graphic Equalizer
- DSL Bass Enhancer
- Independent CD Switch

TX-110B: Quartz Synthesizer Tuner

- 12-station Preset Memory
- Timer/Clock Function
- Hi-blend Switch

FX-90B: Auto-reverse Cassette Deck

- World's fastest reverse time (0.2 sec) for rec/play
- Dolby HX Professional* for "Digital ready" performance
- One touch Synchro-recording
- "Edit-assist" for recording ease

RK-X11B: Quick system connection rack

DON'T TOUCH THAT DIAL!

Use the feather-touch push-buttons on AIWA's handy remote controller instead. It's just one of the reasons why the V-1100 is AIWA's most sophisticated system yet. Wireless remote control of turntable, tuner, and deck operations as well as source selection and volume/mute is in your hands so you can stay off your feet and enjoy the music.

Along with unmatched convenience comes programmable disc playback and tape recording, separate power amp and preamp, a quartz-synthesizer tuner/timer, and an advanced auto-reverse cassette deck with AIWA's flat keyboard control panel. Putting it all together is easy with the special

system connection rack. Going digital? Go for the V-1100 because it's ready now for the connection of a CD player. The V-1100 is the ultimate in compact hi-fi with full-size sound performance and operation convenience.

*Dolby and the double-D symbol are trademarks of Dolby Laboratories Licensing Corporation.

*HX PROFESSIONAL ORIGINATED BY BANG & OLUFSEN

AIWA®

AIWA Co., Ltd. 11-9, Ueno 1-chome, Taito-ku, Tokyo, Japan.

VOLKSMARSCH: TREKKING TOGETHER



Volksmarsching is a great way to meet new friends and see the countryside.

Germans love to walk. While you're stationed in Germany you'll probably want to get into the act. You'll see people of all ages walking through the woods of Germany. Commonly called volksmarching by Americans, in German it is a *Volksmarsch*. Volksmarching is quite a social event and for a registration fee of about three dollars, you'll receive some sort of medal for completing the walk.

You'll usually have a choice of a 10-12 kilometer walk or a 20 kilometer walk, which you can take at your own pace. At the finish of the marked route, you'll pick up your medal and have a chance to mingle with the Germans at a beer-and-sausage snack bar set up for the occasion. As often as not, an oompah band will provide the background music. Many bases have volksmarching clubs that you can join. Ask your base Rec Center about local volksmarsches.

If you want to strike out on your own, there are plenty of trails or *Wanderwege* in Germany. The trails are well-marked, and you can buy maps in local book stores to show the way. You don't have to take a picnic lunch, either—you'll probably find a *Gasthaus* on the trail that serves hikers. They're marked on the walking trail maps.

There are three kinds of marked trails in Germany. The shortest are the ones marked and maintained by communities for holiday visitors. These are usually circular and called *Fundwanderwege*. They are marked with all kinds of figures or with numbers and letters.

There are longer trails—up to 200 kilometers in length—that go from place to place and are maintained by the *Wandervereine*, or regional hiking clubs. Typical are the *Rotweinwanderweg* (red wine trail) that goes through the vineyards of the Ahr valley; the



trails through the Eifel; the Taunus High Trail; and the complete set of trails in the Pfalz south of Kaiserslautern.

Finally, there are about six really long-distance trails that go from one end of Western Europe to the other. E-3 in Germany, for example, is good for about 700 kilometers.

Hiking in Germany is a year-round activity—there's no such thing as bad weather, they say, just the wrong kind of clothing (you need good walking shoes, comfortable, warm clothing, if necessary, and maybe rain gear). Happy trails, hikers! ■

Volksmarsching enables you to earn a medal for completing a 10-20 kilometer stroll in the countryside.



Muscle & Brains



OM G
Full Performance

A rare combination in people.
Even more so in cameras.

That's what makes the new OM-G
so special.

No other camera in its class is tough
enough and smart enough to take a
five-frames-per-second motor drive.

The OM-G has the guts to take it.
No other camera in its class starts with
a die-cast metal frame, and heat-
treated, hardened parts for shutter
and film advance mechanisms, and
puts them together with Olympus
precision.

The result is a body built for survival.

The OM-G has the brains to take it.
Two to be exact. Microcomputers
smart enough to stay in control at five
frames per second.

One makes sure exposure's always
perfect. It masterminds the TTL Direct
"off-the-film" Light Measuring system,
setting the shutter speed instantly
during exposure.

The other manages the information-
packed viewfinder — from the shutter
speed display to flash exposure
confirmation.

And the OM-G has more.

Full manual operation, Lumi Micron

Matte focusing screen, interchangeable
body grips, and compatibility with the
vast OM System of lenses and
accessories.

For the muscle. For the brains. And
for more. The OM-G is really the only
choice for the price.

Try it at your Olympus dealer's today.

OLYMPUS

Match your skills with ours.

OLYMPUS OPTICAL CO., LTD. Tokyo, New York, Hamburg, London

In Europe: Miura Shoji K.K. European Liaison Office.
OLYMPUS DIVISION. Attn: Stephanie Riley, Frankfurterstr.
33-35, 6236 Eschborn/Ts., West Germany

THE LAWS HERE ARE DIFFERENT



Be a law-abiding citizen; learn something about the law of the land.

Americans stationed in the Federal Republic of Germany (FRG) are expected to comply with German laws.

Within the framework of the NATO Status of Forces Agreement, the German government gives U.S. military authorities jurisdiction for offenses that are punishable under both German criminal law and the Uniform Code of Military Justice (UCMJ). Most offenses committed by U.S. service personnel in Germany fall into this category and are disposed of by U.S. military authorities.

This general waiver of jurisdiction may, however, be recalled by German authorities on a case-by-case basis. Normally, violent crimes such as rape or murder will be tried in German courts. In recent years, German authorities have exercised this recall option less and less frequently. Any U.S. military member can expect fair treatment when facing German justice.

Motor vehicle accidents resulting in a personal injury normally are not UCMJ offenses. In such cases, U.S. military members are subject to exclusive German criminal jurisdiction with, at times, severe fines.

German police and customs officials may exercise the normal authority of their office over members of the U.S. forces. The authority of German police is about the same as that of police in the United States.

GENERAL SENSITIVITIES

Understanding certain aspects of German culture or customs which are unfamiliar to most Americans may prevent embarrassing confrontations.

Respect for private property is essential for maintaining good relations with Germans. Something that is acceptable



STARS AND STRIPES

in the United States may not be in Germany. For example, parallel parking in a tight spot by the "bumper touch" method is improper in Germany.

Another example of German concern for property involves rental housing. Americans are familiar with the concept of "normal wear and tear." Minor damages are accepted as normal "costs of doing business" by American landlords; tenants are not charged the costs of repair.

This concept exists in Germany, but is interpreted differently. Property is expected to be returned in approximately the same condition as it was rented. This goes so far as to include completely removing oil spots left by automobiles in driveways.

Germans are also very concerned about their environment. For example, you cannot mow your lawn or wash your

Even when the coast seems clear, you may be caught by hidden police cameras that record your speed in km/h, license number, date and time.

car in public on a Sunday or public holiday. During Germany's quiet hours, you cannot operate loud motors or noisy equipment or play music loud enough to be heard by your neighbors.

Quiet hours are set by law. They are between 1 p.m. and 3 p.m. and from 10 p.m. to 6 a.m. Monday through Saturday, and all day on Sunday and German legal holidays. Unnecessary noise during these periods is frowned upon; in some areas it is illegal. Just allowing your car to idle may create enough noise to violate quiet hours.

Environmental concern even extends to spills of very small amounts of oil, like the amount lost during an oil

MASTER THE METRIC SYSTEM



Soon you'll be "thinking in metric" and be way ahead of the folks back home.

Liters, kilograms, meters and kilometers. If you didn't grow up with the metric system, you may be slightly confused. But it is an easy system, and you'll catch on.

The chart below will give you an idea of the conversions. When buying clothes, use the chart as a guideline, but remember the fit and cut of European clothes is different, so the size comparisons may not be exact.


On the *autobahn*, the speed limits and distance signs are in kilometers.

WEIGHT

German	U.S.
1 Gram (gm.)	0.04 oz.
1 Pfund (1/2 kilo. or 500 gm.)	1.1 lbs.
1 Kilo.	2.2 lbs.
0.56 Kilo.	1 lb.
29 gms.	1 oz.

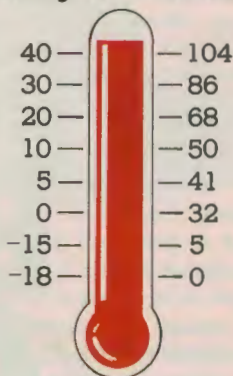
LENGTH

1 centimeter (cm) (zentimeter)	0.4 in.
1 meter	39 in.
1 kilometer	0.62 mile
2.54 cm	1 in.
91.4 cm	1 yd.
1,609.3 meters	1 mile

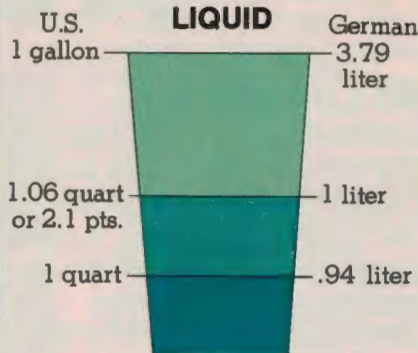


TEMPERATURE

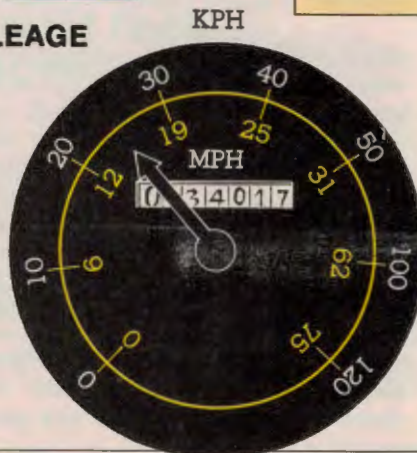
German U.S.
Centigrade Fahrenheit




LIQUID



MILEAGE



CLOTHING



German	U.S.
86-92	2
92-98	3
98-104	4
110	5
116	6
122	6x
128	8
134	10
140-146	12
152-158	14
158-164	16
164-170	18

(Children's sizes are determined by height of the child, ie: size 104 is for a child 104 centimeters tall.)

German	U.S.
Blouses	
34	28
36	29
38	30
40	32
42	34
44	36
46	38
48	40

German	U.S.
Dresses/Skirts	
34	6
36	8
38	10
40	12
42	14
44	16
46	18
48	20

German	U.S.
Shoes	
34/35	4
35/36	5
36/37	6
38/39	7
40/41	8
41/42	9

German	U.S.
Suits	
46	36
48	38
50	40
52	42
54	44
56	46

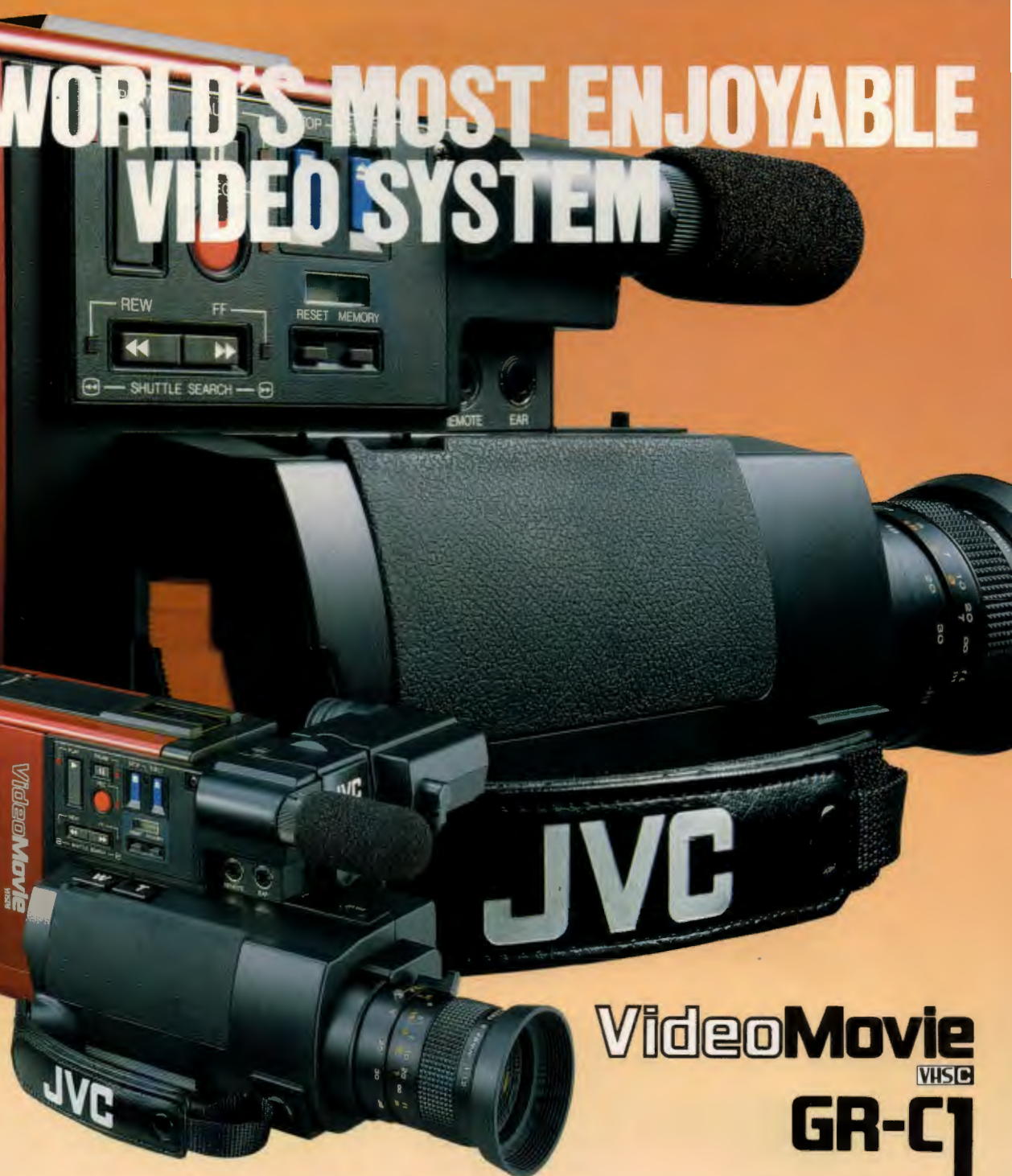
German	U.S.
Shirts	
36	14
37	14 1/2
38	15
39	15 1/2
40	15 3/4
41	16

German	U.S.
Hats	
57	7
58	7 1/8
59	7 1/4
60	7 3/8
61	7 1/2

German	U.S.
Shoes	
41	8
42	8 1/2
43	9 1/2
44	10
45	10 1/2
46	11

THE WORLD'S MOST ENJOYABLE VIDEO SYSTEM

VideoMovie
VHS-C



VideoMovie VHS-C GR-C1

Just because video is one of the most sophisticated technologies on earth doesn't mean you need a college degree to use it.

Take a look at VideoMovie. It's a complete live recording system more compact, more lightweight and easier to enjoy than any other. Just drop in a compact cassette and shoot like you would with a home movie camera.

Back at the base, or in a hotel room, connect it directly to a television to view the

picture-perfect results.

Make your own TV shows? Send a video letter back home?

Why not! With JVC's VideoMovie, it couldn't be easier.

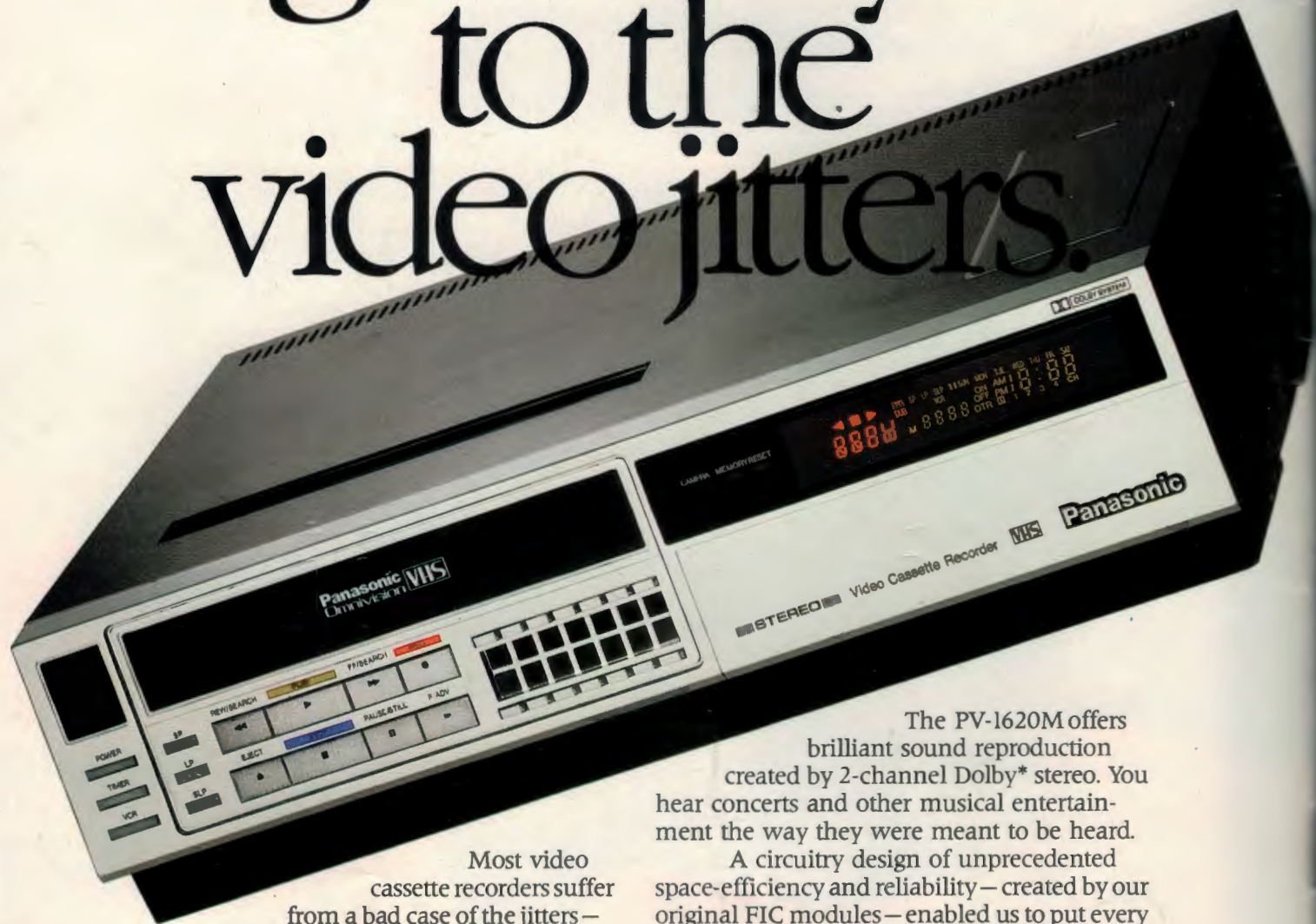
- Complete in 4.3 lbs. — camera, recorder and playback circuitry
- VHS compatibility
- Instant playback and direct TV connection
- Available-light sensitivity of just 15 lux
- Fully electronic viewfinder
- Optional character generator for on-screen titles



Victor Company of Japan, Limited 1, 4-chome, Nihonbashi-Honcho, Chuo-ku, Tokyo 103, Japan
This advertisement is neither sponsored by nor paid for in whole or in part by any military resale activity.



Say good-bye to the video jitters.



Most video cassette recorders suffer from a bad case of the jitters—noise, interference and blur—when performing special effects like still-frame, frame-advance and variable slow motion.

Not Panasonic's new front-loading PV-1620M—it lets you say good-bye to the video jitters. Its original Tech-4 video head system replays all special effects field-by-field (not frame-by-frame like conventional 4-head systems) for virtually jitter-free picture quality in *both* SP and SLP modes.

The PV-1620M offers brilliant sound reproduction created by 2-channel Dolby* stereo. You hear concerts and other musical entertainment the way they were meant to be heard.

