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**DRAFT**

THE WHITE HOUSE

WASHINGTON

TRIP OF THE PRESIDENT TO MADRID, SPAIN

UNITED STATES OFFICIAL PARTY

President Ronald W. Reagan

Mrs. Nancy Reagan

The Honorable George P. Shultz, Secretary of State

The Honorable Thomas O. Enders, United States Ambassador to Spain

Mrs. Gaetana Enders

The Honorable Donald T. Regan, Chief of Staff to the President

The Honorable Michael K. Deaver, Assistant to the President and  
Deputy Chief of Staff to the President

The Honorable Robert C. McFarlane, Assistant to the President for  
National Security Affairs

The Honorable Fred F. Fielding, Assistant to the President and  
Counsel to the President

The Honorable Larry Speakes, Assistant to the President and  
Principal Deputy Press Secretary

The Honorable Richard R. Burt, Assistant Secretary of State for  
European and Canadian Affairs

Peter R. Sommer, Director of Western European Affairs, National  
Security Council

4/19/85 2:30 p.m.

**DRAFT**

THE WHITE HOUSE  
WASHINGTON

TRIP OF THE PRESIDENT TO  
STRASBOURG, FRANCE  
UNITED STATES OFFICIAL PARTY

President Ronald W. Reagan

Mrs. Nancy Reagan

The Honorable George P. Shultz, Secretary of State

The Honorable Evan Griffith Galbraith, United States Ambassador to France

Mrs. Galbraith

The Honorable John W. Middendorf or USEC Representative

Mrs. Middendorf or Mrs. USEC Rep?

The Honorable Donald T. Regan, Chief of Staff to the President

The Honorable Michael K. Deaver, Assistant to the President and Deputy Chief of Staff to the President

The Honorable Robert C. McFarlane, Assistant to the President for National Security Affairs

The Honorable Fred F. Fielding, Assistant to the President and Counsel to the President

The Honorable Larry Speakes, Assistant to the President and Principal Deputy Press Secretary

The Honorable Richard R. Burt, Assistant Secretary of State for European and Canadian Affairs

Tyrus W. Cobb, Director of Soviet and Western European Affairs, National Security Council

Robert O. Homme, United States Consul General to France

Mrs. Homme

**DRAFT**

THE WHITE HOUSE  
WASHINGTON

TRIP OF THE PRESIDENT TO  
LISBON, PORTUGAL  
UNITED STATES OFFICIAL PARTY

President Ronald W. Reagan

Mrs. Nancy Reagan

The Honorable George P. Shultz, Secretary of State

The Honorable Henry A. Holmes, United States Ambassador to  
Portugal

Mrs. Holmes

The Honorable Donald T. Regan, Chief of Staff to the President

The Honorable Michael K. Deaver, Assistant to the President and  
Deputy Chief of Staff to the President

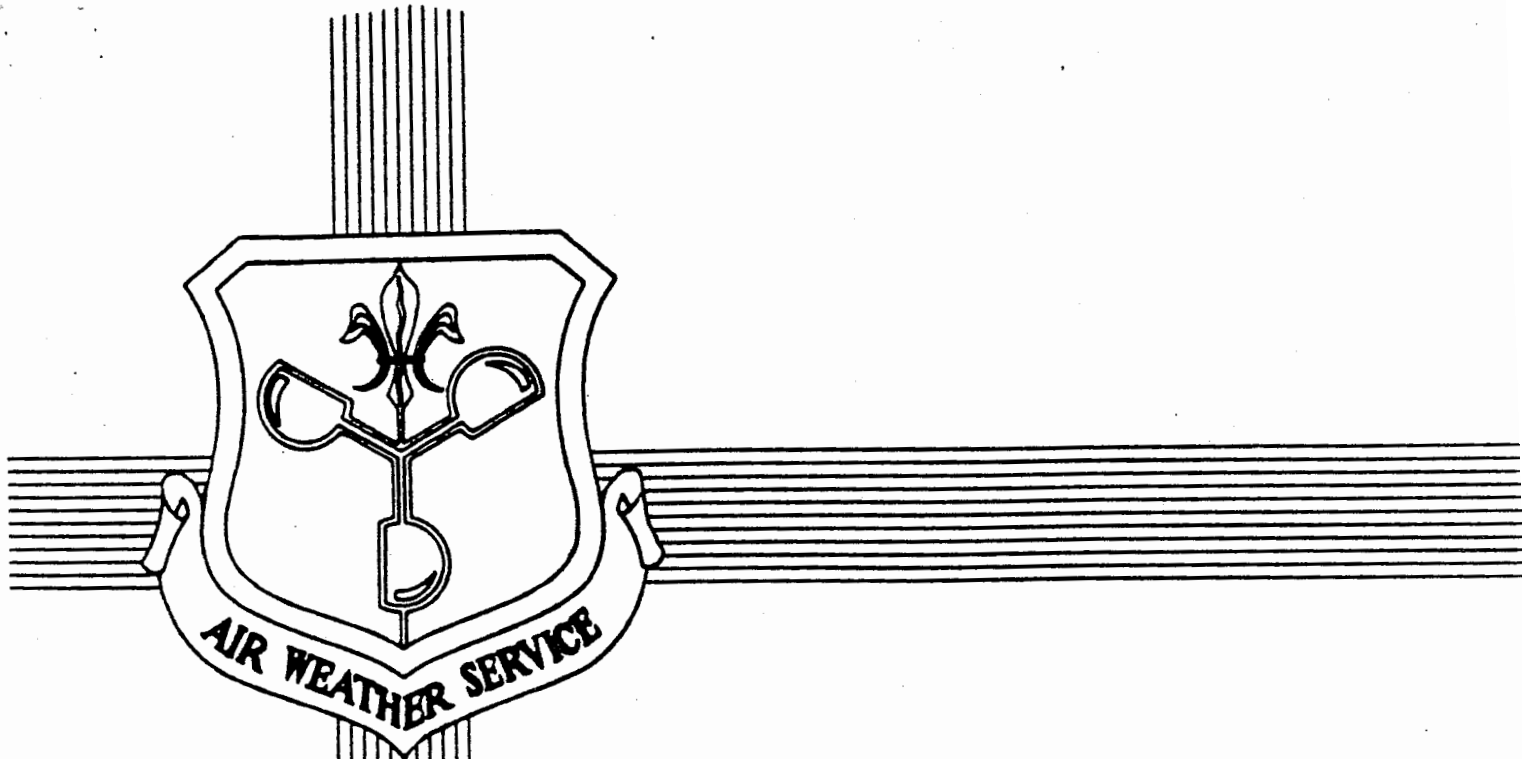
The Honorable Robert C. McFarlane, Assistant to the President for  
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Peter R. Sommer, Director of Western European Affairs, National  
Security Council



TRIP CLIMATOLOGY  
FOR  
PRESIDENT RONALD REAGAN  
TO  
EUROPE  
30 APRIL - 10 MAY 1985

16 April 1985

**DETACHMENT 2**  
**HQ AIR WEATHER SERVICE (MAC)**

**THE PENTAGON**  
**WASHINGTON, D.C. 20330**

Detachment 2, Headquarters Air Weather Service provides trip climatology reports to assist Department of Defense, Executive, and Legislative VIPs with their travels around the world. These reports are tailored to answer common questions concerning itinerary weather where the lead time exceeds current forecast capability. This report contains May climatological data for the trip of the President to Europe.

Our DOD Climatological Officer prepared this trip climatology report in response to a request through our Pentagon Weather Office located within the Air Force Operations Center. Please direct questions regarding this report or requests for additional information to us at 697-1638.

Brian W. Galusha, Major, USAF  
DOD Climatological Officer

BONN, WEST GERMANY - Spring weather is characterized by partly to mostly cloudy skies, mild temperatures and occasional showers and thunderstorms. Morning low temperatures typically average in the upper 40's with afternoon highs in the mid 60's. Rain showers occur on about six days during the month with a 10-15% chance of a thunderstorm. Early morning fog and drizzle is not uncommon.

BITBURG, WEST GERMANY - The climate of this area calls for mild temperatures, cloudy skies and frequent fog or drizzle. The average daily high temperature is just over 60°F and the overnight low averages in the mid 40's. While drizzle is common, the chance of heavier rainfall stands at only about 20%. The humidity is on the increase but not usually uncomfortable at these temperatures.

RAMSTEIN AB, WEST GERMANY - The weather throughout West Germany gradually improves during May. Temperatures remain on the cool side with daily lows in the mid 30's and highs in the mid 50's. Expect minimum temperatures to drop below freezing on two days. Skies are frequently cloudy with precipitation mainly confined to migratory storm systems. Drizzle and fog are fairly common although on the decline. A late snowfall, while rare, is still possible.

MADRID, SPAIN - Sunny skies, warm temperatures and moderately low humidities are the rule in Madrid during the Winter to Summer transition months. Temperatures in the morning fall to near 50°F, while the afternoon temperatures are in the mid 70's. Look for about four to six afternoon thundershowers per month during this season in Madrid.

STRASBOURG, FRANCE - The weather of this beautiful region is mild in May. Temperatures range from the mid 40's to the mid to upper 60's. Showers and passing storms bring rainfall on about seven days during the month. Thundershowers are expected on about 10% of the days. Relative humidity is high giving rise to frequent foggy conditions.

LISBON, PORTUGAL - Nearby Atlantic waters moderate the temperatures in the Portuguese capital. Daily temperatures range from the mid 50's to near 70°F under partly cloudy skies. May is a transitional month from the wet months of winter and spring to the dry summer months. Rainfall in May is quite sporadic with measurable rain falling on an average of five days. Periods of moderate, gusty winds are common during much of the month.

ANDREWS AFB, MARYLAND - Pleasant spring weather prevails during May with overnight lows in the mid 50's and afternoon highs in the comfortable mid 70's. Temperatures above 90°F can be expected on about one or two days. Thunderstorm activity increases significantly during May with thunderstorms occurring on an average of five days. The mean relative humidity, like temperatures, is on the rise and can be a bit uncomfortable on the warmer days.

## CLIMATE STATISTICS

LOCATION	TEMPERATURES (F)				AVERAGE NUMBER OF DAYS PER MONTH			RH %
	HIGHEST ON RECORD	AVERAGE DAILY HIGH	AVERAGE DAILY LOW	LOWEST ON RECORD	RAIN	SNOW	TSTMS	
Bonn	93	66	49	28	6	0	4	67
Bitburg	85	61	45	28	7	0	4	70
Ramstein AB	89	64	42	24	6	0	3	74
Madrid	92	74	50	34	6	0	4	57
Strasbourg	97	68	47	25	7	0	4	73
Lisbon	94	69	56	42	5	0	1	67
Andrews AFB	97	76	56	33	8	0	5	64



ROME, ITALY - The southern half of Italy is warm and pleasant in May. The warm Mediterranean climate produces daily high temperatures approaching 80°F and overnight lows near 60°F. The skies are generally partly cloudy with brief periods of more extensive cloudiness and rain. Precipitation is expected on 4-6 days during the month. The relative humidity stands at a pleasant 62%.

CLIMATE STATISTICS

CITY/BASE	RECORD HIGH	TEMPERATURES			AVERAGE NUMBER OF DAYS PER MONTH			RELATIVE HUMIDITY (PERCENT)
		MEAN HIGH	MEAN LOW	RECORD LOW	RAIN	SNOW	TSTMS	
Rome	99	82	61	49	5	0	1	62



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 36TH TACTICAL FIGHTER WING (USAF)  
APO NEW YORK 09132

Kim White  
White House  
Washington, D.C. 20500

April 17, 1985

Dear Kim:

This is the information we've compiled about the base, Bitburg city, and the cemetery. We're in the process of updating and consolidating the information and will send you copies when it has been completed.

We hope the information is what you want. We're sorry the package couldn't get to you earlier, but our office is small and has been kept extremely busy with the upcoming visit.

If you have any questions, please call Victoria Bills, Chief of Media Relations at 06561-5721.