A circuitry design of unprecedented space-efficiency and reliability—created by our original FIC modules—enabled us to put every imaginable home video function and convenience into a slim, compact, front-loading unit designed to fit into an audio components rack. It has an 8-hour recording capability with one of our NV-T160 video cassettes in the SLP mode. And of course, a wireless infrared remote control unit is standard equipment.

The PV-1620M by Panasonic. Picture quality, sound reproduction and operating ease second to none.

*Dolby and the double-D symbol are the trademarks of Dolby Laboratories Licensing Corporation.

Panasonic®

VHS

BITBURG FLUGTAG

1981





HIGH FLIGHT

Oh, I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;

Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds – and done a hundred things
You have not dreamed of – wheeled and soared and swung

High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through the footless halls of air.

Up, up the long, delirious, burning blue
I've topped the windswept heights with easy grace
Where never lark, or even eagle flew.

And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.

By John Gillespie Magee, Jr.



Willkommen

Es ist mir ein grosses Vergnügen, all unsere Freunde, zum "Bitburg Flugtag 1981" des 36sten Taktischen Jägergeschwaders, begrüßen zu dürfen.

Als Ihr heutiger Gastgeber, bin ich davon überzeugt, Ihnen ein Programm vorbereitet zu haben, das nicht nur einzig in seiner Art ist, sondern auch informativ und unterhaltend.

Meines Erachtens, sind Ereignisse, wie diese, sehr nützlich. Sie bieten allen zugehörigen Gemeinschaften eine Gelegenheit sich zusammen zu erholen.

Am wichtigsten, aber ist es, dass diese Ereignisse uns erlauben, nochmals zu bestätigen, dass wir alle in Europa sind, um gemeinsame Ziele zu erarbeiten.

Als Befehlshaber, bin ich sehr stolz auf die vorzügliche Beziehung zwischen Fliegerhorst Bitburg und die zivilen Gemeinschaften die uns umgeben. Sie haben sich immer bereit gezeigt, uns entgegenzukommen, mit uns zu reden und Angelegenheiten gemeinsamer Interessen zu diskutieren. Als Anerkennung, widme ich den "Bitburg Flugtag 1981" diesem hervorragenden Geist der Zusammenarbeit. Als weitere Anerkennung danke ich Ihnen, allen unseren Nachbarn, für die warme Gastfreundschaft, die sie uns, nicht nur im letzten Jahr, sondern auch in allen vergangenen Jahren, erwiesen haben.

Als Ihr Gastgeber, lasse ich Ihnen abermals ein aufrichtiges Willkommen auf Fliegerhorst Bitburg zukommen und wünsche Ihnen viele angenehme Erinnerungen an Ihr Besuch des 36sten Taktischen Jägergeschwaders.

It gives me great pleasure to welcome all of our friends to the 36th Tactical Fighter Wing's "Bitburg Flugtag 81".

As your host today, I am confident we have prepared a program that is unique, informative, and entertaining.

I feel occasions such as these are very beneficial. They afford an opportunity for all of our communities to relax together. But, most important of all, these occasions allow us to reaffirm that we are all here in Europe working toward common goals.

As commander, I am extremely proud of the superior relationship that exists between Bitburg Air Base and the civilian communities that surround us. You have demonstrated so many times that you are always prepared to meet, talk, and discuss concerns of mutual interest. In recognition of this outstanding spirit of cooperation, I dedicate the Bitburg Flugtag 1981. And, in further recognition, I thank all of you, our neighbors, for the warm hospitality you have demonstrated not only in the past year but for all years before.

Once again, as your host, I extend a sincere welcome to Bitburg Air Base and wish you many pleasant memories of your visit with the 36th Tactical Fighter Wing.

A handwritten signature in cursive script that reads "Marcus A. Anderson".

MARCUS A. ANDERSON, Colonel, USAF
Commander

This book belongs to:

36th Tactical Fighter Wing

Militärischer Auftrag

Der Auftrag des 36sten Taktischen Jägergeschwaders ist die Vorbereitung und Führung von Luftverteidigungsoperationen, wie angeordnet, die Versorgung mit administrativer und logistischer Unterstützung für die, dem 36sten Taktischen Jägergeschwader zugeteilten und abkommandierten Einheiten und Gasteinheiten und das Leiten und Aufrecht erhalten des Flugplatzkomplexes Bitburg und derartiger anderer Stationen und Einrichtungen, wie angeordnet.

Mission

The mission of the 36th Tactical Fighter Wing is to prepare for and conduct air defense operations as directed; provide administrative and logistical support for assigned, attached, and tenant units; and operate and maintain the Bitburg Air Base complex and such other stations and facilities as directed.



▲ *F-15 Eagles over Western Germany*

Geschichte

Das 36ste Taktische Jägergeschwader war immer das wichtigste Jägergeschwader der amerikanischen Luftwaffen in Europa. Es war eine Hauptstütze in der nationalen Verteidigung seit es, im Februar 1940, als Jägereinheit in Langley Field, Virginia, eingesetzt wurde.

Die Einheit lagerte im Karibischen, wo sie bis Mai 1943, Luftverteidigungsoperationen erfüllte, als sie nach Charleston, Süd Carolina umzog, um dort das Training mit dem P-47 "Thunderbolt" anzufangen.

Im Mai 1944 führte das 36ste Geschwader Kampfaufträge über Frankreich aus, von seinem Heimatflughafen in Grossbritannien. Nach Unterstützung der Invasion in Frankreich, zog die Einheit nach der Normandie mit dem Ziel der erste einer Reihe ausgewählter Stützpunkte in Frankreich, Belgien und Deutschland zu besetzen. Nach dem Krieg wurde die Einheit ausser Betrieb gesetzt und 1946 in Howard Field, Kanalzone Panama wiedereingestellt.

Im nächsten Jahr wurde sie eine, mit Flugzeugen von Typ F-80 "Shooting Star" ausgerüstete, Düsenjägereinheit. Im Juli 1948, wurde das 36ste Geschwader reorganisiert und nach Fliegerhorst Fürstfeldbruck, Deutschland verlegt, wo es die erste Düsenjägereinheit in Europa wurde. Eine Reihe Erstlinge folgte, als das Geschwader sechs neue Düsenjägertypen in Europa introduzierte: den F-84, F-86, F-100, F-105, F-4 und den F-15. Der jüngste und wichtigste Zusatz der Frontlinieverteidigung, der F-15 "Eagle", versichert den amerikanischen- und NATO-Militärstreitkräften die Überlegenheit im europäischen Luftraum. Das Geschwader zog, im Dezember 1952, nach Fliegerhorst Bitburg um.

History

The 36th Tactical Fighter Wing has long been one of the foremost fighter wings in the United States Air Forces in Europe (USAFE) and a mainstay in the free world's air defense since its activation as a Pursuit Group at Langley Field, Virginia, in February 1940. The unit next moved to the Caribbean to fly air defense missions until May 1943, when it transferred to Charleston, South Carolina to begin training in the P-47 Thunderbolt.

May 1944 found the 36th flying combat missions over France from its home base in England. After supporting the D-Day landing, the Group moved to Normandy to occupy the first in a series of temporary bases in France, Belgium, and Germany.

After the war, the Group was deactivated, only to be reactivated in 1946 at Howard Field, Canal Zone, Panama. The following year it became a jet fighter unit flying the F-80 Shooting Star. In July 1948, the 36th was reorganized and moved to Fürstfeldbruck Air Base, Germany, becoming the first jet fighter unit in Europe. A series of "firsts" followed as the wing introduced six new firstline jet fighters to the European Theater: the F-84, F-86, F-100, F-105, F-4 and the F-15. The latest and foremost addition to the front-line of air defense, the F-15 Eagle assures the United States and NATO forces of air supremacy in European skies. The wing has been at Bitburg since December, 1952.

36th Fighter Squadrons



Die 22ste Taktische Jägerstaffel "Adlers"

Die, im Juni 1917, gegründete 22ste Taktische Jägerstaffel trainierte Piloten in Flugzeugen vom Typ JN-4 "Jenny" für die alliierten Bemühungen im 1sten Weltkrieg. Der RAF zugeteilt, flog die 22ste Jägerstaffel den "Spad XIII" mit der 2ten und 5ten britischen Armee an der Frontlinie. Später diente sie als Jägereinheit der amerikanischen 1sten Armee. 1950 wurde die Staffel nach Fürstentfeldbruck, Deutschland, verlegt. Im Jahre 1952 vereinigte sie sich mit dem 36sten TFW auf Bitburg und flog: F-86s, F-100s, F-105Ds, F-4Ds, F-4Es und F-15 "Eagles".

Die 525ste Taktische Jägerstaffel "Bulldogs inc."

Die 525ste Taktische Jägerstaffel wurde im Februar 1942 als die 309te Bomber-Staffel eingesetzt. Ihre Piloten trainierten in Flugzeugen vom Typ A-31 als Teil der 86sten Einheit und wurde im April 1943, in Algerien zum Einsatz gebracht, um am italienischen Feldzug teilzunehmen. Früh im Jahre 1945, zog die 309te Staffel um nach Frankreich, um über Deutschland zu operieren. Nur zwei Monate später, zog sie zusammen mit der 86sten Staffel in Deutschland ein.

Die 309te Staffel wurde Mitte 1947 zur 525ste Jagdbomberstaffel wieder ernannt. Zwei Monate später war die 525ste Staffel die erste in Europa, die die F-84 "Thunderjets" bekam.

Anfang 1945 zog die Einheit, als Gasteinheit des 36sten Taktischen Jägergeschwaders, zu ihrer jetzigen Niederlassung, Fliegerhorst Bitburg. Elf Jahre später empfing sie ihre ersten F-4E "Phantoms" und wurde Teil des 36sten Taktischen Jägergeschwaders.

Im April 1977 war die "Bulldogs" die erste Einheit in Europa, die mit dem luftüberlegenheitsjäger F-15 "Eagle" flog.

Die 53ste Taktische Jägerstaffel "Tigers"

Die 53ste Jägereinheit wurde im Jahre 1941 in Albrook Field formiert und der Verteidigung des Panamakanals zugeteilt. Mitte 1942 wurde die Einheit und ihre P-38 "Lightnings" zur 53sten Jägerstaffel ernannt. Ein Jahr später, vereinigte sie sich mit der "Fightin' 36th" Jägereinheit und fing an in P-47 "Thunderbolts" zu trainieren. In Deutschland ausser Betrieb gesetzt, wurde die 53ste Jägerstaffel bald darauf in der Kanalzone wiederingesetzt, wo man anfang in P-80B "Shooting Star"-Düsenjäger zu trainieren. Nach Dienstleistung in Panama, Mitte 1948, kehrte die Staffel nach Bitburg zurück.

Im Jahre 1961 erfolgte der Übergang zum F-105D "Thunderchief" der 1966 durch den F-4D "Phantom" ersetzt wurde. Die 53ste Taktische Jägerstaffel fliegt jetzt den F-15 "Eagle".

The 22nd TFS "Adlers"

Organized in June 1917, the 22nd Tactical Fighter Squadron trained pilots in the JN-4 "Jenny" for the Allied effort in World War I. Attached to the RAF, the 22nd flew the Spad XIII with the front-line British Second and Fifth Armies and later served as a pursuit unit with the American First Army. During that time, the 22nd shot down 58 aircraft and two balloons, producing two aces.

The Squadron was assigned to various areas around the world and in 1950 was transferred to Fürstentfeldbruck, Germany. In 1952 it joined the 36th Tactical Fighter Wing at Bitburg AB, Germany, and during the next 20 years flew F-86 Sabrejets, F-100 Supersabres, F-105D Thunderchiefs, and F-4D and F-4E Phantoms. The squadron now performs the NATO and USAF air defense role with the F-15 Eagle.

The 525th TFS "Bulldogs, Inc."

The 525th Tactical Fighter Squadron was activated in February 1942 as the 309th Lighter Bombardment Squadron. Its pilots trained in A-31s as part of the 86th Light Bombardment Group and deployed to Algeria in April 1943 to take part in the Italian Campaign.

Early in 1945, the 309th moved to France for operations over Germany. Only two months later, it moved with the 86th into Germany.

The 309th was redesignated the 525th Fighter Bomber Squadron in mid-1947. Two months later, the 525th was the first squadron in Europe to receive F-84 Thunderjets.

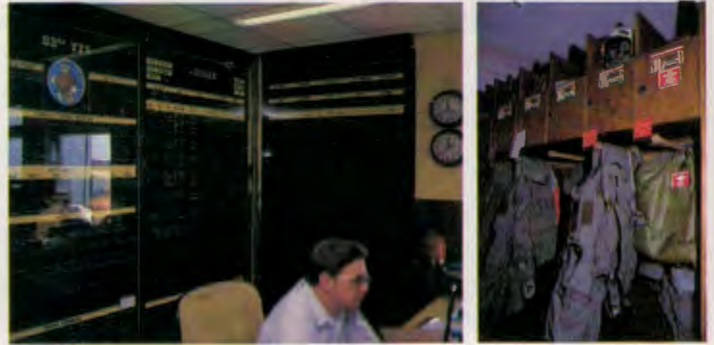
Early in 1957, the unit moved to its present location at Bitburg Air Base as a tenant unit of the 36th Tactical Fighter Wing. Eleven years later it became part of the 36th Tactical Fighter Wing and 17th Air Force, and received its first F-4E Phantoms.

In April 1977, the Bulldogs became the first unit in Europe to fly the air superiority F-15 Eagle.

The 53rd TFS "Tigers"

The 53rd Pursuit Group was formed at Albrook Field in January 1941 and assigned defense of the Panama Canal. By mid-1942, the unit and its P-38 Lightnings became the 53rd Fighter Squadron. A year later, it joined the "Fightin' 36th" Fighter Group and began training in P-47 Thunderbolts. The 53rd was deactivated in Germany, but reactivated soon after in the Canal Zone where training began in P-80B Shootingstar jets. After duty in Panama, the squadron returned to Germany in mid-1948 and Bitburg became its home.

In 1961 came the transition to F-105D Thunderchiefs and in 1966 the F-4D Phantom replaced them. The 53rd TFS now flies the F-15 Eagle.



Tower - Life support - Maintenance

Der Kontrollturm des Fliegerhorstes ist ein Schlüssel zu sicheren Flugzeugoperationen. Hoch im Obersten des Fliegerhorstes Operations-Gebäude gesessen, versichern Luftverkehrsleiter, dass landende und abfliegende Flugzeuge richtig aufeinander folgen. Sie haben Zugang zu einem ausgedehnten Kommunikationsnetz, das es ihnen ermöglicht, Flugoperationen in der Umgebung zu beaufsichtigen und in Notsituationen zu reagieren.

Anders als die lederne Kopfbedeckung, die von den früheren Piloten getragen wurde, ist der heutige Flughelm eine komplexe Ausrüstung. Er behält ein Kommunikationsgerät, so wie auch einen Atemapparat. "Life-Support-Firmen versichern, dass die Helme immer in höchster Beschaffenheit sind.

Die Frauen und Männer des 36sten Taktischen Jägergeschwaders arbeiten zusammen zur Vollendung der Aufgabe. Die Fliegerhorstagenturen arbeiten einklängig zusammen, damit die "Eagles" immer fertig sind, um irgendeine Aufgabe auszuführen.

53rd Tactical Fighter Squadron "TIGERS" operations

A key to safe aircraft operations is the airfield control tower. Situated high atop the base operations building, air traffic controllers insure that landing and departing aircraft are properly sequenced. They have access to a wide communications network that allows them to supervise area flight operations and respond to emergency situations.

Unlike the leather headgear worn by the early fighter pilots, today's flight helmet is a complete piece of equipment. It contains communication gear as well as breathing apparatus. Life support branches insure the helmets are maintained in top notch condition.

Men and women of the 36th Tactical Fighter Wing work together to accomplish their mission. Air base agencies work in harmony to keep the Eagles ready to fulfill any tasking. The people of Bitburg insure the wing is always "Prepared to Prevail."





ZULU

Die Hauptaufgabe dieses Geschwaders ist die Führung von Luftverteidigungs-operationen. Das Geschwader hält zu aller Zeit vier F-15 "Eagles" zur Luftverteidigung bereit. Die Piloten und Schlosser sind einem 24-stündigen Alarmdienst zugeteilt und wohnen in den Bereitstellungsunterkünften. Im Notfall, rennen sie zu ihrem Flugzeug und sind innerhalb weniger Minuten in der Luft. Zur Aufrechterhaltung ihrer Reaktionsfähigkeit, wird dies normalerweise tagtäglich auf einem unangesagten Zeitpunkt geübt.

The primary mission of the 36 TFW is to conduct air defense operations. The wing maintains four F-15 Eagles on air defense alert at all times. Pilots and maintenance personnel are assigned to alert duty on 24 hour rotations and live in the facility. When alerted to "scramble", the pilots run to their aircraft and can be airborne within a few minutes. They frequently practice scramble procedures on an unannounced basis to test and maintain their rapid response capability.



*F-15C Eagle scrambles from
its Quick Reaction Alert
Facility*

(advertising)

Come to
**Marlboro
Country.**



Rich, full flavor from
the world's No. 1 cigarette.



Catch the big catch with the world's favourite video-taping system.

Catching yourself finally catching that big blue marlin calls for something a bit more advanced than a pocket camera.

Panasonic's new NV-3000 portable video system would be perfect.

The colour video camera (WV-3000) weighs only 1.5kg. And its 3x zoom lens and automatic iris makes video-taping easy as falling over the side.

It works indoors as well as onboard. And you can see what you shot there and then on the tiny TV screen/viewfinder. So if you don't like what you shot, just rewind the tape and reshoot.

You can tape for up to four hours on one video cassette. Cassettes, by the way, can be used over and over again. With no development costs to pay and no reloads to worry about every two or three minutes.

Despite its size, our new baby has still frame,

single frame advance and quick/slow motion capability.

A matching, programmable TV tuner/timer (NV-V300) is also available for straight-off-the-TV taping.

No wonder Panasonic's VHS has streaked ahead of the shoal to become the world's favourite video-taping system.

Three million customers, on every continent, can't be wrong.



National Panasonic

Panasonic, National and Technics are the brandnames of Matsushita Electric.



F-15C Eagle

Entwickelt für die Aufrechterhaltung der Luftüberlegenheit gegen alle Drohungen während der achziger Jahren und danach, hat der "Eagle" beispiellose Wendigkeit und Beschleunigungsfähigkeit und ist er mit einem verbesserten Radar- und Waffensystem ausgerüstet. Das Radar entdeckt Ziele (hochfliegende Flugzeuge und sich am Boden Befindende Drohungen) in weiter Entfernung. Das überlegene "Eagle"-Flugsystem ist leicht von einem Piloten, der unter Kampfdruk steht und sich im, vom Feind, elektronisch überwachten Luftraum befindet, zu bedienen. Der F-15 "Eagle" ist mit den neuesten AIM-7 radargelenkten Raketen für den Kampf ausserhalb der Sehweite, verbesserten AIM-9 wärmesuchenden Raketen und einer 20 mm -Kanone für Nahkämpfe ausgerüstet.

Designed to maintain air superiority against all threats through the 1980's and beyond, the Eagle has unparalleled maneuverability and acceleration, and is equipped with an advanced radar and weapons system. The radar detects targets (high flying aircraft and ground-hugging threats) at long range. The Eagle's superior avionics system is easily operated by one pilot under stresses of air combat and in electronic countermeasure environments.

The F-15 Eagle is armed with the latest AIM-7 radar guided missiles for combat beyond visual range, advanced AIM-9 heat seeking missiles, and a 20 mm cannon for close-in engagements.

Hersteller	: McDonnell Douglas
Typ	: Einsitzer, Luftüberlegenheitsjäger
Triebwerk	: Zwei Pratt & Whitney F-100-PW-100 turbineventilierte Motoren
Tankinhalt	: Innerhalb der Maschine 7400 Liter Ausserhalb der Maschine 5680 Liter
Gewicht	: Leer 12700 Kg Max Start 30844 Kg
Dimensionen	: Länge 19,4 m Höhe 5,6 m Spannweite 13,0 m
Kriegs-ausrüstung	: 4 AIM-9 Sidewinders, 4 AIM-7 Advanced Sparrows, 940 Stück 20 mm Munition. 5 Aufhängepunkte, die jeder für sich mit mehr als 7.257 Kg Munition oder den Luft-zu-Luft-Waffen hinzugefügten Geräten für elektronische Gegenmassnahmen, belastet werden können.
Vortrag	: Geschwindigkeit Machzahl 2,5+ Dienstgipfelhöhe 19.800 m Belastung +9G oder -3G Anlauf 275 m Ausroll 760 m
Maximale Flugdauer	: In der Luft getankt 14,4 Std. Nicht in der Luft getankt 5,25 Std.

Manufacturer	: McDonnell Douglas
Type	: Single-seat, air superiority fighter
Powerplant	: Two Pratt & Whitney F-100-PW-100 turbofan engines
Fuel capacity	: Internal fuel 7,400 liters External fuel 5,680 liters
Weight	: Empty 12,700 kg Max take off 30,844 kg
Dimensions	: Length 19.4 m Height 5.6 m Wing span 13.0 m
Armament	: 4 AIM-9 Sidewinders, 4 AIM-7 Advanced Sparrows, 940 rounds of 20 mm ammunition. Five weapons stations capable of carrying more than 7,257 kg of munitions or additional ECM gear in addition to air-to-air weaponry.
Performance	: Speed mach 2.5+ Service ceiling 19,800 m Load factor +9Gs or -3Gs Take off run 275 m Landing run 760 m
Max flight duration	: With refueling 14.4 hours Without refueling 5.25 hours

(advertising)



In 1840 Sir Charles Barry designed a clock that remains a classic.

In 1820 Johnnie Walker did the same for Scotch Whisky.




JOHN WALKER & SONS LTD., SCOTCH WHISKY DISTILLERS, KILMARNOCK, SCOTLAND.

(advertising)



Own land in the great American West

merica. More than two hundred years old and still waiting for many people to claim their share of it. For themselves and for the future of their families. Imagine one of the most beautiful landscapes in the world and what it could mean to have part of it for your own.

What more perfect way to stake your claim than by purchasing five glorious acres of southern Colorado for yourself and those you love. At Sangre de Cristo Ranches you can still own a sizable piece of America at a very modest cost and on easy credit terms. This is scenic land in one of the fastest-growing states in the U.S.A. A piece of the unspoiled, romantic old Southwest.

Sangre de Cristo Ranches is a subsidiary of Forbes Inc., publishers of the highly reputable American business and financial publication, Forbes Magazine. The land being offered for sale to you is a part of the huge 168,000-acre Forbes Trinchera Ranch, one of the oldest of the remaining big ranches in America. A sportsmen's paradise in all seasons for hunting, fishing, riding, hiking and boating. With some of the finest skiing in the country within a 75-mile drive, the ranch ranks among the world's best known preserves for deer, elk, game birds and other wildlife.

The majestic mountain views of Trinchera Peak and Mount Blanca (higher than Pikes Peak) stand as silent sentinels protecting the rolling foothills and valley that make up our Sangre de Cristo Ranches.

The land lies about 200 miles southwest of Denver, just east of U.S. Route 160 . . . the Navajo Trail. Its

town is historic Fort Garland, the last command of Kit Carson.

For as little as **\$5,000 total cash price**, you can purchase your own five-acre Sangre de Cristo Ranch. Easy credit terms are available. Important money-back and exchange privileges backed by Forbes Magazine's distinguished reputation have contributed much to the great success of this unusual land offering.

For complete details on this wonderful opportunity, without obligation, please fill in and mail coupon today.

Obtain the Property Report required by Federal law and read it before signing anything. No Federal agency has judged the merits or value, if any, of this property.
Equal Credit and Housing Opportunity

SANGRE DE CRISTO RANCHES INC. ⁷⁸¹

Forbes Europe Inc.
Old Battersea House
30 Vicarage Crescent
London SW11 3LD England



Name _____

Address _____

Telephone _____

Preference: \$5,000 ranches \$7,500 ranches Higher



▲ 36th TFW F-4E Phantoms
Ramstein Air Base



F-4G "Advanced Wild Weasel" A modified F-4E with sophisticated electronic warfare equipment



F-5E Tiger II "Agressor" Dissimilar air combat trainer



◀ 36th TFW F-15C air superiority fighter



▲ F-16 "Fighting Falcons" will replace the F-4E's at Hann air base in the near future.



◀ F-111F Fighter-bomber E-F models provide long-range low level strike capability



▲
CT-39A Sabreliner
58th Military Airlift
Squadron USAFE staff
transport



Beechcraft C-12A ►

F-15 at dusk
▼





◀ 81st TFW Fairchild
A-10 Thunderbolt II
Bentwaters, England

North American Rockwell ▶
OV-10A Broncos 601st
Tactical Control Wing,
Sembach



◀ Strategic Air Command
Boeing KC-135A Tanker



(advertising)

Volvo Turbo.

Kraftvoller Schub ist seine Leistungsstärke. Beste Kraftstoffausnutzung sein besonderes Merkmal:

Vierzylinder-Reihenmotor; 2127 ccm Hubraum; 114 kW (155 PS) bei 5500 U/min.; max. Drehmoment 245 Nm bei 3750 U/min.; von 0 auf 100 km/h in 9 Sekunden; Höchst- und Dauergeschwindigkeit 190 km/h; Verdichtung 7,5:1; Gemischaufbereitung: Bosch K-Jetronic, Turbolader von Garret AiResearch; max. Ladedruck 0,72 bar; Viergang-Schaltgetriebe mit Overdrive; thermostatgesteuerter Ölkühler. Wer mit so viel Dynamik aufgeladen ist, prägt eine neue Fahr-Dimension.

Markante Eleganz ist Ausdruck seines individuellen Charakters. Ausgestattet mit beeindruckendem Stil und sportlicher Linie. Sicher im Detail und von Grund auf: Metalliclackierung, Innenausstattung in silber/schwarzem Velours.

Mit einem Konzept, das der hohen Leistung Rechnung trägt:

Verstärkte Stabilisatoren; Gasdruck-Stoßdämpfer; vier Scheibenbremsen, vorn innenbelüftet; Servolenkung; Niederquerschnittreifen 195/60 HR 15 auf 5speichigen Leichtmetallsportfelgen 6Jx15. Wer ein derart überzeugendes Rüstzeug hat, hat zu Recht seinen Platz in der Spitze.

VOLVO



(advertising)

History of Bitburg Air Base

Da sich die Wirtschaft in der Bitburger Umgebung, seit 200 Jahren vor Christus, auf Handel und Landwirtschaft stützte, gab es, im Jahre 1951, grosse örtliche Besorgnis, als das Mustern und die Bauplatzkonstruktion des Bitburger Fliegerhorstes angingen. Mit der gleichzeitigen Konstruktion des, 13 Kilometer entfernten, Fliegerhorstes Spangdahlem, notierten örtliche Medien, dass die "schlummernde Eifel" mit einemmal mit technischen Anlagen, Rollbahnen, gebäuden und neuen Wegen, die viele Quadratkilometer fruchtbarer Böden bedeckten, besät war.

Man sagte Fliegerhorst Bitburg sollte eine moderne und komplexe amerikanische Stadt sein, wo einst die ruhige Eifel vorherrschte.

Fliegerhorst Bitburg wurde den NATO-Normen gemäss gebaut. Der Fliegerhorst wurde entworfen und ihre Konstruktion wurde überwacht von einer Konstruktionsagentur der französischen Regierung.

Die gesamte Konstruktion des Fliegerhorstes wurde von französischen und, aber hauptsächlich, deutschen Firmen ausgeführt. Die Anwesenheit der Franzosen führte zum späteren, und immer beharrlichen, Missverständnis, dass der Fliegerhorst, französisches Eigentum wäre. Dies im Gegensatz zur tatsächlichen französischen Rolle als Konstruktionsbeauftragter. Die operationelle in Krafttretung des Fliegerhorstes fand, im Juli 1952, mit der Ankunft der 53sten Jagdbomberstaffel vom Fliegerhorst Fürstenfeldbruck, Deutschland, statt. Dieser Einheit folgten, im November desselben Jahres, andere Teile des 36sten Jagdbombengeschwaders. Offiziell, wurde der Fliegerhorst am 8ten Mai 1953 eröffnet.

Das Zeitalter des F-15 "Eagles"

Die erste F-15 "Eagle"-Staffel traf am 27sten April 1977 auf Fliegerhorst Bitburg ein. In diesem Frühling trafen die "Eagles" ein sorgfältig zurechtgemachtes "Nest" an. Dieses "Nest" war das Ergebnis von zwei Jahre ausgedehnter Vorbereitung, an der fast jeder, den Fliegerhorst Bitburg zugeordnete Organisation, beteiligt war.

Zahlreiche Einrichtungen wurden behalten, jedoch verbessert zur Akkomodierung der F-15-Anforderungen.

Wie dem auch sei, bedürften bestimmte Fähigkeiten, die Konstruktion neuer Einrichtungen. Sie erstreckte sich von dem Bau eines Flugsimulators bis zur Anfertigung von Schallunterdrückungs- und Triebwerkstätten. Die im November 1976 vervollständigte Antriebwerkstatt wurde zur Unterbringung des, 7000 Quadratmeter grossen, F-15-Instandhaltungskomplexes, entworfen. Die Schallunterdrückungswerkstatt wurde, mit zwei Funktionen vor Augen, entworfen: das Aufdecken von Störungen und das Testen der Motoren, indem sie im Flugzeug eingebaut sind. Weil das Üben und Fliegen von Sicherheitsprogrammen notwendig ist, wurde der neue Flugsimulator entworfen. Hierdurch wurden größere Ersparungen an Brennstoffkosten und geringer Verschleiss der Flugzeuge und Motoren bewirkt.

Die grösste und schwierigste Aufgabe die der Lagerung der 1sten F-15-Staffel verbunden war, war die Abänderung der "TAB VEE"-Hangars. Der F-15 "Eagle" ist nämlich ein wenig breiter und länger als der F-4 "Phantom". Darüberhinaus forderten NATO-Vorschriften, dass die "TAB VEE" Flugzeug- und Instandhaltungshangars gehärtet wurden.

Das Zeitalter des F-15 "Eagles" auf Fliegerhorst-Bitburg dauert fort, mit dem 36sten Taktischen Jäger geschwader, selbstsicher und immer bereit sein Auftrag zu erfüllen.

The economy of the Bitburg area, dating as far back as 200 B.C., was based on commerce and agriculture. Therefore, there was a great deal of local concern in 1951 when surveying and site construction for Bitburg Air Base began. With the simultaneous construction of Spangdahlem Air Base only 13 kilometers away, local news media noted that the "Sleepy Eifel" was suddenly spouting with installations, runways, buildings, and new roads, covering many square kilometers of fertile soil. Bitburg Air Base was described as a modern and complex city where the silent Eifel once prevailed.

Bitburg Air Base was built according to North Atlantic Treaty Organization (NATO) standards. It was designed and construction was controlled by a French government construction agency.

Overall construction of the base was accomplished by French and German firms (primarily German). The presence of the French led to a subsequent (and ever persistent) misunderstanding that the base was French "owned" as opposed to the actual French role of construction supervision.

Operational occupancy of the base began in July 1952 with the arrival of the 53rd Fighter-Bomber Squadron from Fürstenfeldbruck Air Base, Germany. This unit was followed in November by other elements of the 36th Fighter-Bomber Wing. The base was officially opened on 8 May 1953.

The era of the Eagle

When the first squadron of F-15s arrived at Bitburg Air Base on 27 April 1977, the "Eagles" found waiting for them a carefully prepared nest. That "nest" was the result of over two years of extensive preparation which involved nearly every organization assigned to Bitburg. Numerous facilities were retained, but upgraded to accommodate the F-15 requirements. However, certain capabilities called for construction of new facilities. This ranged from a new flight simulator building to sound suppression and propulsion shops. Completed in November 1976, Bitburg's propulsion shop was designed to house the F-15 maintenance complex within approximately 24,000 square feet. The sound suppressor facility was designed to combine two functions: troubleshooting and testing F-15 engines while installed in aircraft. A necessity for training and flight safety programs, the new flight simulator facility was designed to effect major dollar savings in fuel costs and wear and tear on aircraft and engines.

The largest and most difficult task associated with the beddown of the first F-15 wing in Europe was the modification of the TAB VEE shelters. The F-15 Eagle is slightly wider and taller than the F-4 Phantom. In addition, NATO regulations required that TAB VEE aircraft and maintenance shelters be hardened.

"The era of the Eagle" continues at Bitburg with the 36th Tactical Fighter Wing poised and ever-ready to accomplish its mission.

History of Bitburg Air Base

Da sich die Wirtschaft in der Bitburger Umgebung, seit 200 Jahren vor Christus, auf Handel und Landwirtschaft stützte, gab es, im Jahre 1951, grosse örtliche Besorgnis, als das Mustern und die Bauplatzkonstruktion des Bitburger Fliegerhorstes angingen. Mit der gleichzeitigen Konstruktion des, 13 Kilometer entfernten, Fliegerhorstes Spangdahlem, notierten örtliche Medien, dass die "schlummernde Eifel" mit einemmal mit technischen Anlagen, Rollbahnen, gebäuden und neuen Wegen, die viele Quadratkilometer fruchtbarer Böden bedeckten, besät war. Man sagte Fliegerhorst Bitburg sollte eine moderne und komplexe amerikanische Stadt sein, wo einst die ruhige Eifel vorherrschte.

Fliegerhorst Bitburg wurde den NATO-Normen gemäss gebaut. Der Fliegerhorst wurde entworfen und ihre Konstruktion wurde überwacht von einer Konstruktionsagentur der französischen Regierung.

Die gesamte Konstruktion des Fliegerhorstes wurde von französischen und, aber hauptsächlich, deutschen Firmen ausgeführt. Die Anwesenheit der Franzosen führte zum späteren, und immer beharrlichen, Missverständnis, dass der Fliegerhorst, französisches Eigentum wäre. Dies im Gegensatz zur tatsächlichen französischen Rolle als Konstruktionsbeauftragter. Die operationelle in Krafttretung des Fliegerhorstes fand, im Juli 1952, mit der Ankunft der 53sten Jagdbomberstaffel vom Fliegerhorst Fürstfeldbruck, Deutschland, statt. Dieser Einheit folgten, im November desselben Jahres, andere Teile des 36sten Jagdbombergeschwaders. Offiziell, wurde der Fliegerhorst am 8ten Mai 1953 eröffnet.

Das Zeitalter des F-15 "Eagles"

Die erste F-15 "Eagle"-Staffel traf am 27sten April 1977 auf Fliegerhorst Bitburg ein. In diesem Frühling trafen die "Eagles" ein sorgfältig zurechtgemachtes "Nest" an. Dieses "Nest" war das Ergebnis von zwei Jahre ausgehnter Vorbereitung, an der fast jeder, den Fliegerhorst Bitburg zugeordnete Organisation, beteiligt war.

Zahlreiche Einrichtungen wurden behalten, jedoch verbessert zur Akkomodierung der F-15-Anforderungen.

Wie dem auch sei, bedürften bestimmte Fähigkeiten, die Konstruktion neuer Einrichtungen. Sie erstreckte sich von dem Bau eines Flugsimulators bis zur Anfertigung von Schallunterdrückungs- und Triebwerkstätten. Die im November 1976 vervollständigte Antriebwerkstatt wurde zur Unterbringung des, 7000 Quadratmeter grossen, F-15-Instandhaltungskomplexes, entworfen. Die Schallunterdrückungswerkstatt wurde, mit zwei Funktionen vor Augen, entworfen: das Aufdecken von Störungen und das Testen der Motoren, indem sie im Flugzeug eingebaut sind. Weil das Üben und Fliegen von Sicherheitsprogramme notwendig ist, wurde der neue Flugsimulator entworfen. Hierdurch wurden größere Ersparungen an Brennstoffkosten und geringer Verschleiss der Flugzeuge und Motoren bewirkt.

Die grösste und schwierigste Aufgabe die der Lagerung der 1sten F-15-Staffel verbunden war, war die Abänderung der "TAB VEE"-Hangars. Der F-15 "Eagle" ist nämlich ein wenig breiter und länger als der F-4 "Phantom". Darüberhinaus forderten NATO-Vorschriften, dass die "TAB VEE" Flugzeug- und Instandhaltungshangars gehärtet wurden.

Das Zeitalter des F-15 "Eagles" auf Fliegerhorst Bitburg dauert fort, mit dem 36sten Taktischen Jäger geschwader, selbstsicher und immer bereit sein Auftrag zu erfüllen.

The economy of the Bitburg area, dating as far back as 200 B.C., was based on commerce and agriculture. Therefore, there was a great deal of local concern in 1951 when surveying and site construction for Bitburg Air Base began. With the simultaneous construction of Spangdahlem Air Base only 13 kilometers away, local news media noted that the "Sleepy Eifel" was suddenly spouting with installations, runways, buildings, and new roads, covering many square kilometers of fertile soil. Bitburg Air Base was described as a modern and complex city where the silent Eifel once prevailed.

Bitburg Air Base was built according to North Atlantic Treaty Organization (NATO) standards. It was designed and construction was controlled by a French government construction agency.

Overall construction of the base was accomplished by French and German firms (primarily German). The presence of the French led to a subsequent (and ever persistent) misunderstanding that the base was French "owned" as opposed to the actual French role of construction supervision.

Operational occupancy of the base began in July 1952 with the arrival of the 53rd Fighter-Bomber Squadron from Fürstfeldbruck Air Base, Germany. This unit was followed in November by other elements of the 36th Fighter-Bomber Wing. The base was officially opened on 8 May 1953.

The era of the Eagle

When the first squadron of F-15s arrived at Bitburg Air Base on 27 April 1977, the "Eagles" found waiting for them a carefully prepared nest. That "nest" was the result of over two years of extensive preparation which involved nearly every organization assigned to Bitburg. Numerous facilities were retained, but upgraded to accommodate the F-15 requirements. However, certain capabilities called for construction of new facilities. This ranged from a new flight simulator building to sound suppression and propulsion shops. Completed in November 1976, Bitburg's propulsion shop was designed to house the F-15 maintenance complex within approximately 24,000 square feet. The sound suppressor facility was designed to combine two functions: troubleshooting and testing F-15 engines while installed in aircraft. A necessity for training and flight safety programs, the new flight simulator facility was designed to effect major dollar savings in fuel costs and wear and tear on aircraft and engines.

The largest and most difficult task associated with the beddown of the first F-15 wing in Europe was the modification of the TAB VEE shelters. The F-15 Eagle is slightly wider and taller than the F-4 Phantom. In addition, NATO regulations required that TAB VEE aircraft and maintenance shelters be hardened.

"The era of the Eagle" continues at Bitburg with the 36th Tactical Fighter Wing poised and ever-ready to accomplish its mission.

The Sight and Might of Eagle

There in the lush, green rolling hills
Where the Sleepy Eifel flows
Is a nesting ground where a mighty sound
Strikes fear in the hearts of Freedom's foes

For well they know what makes that sound,
So born of strength, so regal;
They don't deny they can't defy
The sight and might of Eagle.

There are three bands of fighting men
With whom the Eagle flies
And those are they who stalk the prey,
Becoming Eagle's ears and eyes.

Two pair, each hour and minute,
Around the clock prepare
To leap to flight, to find and fight
The foe, should one but wander there.

The scramble starts, though slow at first,
Increasing, in control,
Then quickly, oh so quickly,
The Eagle makes the take-off roll.

Another Eagle Follows Close
Then, breaking contact with the ground,
They thrill the eyes and fill the ears
With Freedom's soaring sound.

And then, almost before you've blinked,
The pair are out of sight and,
Rocket-shod, they roar to where
Their "search" could change to "fight."

Again, as countless other times,
Engagement does not come;
No need to flash the Flaming Dart,
Nor blaze the Gleaming Gun.

The reason Eagle has no prey
Repeats, this day, once more:
So very much like Nature's Law -
"The weaker" wants no war.

Discretion, if you twist the phrase,
Some value more than valor,
So Eagle's erstwhile enemy
Turns tail, transfixed in pallor.

Unchallenged, homeward Eagle turns,
Half-tested ... Still supreme.
A soaring shape, decending,
Half verified the Dream.

The delicate and measured scales
Balanced under Eagle's claw
Show Eagle with dominion
Over the others contentious Paw.

Major R.P. Tatus

(advertising)



HOBBYBOOKSHOP

Het Nieuwe Centrum B.V.

**AVIATION ENTHUSIASTS IN BENELUX
AND GERMANY**

Now there is an easy way to obtain ALL YOUR AVIATION -
MILITARY - and MODELING BOOKS, from ONE SOURCE.
We sell books from more than 100 (HUNDRED!) publishers
from 16 countries.
ORDER OUR 76 page illustrated CATALOG.
Pay Dfl. 7.50 by check.