*Victoria Bills*

Victoria Bills, DAFC GS-7  
Chief of Media Relations

1954

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*any Home*

*Capt. Peter Reibling*

272-0313

*Mr. Mehl*

*Bitburg*

*Marie Armstrong  
556-0550*



Forty years ago, American soldiers came to Germany as liberators, as part of the effort which would restore at last the priceless heritage of justice and law, of democracy and humanity, to a darkened continent. The Allied liberation had a dramatic effect on the fate of Europe. I would like to dwell for a moment on its special meaning for Americans.

America's participation in the war against Hitler was truly our entrance onto the stage of European history. Our long-standing commitment to European welfare and defense is an important legacy of that war. ~~Such~~ <sup>S</sup>uch a commitment was not in effect in 1941; our commitment to Europe was not the dominant factor in the American decision to participate in the liberation effort. As every schoolchild knows, America had to be drawn into the war in Asia before we ~~could~~ <sup>ed</sup> commit ourselves to aid the heroic war effort already underway in Europe.

**PERHAPS START HERE**

As proud as Americans must be of the role played by our  

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fighting men in destroying the most profoundly vicious regime in  

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modern history, we must not fail to recall our own moral and  

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political struggles along the way. We have our own history to  

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ponder when we, as Americans, come to Europe.  

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Before ~~July of 1941~~ <sup>December 7, 1941,</sup> America did not speak with one voice.

We had reached no decision; we had committed no forces. Europe was shattered and we did not act. We remember each year at this time the moment of victory and the years of sacrifice, the lives brutally extinguished and the lives given in battle. Let us now remember also those months of indecision, of debate, and of disbelief. Let us recall America's nearly fatal reluctance to enter a struggle whose end was then so far from view.

We have now the advantage of hindsight. We can see clearly enough now that our participation in that struggle was crucial to the restoration of lawful government in Europe. We know now, beyond any doubt, that the stories that reached us in 1937 and 1938 and 1939 and 1940 were shockingly, unbelievably true -- that the truth was even worse than anyone's imagining. We can see now that to delay was to sentence more thousands of heroic resisters, more millions of innocent victims, to their deaths.

We can say now that for America to have failed to enter into this struggle would have been to refuse our share of the greatest burden our century has yet imposed. To have failed our European allies then would have brought shame on our country, and disaster to the civilized world.

America has changed greatly since the days when we could argue that what happened on the continent of Europe was no business of ours. Those days, however, were not so long ago that we can take for granted our own courage and determination to face our responsibilities in the world. Just as each German citizen is called on continually to remember and acknowledge the darkest days of his own country's history, Americans too must recall the dark days when the cries of Europe seemed to fall on deaf ears. Just as Germans today are ever alert to the echoes of racism, of militarism and extremism, so must we Americans constantly guard against the special temptations of isolationism.

We may join together today, Europeans and Americans, in accepting the burden of a terrible chapter of history. We join together in remembering the heroes of each of our countries who spoke out and fought against the scourge of Nazism, and those millions whose lives were destroyed by it. We join together now in pledging once again our unquestioned mutual commitment to defend our shared democratic heritage, [ a heritage which may well be held more precious here, in German hearts, than perhaps anywhere in the world.]

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THE WHITE HOUSE

WASHINGTON

Material from the Diary of a Survivor of Bergen-Belsen

Below is a short account from the diary of a female inmate of Bergen Belsen, Valery Stark, who was a doctor. I am having this story translated from the very poetic Hebrew in which it was written.

This is a very powerful tale and one which should be used, if possible. A proper translation will be available shortly.

It is night. A woman is in labor in a cell block at Bergen-Belsen. It is totally dark to avoid drawing attention. The author, the doctor/inmate delivering the baby, looks out to the watchtower and conducts an imaginary dialogue with the guard there. She appeals to his human side and his role as a father. She says to him: you also have children, perhaps,, even a baby.

The doctor holds the newborn infant in her arms, and the other women in the block come round and recall their first labor and the lives of their children.

At this point, the doctor is struck by the thought that even in this place of deprivation and death "we give life, Jewish life." The mother smiles in pity at her child. The doctor looks at both mother and child and a new light enters her heart -- a light of hope and redemption.

*match man courage*

*Rebecca Stevens*

*223 5659*

*1400*

*20th St NW*

*Apr 8 1988*

*Dayport Circle*

*30th St P*

15/561

מספר "המגזין" 15/561

מספר 15/561

מספר 15/561

מספר 15/561

Stark, Valerie



יחזיקו אותנו פה ז' — אמר והכה בקת הרובה בגדר בעצבות רבה.  
„כה ריחמתי עליו, המסכן!“ — הוסיפה בתמימות של מלאך. —  
„אבל הוא נתן לי עתון והבטיח לי, כי בעוד שנים שלושה חדשים  
יביא לי עוד עתון, „אם הכל יעבור בשלום“ והמלים „חדשיים-שלושה“  
נשמעות מפיה כאילו אמרה: מחר-מחרתיים.

התדגשות רבה עברה במחנה ושמועות משונות פשטו בו:  
אכן, נכון הדבר, כי הרוסים כבר נכנסו לטרַאנסילוואניה. קלז'ו  
ואוראדאָה מאַראָה כבר שוחררו. בהונגריה מתנהלים קרבות מרים  
ליד סאקאשפאהרוואר והרוסים כבר עומדים בגבול הסלוואקי —  
קארפאטורוסי. זה נכון, הכל נכון, תודה לאל! במשך 4—5 ימים אין  
דורי מעיזה להציץ בעיניו. ביום השישי היא מביאה לי שני עמודים  
של עתון קרוע ובלוי.

„הביטי“, אומרת היא אלי ומשפילה עיניה; יודעת אני שלא  
היה זה הוגן מצדי שלא נתתי לך את העתון ראשונה, אולם האנשים  
חטפו אותו מידי...“

אני רצה אל גרינפלד הזקנה. משכבה על אחת האיציטבאות  
בקומה השלישית, והמנורה העלובה שבתקרה מאירה על ראשה של  
הזקנה. גרינפלד היא אשה בתימול. על מיטתה אפשר לקרוא, לכתוב  
ולתפור. בקיצור: לעשות את כל הדברים הנאים, שלשמם דרוש  
אור. היא היתה יכולה להשתכר הרבה אילו רצתה בכך; היא היתה  
מקבלת ודאי גם סיגאריות, גם ארוחות צהרים. אולם מרת גרינפלד,  
אשה כבודה היא, ולא תעשה עסק במקום זה שנפל בחלקה. אני  
יושבת לידה ומחזיקה את העתון הקרוע בידי. ישן העתון, בן ששה  
שבועות. עלובה צורתך, לא מסגרת-עץ אלגנטית לך כפבתי-הקאפה  
הנאים; במאמריך חסר קטע המענין ביותר והאותיות אוכלו עליידי  
מאות עינים רעבות-בוערות, עד שניטשטשו כמעט לחלוטין. אף על  
פי כן עורך עתון, וגם מאמרים בכך, גם מודעות, ונמסר בכך קולם  
של שבויים, החיים „חיי חופש“ מעבר לגדר התיל והמצפים לשוב

גם הם יום אחד לחייהם הראשונים, כשם שמצפה החייל הסלוואקי  
הזה לחזור לכפר-מולדתו ולחייו הראשונים. סדרים סידרו את  
אותיותיך לפני ששה שבועות. מוכרי עתונים קראו את שמך  
ברחובות, וכל עובר ושב היה יכול לקנותך ב־20 הלר.  
שם אחד המאמרים: „סיור-ביקורת במחנה ריכוז יהודי...“ וכל

השאר חסר, קרוע. אפשר שהסדר, בסדרו מאמר זה, אמר לתברו:  
„הנוכח אתה עוד בחכם-המשפטים הגדול, שערך אצלנו את המדור  
הכלכלי? גם הוא נשלח למח...“ ולא יסף לדבר, כי אחת האותיות  
קפצה ונזדקרה פתאום ומיאנה להיכנס לשורה...  
„המאמר קרוע“, התאוננתי באוזני דורל הקטנה, שתקעה את

ראשה הסקרני מאחורי גבי לתוך העתון. „אין דבר“, — מנחמת  
אותי דורי — בעוד שניים-שלושה חדשים אקבל שוב עתון ואז  
תקבלי אותו ראשונה! ושנים-שלושה חדשים אלה נשמעו מפיה  
כאילו היו שנים-שלושה ימים בלבד. אני מסכימה, דורי, אחכה  
ברצון גם שנתים ושלוש שנים לגליון הבא, כי אז יהיה אולי פירושו  
של עתון גם לגבי יהודי אך 20 הלר בלבד, ולא — עיני כחול-  
החרסינה הבהירות של דורי הקטנה.

בוקר זה קשה משום מה על כולנו יותר מבקרו של כל יום  
אחר. השעה שש וחצי, ועדיין שוררת חשכה גמורה. החלון היחיד,  
המטולא טלאים של נייר, אינו מעביר עוד שום קרן אור. אפילו  
החמה פסקה מלהשפיע לנו את חסדה באקלים הצפוני הזר ומיירא.  
עוד בראשית-הסתיו היה דיסקוס-הנחושת של החמה נעלם רק בשעה  
10 בערב, ומיד לאחר כמה שעות היה מופיע שנית באופק שמנגד.

משל לנער זריו ועליו, שאינו מתייגע בכל יגיעותיו וחבל לו על כל שעה של שינה. עכשיו הורישה החמה את שקידתה הגדולה לעננים, והנה הם מורידים את גשמייהם בלא הפסקה זה שבועות שלימים. בדרך שיטה ובלא שביתה. גשם גרמני.

„דודה שטארק, אני כבר שוב ישנתי מתחת למטריה“ — אומרת לאמי אולגה הקטנה, בעלת דלקת־הפרקים. יש לה מטריה ישנה של גבר, נקובה וקרועה, פתוחה מעל לראשה. „לא יכולתי די להתכווץ, כדי להישמר מזה“ — והיא מרמזת על מיטתה: חלק מן השמיכה ומן הקש נוטפים מים. עיניה היגעות של אמי מביטות בה באולגה הבטה של רחמים ועידון, בשעה שהיא מחליפה לה את השמיכה ואת הקש. „מפני מה לא אמרת זאת תיכף ומיד, עוד בלילה“ — היא מוכיחה את הילדה, ומנסה להזיז את המיטה למקום יבש. מרת פרידברג הוקנה, חולת־הלב השוכבת במיטה התחתונה, אינה מתאוננת: המטה העליונה וגופה של אולגה שמרו עליה מפני הגשם.

החולים עיפים לאחר לילה זה של חוסר־שינה וחוסר תקווה, ואין בהם כוח להניע אבר ולחלץ עצמות. מרת לאווינגר שוב היתה לה הלילה אחת מהתקפותיה, היא סובלת מאבני־מרה. נתתי לה את האמפולה האחרונה שלי של מורפיון, מתוך הקופסה שאחות־הדרר־הניתוחים אגנאס תחבה לידי ברגע האחרון בבוראפשט. היא חיבבה אותי תמיד, וזו היתה פרידתה ממני. שלא אהיה מפחדת, אמרה לי, הגרמנים אנשים „ישרים“ הם ולא יעשו לנו שום דבר רע, אבל אף על פי כן, אי־אפשר לדעת... על כל פנים, שתהיה מיתתי מיתה הנאה לרוסאה. ירדתי המזורה והאכזרה, הנה אני מודה לך בשעה זו על הכוח שנתת לי במתנה זו ובהסברה זו, מודה על סערת־הנפש ועל שלות־הנפש שבלבי, שבהן נשאתי עמי בכל מקום ובכל שעה את הקופסה הזאת, המכילה את הרעל הנאצל. אחר כך באה מרת לאווינגר עם התקפות־המרה שלה, ומר פרידמן הוקן עם מחלת־

הכליות הקשה, ואמפולה אחר אמפולה נעלמה מתוך קופסתי, ועמנו נעלמו והלכו ממני גם כוחי ובטחוני. והנה הבוקר הזה קופסתי ריקה, ולבי מלא רעל נאצל, שהשתפך בכל גופי.

בשעה ארבע אני שוכבת על המזון, אך איני מוצאת מנוחה. הפשפשים והפרעושים מתנפלים עלי בכל כוחם. גופי כולו רווי. ממלחמתי כנגדם נואשתי זה מכבר, לאחר זמן רב שהייתי משפשת את מטתי כל יום במברשת קשה ומהפכת את הקש שבמזרוני עד שהפך כולו אבק של מוץ. עכשיו יש בי הרגשה, שאפשר להמשיך בחיים הללו רק מתוך ההחלטה של לא־איכפת־לי, מתוך יאוש והשלמה גמורה, משום שכנגד פרעושים וגרמנים אין עצה ואין תחבולה ואין תושיה.

היום יום ששי, ויום ששי פירושו לגבי גרמניה כולה יום החסכון, וביום זה אין מספקים חשמל. הבוקר הזה מחלקת אמי את הקאפה השחור והמר לאורו של זגב־נר. מישהו עומד ליד הפתח ומשגיח על כך, שלא ייכנס לכאן גרמני שלא־בצפוי. משום שאסור באיסור חמור להעלות נר בצריף־העץ.

מרת הודאק נכנסת, כבדה, כל עוד ישארה רגליה. היא עומדת בסוף הריונה, והנה אחווה צירי יולדה. היא סבלה הרבה בשבועות האחרונים, פניה דלים ומעונים. אני מוסרת לה מיטה ונאנחת: יהי רצון שתלד בין 10 עד 3, כל עוד יש אור היום. אך הלידה מתקרמת לאט. מרת הוראק בת 32 היא, מבכירה היא וציריה חלשים מאוד. אחר הצהרים אני רואה לפני הצריף את זיקלינגן, הסאניטאר הזקן. אני יוצאת אליו במרוצה. „אדוני זקן הסאניטארים, עזור נא לי. בלילה תהיה לנו לידה, והיום יום ו'. מאין אקח אור ו' הזקן משמיע לי תחילה דברי־הסבר על חשיבותו של יום־החסכון, שאך ורק בעזרתו יכולים הגרמנים לנצח במלחמה. אבל אחר כך מתעוררים בו רחמי אדם. „חכי נא, הוא אומר, אני כבר אמצא משהו. אבל הריני מקדים ומזהיר אותך, שיש תיכף ומיד לכבות את האור, אם

גייע בלילה מטוס, שאם לא כן את מסכנת, שומר-המגדל יירה  
ישר לתוך החלון". אחר-כך הוא מופיע עם מנורת-בונזאן, הוא חיפש  
ומצא אותה באיזה מחסן. המנורה מאירה את פניהם האפורים של  
החולים והם דומים לרוחות-אופל ליליים. מצב רוחם רע. גם הלילה  
אין סיכויים לשינה. אני מתייעצת עם כמה ידידים בפנית הצריף.  
הרוח שורקת בלילה מבעד לפתח-האוויר שבתקרה, שאין יכולים  
לסגרו, דלת-העץ המקולקלת, בלא מנעול, אינה מגינה בפני הקור,  
רצפת-האבן מפיגה מתוכה אויר צונן כקרח. אנו מוכרחים להשיג  
עצים בכל מחיר, עצים בשביל להסיק ולחמם ליולדת. אמי אינה  
מדברת בענין זה, אלא היא ניגשת ישר אל המיטה ומוציאה כמה  
לוחות-עץ וקש. בחמרים אלה קל להסיק. בעוד רגע כבר מפצצת  
האש ומפיצה ניצוצות מסביב לתנור הברזל. מבין החולים קם קודם  
וויינברגר, בעל התפיחה בקיבה, ומוציא אף הוא קרש אחד מתוך  
מיטתו. אחריו עושים כן האחרים. מי שאינו יכול ללכת — מוסר את  
חלקו לחברו שיגישנו הוא. הם לא נדברו על כך קודם לכן, אך  
עכשיו הנה הם סוחבים כולם קש וקרשים מתוך מיטותיהם העלובות  
ומגישים אותם אל התנור — בדומה לקרבן המוגש למזבחן של אלוהי  
אש עפו"מי. מובן, הדבר שאנו עושים אסור הוא לפי כמה וכמה  
סעיפים שבמבוך ההוראות והפקודות הגרמניות. וכי מה בכלל מותר,  
מה לא נאסר? לנשום אולי מותר עוד, כל זמן שהנשמה בנו, וגם  
לכתוב פעמיים בשנה גלית-דואר, שאינה נשלחת לעולם, בנוסח  
הקבוע ועומד: „מצבי טוב, אני בריא ושלם, יש לי כל מה שדרוש  
לי“.

השעה היא כבר תשע בערב, והלירה אפשר שלא תהיה אלא  
למחרת בבוקר. המנורה יקרת הערך מנצנצת ונחלשת ודועכת, עד  
שלבסוף היא כבה. משהו מקולקל, או אולי אין יודעים להשתמש  
בה? גניחותיה ואנקותיה של מרת הוראק מתגברות בחשכה. האם  
היא צועקת מתוך פחד, או שבאמת גברו כאביה? מי יכול לדעת?

הרי מסכיב חשכה גמורה. אין עצה ואין תושיה. צריך להודיע  
לזיקלינגן הזקן, אולי ירחם עוד הפעם ויביא מנורה, או נר או אור  
כלשהו אחר. אני פורצת את הדלת ויוצאת. הרוח טופחת לי על פני  
וסותמת לרגע את נשימתי. הגשם כבר פסק, חרמש הירח מאיר את  
החצר אור מועט ועמום, עננים משוני-צורה נרדפים ברקיע בדהרת-  
פראים, עדיין אינני יודעת בעצמי מה אני רוצה לעשות, איני יודעת  
מה אעשה. רגלי מוליכות אותי באלכסונה של החצר, שהיא כמה  
מטרים מרובעים בלבד, אבל הליכה זו דיה היתה בשביל להחזיר לי  
לרגע את הרגשת החופש. ליד גדר התיל אני נעמדת. הגדר גבוהה  
שלשה מטרים, ובמרחק כמה מטרים ממנה נמצאת גדר-תיל שניה  
דומה לה בגדלה, ועליה לוח קטן, עם גולגולת-מת ועם כתובת:  
„זהירות! מחושמל בורם בעל מתח גבוה!“ ובמרחק כמה מטרים  
נוספים — מגדל-השמירה, זה הסמל הנודע של מחנה-הריכוז הגרמני.  
הוא מצויד בנשק ובזרקורים, אבל לא לשם הגנה בפני מבצרים-  
מעופפים אמריקאניים, אלא כנגד יהודים חסרי-יגיעה, רעבים וצפופים  
ורועדים מקור, כנגד אנשים זקנים ונשים הרות, משום שיהודים  
מסוכנים ומסכנים כל עוד נשמתם במ.

כך אני עומדת בחצר, בצלו של מגדל השמירה. יחידה. מסביב  
הכל ישנים, כמענים וכמעונים. אני מגביהה את ראשי כלפי המגדל.  
איזה מין אדם יכול להיות זה העומד שם למעלה על המשמר? תחילה  
אני לוחשת כלפי מעלה אבל אחר-כך אני משתכרת מקולי עצמי  
ואני קוראת יותר ויותר בעוז: „אדון שומר-המגדל, אדון שומר-  
המגדל! אני מבקשת, אני מבקשת אותך מאוד, הודע נא לאדון או-  
בארשאפריאך מר זיקלינגן, אנו יושבים באפלה גמורה, ויש לנו  
שם לידה!“ עכשיו אני דוממת. אין תשובה. אני שומעת רק את סערת  
הדמים בעורקי שלי. האדם הזה שם למעלה יש לו אולי אשה  
וילדים בבית. ואפשר שקטן שבהם נולד רק לפני זמן קצר, שומר  
המגדל שומר אולי בכיסו את תצלומו של הרך הנולד, כשהוא מושכב

על בטנו ומגביה את ראשו ורגליו. אני חוזרת על בקשתי. "לכל הרוחות עם הלידות שלכם..." אני שומעת אותו מגדף. ואחר שוב הכל נעלם.

בצעדים יגעים אני חוזרת אל הצריף. מבפנים אני שומעת קולות צהלה: מצאו נר. עם אור דמדומי הבוקר בא הילוד לעולם. אני מחזיקה את גופו הקטן והרטוב בידי האחת. החולים אינם נראים עיפים, אף על פי שהלילה הזה שני הוא לחוסר-שינה. כמה מהם מעלים זכרונות מימים שעברו; נשים מספרות על לידותיהן שלהן, אשה צעירה אחת מסמיקה — ודאי נזכרה חסד לילות כלולותיה הראשונים. אני עומדת תמיהה בתוך האוירה החיה והחמימה שנוצרה פה. ופתאום נעשה לי הכל מובן. אני מבינה את טעמם של מגדלי-שמירה ואת פחדם של הגרמנים מפנינו אפילו כיום עוד, לאחר שמיליונים מאתנו נפלו ונהרגו. בצריף-עץ עזוב ועלוב שבישימון-החול בלינאבורג, בזוהמה ברוח ובגשם — באו כיום לעולם חיים יהודיים חדשים. האם מחייכת ברחמים אל בנה הרך הגולד. אני מסתכלת בשניהם — ומבינה הכל. אני מבינה הכל, ותקוה חדשה משתכנת בלבבי.

נובמבר 1944.

הפסקת צהרים. בשבילי זוהי השעה היחידה ביום, שבה אני יכולה לשכב על הדרגש שלי ולהשיג את דברי-המותרות הגדול ביותר בברגן-באלזון: יכולה אני אותה שעה לעסוק בי בעצמי, לחשוב על עצמי וגורלי; במשך אותה מחצית השעה המבורכת נעלמים צריף העץ ודרגשי-המשכב העשויים קומותים, נעלמת כל הסביבה השוממת

והחולית של לינאבורג, המחנה עם מגדלי השמירה ועם גדריה-התיל, ואפילו עקיצותיהם של הפשפשים והפרעושים נשכחות במשך מחצית השעה הזאת של הרהורים ושיבה לעבר.

פתאום אני נחרדת מקולות הקוראים לי "מהר, מהר, אל המשרד, גרמני" מחפש אותך! אדם מאושר אני; אפשר קיבלתי חבילה... מתוך התעוררות שבשמחה אני קופצת ממקומי. עד היום לא קיבל שום אדם דואר לכאן. שום ידיעה לא חדרה דרך גדר תיל זו. אברי העייפים נשמעים הפעם במהירות לרצוני, ובעוד רגע כבר אני לפני מילך האדום. התליין האדום! — סימן רע הוא. מילר, מילר-הבלן, כפי שאנו מכנים אותו, שייך לאותם המחפשים תמיד חטאים ועוונות. גם הפעם הוא מתרתח ומנהם, כרגיל. — "הלכת בשבוע שעבר למרחץ? את גרת בבודאפשט? — אם כן טוב, עוד נתראה". נשמתי מתוך הקלה. העיקר הוא, שלא תפסו אף אחד מן המכתבים, שמוסרים לי בידיים רועדות קרובים וידידים לקרוביהם וידידיהם במחנה הסמוך בשעה שאני יוצאת לעבודתי. מסירת ידיעות היא החטאה הכבדה ביותר והנתפש בה נענש בלא רחמים וחנינה. בהשוואה לעוון זה הרי החטא שעליו מריע עכשיו מילר תרועה, נצחון של מה-בכך הוא: בשבוע שעבר נודע לנו, שהובאו 300 נשים מאושוויץ לברגן-בלזון. כולן כגורשות מהונגאריה או מצ'כוסלובאקיה. האפשרות שאולי נמצא כאן בקרבתנו מישהו קרוב-משפחה או ידיד, בלי שאנו נדע על כך, הגבירה את התרגשותם של יושבי המחנה עד לרתיחה. אף אני נכנעתי להלך רוח זה, ובשבוע שעבר, בשעה שעמדתי לפני בית המרחץ בתור למקלחת חמה, הספיק לי רגע אחד של היסח הדעת מצד המשגיח. שאכתוב את שמי ואת כתובתי על גבי גדר-הקדשים של בית-הרחצה: אפשר ידאו באי אושוויץ את שמי בין שאר מאות הרשומים שם מזמן. לא חשבתי כלל על כך, ששמי הוא שם ידוע למדי במחנה. התליינים ידעו את שמי לא רק כרופאה במחנה, אלא גם כפעלת סף-צוף חצוף ומחוצף, הנוהגת

## Translation

From the diary of Dr. Valerie Stark, physician at Bergen-Belsen  
Published, 1950, Tel Aviv

With the early light of dawn the new born entered the world.  
I take the small damp body <sup>in my arms</sup> ~~from the nurse~~. . . [Several women in  
the room] were recalling memories of days past, recounting the  
stories of their deliveries. One young woman blushed remembering  
the sweetness of her wedding night. I stand astonished by this  
room so full of life and warmth -- even now, after millions of us  
have fallen and been murdered. For here in this wooden hut,  
forsaken and miserable . . . in the wind and the rain, new life  
emerges. The mother smiled with pity at her delicate new born  
son. I look at the two of them and I understand everything. I  
understand everything. And a new hope settles in my heart.