Address to: *Het Nieuwe Centrum B.V.*
Postbus 1021
5004 BA Tilburg
The Netherlands

OUR CATALOG contains more than 2000 titles.

VISIT OUR SHOP: Westermarkt 9 - Tilburg - The Netherlands

(advertising)

USAFE: VIGILANCE FOR FREEDOM

BITBURG FLUGTAG

FLUGZEUG AUSSTELLUNG STATIC DISPLAY

USA
UNITED STATES AIR FORCE

A-10 Thunderbolt II
F-5E Tiger II
F-15 Eagle
F-111
OV-10A Bronco

DEUTSCHLAND
WEST GERMAN AIR FORCE

Alpha Jet
Do. 28
F-4F Phantom
RF-4E Phantom
F-104G Starfighter
G-91

BELGIEN
BELGIAN AIR FORCE

Mirage 5

FRANKREICH
FRENCH AIR FORCE

Mirage F.1

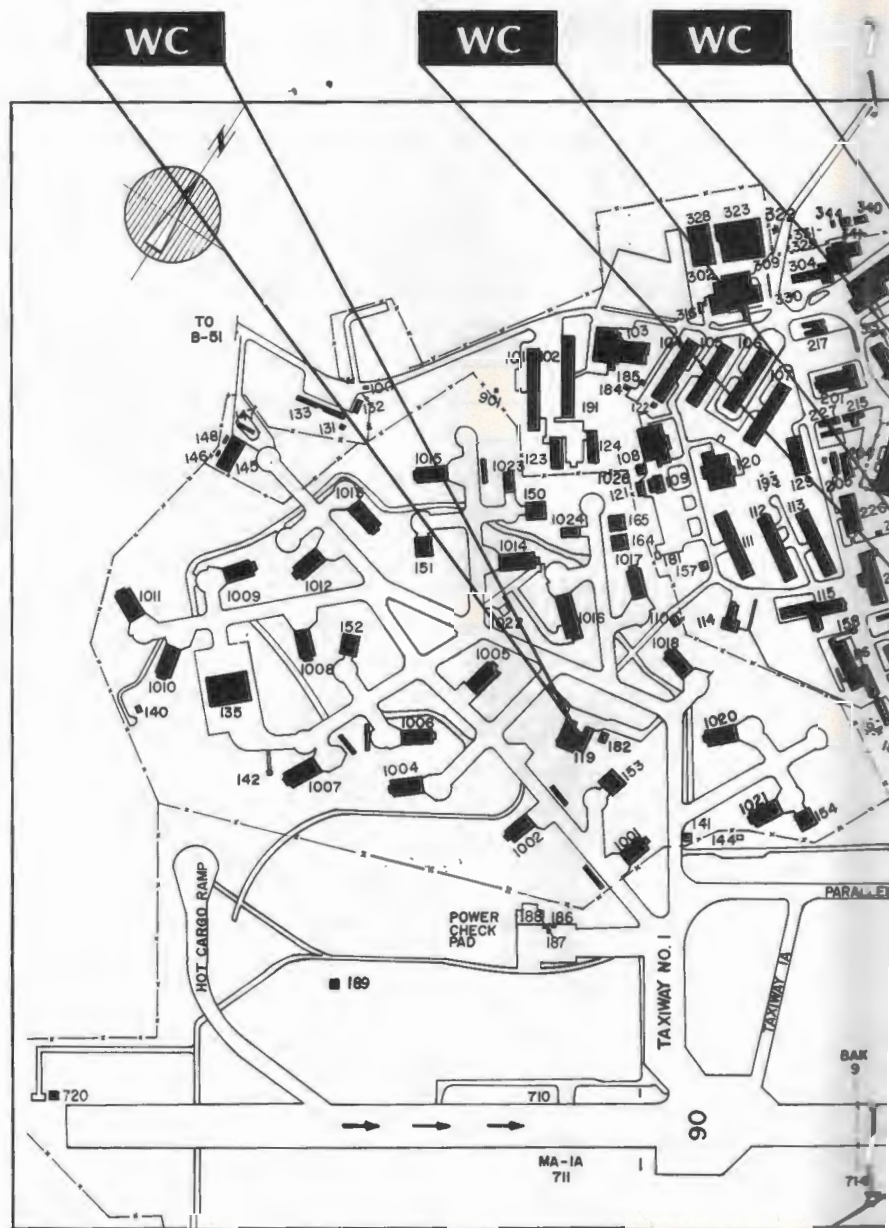
GROSSBRITANNIEN
ROYAL AIR FORCE

Jaguar
Puma helicopter

US ARMY AIR DEFENSE DISPLAY

Vulcan A/A Gun
Chaparral A/A System

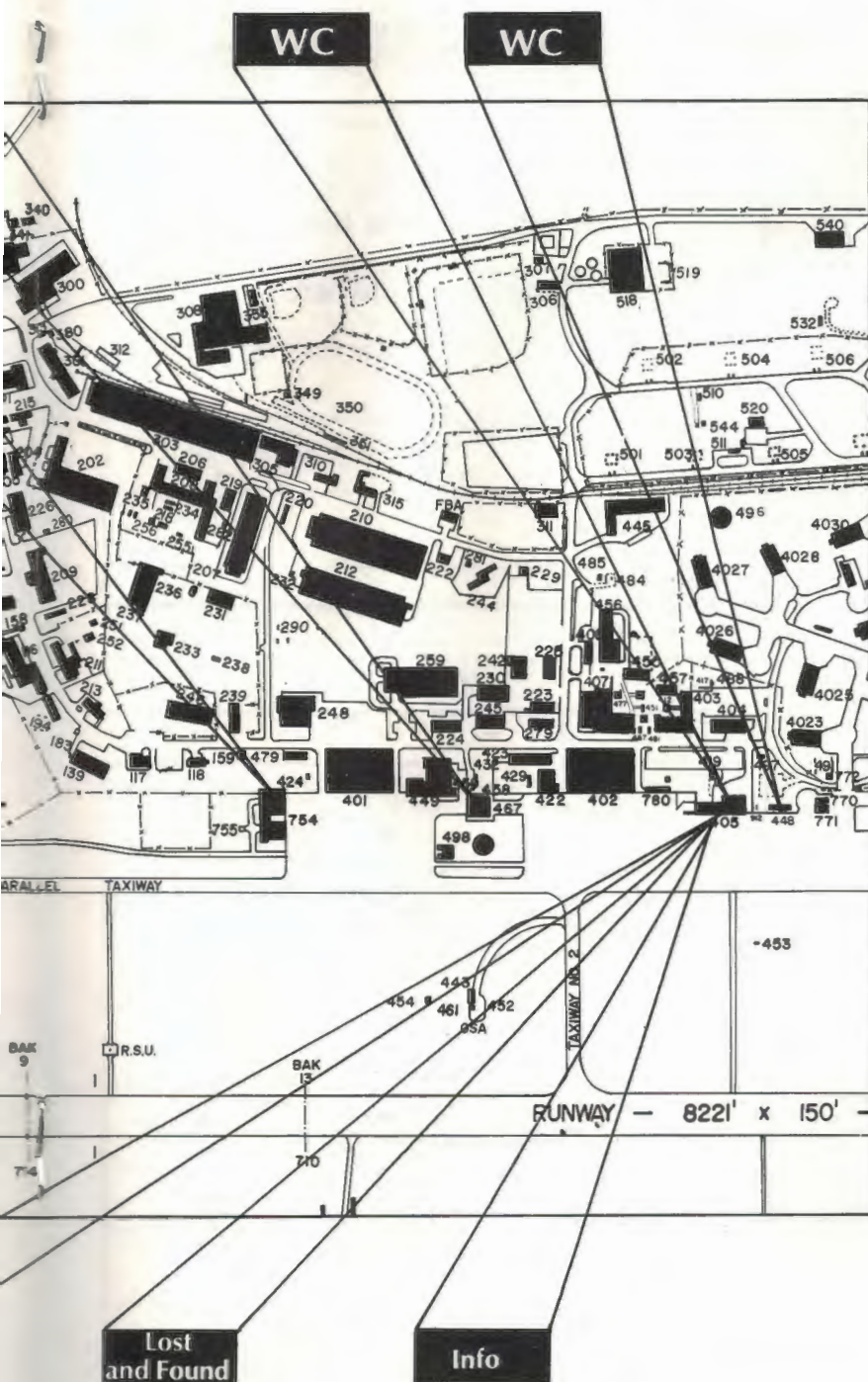
1600 Die Flugplatzpore schliessen sich
Gates close



Die in diesem Buch abgebildeten Flugzeuge, werden nicht unbedingt am "Bitburg Flugtag 1981" zur Schau gestellt sein. Schaustellungs- und Luftvorführungsprogramm könnten einem Dienstwechsel zur operationellen Verpflichtung oder NATO-Anforderungen unterlegen.

BITBURG FLUGTAG 1981

36th TFW:
PREPARED
TO PREVAIL



PROGRAMM DER FLUGTAG

- 11.00 - 13.00 Die USAFE-Kapelle
- 13.00 - Willkommen durch: Colonel Anderson
- 13.10 - F-15 aus Bitburg (Solo Vorführung)
- 13.20 - Vier F-104s aus Belgien (Überflug)
- 13.44 - F-1 aus Frankreich (Solo Vorführung)
- 13.54 - Vier F-104s aus Kanada (Überflug)
- 14.18 - Die "Swallows" aus Belgien (Vorführung)
- 14.42 - F-16 aus Belgien (Solo Vorführung)
- 14.52 - Vier "Jaguars" aus Grossbritannien (Vorführung)
- 15.16 - A-10 aus Bentwaters (Solo Vorführung)
- 15.26 - NATO Tiger Flugzeugen (Überflug)
- 15.50 - F-15 aus Bitburg (Solo Vorführung)

OPEN HOUSE PROGRAM

- 11.00 - 13.00 USAFE-Band
- 13.00 - Opening Remarks by Colonel Anderson
- 13.10 - F-15 from Bitburg (solo demo)
- 13.20 - Four Belgian F-104s (fly past)
- 13.44 - F-1 from France (solo demo)
- 13.54 - Four Canadian F-104s (fly past)
- 14.18 - Belgian "Swallows" (demo team)
- 14.42 - F-16 from Belgium (solo demo)
- 14.52 - Four British Jaguars (demo team)
- 15.16 - A-10 from Bentwaters (solo demo)
- 15.26 - NATO Tiger Aircraft (fly past)
- 15.50 - F-15 from Bitburg (solo demo)

Aircraft pictured in this book will not necessarily be on display at Bitburg Flugtag '81. Static display and aerial demonstration program maybe subject to change due to operational commitment or NATO mission requirements.

BILDERSEITE
Zusammen mit
MEINEN NATO - FREUNDEN

Kleben Sie hier Ihr Bild ein
Place your photo here

Kleben Sie hier Ihr Bild ein
Place your photo here

Kleben Sie hier Ihr Bild ein
Place your photo here

Kleben Sie hier Ihr Bild ein
Place your photo here

START
ab 30. Mai*

Exklusiv von World Airways



Frankfurt-Washington/Baltimore **direkt**

Wenn Sie nach Washington wollen, nehmen Sie doch jetzt den leichteren Weg: den direkten.

Schnell, einfach und bequem.

Nur World Airways bietet Ihnen planmäßige Flüge direkt aus Deutschland nach Washington. Und Washington/Baltimore International ist der neue bequeme, wenig überlaufene

ne Verbindungs-Flughafen zu 9 der wichtigsten Metropolen der USA. Ab 30. Mai fliegen wir 6 x in der Woche. Und ab 1. Juli gehen wir täglich an den Start.*

World Airways bietet Ihnen alles, was Sie von einer der größten unabhängigen Airlines erwarten können. Bequeme Großraum-Jets, ausgesuchte Speisen, freundlichen Ser-

vice und praktische Anschlußzeiten.

Wir fliegen seit 20 Jahren nach Deutschland. Deshalb wissen wir, was Sie erwarten. Und genau das werden Sie bei uns bekommen.

Rufen Sie Ihr Reisebüro an. Oder sprechen Sie direkt mit World Airways Reservierung.

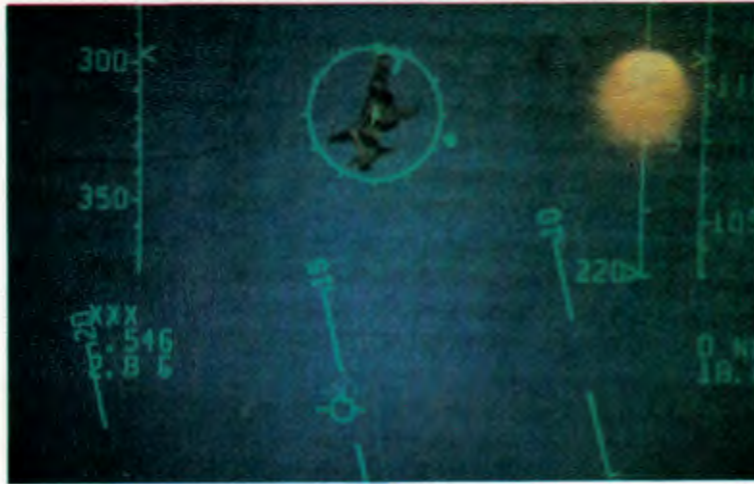
Telefon: 06 11/ 6 90 44 21. Am besten gleich.

 **WORLD AIRWAYS** A world of difference.

*Vorbehaltlich Regierungsgenehmigung. Ab 1. Juli '81 auch mittwochs.

(advertising)

GREETINGS TO "THE FIGHTIN' 36th" "PREPARED TO PREVAIL"



"GO FOR IT"
FROM
THE QUEEN'S FINEST



*The hughes achievement award
winners
1966 - 1977 - 1980*



▲ **Lockheed F-104G**
Starfighter
 Principal West German AF
 fighter-bomber and
 interceptor - 1960s until late
 1970s



► *First production*
**Dassault-Breguet/
 Dornier Alpha Jet**
 West German Air Force

► *Dornier G-91R*
light strike fighter
 West German Air Force



McDonnell Douglas F-4F
Phantom during NATO
exercises
 West German Air Force





◀ *SIAI SF.260MB* trainer
Belgian Air Force

CF-104G Starfighter
1st Canadian Air Group
Baden Soellingen



▲ *Mirage F.1C* French Air
Force's main interceptor



◀ *The Royal Air Force in
Germany* flies the *Jaguar*
on tactical reconnaissance
missions.



▲ F-15 Aerial demonstration team



F-15 DEMO

Die amerikanische Luftwaffe in Europa ist zurück im Luftshowgeschäft. Nach einer Pause von etwa zwei Jahren vertritt ein McDonnell Douglas F-15, zu NATO-Flugtagen eingeladen, wieder die amerikanische Luftwaffe in Europa. Major Jack Overstreet der 22sten Taktischen Jägerstaffel "Adlers" führt ein sechs Minuten dauerndes Flugprofil vor, zur Demonstration der variierten Fähigkeiten des F-15 "Eagles". Mit einem langsamen Flug mit einer Geschwindigkeit von 240 Stundenkilometer, einer 5-Grad Drehung und einem senkrechten Aufstieg zeigt Jack Overstreet die Wendigkeit des Luftüberlegenheitsjägers, der in der Verteidigung des westlichen Luftraums eine Hauptrolle spielt.

1969 machte Major Jack Overstreet seine Abschlussprüfung an der Akademie der amerikanischen Luftwaffe und trat in die Pilotenausbildung auf Fliegerhorst Moody, Georgia ein. Nach seiner Ausbildung im "Phantom" auf Fliegerhorst Davis-Monthan, Arizona, wurde Overstreet, 1971 für ein Jahr, dem 3ten Taktischen Jägergeschwader, auf Flugplatz Kunsan, Korea, zugeteilt.

Dennächst, wurde er dem 49sten Taktischen Jägergeschwader auf Fliegerhorst Holloman, New Mexico, zugeteilt.

Im Jahre 1976 folgte seine Versetzung zum 1sten Taktischen Jägergeschwader in Langley Field, Virginia, wo er im F-15 "Eagle" zu fliegen anfang.

Während seiner Lagerung auf Fliegerhorst Langley, ab 1977 bis 1979, flog er, überall in den VS und Kanada, den F-15 "Eagle", als Vorführungspilot des Taktischen Luftkommandos.

Im Jahre 1979 wurde Major Overstreet der 22sten Taktischen Jägerstaffel des 36sten Taktischen Jägergeschwaders auf Fliegerhorst Bitburg in der BRD zugeordnet.

Er ist einer der erfahreneren Piloten und hat mehr als 2200 Flugstunden in taktischen Jägern hinter sich.

USAFE is back in the air show business again. After a break of about two years, a McDonnell Douglas F-15 will once again represent the U.S. Air Force in Europe at the invitation of NATO open houses.

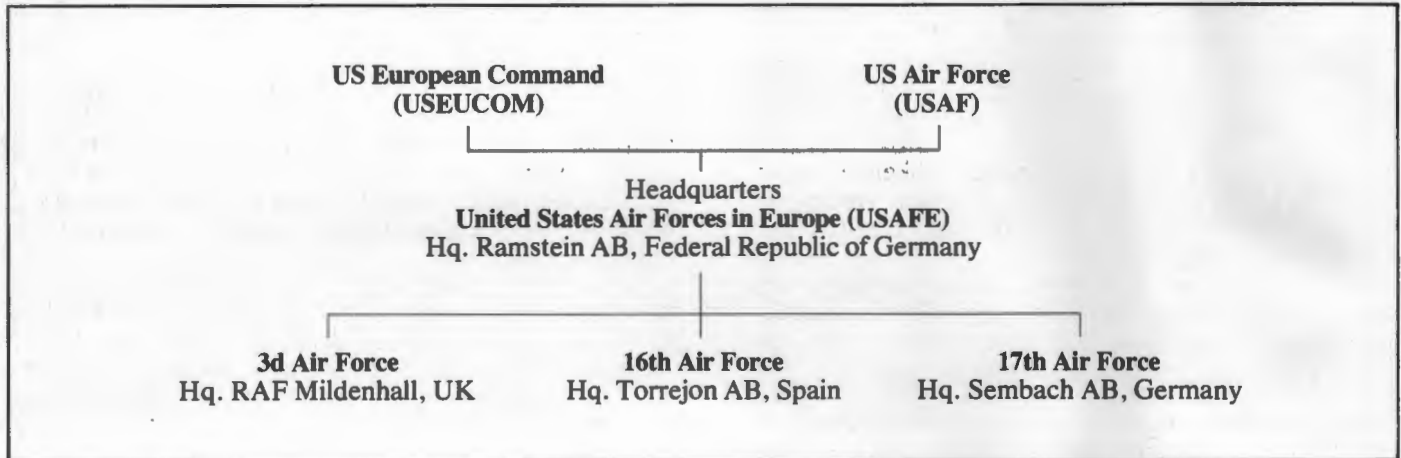
Flying the six-minute aerobatic profile is Maj. Jack Overstreet of the 22nd Tactical Fighter Squadron "Adlers". The show is designed to demonstrate the varied capabilities of the F-15C Eagle. From a slow pass of 150 mph, to a 5-G turn, to a vertical climb, Overstreet shows the versatility of the air superiority fighter which plays a major role in defending the western skies.

Maj. Jack C. Overstreet, Jr., graduated from the U.S. Air Force Academy in 1969 and entered pilot training at Moody AFB, Georgia. After training in the F-4 Phantom at Davis-Monthan AFB, Arizona, Overstreet was assigned to the Third Tactical Fighter Wing, Kunsan Air Base, Korea, from 1971 to '72. Subsequently, Major Overstreet was assigned to the 49th Tactical Fighter Wing, Holloman AFB, New Mexico.

In 1976 Major Overstreet was assigned to the First Tactical Fighter Wing, Langley AFB, Virginia, where he began flying the F-15. While at Langley, he flew as Tactical Air Command's demonstration pilot for the F-15 Eagle performing throughout the United States and Canada.

In 1979 Major Overstreet was assigned to the 22nd Tactical Fighter Squadron, 36th Tactical Fighter Wing, Bitburg Air Base, West Germany. He resumed his F-15 Eagle solo demonstration for USAFE in May, 1981. He is a senior pilot with over 2200 hours of flying time in tactical fighters.