At the break of dawn the newborn entered the world. I am holding in my hand its tiny damp body . The sick don't seem tired, even though this night is the second without sleep. Several of them are reminiscing about their deliveries, one young woman blushes remembering the sweetness of her wedding night. I stand astonished in the midst of the warm atmosphere created here. And suddenly it dawns on me, everything is understood. I understand the reason for the watchtowers and the fear the Germans still have of us, even after millions of us fell and were murdered. In this wooden barrack foresaken, miserable and filthy, a new Jewish life enters the world. The mother smiles with pity at her delicate newborn son. I look at the two of them and I understand everything. I understand everything and a new hope settles in my heart.



## United States Holocaust Memorial Council

Mrs. Horak enters heavily, her legs hardly carrying her. She is in labor. In the past weeks she has suffered much; her face is emaciated and anguished.

I pray to God that she gives birth between ten o'clock and three, while there is still light. Mrs. Horak is thirty-two years old, and labor progresses slowly for her.

I stand alone in the yard in the shadow of the watch-tower. Everyone has gone to sleep. I look up at the tower. What kind of human being stands guard there? "Mr. Guard, Mr. Guard," in my mind I call to him. "I plead with you. I plead with you, tell Mr. Obersturmfuhrer, Mr. Sieglemann, that we sit in the dark awaiting a birth." I wait silently; there is no answer. I hear only the blood rushing through my veins.

This man up there...perhaps he too has a woman and children back home, and perhaps the smallest of them was born just a while ago. And maybe, hidden in his pocket, is a photograph showing how the new baby lies on its tummy raising its head and feet. I repeat my plea and hear him cursing in reply: "To hell with all your birth-giving!"

On weak legs I make my way back to the barrack. Inside I hear voices of joy exclaim, "we found a candle!"

At the break of dawn the new-born comes into the world. I am holding his tiny, still-wet body. Some of the women huddle around me reminiscing about their first births. I stand dazed in this atmosphere, which suddenly seems cozy and warm, and I understand everything. I understand why the watchmen in the towers are afraid of us: Millions of us have been murdered, and yet, in this barrack, a place of devastation and filth, wind and rain, a new Jewish life is born.

The mother smiles pitifully at her little son. I look at them both and I understand. I understand everything. A new hope enters my heart.

---From the diary of Valerie Stark, a Jewish doctor in Bergen Belsen

THE WHITE HOUSE

WASHINGTON

MEMORANDUM FOR JOSH

FROM: ELIZABETH  
SUBJECT: QUOTES FOR BITBURG

"To err is human, to forgive divine."

REFERENCES: "The Hiding Place" -- Corrie Ten Boom  
"Tramp for the Lord" -- Corrie Ten Boom  
"Blood and Horror" -- Reinhold Kerstan  
(13-year-old SS)  
"Selected to Live" -- Johanna Ruth Dobschiner  
"At Ease" -- Dwight D. Eisenhower

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"And Jesus said, "Father, forgive them for they know not what they do."

Since the voting privilege of the German people was taken away in 1933, no one under the age of 74 who is alive today, and lived in Germany, could have affected the German political system under Hitler. No one under age 55 could have participated in the war as a German soldier. In other words, 90% of the German population know only what the history books say.

RR's favorite Bible verse, II Corinthians 7:14:

"If my people who are called by my name, shall humble themselves, and pray, and seek my face, and turn from their wicked ways; Then will I hear from Heaven and will forgive their sin, and will heal their hand.

Now mine eyes shall be open and mine ears attent, unto the prayer that is made in this place."

"Once to every man and Nation comes the moment to decide,  
In the strife of truth and falsehood, for the good or evil side."  
(J.R. Lowell, "The Present Crisis")

"And so I discovered that it is not on our forgiveness any more than on our goodness that the world's healing hinges, but on His. When He tells us to love our enemies, He gives, along with the command, the love itself."  
(Corrie Ten Boom)



"...in Bloemendaal they were reminded that they were not the only ones who had suffered. And for all these people alike, the key to healing turned out to be the same. Each had a hurt he had to forgive: The neighbor who had reported him, the brutal guard, the sadistic soldier..."

(Corrie Ten Boom)

"I feel...great honor..inescavably mingled with feelings of profound sadness. All of us must always regret that your great country and mine (U.S. and England) were ever faced with the tragic situation....Humility must always be the portion of any man who receives acclaim earned in cold blood of his followers and sacrifices of his friends."

(Dwight D. Eisenhower)

"To my mind it is clear that when two peoples will face the tragedies of war to defend the same spiritual values, the same treasured rights, then in the deepest sense those two are truly related."

(Dwight D. Eisenhower)

"But the place where the hunger was greatest was Germany. Germany was a land in ruins, cities of ashes and rubble, but more terrifying still, minds and hearts of ashes. Just to cross the border was to feel the great weight that hung over that land."

(Corrie Ten Boom)

"Forgiveness is the key which unlocks the door of resentment and the handcuffs of hatred. It breaks the chains of bitterness and the shackles of selfishness. The forgiveness of Jesus not only takes away our sins, it makes them as if they had never been."

(Corrie Ten Boom)



# **ECONOMIC RESOURCE AND COMMUNITY IMPACT BROCHURE**

Prepared by:

**COST & MANAGEMENT ANALYSIS  
36 TFW, BITBURG AB, GERMANY**



# 84

**UNITED STATES AIR FORCES IN EUROPE**

# CONTENTS

TITLE	PAGE
TABLE OF CONTENTS.....	i
36TFW HISTORY.....	ii
TFS HISTORY.....	iii
COMMUNITY INVOLVEMENT.....	v
MISSION.....	1
ORGANIZATIONS.....	2
FORCE STRUCTURE.....	3
PROGRAM DATA.....	5
CAPITAL ASSETS.....	8
PERSONNEL.....	10
VALUE OF RESOURCES.....	11
PAYROLL.....	14
LOCAL CONTRACTS.....	15
MORALE, WELFARE, AND RECREATION.....	17
CONSTRUCTION PROJECTS.....	18
LOCAL ECONOMY EXPENDITURES.....	20



## 36 TFW 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, Va., in February 1940. It was in the Caribbean, flying air defense missions until May 1943, when the unit moved to Charleston, SC, 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 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 the 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 36TFW also introduced the F-100 "Supersabre" 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 AB 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; Jan 1, 1968 - Dec 1, 1968; Dec 1, 1973 - April 30, 1975; July 1, 1975 - June 30, 1977; 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.

# TFS HISTORY (cont)

## 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 F-84 Thunderjets.

Early in 1957, the unit moved to its present location at Bitburg AB as a tenant unit of the 36TFW. Eleven years later it became part of the 36TFW 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.



## THE BITBURG COMMUNITY COUNCIL

Organized in December 1952, the Community Council was the first of its kind in the Federal Republic of Germany. Over the years it has developed into a permanent council to enhance cooperation and friendship. Good relationships between base and community leaders have allowed us to anticipate and solve problems, and to promote social and professional exchanges between the base and community.

### MEMBERSHIP

U.S.: Wing Commander, Base Commander, Staff Judge Advocate, Chaplain, Civil Engineering, Security Police, Social Actions, Civilian Personnel Officer, Public Affairs and Community Relations Advisor.

German: Landrat Gasper, Mayor Hallet, Mayor Heyen (Bitburg-Land), Mayor Mohr (Speicher), Dean Schaaf (representing church), Mrs Howes (legal advisor to Landrat), Mr. Perne (Chief of Police, Bitburg-Pruem County), Mr. Hirschberg (Bitburg Chief of Police), Mr. Clemens, Chief of Criminal Police, Mr. Thommes (Chief of Administration, county of Bitburg-Pruem), Mr. Trierweiler (Director of Youth Office), Mr. Kronibus, (Department Chief, County Administration).

### JOINT ASSISTANCE AGREEMENTS

Red Cross  
Fire Department  
Hospital (Emergency Treatment)  
Police Cooperation  
Social Actions

### ORGANIZATIONS

International Friendship Club  
(Federal Republic of Germany,  
France, Luxembourg, and Belgium).  
German/American/French Wives Club  
German-American Ice Hockey Club  
International Ski Club  
\*All Athletic Clubs  
\*Choirs (Bach Choir in Trier)  
\*Bitburg Brass Band  
\*Chess Club

\* German Clubs Welcoming American Members.


**BITBURG**

# ORGANIZATIONS


(ON & OFF BASE)

FOR FISCAL YEAR 84


## HOST

36th Tactical Fighter Wing   
22nd Tactical Fighter Squadron  
53rd Tactical Fighter Squadron  
525th Tactical Fighter Squadron  
36th Component Repair Squadron  
36th Aircraft Generation Squadron  
36th Equipment Maintenance Squadron  
36th Transportation Squadron  
36th Supply Squadron  
7336 Comptroller Squadron  
USAF Hospital-Bitburg  
36th Combat Support Group  
36th Civil Engineering Squadron  
36th Security Police Squadron  
36th Headquarters Squadron  
36th Services Squadron

## AIR FORCE TENANTS

OL-F, Det 2, 7122 BCS Squadron (AFN)  
Area Defense Counsel, 6th Judicial Distr.  
OL-F, 601 TCS (USAFE)  
2139 Information Systems Sqdn (AFCC)   
Det 1, 31st Weather Squadron (MAC)  
OL-G, Det 1, 7025 Air Postal Squadron  
Det 4, 7200 Management Engr Squadron (USAFE)  
Air Force Audit Agency (AFAA)  
Det 7011, Air Force Office of Investigation  
Det 3, 7000 Contracting Squadron (USAFE)  
Det 4, Commissary Service (AFCOMS)  
Field Training Detachment 928 (ATC)  
OLA Det 23, 1945 COMM Group  
OLA Det 23, 1945 COMM Gp Pruem AS, Ge  
OLA Det 23, 1945 COMM Gp Flobecq, Belgium  
Det 6, 7025 Air Postal Squadron (USAFPS)  
Education Services Office - Bitburg  
Det 7, 1141st USAFSAS, Geilenkirchen, Ge  
OLA Det 7, 1141st USAFSAS, Rheindahlem, Ge  
HQ USAFE/INCE, Martin Marietta Corp,  
Bitburg and Trier, Ge  
Det 2, 1141st Special Activity Squadron (AFCENT)  
OLOG01, 7025 AIRPS, Bitburg, Ge (USAFPS)  
OLON01, 7025 AIRPS, Pruem AS, Ge  
Det 6, 7025 AIRPS, Brussels, Belgium  
OLOTO1, 7025 AIRPS, Geilenkirchen, Ge  
USAFE Class VI Store, Bitburg, Ge

## INTERSERVICE/INTER DEPT

US Dependent Schools, Europe (DOD)  
Bty/6, Bat, 56 ADA (ARMY)  
US Army Resident Engineer (ARMY)  
Defense Property Disposal Office (DOD)  
224 Ordnance Detachment (ARMY)  
Det 1, 48 Maintenance Company (ARMY)  
NATO/SHAPE Support Group  
BOC 2/62 ADA (ARMY)  
DPS 2/62 ADA (ARMY)   
A, B, C, Bat, 2/62 ADA (ARMY)  
Sub FE, Oberweis  
42 MP Gp (Customs) Det, D  
2nd Region USACIDC  
Team D, 43rd USAA Det  
615 AC&W Sq, HQ Neubrücke Site  
Det 1, SSAS (MAC) Chievres, B1  
Det 3, CASEUR (AFSC) Brussels, B1  
Det 2, AF European Broadcasting, SHAPE (AFN)  
US Army TMDE Support Activity, Europe (ARMY)  
HQ US Army Medical Material Center (ARMY)

## BASE SUPPORT

AAFES-Europe Bitburg Division (DOD)  
American Red Cross  
American Express Banking Corporation  
Services Federal Credit Union  
Stars and Stripes (ARMY & DOD)

## NON-GOVT/NON-MIL

Burroughs Field Engineer  
Sperry Rand Corporation, UNIVAC Division  
Contractual Engineering Technical Services  
Troy State University  
University of Maryland  
City Colleges of Chicago  
Embry-Riddle Aeronautical University  
Boston University  
NATO Maintenance Supply Agency  
Northrup and Loral Corp

# FORCE STRUCTURE

CONTINUED

AS OF 30 SEP 84

## COMMUNICATIONS AND ELECTRONICS (INFORMATION SYSTEMS)



### 2139th INFORMATION SYSTEMS SQUADRON (AFCC)

The 2139ISS manages, operates, and maintains Communications-Electronics-Meteorological and Data Automation Equipment, and Air Traffic Control Services for the 36th Tactical Fighter Wing and tenant units on Bitburg Air Base; Idenheim MS; and Bremgarten, Lahr, Baden Sollingen, and Aalberg COBS.

#### Responsibilities include:

GOVERNMENT TELEPHONE SYSTEM - 1000-line Siemens-Halske RP-40 Dial Central Office with five switchboard operator positions and associated cable plant. Also includes 100-line Hospital, 150 TAB VEE, AUTOVON four-wire, and REDLINE systems.

COMMERCIAL TELAUTOGRAPH - Weather Dissemination System.

IFF DATA LINK SECURITY SYSTEM - for positive identification of aircraft.

GOVERNMENT FIRE/CRASH REPORTING SYSTEM.

CONTROL TOWER - AN/GRA-135 Console with associated key telephone equipment, BRITE II Radar Indicator, NAVAIDS Control Group, Recorder/Reproducer, and VHF/UHF radios in the tower and at Transmitters/Receivers Site.

NAVIGATIONAL AIDS (NAVAIDS) which includes Solid State Instrument Landing System (SSILS), TACAN, and Runway Supervisory Units.

PERMANENT AND MOBILE RADAR APPROACH SYSTEMS.

METEOROLOGICAL FACILITIES for measuring and recording Wind, Surface Temperature and Humidity, Cloud Base Height, and Horizontal Visibility.

TELECOMMUNICATIONS CENTER with a Standard Remote Terminal (SRT), Data System Terminal Equipment (DSTE), Tape Preparation, and Card Punch. Also Landland Duplex Teletype Circuits and On-Line Hi Speed Digital Crypto.

AUTOSEVOCOM Secure Voice Terminal.

Sperry-Rand Data Computer Terminal.

MILITARY AUXILIARY RADIO SYSTEM (MARS).

MICROWAVE TERMINAL STATION and TECHNICAL CONTROL Facility.

HF INTERCEPT Facility.

LANDLINE FAX and WEATHER TELETYPE

PRIMARY ALERTING SYSTEM.

INTEGRATED PROGRAM for AIR BASE DEFENSE (SAFE)

GROUND-TO-AIR RADIOS to support Supervisor of Flying, Pilot-to-Forecaster, Pilot-to-Dispatcher, and Tactical Control.

HF SSB VOICE RADIOS.

INTRA-BASE MOBILE VHF Radios.

PUBLIC ADDRESS SYSTEM.



# PROGRAM DATA

FOR FISCAL YEAR 84



## SUPPLY

Overall Stockage Effectiveness	86.58%
Overall Issue Effectiveness	71.91%
Overall Bench Stock Availability	92.50%

## USAF HOSPITAL

Scheduled Outpatient Visits	86,002
Dental Patients Seen	33,087
Births	562
Prescriptions Filled	83,053



## TRANSPORTATION

### DRIVERS TESTING

Military Licenses Issued	1,384
POV Operator Permits Issued	2,973



### TRAFFIC MANAGEMENT

Personal Property Shipments	4,614
Surface Freight Shipments	56,393
Passenger Movements	5,157



## ACCOUNTING AND FINANCE

### Paying and Collecting

Disburses (monthly)	Dollars \$6,596,656
	DM 8,031,278
	BF 109,224

Collects (monthly)	Dollars \$3,531,985
	DM 11,801
	BF 0



### Commercial Services

Accounts (monthly)	\$3,429,757
Host Nation Civilians Paid (monthly)	623

### Materiel

Disbursements (monthly)	\$5,192,559
Collections (monthly)	\$3,095,444

### Military Pay

Total Tempoary Lodging Assistance (TLA)	
Payments made in FY 84	\$ 794,754
On Base Units Serviced	21
GSU's Serviced	12



### Civilian Pay

#### Personnel Serviced

Civil Service	138
Student Hire Program	44
Summer Hire Program	317
Winter Hire Program	44

# CAPITAL ASSETS

As of 30 Sep 84

## \*\*\* LAND

	ACRES		
	BASE	*GSUs	**PRUEM
Bitburg AB			
Easements, Rights of Way	2	7	17
Leased	1	2	1
Foreign Service Agreement (Foreign Owned)	<u>1,086</u>	<u>335</u>	<u>55</u>
TOTAL	1,089	344	73

## BUILDINGS (By Basic Category)

	BASE		*GSUs		**PRUEM	
	SQ.FT	NUMBER	SQ.FT	NUMBER	SQ.FT	NUMBER
INDUSTRIAL	979,604	205	454,187	72	50,716	24
ADMINISTRATION	120,083	18	11,510	4	8,050	5
STORAGE	421,704	49	49,891	9	1,880	4
QUARTERS, BACHELOR						
Officer	35,670	1	0	0	0	0
Enlisted	387,700	11	21,114	1	26,532	1
QUARTERS, VISITOR						
Officer	35,670	1	0	0	0	0
Enlisted	21,114	1	0	0	0	0
MILITARY FAMILY HSG	0	0	2,109,888	53	128,024	4
COMMISSARY	0	0	77,461	1	4,439	1
BX	16,068	4	49,803	8	2,943	3
MWR	163,681	11	12,506	2	22,694	8
MEDICAL	6,288	2	90,131	4	2,600	1
EDUCATION	4,640	4	228,893	7	14,092	2
COMMUNITY	<u>87,424</u>	<u>22</u>	<u>35,378</u>	<u>14</u>	<u>20,555</u>	<u>9</u>
TOTAL	2,279,646	329	3,140,762	175	282,525	62

## RUNWAY (Linear Feet)

PRIMARY	8,221	0	0	0	0	0
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\* GSU figures include COB's assigned to Bitburg Air Base.

\*\*Pruem A.S. was transferred to Sembach Air Base 1 Oct 84.

\*\*\*Land is not included as a capital asset, as land is leased from the host nation government.

\*\*\*\*Military Family Housing, the Commissary/BX shopping complex, and the Hospital are considered GSUs because they are physically separated from the main base. Base medical capital assets include the Veterinary Clinic as well as medical storage.

# PERSONNEL

AS OF 30 SEP 84

APPROPRIATED FUND EMPLOYEES:	HOST	NUMBER ASSIGNED		TOTAL
		TENANT*	GSUs	
Military				
Air Force	3,665	470	0	4,135
Army		380	0	380
Civil Service (less DODDS Civil Service)	60	59	5	124
Host Nation (less DODDS Host Nation)	596	109	6	711
DODDS Employees				
Civil Service	151			151
Host Nation	16			16
Other	0			0
<b>TOTAL</b>	<b>4,488</b>	<b>1,018</b>	<b>11</b>	<b>5,517</b>

\* Note: Air Force figures reflect the average assigned officer and enlisted strength as of 30 Sep 84, and do not include TDY personnel.

## NONAPPROPRIATED FUND EMPLOYEES (Full Time Only):

Civil Service	297	25	0	322
Host Nation	9	3	0	12
<b>TOTAL</b>	<b>306</b>	<b>28</b>	<b>0</b>	<b>334</b>

## NONGOVERNMENTAL EMPLOYEES:

Army Air Force Exchange (AAFES)				
US Citizen	225			225
Host Nation	57			57
American Express Bank				
US Citizen	14			14
Host Nation	4			4
Credit Union				
US Citizen	7			7
Class VI	4			4
Contractor (estimated avg)	325			325
<b>Total Nongovernmental</b>	<b>636</b>			<b>636</b>

**TOTAL EMPLOYED PERSONNEL:** 5,430 5,430

## ADDITIONAL PERSONNEL: NUMBER TOTAL

### Air Force Dependents:

On Base	2,437	2,437
Off Base	1,613	1,613
<b>Total A.F. Dependents</b>	<b>4,050</b>	<b>4,050</b>

### Army Dependents:

On Base	323	323
Off Base	277	277
<b>Total Army Dependents</b>	<b>600</b>	<b>600</b>

**TOTAL DEPENDENTS** 4,650 4,650

# VALUE OF RESOURCES

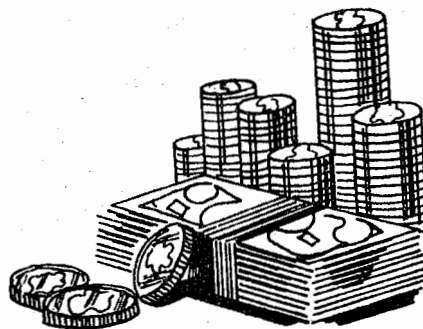
CONTINUED

AS OF 30 SEP 84

INVENTORIES	HOST	TOTAL
<b>STOCK FUND INVENTORIES</b>		
General Support (6C)	\$ 6,368,487	\$ 6,368,487
Systems Support (6H)	5,291,068	5,291,068
Ground Fuel	175,354	175,354
Aviation Fuel	7,132,345	7,132,345
Medical/Dental	2,334,324	2,334,324
Commissary	<u>2,624,356</u>	<u>2,624,356</u>
Subtotal	\$23,925,934	\$23,925,934
<b>BASE EXCHANGE INVENTORY</b>		
Fixed Assets	\$ 1,300,000	\$ 1,300,000
Resalable Assets	<u>\$ 3,800,000</u>	<u>3,800,000</u>
Subtotal	\$ 5,100,000	5,100,000
NAF INVENTORY	\$ 952,428	952,428
<b>CLASS VI</b>		
Fixed Assets	\$ 2,374	2,374
Inventory	<u>\$ 141,388</u>	<u>141,388</u>
Subtotal	\$ 143,762	143,762
<b>TOTAL INVENTORIES</b>	\$30,122,124	\$30,122,124
<b>TOTAL BASE O&amp;M (Less Civ Pay)</b>		\$36,784,436

# PAYROLL

FOR FISCAL YEAR 84



## EXPENDITURES FOR PAYROLL

PAYROLL (Gross)	HOST	TENANT	TOTAL
<b>Military</b>			
Air Force	\$64,338,638	\$2,854,645	\$67,193,283
Army*		5,085,000	5,085,000
Civil Service	2,072,239	662,045	2,734,284
Host Nation	9,929,497	1,192,199	11,121,696
<b>DODDS Employees (est)</b>			
Civil Service	4,253,000		4,253,000
Host Nation	290,000		290,000
<b>Nonappropriated Fund</b>			
Host Nation	106,178		106,178
US Non-Civil Service	2,439,365		2,439,365
<b>Base Exchange</b>			
US Employees	1,650,000		1,650,000
Host Nation	905,000		905,000
<b>Military Bank</b>			
US Employees	226,538		226,538
Host Nation	138,224		138,224
<b>Credit Union</b>			
US Employees	73,475		73,475
Class VI	50,069		50,069
<b>TOTAL PAYROLL</b>	<b>\$86,472,223</b>	<b>\$9,793,889</b>	<b>96,266,112</b>

\*Army payroll represents average net entitlements for the 380 division soldiers at Bitburg AB. Net entitlements are the wages available after deductions.