UNITED STATES AIR FORCES IN EUROPE



SEVENTEENTH AIR FORCE

Headquarters, Sembach AB, Federal Republic of Germany

Federal Republic of Germany		
26th Tac Recon Wing	Zweibrücken AB	RF-4C
36th Tac Fighter Wing	Bitburg AB	F-15A/B/C
50th Tac Fighter Wing	Hahn AB	F-4E
52d Tac Fighter Wing	Spangdahlem AB	F-4D/G/E
86th Tac Fighter Wing	Ramstein AB	F-4E MAC: UH-1, T-39, C-140, C-12
600th Tac Control Group	Hessisch-Oldendorf AS	Command control communications
601st Tac Control Wing	Sembach AB	Command control communications forward air control, OV-10A CH-53C
7100th Air Base Group	Lindsey AS	Command control communications
7350th Air Base Group	Tempelhof Central Airport Berlin	Support and communications
435th Tac Airlift Wing (MAC)	Rhein-Main AB	MAC: C-9 C-130
The Netherlands		
32d Tac Fighter Squadron	Camp New Amsterdam	F-15C/D

Die amerikanischen Luftwaffen in Europa sind ein Frontlinienwerkzeug der westlichen Verteidigung, durch ihre Unterstützung der amerikanischen NATO-Vernpflichtungen.

United States Air Forces in Europe is a front-line instrument of Western defense through its support of U.S. commitments to the North Atlantic Treaty Organization.

Militärischer Auftrag

Während Friedenszeit, haben die USAFE die Aufgabe, die zur NATO eingeteilten amerikanischen Waffeneinheiten zu trainieren und auszurüsten. Unter Kriegsumständen, fallen die taktischen Jäger, die Jagtbomber und die Aufklärungsflugzeuge, des Luftwaffenkommandos, in die Aufsicht der NATO.

Der USAFE-Oberbefehlshaber ist auch Befehlshaber der alliierten Luftwaffen in zentral Europa, die die operationelle Aufsicht haben über Lufteinheiten aus den Vereinigten Staaten, dem Vereinigten Königreich Grossbritannien, den Niederlanden, Belgien, Kanada und aus der Bundesrepublik Deutschland.

Die Waffensysteme des Kommandos sind fertig zum Luftangriff, zur Luftverteidigung und Aufklärungsoperationen. Strategische- und taktische Luftbrücken sind dem gemeinsamen USAFE-Militärlufttransportkommando plan mit koordinierter Aufsicht zugeteilt.

Als Erfüllung ihrer NATO-Verantwortlichkeiten, unterstützen die USAFE, im Gebiet zwischen dem Vereinigten Königreich und der Türkei, Kampffertige Einheiten. Das Kommando versorgt nicht nur, allen grösseren, im westeuropäischen Gebiet geführten, NATO-Übungen mit Jägern und Aufklärungs- und Lufttransportunterstützung, sondern steht sie auch den Luftwaffen alliierter Nationen bei in der Entwicklung ihrer Kampffähigkeiten.

Als ein amerikanisch-europäische Kommandobestandteil, stehen die USAFE, vereinigten U.S.-Militärplänen und Operationen, im europäischen Gebiet, bei. Ihr geographisches Verantwortlichkeitsgebiet erstreckt sich über das Mittelmeer, den Mittleren Osten, den Persischen Meerbusen und nord Afrika.

Die meisten, der operationellen Stützpunkte, Flugzeuge und dienstleistenden Personen der USAFE sind in west Europa stationiert. Grössere USAFE-Einheiten sind in England, Griechenland, Deutschland, Italien, den Niederlanden und der Türkei gelagert.

Die Organisation

Damit eine ökonomisch und wirksam operationelle organisation erreicht wurde, wurde die Kommandostruktur für Luftwaffeaktivitäten in Europa, neulich durch USAFE-Geschäftsführungstätigkeiten vereinfacht, wodurch die Integration der Luftwaffestäbe und ihrer NATO-Pendanten zunahm.

Das USAFE-Hauptquartier ist auf Flugplatz Ramstein, Deutschland, neben dem alliierten Hauptquartier der Luftwaffe in zentral Europa stationiert.

Die USAFE haben drei numerierte Luftwaffen. Die 3te Luftwaffe, auf RAF-Flugplatz Mildenhall, England, einquartiert und verantwortlich für die Führung der Streitkräfte im Vereinigten Königreich Grossbritannien.

Die 16te Luftwaffe, auf Flugplatz Torrejon, Spanien, einquartiert und verantwortlich für die Kommando-Aspekte im Mittelmeergebiet. Sie ist der NATO-Struktur eng verbunden, durch die Führung eines doppelten Befehls des Befehlshabers der 16ten Luftwaffe, als Befehlshaber der alliierten Luftwaffen in süd Europa.

Die 17te USAFE-Luftwaffe, auf Flugplatz, Sembach, Deutschland, einquartiert und verantwortlich für die Führung der taktischen Einheiten des Kommandos in Deutschland und den Niederlanden.

Mission

In peacetime, USAFE trains and equips U.S. Air Force units pledged to NATO. Under wartime conditions, the command's airpower – its tactical fighters, fighter-bombers and reconnaissance aircraft – comes under the operational control of NATO.

USAFE's commander in chief is also the commander of NATO's Allied Air Forces Central Europe (AAFCE), which has operational control over air units from the United States, United Kingdom, The Netherlands, Belgium, Canada, and Federal Republic of Germany.

The Command's weapon systems are ready for strike, air defence, and reconnaissance operations. Strategic and tactical airlift are provided under a joint USAFE-Military Airlift Command plan of coordinated control.

In fulfilling its NATO responsibilities, USAFE maintains combat-ready units dispersed in an area from the United Kingdom to Turkey. The command not only provides fighter, reconnaissance and airlift support for all major NATO exercises conducted in the Western European area, but also assists forces of allied nations to develop their combat capabilities.

As a U.S. European Command component, USAFE supports unified U.S. military plans and operations in the European area. Its geographical area of responsibility extends through the Mediterranean, Middle East, Persian Gulf, and North Africa.

Most of USAFE's operational bases, aircraft and personnel are concentrated in Western Europe. Major USAFE units are maintained in England, Germany, Greece, Italy, The Netherlands, Spain, and Turkey.

Organization

To achieve an economic and effective operational posture, recent USAFE management actions have streamlined the command structure for Air Force activities in Europe, and increased integration of Air Force staffs with their NATO counterparts.

USAFE Headquarters is at Ramstein Air Base, Germany, alongside Headquarters Allied Air Force Central Europe.

USAFE has three numbered air forces. Third Air Force, headquartered at RAF Mildenhall, England, directs forces in the United Kingdom. Sixteenth Air Force, headquartered at Torrejon Air Base, Spain, directs the command's assets in the Mediterranean area. It is closely tied to the NATO structure through the dual hatting of the Sixteenth Air Force Command as commander of Allied Air Forces Southern Europe. USAFE's Seventeenth Air Force, headquartered at Sembach Air Base, Germany, directs the command's tactical units in Germany and the Netherlands.

(advertising)

Coca-Cola

Have a Coke and a smile.



Coke adds life.
TRADE MARK REGD.



(advertising)

Coca-Cola and Coke are registered trademarks which identify the same product of The Coca-Cola Company.



Rhinos are being hunted to extinction, to make love potions and dagger handles.

Run Rhino, Run- Extinction is Forever

*The Rhinoceros is threatened by immediate extinction.
The World Wildlife Fund urgently needs funds to save it.*

THE RHINO'S PROBLEM is its horn. It can sell for up to \$300 an ounce, literally worth its weight in gold. Poachers kill the rhino - just to get its horn.

In Asia, powdered rhino horn is believed to be an aphrodisiac - which it isn't. North Yemeni tribesmen carve the horn into decorative dagger handles.

As a result, the total population of the rare northern white rhinoceros of Africa has been reduced to less than two hundred and fifty.

In East Africa, illegal slaughter of the black rhino has reduced the population by 90 per cent over the past five years.

In the Ngorongoro crater in Tanzania, there were seventy-six black rhinos one year ago. Today there are less than twenty-six.

In Kenya's Meru National Park, more than a hundred rhinos were poached in the past eighteen months.

In Asia, less than two hundred and fifty Sumatran rhino survive. The population of the Javan rhino is down to fifty. The situation is critical.

The World Wildlife Fund is coordinating an urgent campaign to save all species of rhino from total extinction.

The governments of Kenya and Hong

Kong have already banned all trade in rhino horn. But stricter measures are needed:-

1. Vulnerable rhinos must be removed to sanctuaries.
2. More men and better equipment, such as helicopters and four-wheel drive vehicles, are urgently needed to stop poachers.
3. Ways must be found to stop the illegal trade, and to reduce the demand for rhino horn. Representations will be made to other governments to follow the examples of Hong Kong and Kenya.

Your contribution is urgently needed to help finance this operation.

Send your donation to the World Wildlife Fund organization in your country or, if you live in a country that has no WWF National Organization, you may send your contribution to:

**Save the Rhino,
World Wildlife Fund,
1196 GLAND, Switzerland.**





53rd TFS Hosts 21st Annual Tiger Meet



In mehreren NATO-Ländern, ist es eine Tradition, Abordnungen der verschiedenen Staffeln, die einen Tiger in ihrem Sinnbild führen, zusammenzubringen. Dieses jährliche Treffen ist das bekannte NATO "Tiger Meet". Die teilnehmenden internationalen Staffeln freuen sich einem besonderen Stolz: dem Stolz ihres Sinnbildes: "The Tiger". Es vertritt ein Tier mit ausserordentlicher Kraft, Entschlossenheit und Schnelligkeit und ungewöhnlichen Jagdinstinkten. Diese Qualitäten kennzeichnen auch die Tigerstaffeln während Ausführung ihres Auftrags. Deshalb ist der Tiger nicht nur ein farbenfreudiges Sinnbild, sondern symbolisiert er auch Temperament, Solidarität und Gediegenheit.

Die Tage der grossen Jagdpartien; "meeting the tiger", sind noch nicht vorüber. Er ist jedoch nicht notwendig, nach weit entferntem Indien zu reisen, weil ausgedehnte "Tiger Meets" jährlich in Europa stattfinden. Der einzige Unterschied ist es, dass beim "Tiger Meet", ihre jährliche Jagd von den Tigern selber organisiert wird.

Die grundlegende Idee, ein solches Turnier zu organisieren, entstand im Jahre 1960 in der 79sten amerikanischen Taktischen Jägerstaffel auf Flugplatz Woodbridge, England. Diese Piloten hatten schon feste Freundschaftsbande mit der, nur 40 Kilometer entfernten, 74sten englischen Tiger-Staffel, auf Flugplatz Coltishall.

Sich ihrem gemeinschaftlichen Stolz, im Tigersinnbild, bewusst, entschlossen sie sich zur Organisation eines jährlichen Treffens der Piloten beider Staffeln, in der Form einer Feier oder anderer sozialen Aktivitäten. Von ihrem gemeinschaftlichen Sinnbild aufgewirbelt, suchten sie Verbrüderung, die sich leicht, auf der anderen Seite des Kanals, in Frankreich, finden liess.

Der Befehlshaber der amerikanischen Streitkräfte in Europa, reagierte günstig, indem er diese kooperativen Vorschläge unterstützte. Folglich wurde die "Escadron de Chasse 1/12" der dritte Partner und im Juni 1961 trafen sich diese drei Staffeln, für die Dauer von einem Tag, auf Flugplatz Woodbridge: Das "Tiger Meet" wurde im internationalen Rahmen geboren. Diese frühen Treffen begegneten solchem Erfolg, dass im Jahre 1962, sechs Nationen und acht gesonderte Staffeln auf Flugplatz Woodbridge zusammenkamen.

Die Beiträge der jährlichen Gastgeberstaffeln anerkennend, setzte General M. Lee "Air Deputy SHAPE", im Jahre 1966, den "SHAPE Air Deputy Award" ein. Dieser Preis diente der weiteren Fortdauer des Ideals der wirksamen Zusammenarbeit, verschiedener Nationen zur Durchführung der NATO-Vorsätze. Diese Staffeln kommen in das Sinnbild, aber vorallem in den Geist des Tigers zusammen, um die NATO-Allianz zu behaupten, zu stärken und zu pflegen.

Heuriger "Tiger Meet"-Gastgeber wird die 53ste Taktische Jägerstaffel "Tigers" auf Flugplatz Bitburg sein.

It is a tradition in many NATO nations to bring together delegates of the different squadrons who carry a tiger on their emblem. This annual event is the well-known NATO Tiger Meet.

The participating international squadrons share in a particular pride: the pride of their symbol, "THE TIGER." It represents an animal with extraordinary strength, determination, swiftness, and hunting instincts. These qualities are also characteristic of a tiger squadron in the accomplishment of its mission. Therefore, the tiger is more than just a colorful symbol of spirit, solidarity, and efficiency.

The days of great hunting parties, of "meeting the tiger" have not yet passed. There is no need, however, to travel to far-away India, because extensive "Tiger Meets" take place annually in Western Europe. The one difference is that in the modern Tiger Meet, the tigers organize their yearly hunt themselves.

The basic idea of such a tournament arose in 1960 with the American 79th Tactical Fighter Squadron at Woodbridge, England. The pilots had already established firm bonds of friendship with the English 74th Tiger Squadron, stationed at Coltishall only 40 km away. Conscious of their common pride in the tiger emblem, they decided to organize an annual meeting of the pilots of both squadrons in the form of a dinner party or other social activities.

Urged on by their common emblem, they searched for fraternity, which was readily found across the Channel in France.

The Commander of the American Forces in Europe reacted favorably by supporting these cooperative proposals. Consequently, the "Escadron de Chasse 1/12" became the third partner. On June 19, 1961, these three squadrons held a one-day meeting at Woodbridge; the "Tiger Meet" was born within an international NATO framework. The early meetings with success that, by 1962, six nations and eight separate squadrons gathered at Woodbridge.

Recognizing the contribution of the annual host squadron to the NATO Tiger Meet, General M. Lee, Air Deputy SHAPE, established the "SHAPE Air Deputy Award" in January 1966. This award served to perpetuate the ideal that men from different nations can work together effectively in carrying out the purpose of the NATO Alliance.

In the symbol and, above all, the spirit of the Tiger, these squadrons come together to work, strengthen, and foster the NATO Alliance.

This year's Tiger Meet will be hosted by the 53rd TFS "TIGERS" at Bitburg Air Base.

NATO "TIGER MEET" 1981 – PARTICIPATING UNITS

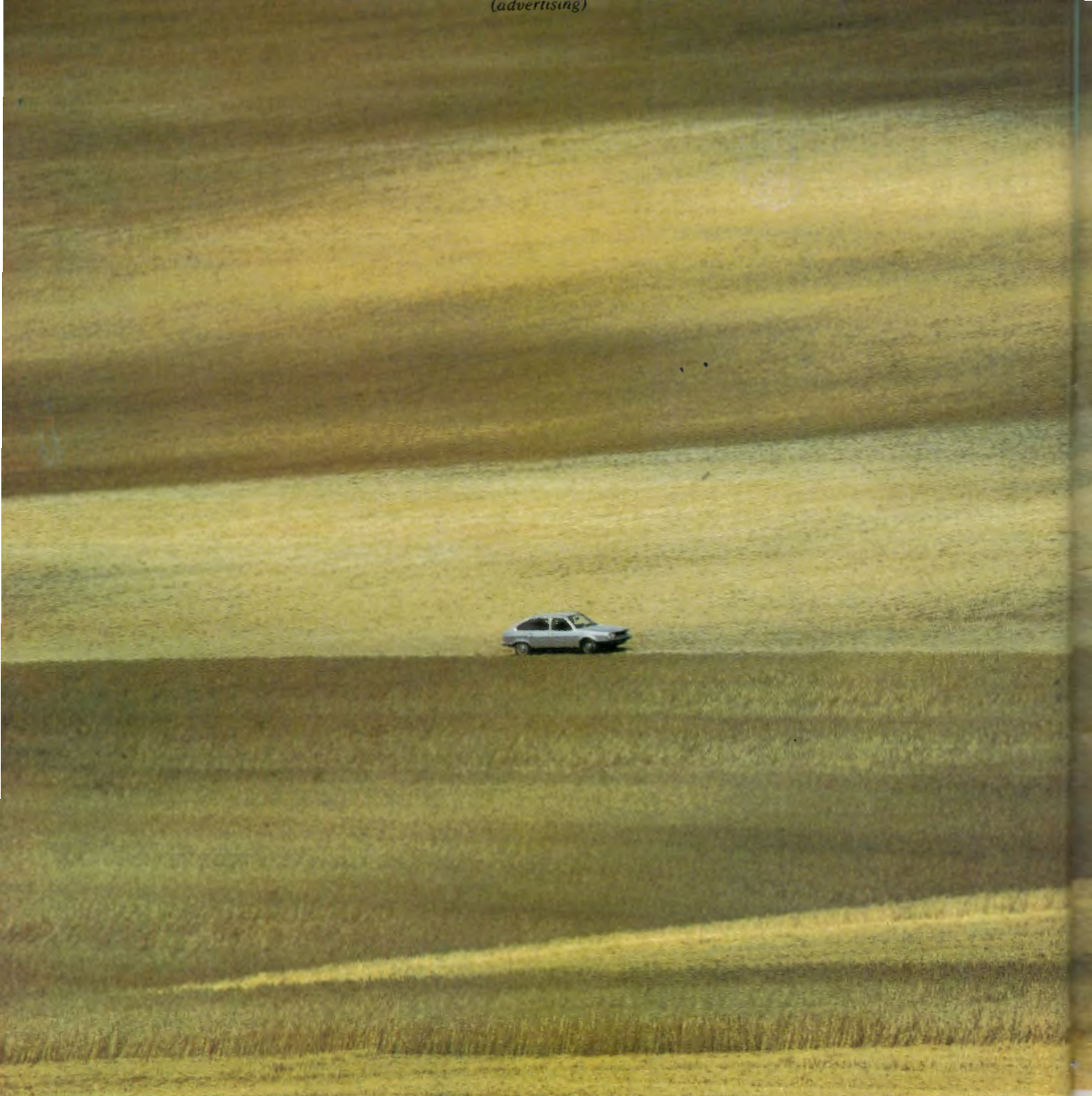
UNIT	AIR FORCE	TYPE OF AIRCRAFT	HOME BASE
53rd TFS	USAF	F-15A/C	Bitburg AB
393rd BS	USAF	no aircraft	Pease AFB, N.H.
79th TFS	USAF	F-111	Upper Heyford
AG 52	West German AF	RF-4E	Leck
LeKG 43	West German AF	Alpha Jet	Oldenburg
Lfs	Swiss AF	Twin Bonanza	
31 Squadron	Belgian AF	F-104G	Kleine Brögel
230 Squadron	Royal Air Force	Puma helicopter	Odiham
439 Squadron	Canadian Armed Forces	CF-104G, CT-33	Baden Soellingen
336 Squadron	Royal Norwegian AF	no aircraft	Rygge
EC 1/12	French AF	F.1C	Combrai
21 Gruppo	Italian AF	F-104S	Cameri
301 Squadron	Portuguese AF	no aircraft	Montijo

Strategic Air Command
 FB-111A painted in Tiger
 livery especially for the
 1978 NATO Tiger Meet.



Royal Air Force Puma
 helicopter in Tiger livery.