# CONTRACTING

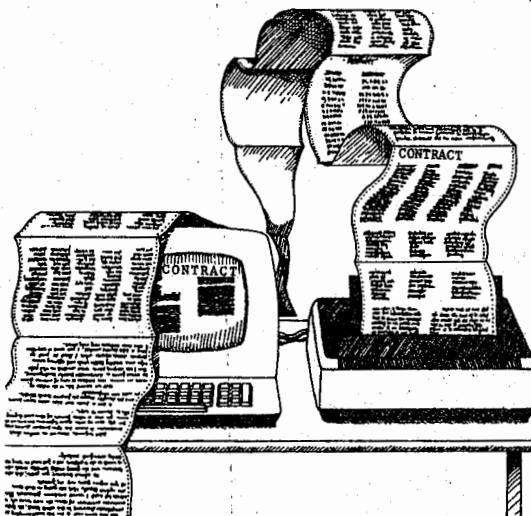
(Number of Active Contracts Administered)

ACTIVE CONTRACTS ADMINISTERED	NUMBER	DOLLARS
<b>Construction</b>		
Firm Fixed Price	27	\$2,337,867
Requirements	3	<u>328,867</u>
<b>TOTAL</b>	<b>30</b>	<b>\$2,566,734</b>
<b>Services</b>		
Firm Fixed Price	9	\$ 373,855
Requirements	7	<u>221,410</u>
<b>TOTAL</b>	<b>16</b>	<b>\$ 595,265</b>
<b>Supplies</b>		
Firm Fixed Price	5	\$1,458,065
Requirements	11	<u>718,000</u>
<b>TOTAL</b>	<b>16</b>	<b>2,176,065</b>

EIFEL

CONTRACTING

REGION



# CONSTRUCTION PROJECTS

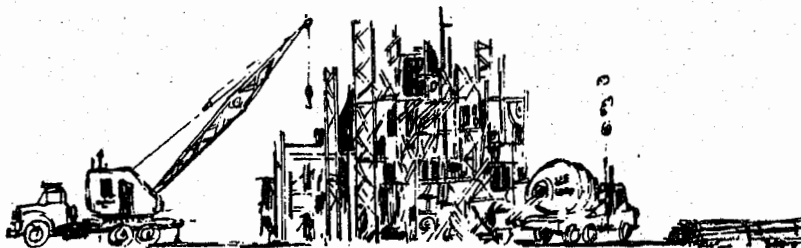
AS OF 30 SEP 84

## AWARDED FOR CONSTRUCTION:

Appropriated Funds	(\$)
Const 200,000 Gal Water Storage Tank	290,000
Tonedown Airfield Pvmts & Roofs	88,450
Replace Street Light Circuit	115,400
Const Water Treatment Plant	284,600
Repair Wooden Bleachers	27,700
Napalm Seal TAB VEE Shelters	98,150
Add/Alter Central Heating Plant	1,290,150
Construct School Road	171,200
Repair Radiators	3,050
Install Patio Awning Bldg 76 A & B	3,800
Repair Fire Alarm System	8,650
	<hr/>
	2,381,150

## Non-Appropriated Funds

None



PERSONNEL OFF-BASE EXPENDITURES FY84

<u>CATEGORY</u>	<u>EXAMPLES</u>	<u>\$ AMOUNT SPENT ON LOCAL ECONOMY</u>	<u>% OF TOTAL</u>
RENT	OFF-BASE HOUSING TEMPORARY LODGING	\$ 3,893,472	37.3%
FOOD/BEVERAGES	BEER, WINE, SCHNITZEL	1,656,389	15.9%
GIFTS/ENTERTNMT	CLOCKS, BAZAAR FINDS, MOVIES, DISCO, SPORTS	1,221,717	11.7%
UTILITIES	HEAT, LIGHTS, PHONE	1,209,942	11.6%
TRANS/TRAVEL	NEW CARS, INSURANCE, SEEING EUROPE	944,914	9.1%
MISCELLANEOUS	SCHRANKS, RUGS, FILM, MAPS	754,685	7.2%
CLOTHING	COATS, BOOTS, SKI WEAR	723,288	6.9%
MEDICAL	APOTHEKE	24,470	.2%
TOTAL EXPENDITURES		\$10,428,877	

NOTE: FIGURES AND PERCENTAGES ARE ROUNDED.





# CONSTRUCTION PROJECTS (cont)

AS OF 30 SEP 84

## IN-PROGRESS:

### Appropriated Funds

Repair Heating Tanks	203,700
Construction for Wing CP & New Tele Center	1,738,700
Restore Bulk Storage System	2,878,250
Maintain Hanger 401 Apron	145,850
ADP Phase IV	505,800
Construct ETS Bldg 211	338,550
Construct NATO Warehouse	677,400
Interconnect Water Dist Sys (Phase 1)	73,100
Alter Laundry to Warehouse	515,150
Repair Dikes Around Fuel Tanks	14,200
Modify Flightline Road (Phases 1 & 2)	127,000
Replace Carpet in Dorms	54,150
Repair AAFES Service Station	51,600
Convert Maids Rooms to Four Bedrooms, B&E	2,297,650
Replace Ash Lifts, BHA	139,700
Replace Bathroom Appliance Fittings	200,000
Renovate Medical Offices, Hospital	98,550
Renovate Apt Kitchens & Elect Upgrade	1,303,800
Convert Maids Rooms to Four Bedrooms, C&D	2,297,650
Repl Central Gas System, Hospital	45,450
Constr Avionics Maint Bldg	5,166,050
Construct 8 Sentry Shelters	63,750
Paint Interiors, BAB	56,300
Reroof 7 Dorms	298,500
Paint Exteriors, BAB	172,450
Replace Control Tower Ladder	13,800
Interconnect Water Dist System	75,850
Rpr AIL System, Bldg 457	24,600
Tonedown Misc Facilities	135,750
Alter Switch Station, Bldg 323	40,500
Relocate Fire Dept Drill Area	78,900
Maintain Base Roads and Sidewalks	92,250
Repair Munitions Stor Facs	54,650
Rehab Base Gym & Racketball Ct	448,100
Reroof Various Bldgs, BAB	358,850
Rpr/Mtn Bldg 467, Washrack	106,450
Replace Windows in Middle & Elementary Schools	84,100
Add/Alter Elementary School Dining Fac	141,600
Rpr Ext Walls w/Styrofoam Panels (I)	673,250
Rpr Ext Walls w/Styrofoam Panels (II)	640,150
Rehab Laundry Rooms, MFH	147,050
Maintain Hsg Sidewalks	103,800
Environmental Measures, MSA	86,050
Restore Cold Storage Bldg 305	91,350
Paint Interior Schools	73,600
	<u>22,860,350</u>

### Non-Appropriated Funds

Renovate VAQ/VOQ	96,100
GRAND TOTAL	25,337,600



MORALE, WELFARE AND RECREATION ACTIVITIES  
 (Nonappropriated Fund Portion)  
 FY84 ANNUAL PROGRAM

	REVENUE	CONTRIBUTIONS	EXPENSES	NET TOTAL
<u>CENTRAL BASE FUND:</u>				
Administration	5,556	267,372	131,491	135,881
Athletics	209,828	29,516	364,531	(125,187)
Bowling Center	559,196	10,778	464,861	105,113
MWR Supply	20,606	---	32,542	(11,936)
Recreation Center	732,203	2,010	702,901	31,312
Hobby Shops	101,280	---	148,595	(47,315)
AYA	85,167	17,874	147,019	(43,978)
Library	7,202	---	32,638	(25,436)
Education	16,415	---	14,368	2,047
Family Services	-0-	44	7,483	(7,527)
Child Care Center	217,257	9,626	224,068	2,815
Others	34,702	23,406	50,973	12,779
Subtotal	1,989,412	360,626	2,321,470	28,568
<u>MEMBERSHIP ASSOCIATION FUNDS:</u>				
Officers Open Mess	752,995	16,429	709,322	60,102
NCO Open Mess	1,925,752	5,120	1,897,054	33,818
Rod & Gun Club	281,085	-0-	291,577	(10,492)
Subtotal	2,959,832	21,549	2,897,953	83,428
<u>SPECIAL FUNDS:</u>				
Billeting	435,954	87,909	398,252	125,611
Audio/Photo Club	2,860,942	-0-	2,701,487	159,455
Subtotal	3,296,896	87,909	3,099,739	285,066
NAFFMB:	378,722	2,168	380,890	-0-
<u>MWR TOTAL:</u>	<u>8,624,862</u>	<u>472,252</u>	<u>8,700,052</u>	<u>397,062</u>

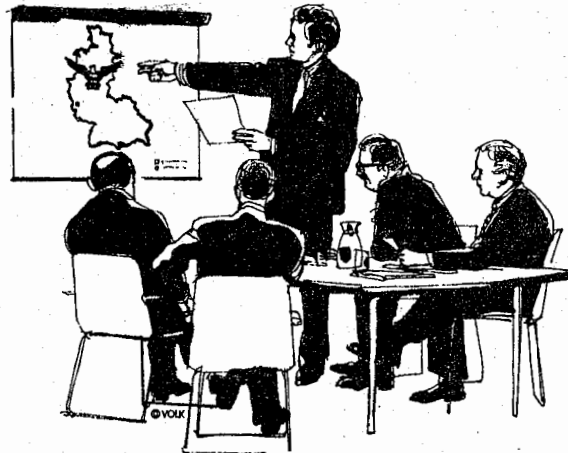
# CONTRACTS AWARDED WITHIN REGION OF INFLUENCE

FOR FISCAL YEAR 84

CUSTOMER	LINE ITEMS RECEIVED	DOLLAR VALUE PROCURED FROM HOST NATION	DOLLAR VALUE PROCURED THROUGH LGC
Base Supply	16,106	\$ 4,647,903	\$ 5,052,068
EMO	875	1,180,941	1,283,631
Chaplain	333	25,591	27,816
NAF (Commodities)	118	1,148,552	1,248,426
Library	2,355	37,876	41,170
Medical Supply	873	385,911	419,468
NAF (Services)	315	53,696	58,365
Base Fuels	384	2,311,990	2,513,033
Civil Engineer	1,425	6,849,920	7,445,565
Commissary	287	106,006	115,224
Miscellaneous Commodities 0-4	611	89,795	97,603
Miscellaneous Commodities 5-9	4,753	2,268,088	2,465,315
Subtotals	<u>28,435</u>	<u>\$19,106,269</u>	<u>\$20,767,684</u>
<u>Modifications to Contracts</u>			
773 Actions		<u>729,058</u>	<u>791,267</u>
Totals		<u>\$19,835,327</u>	<u>\$21,558,951</u>

Ratio of Line Items Received: Bitburg 53%, Spangdahlem 47%.

Note: 92% of total dollars awarded was within Germany.



# VALUE OF RESOURCES

CONTINUED

AS OF 30 SEP 84

OTHER OPERATING EXPENSES:

DODDS SCHOOLS - Bitburg Elementary, Middle, and High Schools.

DOLLARS

Supplies*	\$ 43,500
Equipment	0
Utilities	249,100
Other**	553,900

\* Does not include stateside purchases at DGSC, Richmond, Virginia.

\*\* Other includes the following categories of support:

Custodial Service	Communications	Maintenance of
Bus Transportation	Entomology	Vehicles
Maintenance and Repair of	Ice and Snow	Maintenance of
Real Property	Removal	Equipment
Laundry and Dry Cleaning	Printing and	
Refuse Disposal	Reproduction	

BASE EXCHANGE (AAFES)

Supplies	\$ 160,000
Equipment	80,000
Telephone Costs	130,000
Utilities	13,000

AMERICAN EXPRESS BANK

Supplies	\$ 13,914
Equipment	14,851

SERVICE FEDERAL CREDIT UNION

Supplies	\$ 1,700
Equipment	3,377

# VALUE OF RESOURCES

AS OF 30 SEP 84

CAPITAL ASSETS	HOST	GSU'S*	PRUEM**	TOTAL
***Facilities & Utilities	\$ 41,149,423	\$68,049,798	\$4,879,850	\$ 114,079,071
Aircraft (AFR 173-13)				
36TFW	\$1,682,700,000			\$1,682,700,000
Equipment:				
EAID	\$ 129,032,313			\$ 129,032,313
ADPE	1,016,414			1,016,414
Communications	22,340,802			22,340,802
Medical	2,719,901			2,719,901
TOTAL EQUIPMENT	\$ 155,109,430			\$ 155,109,430

\* The GSU(s) include the COB's assigned to Bitburg AB.