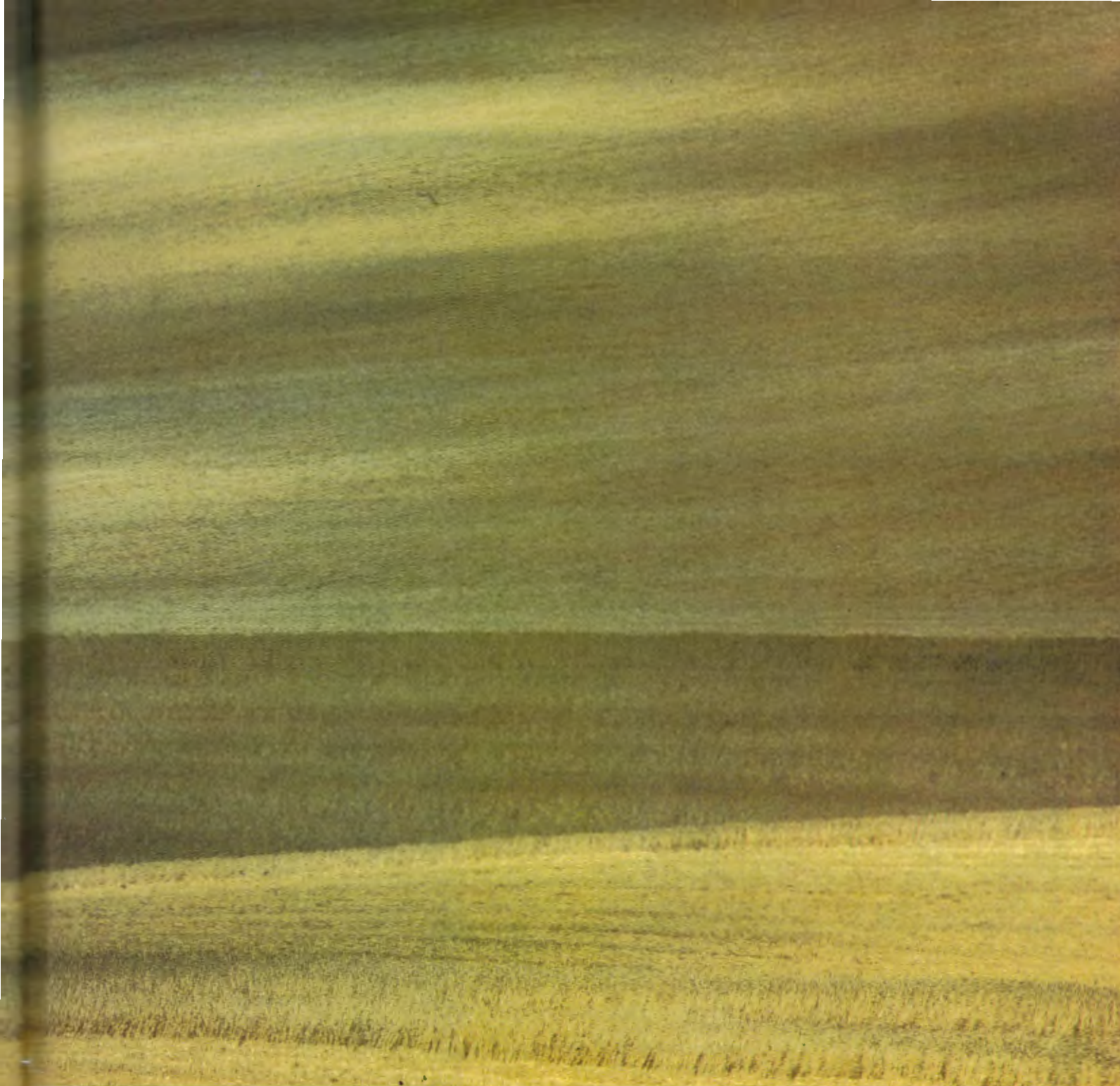
Symphony for 6 cylinders in V.

The work opens with a gentle pianissimo murmur, as the 6 cylinders begin the prelude to a drive in a Renault 30TX. The first movement softly introduces us to the full range of instruments, which suggest quiet harmony and give promise of excitement to come.



As the Renault 30TX moves into a peaceful adagio, the 6 cylinders establish the theme in V, which is played with quiet legato. A pastoral interlude follows, in which long poetic passages are interspersed by bursts of allegro, interpreted with brio by the 6 cylinders.

But now comes a prolonged period of open road, giving the 6 cylinders full scope to demonstrate their



agility and staying power.

The extraordinary verve of the work is revealed in this sustained prestissimo, in which the sound paradoxically stays continuously below mezzoforte level.

For the real connoisseur, this is the movement that best demonstrates the brilliant genius of this symphony for 6 cylinders in V by Renault 30TX.



RENAULT 30TX

(advertising)

U.S. FIGHTER PILOT

..... WHAT IT TAKES

Ein moderner Düsenjäger fliegt mit einer Geschwindigkeit von 600 Stundenmeilen und legt eine Strecke zurück von annähernd 270 Meter pro Sekunde. Die Reaktionen eines modernen Düsenjägerpiloten müssen sogar schneller sein, er muss schneller urteilen und sich entscheiden können. Sekunden sind viel zu lang, sich zu entscheiden. Er hat nur Sekundenbruchteile er denkt innerhalb von Mikrosekunden.

Nur wenige Menschen sind mit diesen scharfen Sinnen für sofortige Entscheidungs- und Reaktionsfähigkeiten geboren worden. Wie dem auch sei, in denjenigen die die Bande mit der Erde durch Fliegen brechen wollen, müssen diese ausserordentlichen Sinne vereinigt sein. Er muss ein Mensch sein dessen Verlangen zu fliegen alles anderem höher steht.

Wenn diese Bestandteile in den genau entscheidenden Gleichmassen zusammenkommen, ergibt das ein möglicher Jägerpilot.

Ja, nur ein möglicher.

Wenn all diese Befähigungen, Talente, diese Widmung und Kenntnisse sich vermischen, würden sie zerfallen, wenn nicht noch ein grundlegender Bestandteil hinzu gefügt wird Selbstdisziplin!

Diese Hauptvoraussetzung muss den Piloten in jedem Moment, an jedem Tag führen. Ohne diesen berufsmässigen Eckstein, wäre er wie ein Sperling gegen einen Adler: beide können sie fliegen, nur einer aber, kann es mit Würde und Überlegenheit. Disziplinserlangung ist das erste Hindernis, das jeder kandidierende Pilot zu überwinden hat.

Von da an ist der Rest der berufsmässigen Entwicklung sehr intensiv, ausserordentlich herausfordernd und tatsächlich ohne Ende, bis den Tag an dem der Pilot seinen letzten Flug macht.

Ein Jägerpilot fängt das formelle Programm mit dem Flugschülertrainingskurs an. Der dauert, annähernd 12 Monate und ist, scheinbar endlosen Stunden akademischer Klassenunterrichtung, Simulatortraining und tatsächliches Fliegen, geweiht. Während dieses Programms fliegt der Pilot im T-41, einmotorigen Propellerflugzeug, im T-37, zweimotorigen Düsenflugzeug und im T-38 "Talon". Jede Phase des akademischen Trainings und Flugtrainings wird mit schwierigen schriftlichen und mündlichen Prüfungen abgeschlossen. Die Normen sind hoch und nur die besten Flugschüler kommen durch.

Hat der neue Pilot einmal sein Abzeichen verdient, so wird er einem, sechs Wochen dauernden Jäger-Einführungskurs zugeteilt. Er fliegt dann wieder im T-38. Hier wird er eingeführt in das Fluggeschehnis, das sich auf die allgemeinen Jägertaktikgrundlagen im Luftkampfarena bezieht.

Nach erfolgreichem Abschluss, wird der potentielle Jägerpilot eingeteilt, um sich in einem spezifischen Jäger zu spezialisieren.

Für einige Flugzeugsysteme dauert dieses Training 4 Monate, für andere sogar länger. Und wieder werden nur die Besten behalten.

Ungefähr 20 Monate nachdem er das erste Hindernis im Pilotentraining überwand, wird der Pilot einer operationellen Staffel zugeteilt. Da trainiert er weiter bis er völlig auftragsfähig ist. Dies währt fort bis es eine zweite Natur geworden ist, den Feind in Sicht zu bekommen, ihn aufzujagen, und seine Raketen zur Anwendung zu bringen Das Neutralisieren der Drohung!

A modern jet fighter aircraft cruising at 600 miles per hour covers a distance of approximately 900 feet per second. A modern jet fighter pilot's decisions judgments and reactions must be even faster. Seconds are much too long a time to make decisions. He has to think in fractions of seconds to think in micro-seconds.

A few individuals are born with these fine senses of immediate decision and reaction capabilities; however, of those who seek to break the bonds of earth through flight, these extra-ordinary senses must be unified into one individual with a desire to fly that is paramount to all else. If these ingredients come together in the precise critical proportions, the end result is a potential fighter pilot. Yes, only a potential. If all these qualifications, talents, dedication and sciences are blended, they would fall short unless one more fundamental ingredient is added – self discipline! This one cardinal requirement must govern the pilot during every movement of every day. Without this professional cornerstone, the individual would be as a sparrow to an eagle: Both fly, but only one does so with majesty and superiority. Discipline is the first step on the training ladder all pilot candidates must take. From there, the remainder of professional development is intense, exceptionally challenging, and indeed never ending, until the day the pilot flies his last mission.

A fighter pilot begins the formal program with the undergraduate pilot training course. It lasts for approximately twelve months and is devoted to seemingly endless hours of academic classroom instruction, simulator training and actual flying. This program takes him from flying in the T-41, single engine, propeller aircraft, into the T-37, twin engine jet, through to the T-38 "Talon". Each phase of academic and flight training is concluded with rigid written and performance evaluations. The standards are high and only the best candidates are retained.

Once the new pilot earns his wings, he is assigned to an intensive six-week course of fighter lead-in training, again flying the T-38. Here he is groomed for the flying environment involved with basic fighter tactics and generally oriented to the air combat arena. Upon successful completion, the potential fighter pilot is assigned to specialize in a specific jet fighter aircraft. For some aircraft systems, this training phase lasts four months; for others, even longer. And again, only the best are retained.

At approximately 20 months from taking his first step onto the ladder, the pilot is assigned to an operational flying squadron. There his training continues until he becomes fully mission capable. It continues until it becomes a second nature for him to bring the enemy into his aircraft sights ... pursue him, bringing his missiles and guns to bear ... neutralizing the threat!

The modern fighter pilot is a finely tuned, self-disciplined professional – always. The jet aircraft is merely an extension of his honed talents. Without him it is simply a collection of metal and wires. Only in his hands does it become a guardian of peace or a swift avenger of aggressors. The pilot is always eager and perpetually ready to accomplish the mission, no matter what the cost. He has sacrificed



Der moderne Jägerpilot ist verfeinert gestimmt, selbstdisziplinär und immer Fachmann.

Der Düsenjäger ist bloss eine Verlängerung seiner gewetzten Talente. Ohne ihn wäre es eine Sammlung von Drähte und Metall. Nur in seinen Händen wird es zum Wächter des Friedens oder zum schnellen Rächer des Angreifers. Der pilot ist immer eifrig und fortwährend bereit, seine Aufgabe zu vollenden, gleichgültig wieviel es erfordert.

Er hat immer viel für sein Ziel geopfert, er hat sichselbst sogar grössere Forderungen gestellt, um so zu den Besten zu geraten der allerbeste der es gibt ist der amerikanische Jägerpilot

..... das wird von ihm verlangt!

much to earn his wings and reach the goals of flight – he has driven himself even harder to become the best the very best there is

A U.S. fighter pilot That's what it takes!



AIR
FORGE
A great way of life.

(advertising)



SPECIAL
OFFER
from:

MILITARY PUBLICATIONS INTERNATIONAL

Order additional copies of:

“BITBURG FLUGTAG '81”

– or –

“RHEIN-MAIN AIR SHOW”

(same fabulous quality)

“Bitburg Flugtag '81” - DM 4.–

“Rhein-Main Air Show” - DM 3.–

Order both copies for - DM 6.–

Fill in the coupon below and send together with a money order to:

Military Publications International
Postbus 260
3940 AG Doorn
The Netherlands

– or –

Make a remittance to:

MPI - Account no. 66 22 10 190
NMB Driebergen-Rijsenburg
Postbus 131
Driebergen
The Netherlands

✂-----
PLEASE SEND ME

_____ copies of BITBURG FLUGTAG '81
at DM 4.– per copy

_____ copies of RHEIN-MAIN AIR SHOW
at DM 3.– per copy

_____ copies of each at DM 6.– per set

Name: _____

Street: _____

City: _____

Country: _____



Publisher:

Military Publications International,
Vincent van Goghlaan 3,
P.O. Box 260, 3940 AG DOORN
The Netherlands. Tel. 03430-5986

Editor in chief:

Mr. Peter E. van Oest

Editors:

Mrs. Judith K. van Oest-Rhodes
Mr. Joop E. Plaisier

German translation:

Mr. Marc J. van Oest

The Sight and Might of Eagle:

Major Ronald P. Tatus

Photographs:

- McDonnell Douglas Corporation: Cover 1
- Joop Plaisier: 4/5B/8/11C/11B/12/13T/13C/14T/14B/25C/25B/27T/27B/28/29/35/39B
- Royal Netherlands Air Force Magazine, “De Vliegende Hollander”: 25T
- Official USAF photos. 2/11T/14C/39T (DET. 3, 1361st AVS)
- USAF ADS “THUNDERBIRDS”: Cover 2.
- Major Don E. Waddell: 5T/13B
- Peter van Weenen Jr.: 27CT/CB

Printers:

Koninklijke Smeets Offset
Weert – The Netherlands

Advertising-Sale:

Military Publications International

Bank:

Nederlandsche Middenstandsbank
Driebergen-Rijsenburg – The Netherlands,
Account no. 66 22 10 190

Copyright © 1981

Military Publications International

This is an unofficial publication published by Military Publications International, Vincent van Goghlaan 3, 3941 CK Doorn, The Netherlands, a private firm in no way connected with the Department of the Air Force. Opinions expressed by the writers herein are their own and are not to be considered an official expression by the Department of the Air Force. The appearance of advertisement in this publication does not constitute an endorsement by the Department of the Air Force of the firms, products or services advertised.



Pilots study photos and flight charts of Anchorage International Airport at the KLM Training Center in Amsterdam.

Superb Dutch pilots? Naturally. But did you know that 26 airlines come to KLM to train their pilots?

People know us as much for the *way* we fly as for where we go. Industrious groundwork—an intensive scrutiny of every area to which we fly—accounts in large part for our skillful service and good global reputation.



So as it turns out, we are not only the choice of many world travelers, we are also a teaching airline.

26 airlines around the world send their pilots to the KLM Training Program in Amsterdam. We don't teach them to fly. We train them to fly better. With an intimate knowledge of each destination's terrain on our world routes. Its

configuration, climate, weather, even its botany. And its voices. The people who transmit clearances in English but pronounce it differently from place to place.

Amsterdam is where hundreds of pilots have earned their worldwide qualifications. That's as it should be because we built the world's first airline 60 years ago. Wrote the ground rules. Update them yearly for the highest level of service to 120 cities in 73 countries. Where are you going next? Let us take you there the efficient, careful KLM way.



The reliable airline of Holland

(advertising)

(advertising)
**Capri-Sonne aus der kühlen Tüte
für alle, die gern draußen sind.**



Capri-Sonne
ORANGE

Fruchtsaftgetränk



Fact Sheet

United States Air Force

36TH TACTICAL FIGHTER WING, PUBLIC AFFAIRS OFFICE, BITBURG AB, W. GERMANY

BASE: Bitburg Air Base, Germany
36th Tactical Fighter Wing

MAJOR UNITS: 36th Combat Support Group
22nd Tactical Fighter Squadron
53rd Tactical Fighter Squadron
525th Tactical Fighter Squadron

AIRCRAFT: F-15 Eagle

WING COMMANDER: Colonel Peter D. Robinson

VICE WING COMMANDER: Colonel James M. Stewart

BASE COMMANDER: Colonel Bennie B. Blansett

HOSPITAL COMMANDER: Lt. Colonel Leroy P. Gross

MAJOR ASSOCIATED UNITS: 2139 Information Systems Sq Major John W. Droke

Det 1, 31st Wea Sq Captain David P. Urbanski

B Battery, 6th BN, 56th ADA Captain (USA) Barry G. Halverson

MISSION:

The mission of the 36th Tactical Fighter Wing is to prepare for and conduct NATO air defense operations as directed; provide administrative and logistical support for assigned, attached and tenant units, and to operate and maintain the Bitburg AB complex and such other stations and facilities as required.

HISTORY:

The 36th Tactical Fighter Wing has always been the foremost fighter wing in the United States Air Forces in Europe (USAFE). It has been a mainstay of the nation's defense since its activation as a pursuit group at Langley Field, Virginia, in February 1940. It was in the Caribbean, flying air defense missions until May 1943, when the unit moved to Charleston, South Carolina, to begin training in the P-47 "Thunderbolt."

(Current as of March 1985)

(over)

May 1944 found the 36th flying combat missions over France from its home base in England. After supporting the D-Day landings, the group moved to Normandy to occupy the first of a series of temporary bases in France, Belgium and Germany.

The wing earned its first Presidential Unit Citation in September 1944, when it destroyed more than 500 enemy vehicles near Poitiers, France. For its efforts in the liberation of Belgium and the Battle of the Bulge, the group shared in an award of the Belgian Fourragere and a second Presidential Unit Citation for destroying 73 enemy aircraft at a field near Leipzig, Germany. The Luxembourg Croix de Guerre was presented to the group in 1969 for its role in the Battle of the Bulge.

After the war, the group was deactivated. Reactivated in 1946 at Howard Field, Canal Zone, it became a jet fighter unit with F-80 "Shooting Star" aircraft. In July 1948, the 36th wing was organized and moved to Furstenfeldbruck AB, Germany, to become the first jet fighter unit in Europe.

In 1950, the wing received the F-84 "Thunderjet" and was redesignated a fighter-bomber wing. In 1952, the wing moved to the newly constructed Bitburg AB. The F-86 "Sabrejet" arrived at Bitburg AB in August 1953, as the wing continued to introduce first-line fighter aircraft in Europe. The 36th also introduced the F-100 "Super Sabre" in 1956, the F-105 "Thunderchief" in 1961, and the F-4 "Phantom" in 1966. The latest and foremost addition to the front line of defense, the F-15 "Eagle", appeared at Bitburg in 1977, and assured NATO air supremacy over the central region of Europe.

Since its World War II activities, the 36th has been awarded five Air Force Outstanding Unit Awards, one for each of the following periods: May 1, 1956 - May 1, 1958; January 1, 1968 - December 1, 1968; December 1, 1973 - April 30, 1975; and the most recent one, July 1, 1977 - June 30, 1979.

Bitburg AB is located in the Eifel mountains adjacent to the town of Bitburg, a small rural community with a population of approximately 11,000. Less than 20 miles from the base is Trier, the oldest city in Germany. The base was constructed between 1951 and 1954 on land that had previously been used by the German Army as a tank staging and supply area in preparation for the Battle of the Bulge.



Fact Sheet

United States Air Force

36TH TACTICAL FIGHTER WING, PUBLIC AFFAIRS OFFICE, BITBURG AB, W. GERMANY

THE 22ND TFS "BUMBLEBEES"

Organized in June 1917, the 22nd Tactical Fighter Squadron trained pilots in the JN-4 "Jenny" for the Allied effort in World War I. Attached to the Royal Air Force, the 22nd flew the Spad XIII with the front-line British Second and Fifth Armies and later served as a pursuit unit with the American First Army. During that time, the 22nd shot down 58 aircraft, two balloons, and produced two aces.

Equipped with P-39 "Aircobras" and P-40 "Tiger Warhawks" before World War II, the 22nd was responsible for defending the Panama Canal Zone. Following the attack on Pearl Harbor, the squadron flew numerous Caribbean dawn-to-dusk patrols and participated in extensive anti-submarine activities. The unit was re-equipped with P-47 "Thunderbolts" and began extensive training with the 1st Fighter Command. In April 1944, the 22nd arrived in England and earned its badge of valor, flying 346 combat missions and 2,325 sorties over France and Germany.

The squadron transferred to Furstenfeldbruck, Germany in 1950. In 1952, it joined what is now the 36th Tactical Fighter Wing at Bitburg Air Base, Germany, and over a 20 year period, flew F-86 "Sabrejets", F-100 "Super Sabres", F-105D "Thunderchiefs", and F-4D and F-4E "Phantom IIs." The squadron now performs the NATO and the United States Air Forces in Europe air defense role with the F-15 "Eagle." Among its members were such notable pilots as Edwin "Buzz" Aldrin and Edward White, both of whom subsequently became astronauts.

THE 53RD TFS "TIGERS"

The 53rd Pursuit Squadron was formed at Albrook Field in January 1941 and assigned to the task of Canal Zone defense flying P-26s and P-36s. In mid-1942, the unit, now flying the P-38 "Lightning", became the 53rd Fighter Squadron. In September, the 53rd changed aircraft once again, to the P-40 "Warhawk." May of 1943 brought the 53rd back to the U.S. to become part of "The Fightin' 36th" Fighter Group, flying P-47 "Thunderbolts."

Early in 1944, the 53rd joined the war in Europe. Based at Kingsnorth, England, the 53rd pilots flew their first combat sweep over the French coast in support of D-Day. Other roles included bomber escort, armed reconnaissance, air support, and interdiction. Altogether, the 53rd flew 338 combat missions and 2,432 sorties, participating in seven campaigns, to include the Battle of the Bulge and Bastogne. The unit received two Presidential Unit Citations.