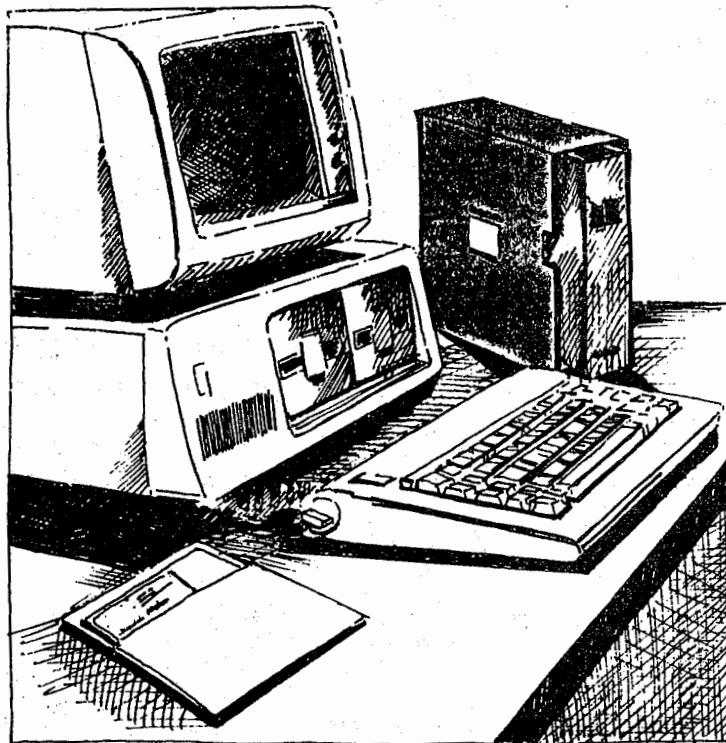
\*\* Responsibility for Pruem Air Station was transferred to Sembach Air Base 1 Oct 84.

\*\*\* Land is not included as a capital asset, as land is leased from the host nation government. Utilities include such items as power lines and sewage plants.



# CAPITAL ASSETS(cont)

COMPUTERS	Number
Cromemco Mini-Computers	12
Burroughs-4700 (Leased)	1
UNIVAC 1050-II	2 (1 computer at Spangdahlem AB, Ge)
IBM 3741-3	<u>1</u>
TOTAL	16
PCAM	
IBM/029/A22	19
IBM/083/1	1
IBM/548	<u>2</u>
TOTAL	22



# PROGRAM DATA

## (cont)

FOR FISCAL YEAR 84

### AMERICAN EXPRESS BANK

	NUMBER	DOLLARS
Checking Accounts	2,298	\$1,598,754
Savings Accounts	2,146	1,313,021
Loan Accounts	264	247,138
Certificates of Deposit	86	1,043,000

### LOCAL CURRENCY CONVERSIONS

1. Dollar/DM Conversions made by Accounting and Finance Officer	\$ 34,949,611	(approx. DM 91 Million)
2. Over the counter sales to customers	\$ 23,506,245	(approx. DM 61 Million)

### AUTOMATIC TELLER TRANSACTIONS

Number of Dollar/DM transactions	91,182
----------------------------------	--------

### SERVICE FEDERAL CREDIT UNION

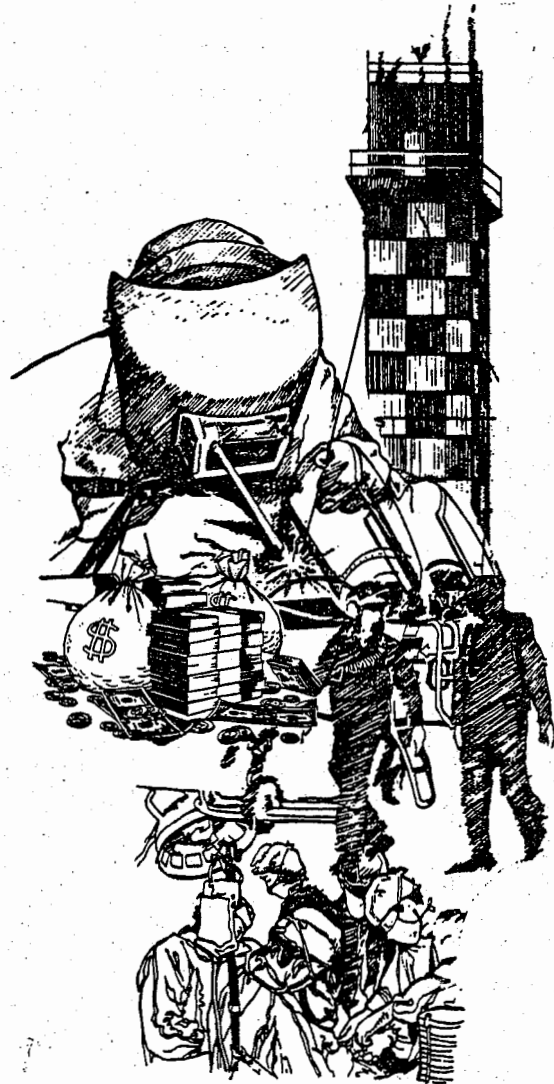
	NUMBER	DOLLARS
Share Members	3,109	\$ 959,898
Loans	1,931	3,147,070
Share Draft	1,169	1,424,037
Certificates	167	1,531,906
All Savers Certificates	0	0





# PROGRAM DATA

FOR FISCAL YEAR 1984



# FORCE STRUCTURE

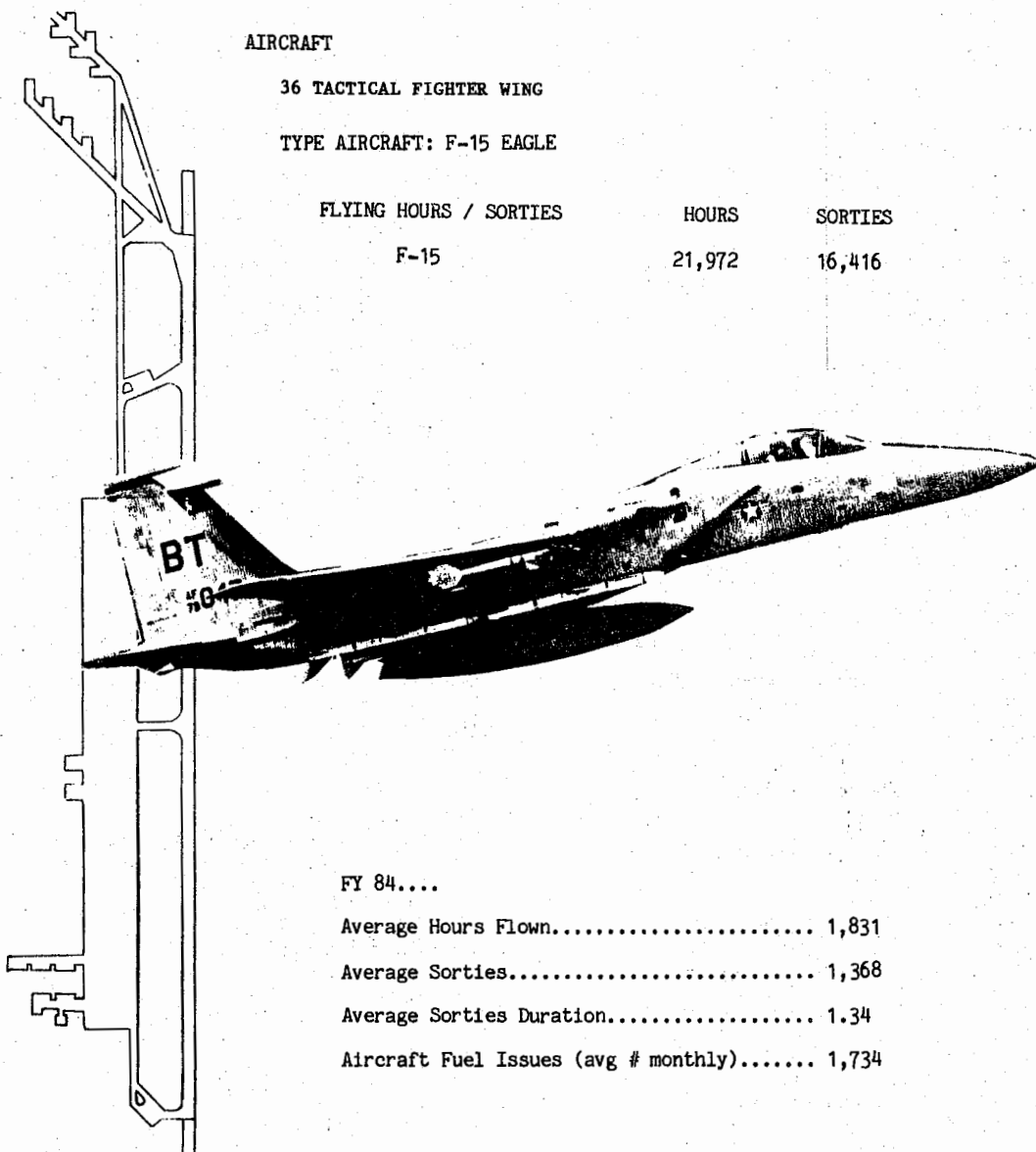
AS OF 30 SEP 84

## AIRCRAFT

36 TACTICAL FIGHTER WING

TYPE AIRCRAFT: F-15 EAGLE

FLYING HOURS / SORTIES	HOURS	SORTIES
F-15	21,972	16,416



FY 84....

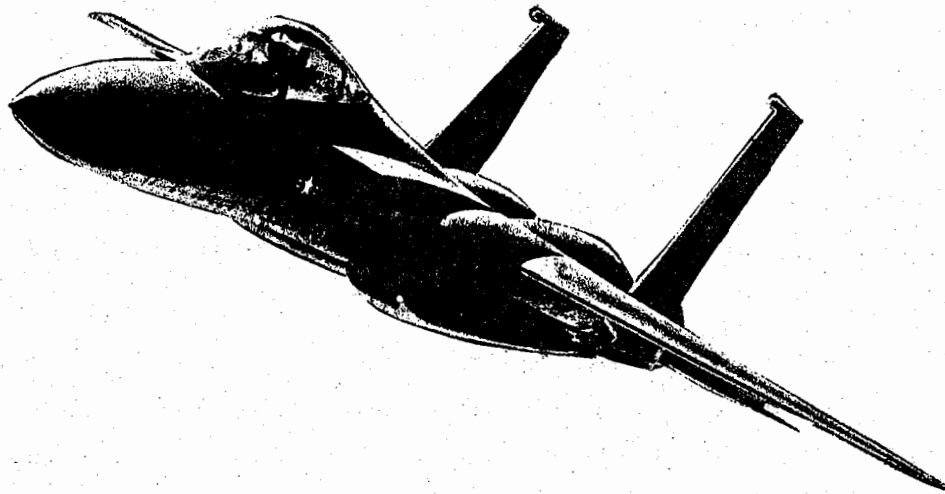
Average Hours Flown..... 1,831

Average Sorties..... 1,368

Average Sorties Duration..... 1.34

Aircraft Fuel Issues (avg # monthly)..... 1,734

# 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 to operate and maintain the Bitburg AB complex and such other stations and facilities as directed.

## AUFGABE

des 36. Taktischen Kampfgeschwaders

Vorbereitung und Durchführung von Luftverteidigungseinsätzen nach Anweisung.

Verwaltungstechnische und logistische Unterstützung der Geschwadereinheiten, und aller dem Geschwader angegliederten Einheiten, sowie aller auf dem Flugplatz stationierten Gasteinheiten.

Verwaltung und Unterhaltung des Gesamten Flugplatzbereiches und auf Anweisung auch anderer U.S. Stationen und Militäreinrichtungen.

# COMMUNITY INVOLVEMENT

## INTERNATIONAL FRIENDSHIP

The 36TFW attempts to create good will whenever possible. This includes participation in events held in West Germany, France, Luxembourg, and Belgium. Independent base groups have participated in host-nation activities ranging from Boy Scouts to folk dancers, the Bitburg European Borderland Fest, Ettelbruck-Patton Remembrance Day and Memorial Day celebrations in Bitburg, Luxembourg, and Malmédy, Belgium. We support these events with F-15 flybys, wreath laying, speakers, color and honor guards.