(Current as of March 1985)

(over)

Deactivated in February 1946, it was reactivated back at the Canal Zone in October 1946 and entered the jet age in July of 1947 with the F-80B "Shooting Star." In July 1948, the 53rd left the Canal Zone to become the first jet fighter squadron in Europe, based at Furstenfeldbruck, Germany. In 1950, the 53rd received the first F-84E "Thunderjets" deployed in Europe. In August 1952, Bitburg AB became the home of the 53rd "Tigers."

Later in 1952, the 53rd transitioned to the F-86 "Sabre", famous for its combat record in Korea. The spring of '56 brought the F-100C "Super Sabre" to the "Tigers." The unit moved to Landstuhl AB (now Ramstein AB) in 1957, then returned to Bitburg in 1961 to fly the F-105D "Thunderchief." During the late '60s and early '70s, the 53rd flew the F-4D and F-4E "Phantoms", giving USAFE day and night, all-weather, strike capability.

In 1977, the "Tigers" changed to an air superiority role, converting to the F-15A "Eagle." In 1980, the unit upgraded to the even more advanced F-15C "Eagle", with enhanced capabilities and performance.

THE 525TH TFS "BULLDOGS, INC.

The 525th Tactical Fighter Squadron was activated in February 1942 as the 309th Light Bombardment Squadron. Its pilots trained in A-31s as part of the 86th Light Bombardment Group and deployed to Algeria in April 1943, taking part in the Italian campaign.

Early in 1945, the 309th moved to France for operations over Germany. Only two months later, they moved with the 86th into Germany.

Squadrons of the 86th flew their last combat mission on May 8, 1945. They had flown more than 1,500 combat missions and 14,000 sorties, delivered more than 10 million pounds of bombs, destroyed 2,572 vehicles and 46 locomotives, and shot down 23 aircraft. They won streamers for action in Italy, France, and central Europe.

The 309th was redesignated the 525th Fighter Bomber Squadron in mid-1947. Two months later, the 525th was the first squadron in Europe to receive the F-84 "Thunderjets."

Early in 1957, the unit moved to its present location at Bitburg AB as a tenant unit of the 36 TFW. Eleven years later it became part of the 36 TFW and 17th Air Force. In 1969, it received its first F-4E "Phantoms", and was combat ready 61 days later.

In April 1977, the "Bulldogs" became the first unit in Europe to fly the air superiority F-15 "Eagle."



United States Air Force

36TH TACTICAL FIGHTER WING, PUBLIC AFFAIRS OFFICE, BITBURG AB, W. GERMANY

F-15 EAGLE FACT SHEET

The F-15 Eagle is an advanced tactical fighter aircraft, designed to excel in air-to-air combat, and used by the U.S. Air Force for the air defense superiority mission. Simply stated, the F-15 is designed to out perform, out fly, and out fight any enemy aircraft in the foreseeable future. It is a single seat aircraft in the 45,000 pound weight class, powered by two Pratt and Whitney F-100 advanced technology turbofan afterburning engines. Each engine is in the 25,000 pound thrust class and together they provide a thrust to weight ratio considerably greater than one. This extraordinary power enables the Eagle to accelerate in the pure vertical and sustain high G turns.

The enormous power of the F-100 engine in combination with low wing loading gives the pilot the ability to out maneuver opposing fighters, especially in a close-in fighting environment. The optimized aerodynamics provide for excellent speed, in excess of Mach 2, and for very stable flight characteristics at all angles of attack and G loadings.

The F-15C model now used by the 36th Tactical Fighter Wing incorporates increased internal fuel capacity, an additional UHF radio transmitter, an improved pilot ejection seat, improved landing gear, and advancements in the aircraft radar and electronic warfare capabilities.

Standard armament for the Eagle is an internal, wing mounted, fire cannon, four AIM-9 "Sidewinder" missiles, and four AIM-7 "Advanced Sparrow" missiles. Both missiles are greatly improved versions of proven weapons. With its advanced radar and fire control system, coupled with a sophisticated communications system, the Eagle is able to provide an extremely flexible and highly self-sufficient weapons system which can be used effectively in any weather. The AIM-9 missile has a vastly improved seeker head, giving the Eagle the ability to shoot down targets from all angles using a heat seeking missile.

The radar in the F-15 gives the pilot the capability to locate, track, and fire against both high and low flying aircraft at great distances with extraordinary accuracy. The look-down and shoot-down capability avoids the ground clutter that appears on other radars and permits the pilot to see only moving targets and with his radar missiles shoots down these very low flying aircraft. The head-up display and visual situation display combine to provide the pilot with the flying, target, and armament information needed to fly the aircraft and engage the target.

(Current as of March 1985)

(over)

The radar allows the pilot to lock onto targets well beyond 50 miles and once located, it will provide him with information concerning the target's aspect angle, heading, speed, range, and altitude. The pilot will then know where the target is, where it is going, and what must be done to maneuver into the most advantageous position to fight it. The radar and HUD displays tell the pilot when he is in range to fire the various types of armament carried and even help him visually locate and identify the target by encircling it in a target designator box.

To increase the F-15's survivability in combat, redundancy is incorporated into its structure. For example, one vertical tail, or one of its three wing spars can be severed without causing loss of the aircraft. Redundancy is also inherent in the F-15's twin engines, and its fuel system incorporates self-sealing features and foam to inhibit fires and explosions. The combined hydraulic and mechanical flight control system is backed up by a fly by wire capability to increase survivability.

The F-15 is an aircraft designed and built with maintenance in mind. When a component of the aircraft needs repair, specialists remove it quickly, replace it with a spare and repair the broken part in specially designed maintenance areas. Even the F-100 engine is comprised of five modules, each being interchangeable from one engine to another.

At Bitburg, there are three squadrons of F-15s. At the close of summer, 1981, more than 70 of the improved models were authorized to fulfill the wing's designated mission of air defense. Most are the one-seat "C" model, but a limited number are two-seat "D" models. These two-seat aircraft are fully capable of performing the mission, but have the added advantage of allowing use of a seat for training and orientation purposes.

SPECIFICATIONS

PRIMARY FUNCTION: Air superiority
PRIME CONTRACTOR: McDonnell Douglas Aircraft Corporation
POWER: Two Pratt & Whitney F-100/PW100 Turbofan engines with afterburner
THRUST: 50,000 pounds
DIMENSIONS: Wing span: 42 feet, 9.7 inches
 Height: 18 feet, 5.4 inches
 Length: 63 feet, 9 inches
SPEED: Mach 2.5
CEILING: Above 80,000 feet
RANGE: Beyond 2,000 feet
INTERCEPT RANGE: Beyond 150 miles
ARMAMENT: Four Sidewinder missiles, four Sparrow missiles, 20mm cannon
CREW: One
LOADED WEIGHT: 45,500 pounds
STATUS: Operational
USING COMMANDS: TAC, USAFE, PACAF, and AAC
FIRST FLIGHT: 27 July 1972

PERFORMANCE RECORD

Has climbed to 98,425 feet in less than 3 minutes

Fact Sheet



United States Air Force

36TH TACTICAL FIGHTER WING, PUBLIC AFFAIRS OFFICE, BITBURG AB, W. GERMANY

<u>UNIT</u>	<u>LOCATION</u>	<u>AIRCRAFT/MISSION</u>
<u>ENGLAND</u>		
10 TRW	RAF Alconbury	RF-4, F-5, TR-1
20 TFW	RAF Upper Heyford	EF-111
48 TFW	RAF Lakenheath	F-111F
81 TFW	RAF Bentwaters/ Woodbridge	A-10, MAC Rescue HC-130, HH-53
513 TAW	RAF Mildenhall	MAC Rotational C-130 SAC Rotational KC-135
7274 ABG	RAF Chicksands	Support and Communications
7020 ABG	RAF Fairford	KC-135
501 TMW	RAF Greenham Common	
<u>GERMANY</u>		
26 TRW	Zweibruecken AB	RF-4, Sherpa
36 TFW	Bitburg AB	F-15C, F-15D
50 TFW	Hahn AB	F-16
52 TFW	Spangdahlem AB	F-4E, G
86 TFW	Ramstein AB	F-4E, MAC, UH-1, T-39, C-12
600 TCG	Hessisch Oldendorf AS	Command, Control Communications
601 TCW	Sembach AB	Command, Control, Communications, Forward Air Control, CH-53, A-10
7100 ABG	Lindsey AS	Communications, Command, Control
7350 ABG	Tempelhof Central Airport, Berlin	Support and Communications
435 TAW (MAC)	Rhein-Main AB	C-9, C-130, MAC Rotational Aircraft
<u>BELGIUM</u>		
485 TMW	Florennes AB	
<u>GREECE</u>		
7206 ABG	Hellenikon AB	Support and Communications
7276 ABG	Iraklion AS	Support and Communications
<u>ITALY</u>		
40 TACG	Aviano AB	Rotational Support Aircraft
7275 ABG	San Vito AS	Support and Communications

(Current as of March 1985)

Bitburg

Vol. 36 No. 26
April 19, 1985

Skyblazer

Prepared to Prevail



SORTIE SCOREBOARD

Oct. 1 through April 15, 1985

	GOAL TO DATE	FLOWN	+/-
22 AMU	<u>2,664</u>	<u>2,669</u>	+ 5
53 AMU	<u>2,747</u>	<u>2,833</u>	+ 86
525 AMU	<u>2,691</u>	<u>2,686</u>	- 5
WING TOTAL	<u>8,102</u>	<u>8,188</u>	+ 86

Bitburg leaders form pro-American group

A group of civic, business and cultural leaders from Bitburg and the surrounding area met April 12 to discuss methods of conducting pro-American actions. These acts will be designed to counteract the anti-American activities of a small number of local citizens and by larger groups from outside the local area who are trying to create a negative atmosphere prior to President Reagan's visit to the air base and city.

According to Werner Pies, head of Bitburg's Cultural Association and one of the mayor's deputies on the city council, the meeting was held so the local leaders could show the Americans here that the majority of the populace of this area supports NATO, are grateful that U.S. forces are here to help guarantee peace in this area, and look forward to the president's and chancellor's visit.

"It is time to openly show our friendship with the U.S. and counteract the actions of groups who try to poison the atmosphere in Bitburg," said Herr Pies.

Among the points brought out at the meeting was the economic impact the air base has on Bitburg and the surrounding community, and that the base employs many German nationals. According to Nikolaus Epper, chairman of the base works council, a large percentage of the German people who work on the base have done so for more than 25 years.

Of the 32 people who attended the meeting, 26 signed a petition showing their support for the citizen action group, which has been named the Citizen Action German-American Friendship. Each person also immediately pledged and contributed to financially support the group.

The group will distribute pro-American articles and flyers to the local media and community, and will also distribute stickers saying "A Heart for USA" plus some with the German and American flags and the wording "Citizen Action German-American Friendship."



Fact Sheet

United States Air Force

36TH TACTICAL FIGHTER WING, PUBLIC AFFAIRS OFFICE, BITBURG AB, W. GERMANY

36TH TACTICAL FIGHTER WING



HISTORY: The wing emblem was designed for use by the 36th Fighter Group in 1940. It was finally approved as an official emblem of the 36th Fighter Bomber Wing by the Department of the Air Force, Headquarters, USAF, in June 1952. It was approved for use as the 36th Tactical Fighter Wing emblem in 1958.

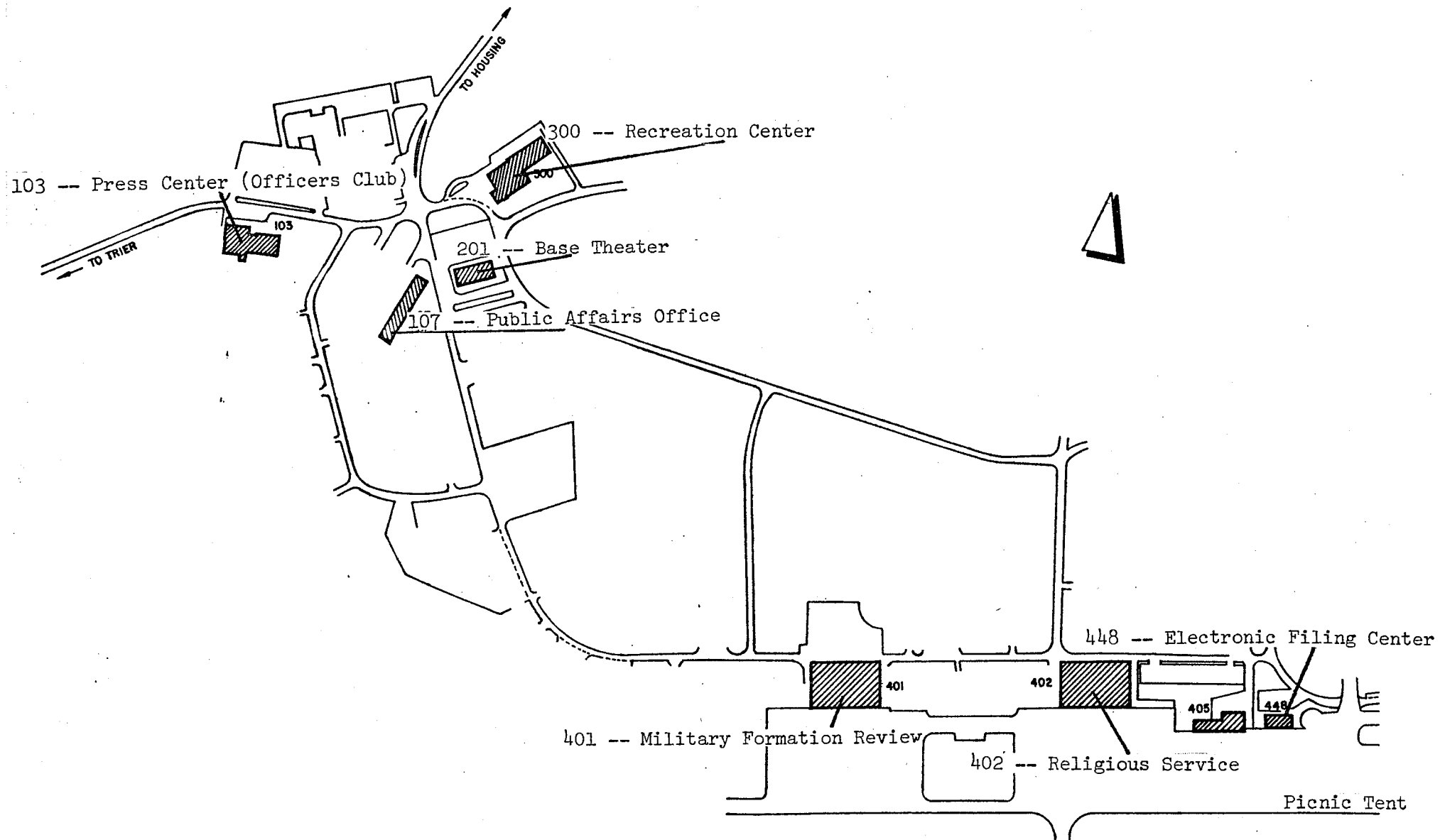
BLAZON: On a shield yellow, an arrowhead red points upward; on a horizontal division of the upper portion of the shield blue, a half-wing white.

MEANING: The shield is blue and yellow, the colors of the United States Air Force. The red arrowhead on the yellow background indicates our part in the invasion of Europe in World War II. The white wing in the blue portion of the shield is emblematic of the aerial protection and vigilance of the wing.

MOTTO: Prepared to Prevail.

(Current as of March 1985)

BITBURG AIR BASE



Freizeit

- Wandern** Mehr als 2000 km gut markierte Wanderwege; für das gesamte Kreisgebiet sind Wanderkarten aufgelegt, die bei den örtlichen Buchhandlungen und Fremdenverkehrsstellen erhältlich sind; 114 Parklätze mit Rundwanderwegen.
- Angeln** Angelmöglichkeiten in Flüssen, Bächen, Seen und Weihern.
- Reiten** Reitvereine und Privatbetriebe bieten zahlreiche Reitmöglichkeiten, u. a. auch in fünf Reithallen; einige Privatbetriebe bieten Planwagenfahrten.
- Tennis** 13 Tennisplätze und zwei Tennishallen.
- Schwimmen** 36 Hallen- und Freibäder.
- Wassersport** Möglichkeiten zum Segeln, Tretbootfahren, Rudern und Surfen (mit Surfschule) bieten sich am Stausee Bitburg; an zahlreichen Stellen können Sie auch paddeln oder Schlauchboot fahren.
- Wintersport** Schwarzer Mann – 698 m ü. NN; zwei Schleplifte, zwei Pisten, Langlaufloipen, Rodelbahn, Skiverleih und Skischule.
Wolfsschlucht bei Prüm – 570 m ü. NN; ein Schleplift, zwei Pisten, Langlaufloipen und Skischule.
- Lehrpfade** Interessante Waldlehrpfade und -hütten, archäologischer Lehrpfad in Holschum, geologischer Lehrpfad und -hütte in Prüm.
- Segelfliegen** Segelflugplatz in Erzen und Utscheid.
- Ausflugsfahrten** Nach den Programmen der Verkehrsämter und Reiseunternehmen während der Sommermonate.
- Veranstaltungen** Während des ganzen Jahres wird im gesamten Kreisgebiet ein reichhaltiges Veranstaltungsprogramm geboten.
- Spiel und Spaß** Eis- und Rollschuhlaufen in Bitburg, Boccia, Minigolf, Kegeln, Saunen, Freiluftschach, Billard, Tanzen, u. v. a. m. (Hobby-Prospekt erhältlich)

Wichtige Rufnummern aus dem Kreisgebiet

Notruf	110
Rettungsleitstelle Bitburg	(065 61) 5096
Rettungswache Arzfeld	(065 50) 1203
Rettungswache Neuerburg	(065 64) 2096
Rettungswache Prüm	(065 51) 2203
Rettungswache Speicher	(065 62) 8596
Polizei Bitburg	(065 61) 50 11
Polizei Prüm	(065 51) 3008
Kreisverwaltung Bitburg-Prüm	(065 61) 150
Außenstelle	(065 51) 3051
Fremdenverkehrsamt	(065 61) 15-202
Kreissparkasse Bitburg-Prüm	(065 61) 161
Verbandsgemeindeverwaltungen und Fremdenverkehrsämter	
5529 Arzfeld	(065 50) 8 11
5520 Bitburg (Bitburg-Land)	(065 61) 66-0
5521 Irrel	(065 25) 846/4 11
5524 Kyllburg	(065 63) 2007-2009
55289 Neuerburg	(065 64) 20 17
5540 Prüm	(065 51) 504
5522 Speicher	(065 62) 2006
Stadtverwaltung 5520 Bitburg	(065 61) 5071
Amtsgericht Bitburg	(065 61) 70 11
Amtsgericht Prüm	(065 51) 522
Arbeitsamt Bitburg	(065 61) 8941
Arbeitsamt Prüm	(065 51) 3062
Finanzamt Bitburg	(065 61) 5081
Finanzamt Prüm	(065 51) 3041
Gesundheitsamt Bitburg	(065 61) 5035
Gesundheitsamt Prüm	(065 51) 525
Jugendherberge Bollendorf	(065 26) 200
Jugendherberge Prüm	(065 51) 2500
Katasteramt Bitburg	(065 61) 70 11
Katasteramt Prüm	(065 51) 524
Krankenhaus Bitburg	(065 61) 64-1
Krankenhaus Neuerburg	(065 64) 2022
Krankenhaus Prüm	(065 51) 150
Kulturamt Prüm	(065 51) 5 15
Sozialstation Arzfeld	(065 50) 878
Sozialstation Speicher	(065 62) 2770
Wintersportzentrum „Schwarzer Mann“	(065 51) 4422

Bitburg-Prüm

Ein Landkreis stellt sich vor



Ferienkreis Bitburg-Prüm, Postf. 149, 5520 Bitburg, Tel. 065 61 / 150

Deutsch-Belgischer Naturpark

Dieses Gebiet umfaßt innerhalb des Landkreises Bitburg-Prüm die Gebiete der Schneifel, die Prümer Kalkmulde sowie Teile der Schönecker Schweiz, des oberen Ourtales und der Leidenborner Hochfläche. Es beinhaltet eine Fläche von rund 322 km² und hat während des ganzen Jahres einen hohen Erholungswert.

Deutsch-Luxemburgischer Naturpark

Er weist ein besonders interessantes geologisches Grundgestein auf und eine Pflanzen- und Tierwelt, die in Fachkreisen starke Beachtung findet. Darüber hinaus bietet er für den Erholungssuchenden beste Voraussetzungen. Sein Flächenanteil im Landkreis beträgt rd. 421 km².

Naturschutzgebiete

- 1) „Scharren bei Dockendorf“
 - Es handelt sich um einen Trockenrasen mit einem vielfältigen Vorkommen geschützter Pflanzen- und Tierarten.
- 2) „Ourschleife/Falkenstein“
 - Laubwald-Ökosystem mit gut ausgeprägter Vegetationszonierung, mosaikartig verzahnte Trockenrasen- und Heideflächen, Insektenreichtum.
- 3) „Rohrfenn in der Gemarkung Roth/Prüm“
 - ausgeprägte Feuchtheide mit seltener und schutzwürdiger Fauna und Flora.

Eine größere Anzahl großflächiger Naturschutzgebiete soll in nächster Zukunft ausgewiesen werden, so daß langfristig gesehen ca. 1,5 % der Kreisfläche unter Naturschutz stehen wird.

235 Naturdenkmäler

(Alle veröffentlicht im Buch „Die Naturdenkmäler im Landkreis Bitburg-Prüm“)

Es sind insbesondere seltene und alte Bäume und Baumgruppen, geologisch interessante Aufschlüsse, ökologisch wertvolle Feuchflächen und Trockenrasen.

Bodennutzung

Gesamtfläche	1.627 km ²
Gebäude- und Freifläche	38 km ²
Verkehrsfläche	64 km ²
Landwirtschaftsfläche	929 km ²
Waldfläche	566 km ²
Wasserfläche	9 km ²
Flächen anderer Nutzung	21 km ²

Wild- und Tierparks

Eifelpark Gondorf, 5521 Gondorf, Telefon (06565) 2131, Wild- und Freizeitpark mit Transmobil- und Superrutschbahn, Bärenschlucht, Rot-, Dam-, Sika-, Muffel- und Schwarzwild, Gamswildschlucht, wald- und wildkundliche Lehrschau, täglich von 9.00 bis 18.00 Uhr geöffnet, vom 1. November bis Ostern ist nur der Wildpark von 10.00 bis 17.00 Uhr geöffnet.

Eifel-Zoo, 5541 Lünebach, Telefon (06556) 816 und 411, 30 ha großer Zoo und Tierpark mit mehr als 400 Tieren aus aller Welt, täglich von 9.00 bis 19.00 Uhr geöffnet.

Vogelschutzgehege Bollendorf, 5521 Bollendorf, Burg Bollendorf; sämtliche Greifvögel, vom 1. April bis 30. September täglich von 9.00 bis 12.00 Uhr und von 14.00 bis 18.00 Uhr geöffnet.

Führungen möglich, Telefon (06526) 375.

Wirtschaft

Der gesamte Landkreis Bitburg-Prüm gehört zum Fördergebiet des Regionalen Aktionsprogramms Eifel-Hunsrück in der Gemeinschaftsaufgabe „Verbesserung der regionalen Wirtschaftsstruktur“. Besonders hervorgehoben werden hierin die übergeordneten Schwerpunkttorte Bitburg und Prüm/Weinsheim. Außerdem sind im Landesentwicklungsprogramm die Gemeinden Arzfeld, Bleialf/Großlangfeld, Kyllburg/Malbergweich, Neuerburg/Mettendorf und Speicher als gewerbliche Entwicklungsorte ausgewiesen.

Bodenständige Industrien

- Brauerei, Brennereien, Großbäckereien, Molkereien, Mühlen, Versandschlachtereien (ursprünglich zurückzuführen auf landwirtschaftlich geprägte Struktur des Kreises).
- Sägewerke (bedingt durch den hohen Waldanteil).
- Keramische Industrie, Sandgewinnung, Steinbrüche, Steinmetzbetriebe (Ausbeutung der hiesigen Bodenschätze).

Früher waren auch Bleigruben, Gerbereien, Eisenhütten, Kalkbrennereien und Zementwerke hier ansässig.

Fremdenverkehr

Verlieben Sie sich in die Südeifel . . .
. . . auch wenn Sie schon verliebt sind!

Sie ist ein Naturkind und offenbart ihre Vielfalt demjenigen, der sich die Mühe macht, sie zu erobern. Das gesunde Klima und die herrliche Landschaft laden zum Verweilen ein. Bauwerke und Tempelanlagen aus der Kelten- und Römerzeit beweisen, daß die Vorzüge der Südeifel auch damals schon bekannt waren. Die Südeifel kennt – wie die Liebe – keine Grenzen; der Deutsch-Belgische und der Deutsch-Luxemburgische Naturpark beweisen es.

Kurorte

Kneipp- und Luftkurort Kyllburg.
Luftkurorte Bollendorf, Irrel, Neuerburg und Prüm.

Unterkunft

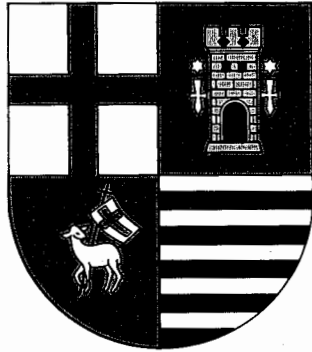
Urlaubern und Erholungssuchenden stehen über 12.000 Gästebetten zur Verfügung. Der Gast kann zwischen vorzüglichen Hotelbetrieben mit Schwimmhallen sowie allen Einrichtungen für Aktivurlaub, gutbürgerlichen Gaststätten und gepflegten Privatpensionen wählen. In gut eingerichteten Bauernhöfen stehen Gästezimmer bereit. Eine interessante Urlaubsmöglichkeit bieten 27 moderne Campingplätze mit Anlagen zur Freizeitgestaltung sowie muster-gültiger sanitärer Ausstattung. Acht Feriendörfer und zahlreiche Ferienwohnungen und -häuser erfreuen sich großer Beliebtheit, besonders bei Familien mit Kindern.

1984 wurde die beachtliche Zahl von rund 1,7 Millionen Übernachtungen erreicht.

Eifeler Spezialitäten

Bit vom Faß
selbstgebrannte Obstschnäpse (ca. 50 Vol. %)
Mineral- und Heilwasser
Bauernschinken
Forellen- und Wildgerichte.

Unser Wappen



Beschreibung:

Wappen geviert,

1. rotes Balkenkreuz in Silber;
2. goldener Turm mit blauem Tor in Rot, beseitet von je einem silbernen sechsstrahligen Stern über silbernem Nagelspitzkreuz;
3. silbernes Salvatorlamm in Rot;
4. neunmal geteilt von Silber und Blau.

Erklärung:

Feld 1: Das rote Balkenkreuz in silbernem Feld deutet auf die ehemalige Landesherrschaft des Kurfürstentums Trier, der ein großer Teil des Kreisgebietes unterstellt war, hin.

Feld 2: Der goldene Turm mit blauem Tor in Rot ist dem ältesten Spiegel der Propstei und der Stadt Bitburg entnommen.

Die Propstei Bitburg war einst ein größerer Verwaltungsbezirk Luxemburgs, dessen Herrschaftsbereich einen maßgeblichen Teil des Kreisgebietes umfaßte.

Feld 3: Das silberne Lamm in rotem Feld war das Wappen der Abtei und des ehemaligen Fürstentums Prüm.

Das Fürstentum Prüm erstreckte sich über weite Teile des nördlichen Kreisgebietes. Das Lamm ist das Symbol der Kirchen und Klöster, die dem Salvator (Erlöser) geweiht waren.

Feld 4: Die Farben Silber und Blau sind dem Wappen Luxemburgs, zu dessen Herrschaftsbereich der südliche Teil des Kreisgebietes gehörte, entnommen.

Gebiet und Bevölkerung

Der Landkreis Bitburg-Prüm ist der mit Abstand flächengrößte Landkreis in Rheinland-Pfalz. Seine Fläche entspricht ²/₃ der des Saarlandes.

Fläche	1.627 km ²
Bevölkerung (Stand 30. 06. 1984)	88.332
Einwohner je km ²	54
Landesdurchschnitt Rheinland-Pfalz je km ²	183

Geschichte

Der im Jahre 1970 im Zuge der Verwaltungsreform neu gebildete Landkreis Bitburg-Prüm umfaßt den Altkreis Bitburg, wesentliche Teile des Altkreises Prüm und Randgebiete der ehemaligen Landkreise Wittlich und Trier. Bis zur Französischen Revolution gehörten seine Gebiete drei verschiedenen Herrschaftsbereichen an, und zwar der Nordteil zur Fürst-Abtei Prüm (besondere Stellung mit Sitz und Stimme im Reichstag zu Regensburg). Der Süden und Westen des Kreises gehörten einige Jahrhunderte zur Grafschaft und später zum Herzogtum Luxemburg, zuletzt, im 18. Jahrhundert, waren sie Teile von Luxemburg unter österreichischer Herrschaft. Der Rest – im wesentlichen östlich der Kyll – war kurtrierisches Gebiet. Die Zugehörigkeit des Kreises zu den verschiedenen Herrschaftsbereichen kommt auch im Kreiswappen zum Ausdruck.

Durch die auf dem Wiener Kongreß (1815) vorgenommene Grenzziehung kam unser Gebiet zu Preußen. Es war für Preußen und später für das Reich besonders dann interessant, wenn es darum ging, den äußersten Westen als Manöver- und Aufmarschgebiet zu benutzen. Diese Randlage hat sich in eine zentrale Lage im EG-Raum verwandelt, die unserem Raum weitere Chancen im Hinblick auf die wirtschaftliche Entwicklung bietet.

Das Wirtschaftsleben des Kreises war seit frühester Zeit weitgehend von der Landwirtschaft geprägt. In den letzten Jahrzehnten hat sich jedoch ein ständig wachsender Übergang zu einer industriell und gewerblich ausgerichteten Wirtschaft vollzogen. Landwirtschaft, Handel, Gewerbe, Dienstleistungsbetriebe und Fremdenverkehr prägen heute die Wirtschaftskraft des Landkreises Bitburg-Prüm.

Landrat
1. Kreisdeputierter
2. Kreisdeputierter

Fritz Gasper
Fritz Mohr, Bitburg
Peter Eich, Schwirzheim

Kommunalwahlen 1984

Wahlberechtigte	71320
Wähler	55988
Wahlbeteiligung	78,5 %
CDU	58,12 %
SPD	26,44 %
Freie Wählergemeinschaft	
Kreisverband	
Bitburg-Prüm e. V.	5,93 %
Die Grünen (Grüne)	5,39 %
F.D.P.	4,12 %

Nach dem Ergebnis der Kommunalwahl ergab sich für den Kreistag folgende Sitzverteilung:

CDU	26
SPD	11
FWG	2
Grüne	2

Kommunale Gliederung

Sieben Verbansgemeinden und eine verbandsfreie Stadt

	Fläche km ²	Ein- wohner (30. 6. 84)	Ein- wohner km ²
VG Arzfeld	265,63	10.485	39
VG Bitburg-Land	275,84	14.658	53
VG Irrel	113,80	7.896	69
VG Kyllburg	153,23	8.016	52
VG Neuerburg	245,95	9.526	39
VG Prüm	465,29	20.219	43
VG Speicher	60,11	7.041	117
Stadt	47,48	10.491	221
	1.627,33	88.332	54

Schulen

- 44 Grund- und Hauptschulen
- 5 Sonderschulen
- 5 Realschulen
- 5 Gymnasien
- 2 Berufsbildende Schulen
- 1 Kreismusikschule
- 3 Landwirtschaftsschulen
- 2 Krankenpflegesschulen
- 1 Kreisvolkshochschule/23
- 2 Volkshochschulen
- 1 Landvolkhochschule

Jugend und Sport

- 13 Jugendfreizeitstätten in B
- Dasburg, Ernzen, Ferschw
- perich, Laudesfeld, Neue
- ecken
- 2 Jugendherbergen (Bollenc
- 183 Jugendheime/Gruppenrä
- 51 Kindergärten
- 1 Kindererholungsheim (Bur
- 1 Kinderheim (St.-Vinzenz-H
- 20 Hallenbäder; davon 12 in H
- dorf-Ho., Bitburg, Bleialf, B
- nacherbrück-Ho., Gondor
- Malberg-Ho., Neuerburg,
- Schönecken, Speicher, W
- 16 Freibäder; davon 4 bei Hot
- lendorf, Echemacherbrüc
- Ho., Holsthum-Ho., Hütte
- rich, Kyllburg, Neuerburg,
- ecken, Waxweiler, Zendsc
- 106 Sportplätze (Fußball)
- 40 Sporthallen
- 202 Spielplätze

Pflegeeinrichtungen

- 3 Krankenhäuser (I)
- 2 Sozialstationen (A)
- 10 Alten- und Pflegeheime (I)
- c
- r
- F

Fritz Gasper
Fritz Mohr, Bitburg
Peter Eich, Schwirzheim

n 1984

71320
55988
78,5 %
58,12 %
26,44 %

aft

5,93 %
5,39 %
4,12 %

Kommunalwahl ergab sich für den
Verteilung:

26
11
2
2

derung

den und eine verbandsfreie Stadt

Fläche km ²	Ein- wohner (30. 6. 84)	Ein- wohner km ²
265,63	10.485	39
275,84	14.658	53
113,80	7.896	69
153,23	8.016	52
245,95	9.526	39
465,29	20.219	43
60,11	7.041	117
47,48	10.491	221
1.627,33	88.332	54

Schulen

- 44 Grund- und Hauptschulen
- 5 Sonderschulen
- 5 Realschulen
- 5 Gymnasien
- 2 Berufsbildende Schulen
- 1 Kreismusikschule
- 3 Landwirtschaftsschulen
- 2 Krankenpflegesschulen
- 1 Kreisvolkshochschule/23 Volksbildungswerke
- 2 Volkshochschulen
- 1 Landvolkhochschule

Jugend und Sport

- 13 Jugendfreizeitstätten in Bleialf, Dahlem, Daleiden, Dasburg, Ernzen, Ferschweiler, Fischbach, Irrel, Körperich, Laudesfeld, Neuerburg, Prüm und Schönecken
- 2 Jugendherbergen (Bollendorf, Prüm)
- 183 Jugendheime/Gruppenräume
- 51 Kindergärten
- 1 Kindererholungsheim (Burg Seinsfeld, Seinsfeld)
- 1 Kinderheim (St.-Vinzenz-Haus, Speicher)
- 20 Hallenbäder; davon 12 in Hotels (Baustert-Ho., Biersdorf-Ho., Bitburg, Bleialf, Bollendorf 3 in Ho., Echterbacherbrück-Ho., Gondorf-Ho., Irrel, Kyllburg-Ho., Malberg-Ho., Neuerburg, Prüm 3, davon 2 in Ho., Schönecken, Speicher, Waxweiler, Weinsheim-Ho.)
- 16 Freibäder; davon 4 bei Hotels (Bitburg, Bleialf, Bollendorf, Echterbacherbrück, Fischbach-Oberraden-Ho., Holsthum-Ho., Hütterscheid-Ho., Irrel, Körperich, Kyllburg, Neuerburg, Oberweis, Prüm, Schönecken, Waxweiler, Zendscheid-Ho.)
- 106 Sportplätze (Fußball)
- 40 Sporthallen
- 202 Spielplätze

Pflegeeinrichtungen

- 3 Krankenhäuser (Bitburg, Neuerburg, Prüm)
- 2 Sozialstationen (Arzfeld, Speicher)
- 10 Alten- und Pflegeheime (Balesfeld, Bitburg, Bollendorf, Dackscheid, Körperich, Mettendorf, Minden, Prüm 2, Waxweiler)

Museen

Kreismuseum Bitburg, Denkmalstraße 6, 5520 Bitburg, geöffnet vom 1. April bis 30. September: montags, dienstags, donnerstags und freitags von 9.00 bis 11.00 Uhr sowie dienstags und donnerstags von 14.00 bis 16.00 Uhr; vom 1. Oktober bis 31. März: geöffnet dienstags und donnerstags von 9.00 bis 11.00 Uhr sowie donnerstags nachmittags von 14.00 bis 16.00 Uhr.

Führung nach Vereinbarung, Telefon (06561) 4106 oder (06561) 15-209.

Heimatemuseum Prüm, Hahnplatz, 5540 Prüm, geöffnet dienstags und donnerstags von 14.00 bis 17.00 Uhr.

Führung nach Vereinbarung, Telefon (06551) 505.

Römische Villa Otrang (Landesmuseum), 5521 Fließem, geöffnet von 9.00 bis 13.00 Uhr und von 14.00 bis 17.00 Uhr, während der Sommerzeit bis 18.00 Uhr. Montags und im Monat Dezember ist die Anlage geschlossen. Fällt der Montag auf einen Feiertag, ist am folgenden Tag geschlossen.

Führung ist möglich, Telefon (06569) 807.

Töpfermuseum Speicher (Keramisches Privatmuseum), Plewa-Werke GmbH, Merscheider Weg 1, 5522 Speicher, geöffnet montags bis donnerstags von 7.30 bis 17.00 Uhr, freitags von 7.30 bis 12.30 Uhr.

Führung nach Vereinbarung, Telefon (06562) 2027.

Westwall-Museum Irrel, Katzenkopf, 5521 Irrel, geöffnet vom 1. April bis 30. September: sonntags und feiertags von 14.00 bis 17.00 Uhr.

Führung nach Vereinbarung, Telefon (06525) 846.

Kunstaustellungen

5521 Bickendorf
Kunsthau Dr. Lichter, ehemaliges Amtsgebäude.
Bildergalerie.

5520 Bitburg
Haus Beda, Bedaplatz. Wechselnde Ausstellungen aus den Bereichen Kunst, Handwerk und Gewerbe.

5541 Hersdorf-Weißenseifen
Künstlerkolonie, jährliches Symposium.

5540 Prüm
Laufend Ausstellungen im Rathaus. Jährlich Ausstellung europäischer Künstler.

Kulturdenkmäler

Die denkmalwürdigen Kulturgüter des Landkreises sind so zahlreich, daß allein die Beschreibung der Einzelobjekte zwei Bände der Buchserie „Die Kunstdenkmäler der Rheinprovinz“ von Paul Clemen, bearbeitet von Ernst Wackenroder, füllen.

Des weiteren gib es ganze Ortschaften oder Teile davon, die als geschlossene Einheit erhaltens- und sehenswert und als Denkmalzone auszuweisen sind. Neben den zahlreichen Burgen, Schlössern und Ruinen, den Kirchen, Herrschafts- und Bauernhäusern, die Zeugen einer stolzen Tradition und Kulturgeschichte sind, gibt es noch etwa 1400 herrliche Wegekreuze.

Naturschutz und Landschaftspflege

Unser Landkreis ist, bedingt durch die vielfältige Geologie und die historische Entwicklung, reich an schutzwürdigen Gebieten und Objekten.

Die großräumigen schutzwürdigen Gebiete sind wegen ihrer Vielfalt, Eigenart und Schönheit für den Erholungssuchenden besonders geeignet.

Die noch zahlreich vorhandenen, naturnahen Flächen (z. B. Feuchtgebiete, Trockenrasen, Gewässerläufe, naturnahe Waldgebiete) sind wertvolle Lebensräume vieler bedrohter Tiere und Pflanzen.

Imposante Altbäume, einzelne wertvolle Landschaftselemente, wie Hecken, Feldgehölze, Raine, Alleen, Röhrichbestände, Schutzpflanzungen, kleinere Wasserflächen usw., sind für das Landschaftsbild und Naturhaushalt unentbehrlich.

Die wirksamste Möglichkeit zu ihrer Erhaltung ist und bleibt der konsequente Schutz durch Erlaß entsprechender Rechtsverordnungen.

Im Landkreis sind folgende Schutzgebiete und -objekte rechtskräftig ausgewiesen:

Landschaftsschutzgebiet „Zwischen Ueß und Kyll“

Der Schutzzweck liegt in der Erhaltung der Vielfalt der Landschaft, welche in unserem Kreisgebiet hauptsächlich durch das Kylltal und die angrenzenden Waldgebiete zwischen Erdorf und Zendscheid geprägt wird. Der Flächenanteil beträgt rd. 81 km² im Landkreis Bitburg-Prüm.