## NEWCOMER ORIENTATION

Newcomers to Bitburg Air Base are introduced to the warm hospitality of their host country upon arrival. The highlights of inprocessing are the base sponsored tours of the city of Bitburg, the Bitburg Brewery, and the nearby city of Trier. The mayor of Bitburg City, Herr Theo Hallet personally greets newcomers at the Town Hall. This is the finest of introductions to the German culture.

Bitburg Air Base sponsors numerous activities designed to invite contact and cooperations with the community...

- OPEN HOUSE - Attended by some 50,000 - 80,000 spectators from West Germany and nearby countries.
- VOLKSMARCHING - The Bitburg Gaiters are a very active organization whose members participate in over 100 volksmarches a year throughout several European countries. Also, they sponsor an annual volksmarch locally.
- The BASE CHAPEL - offers exchange services, community programs, choir performances, charity sponsorships, as well as works with senior citizens and chaplain exchanges/meetings.
- PROFESSIONALISM - We have interprofessional exchanges for pilots, fire and police departments, legal, social actions, dental, and the Red Cross.
- SOCIAL FUNCTIONS - include concerts performed by various choirs and the USAFE Band.
- TOURS - We have an extensive tour program with guides. Tours are available through several commercial companies or the Recreation Center.

# TFS HISTORY

## 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.



22  
272

The squadron transferred to Furstenfeldbrück, 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 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.

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 Furstenfeldbrück West 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 E 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.



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PRESIDENTIAL REMARKS: STATEMENT AT LUNCH AT BITBURG AIR FORCE  
BASE, GERMANY, MAY 5, 1985

[base commander/wing commander/senior officer], Mr. Chancellor,  
Mrs. Kohl, Mr. Mayor, friends:

I am delighted to be with you today and to be able to visit this impressive base. Nancy and I have done a lot of traveling in the past several years, and I am proud to say that this is my second trip during that time to the Federal Republic of Germany. But all too often during this sort of travel we see only big cities and attend only official functions. To be able to see other parts of the countries we visit and to meet other people is a privilege, and it means a lot to us.

I am particularly delighted to have the opportunity to offer my congratulations to a group which plays a very special part in the life of the free world. As the Economic Summit in Bonn just demonstrated, the countries of the Western world, which extends from the Federal Republic of Germany across the Atlantic to North America, and beyond the Pacific to Japan, enjoy unprecedented peace, freedom, and prosperity. In order to stay free, we must be prepared to defend our freedom. You, the men and women of the German Luftwaffe and the United States Air Force, are defenders of that freedom, and the rest of us owe you a deep debt of gratitude. As Commander in Chief of the U.S. armed forces, I am proud to be the one to say that.

I know it isn't easy to do what you do. Plenty of other men and women devote their working energies to public service, but then when the day is done they go home and have other lives to lead. You, on the other hand, accept the difficulties and uncertainties of being full-time participants, as entire families, in the defense of our freedom and democracy. Your devotion carries you from one unfamiliar place to another, often far from home, and helps you to make each new place a new home. It's a big burden to carry, but you do it well and with grace. I want to say to the Americans in uniform here that your fellow citizens can be proud to have you as representatives of the American people in the Federal Republic, one of our closest friends and our most valued ally.

I am also glad to have an opportunity to offer my congratulations to another group which has a unique role in the defense of freedom -- the people of Bitburg. As hosts to this major air force base, you put up with a certain amount of inconvenience for the sake of our common security. But there is something more. In addition to your patience, you have opened your doors and your hearts to our military families, who have devoted themselves to demonstrate in a unique way what our alliance means. Through your willing and gracious acceptance and help, you have made them feel at home. For this generosity to my countrymen, you have my respect and affection, and I thank you from the bottom of my heart.



# 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."



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 superemacy 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

### MISSION

#### 36TH TACTICAL FIGHTER WING

PREPARE FOR AND CONDUCT AIR DEFENSE OPERATIONS AS DIRECTED.

PROVIDE ADMINISTRATIVE AND LOGISTICAL SUPPORT FOR ASSIGNED, ATTACHED, AND TENANT UNITS.

OPERATE AND MAINTAIN THE BITBURG AIR BASE COMPLEX AND SUCH OTHER STATIONS AND FACILITIES AS DIRECTED.

### AUFGABE

des 36. Taktischen Kampfgeschwaders

VORBEREITUNG UND DURCHFÜHRUNG VON LUFTVERTEIDIGUNGSEINSATZEN NACH ANWEISUNG.

VERWALTUNGSTECHNISCHE UND LOGISTISCHE UNTERSTÜTZUNG DER GESCHWADEREINHEITEN, ALLER DEM GESCHWADER ANGEGLIEDERTEN EINHEITEN, SOWIE ALLER AUF DEM FLUGPLATZ STATIONIERTEN GASTEINHEITEN.

VERWALTUNG UND UNTERHALTUNG DES GESAMTEN FLUGPLATZBEREICHES UND AUF ANWEISUNG AUCH ANDERER U.S. STATIONEN UND MILITÄREINRICHTUNGEN.



## 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)



## Fact Sheet

# 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

### 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.

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."



# 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	Cruise Missiles
<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	GLCM, Cruise Missiles
<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)



THE NETHERLANDS

32 TFW

Camp New Amsterdam

F-15C, D

SPAIN

401 TFW

Torrejon AB

F-16

406 TFW

Zaragoza AB

Tactical Range Support Weapons  
Training School

TURKEY

HQ TUSLOG

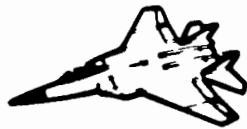
Ankara AS

Command and Communications

39 TACG

Inçirlik Common  
Defense Installation

Rotational USAFE Aircraft



**Capt. Richard J. Reibeling**  
Public Affairs Officer

36. Tactical Fighter Wing  
Bitburg Air Base, West Germany

Office: (0 65 61) 57 21  
(0 65 61) 61 - 77 17

Home: (0 65 61) 20 69  
(0 63 71) 23 79



*Bennie B. Blansett*

Colonel, USAF  
Base Commander  
Bitburg Air Base, Germany



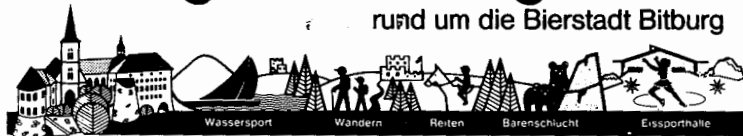
Residence:  
76B FLUGPLATZ  
5520 Bitburg  
Phone: 06561-2424

Mailing:  
Box 1  
APO NY 09132

Office:  
36 CSG/CC  
Local: 06561-61-7100  
Autovon: 453-7200

## Feriengebiet Bitburger Land

rund um die Bierstadt Bitburg



Verkehrsbüro

Bedastraße 11 5520 Bitburg/Südeifel

Telefon (0 65 61) 89 34/89 35

Überreicht durch: Waltraut Meier



# Fact Sheet

# United States Air Force

BITBURG AIR BASE, GERMANY  
36th Tactical Fighter Wing

36TH TACTICAL FIGHTER WING



Bitburg Air Base is located in the Eifel mountains adjacent to the town of Bitburg. Less than 20 miles from the base is Trier, the oldest city in Germany. There are approximately 4,000 military and 120 Department of the Air Force civilians assigned.

## Mission

The mission of the 36th Tactical Fighter Wing is to prepare for and conduct NATO air defense operations. The wing also provides administrative and logistical support for assigned, attached and tenant units.

The 36th Tactical Fighter Wing is assigned to 17th Air Force and NATO's 4th Allied Tactical Air Force.

## 36th Tactical Fighter Wing History

The 36th Tactical Fighter Wing has always been the foremost fighter wing in the United States Air Forces in Europe.

It has been a mainstay of the nation's defense since it was activated as a pursuit group at Langley Field, Va., in February 1940. The wing was in the Caribbean flying air defense missions until May 1943, when the unit moved to Charleston, S.C., to begin training in the P-47 Thunderbolt.

In May of 1944 the 36th was flying combat missions over France from its home base in England. After supporting the D-Day landings, the unit moved to Normandy to occupy the first of a series of temporary bases in France, Belgium and Germany. The then 36th Fighter Group's efficiency and endurance earned it the nickname, "The Fightin' 36th."

In March 1946, the 36th Fighter Group moved to Bolling Field, Washington, D.C. Shortly thereafter the group moved to Howard Field, Canal Zone. It became a jet fighter unit with F-80 Shooting Star aircraft. In July 1948, the

(Current as of February 1985)

-more-

36th Fighter Wing was organized and moved to Furstenfeldbruck AB, Germany to become the first jet fighter unit in Europe. While at Furstenfeldbruck, the 36th formed the "Skyblazers," the first Air Force aerobatic team using jet aircraft.

The 36th was redesignated a fighter-bomber wing in 1950 and equipped with USAFE's first F-84 Thunderjets. In 1952, the wing moved to the newly-constructed Bitburg Air Base and the "Skyblazers" rotated to the U.S. to form the U.S. Air Force "Thunderbirds". Sponsorship of the team was transferred to the 86th Fighter-Bomber Wing.

In August 1953, F-86 Sabrejets arrived at Bitburg and replaced the F-84s. The 36th was redesignated a fighter-day wing in August of 1954 and included the 22nd, 23rd and 53rd Fighter-Day Squadrons. The 36th's size and capabilities expanded with the assignment of the 32nd Fighter-Day Squadron at Camp New Amsterdam, the Netherlands, in September 1955, and the 461st Fighter-Day Squadron at Landstuhl AB, Germany, in February 1956.

The 36th received F-100 Super Sabres in April 1956 to become the first wing in USAFE to use supersonic aircraft. In October 1956, the "Skyblazers" returned to the 36th and became the first supersonic aerobatic team in Europe. The 525th Fighter-Interceptor Squadron arrived at Bitburg in February 1957 as a tenant unit flying the F-86.

The 36th was redesignated as a tactical fighter wing in July 1958. It began to take its present shape with the deactivation of the 461st Tactical Fighter Squadron in August 1959 and it was assigned to 17th Air Force in November 1959. In April 1960, the 32nd Tactical Fighter Squadron was transferred to the 86th Fighter-Interceptor Wing.

The 36th continued its history of introducing new aircraft to Europe when it received the F-105 Thunderchief in May 1961. The "Skyblazers" demonstration team disbanded in January 1962, ending a proud era.

In October 1965 the flexibility of the "Fightin' 36th" was demonstrated when the wing assumed full responsibility for the 71st Tactical Missile Squadron. In March 1966, the wing scored yet another first when it received the F-4D Phantom II.

The 525th was assigned to the wing in November 1968 and became the first unit in Europe to fly the F-102 Delta Dagger. The 71st TMS was deactivated in April 1969 and the 36th Tactical Electronic Warfare Squadron was activated, flying the EB-66 Destroyer. When the 49th Tactical Fighter Wing transferred from Spangdahlem to Holloman Air Force Base, New Mexico in July 1969, the 36th assumed control of both Bitburg and nearby Spangdahlem Air Bases. The 525th was redesignated a tactical fighter squadron in October 1969 and converted to the F-4E. Also in 1969, construction of the steel and concrete aircraft shelters was begun.

Activation of the 52nd Tactical Fighter Wing at Spangdahlem, in December 1971, and the simultaneous reassignment of the 23rd Tactical Fighter Squadron and the 39th TEWS to the new wing left the 36th with the 22nd, 53rd and 525th Tactical Fighter Squadrons, at Bitburg. By September 1973, all three squadrons had converted to the F-4E.

In April 1977 the 36th Tactical Fighter Wing became the first unit outside the continental U.S. to fly the F-15 Eagle, the latest air superiority aircraft. Subsequently, the wing converted to the F-15C and F-15D aircraft between October 1980 and December 1981.

### Achievements and Honors

In September of 1944 the wing was awarded the Presidential Unit Citation after destroying more than 500 enemy vehicles near Poiter, France. For its efforts in the liberation of Belgium and Luxembourg and the Battle of the Bulge, the unit was awarded the Belgian Fourragere, Citations in the Order of the Day, Belgian Army, and the Luxembourg Croix de Guerre. The wing won its second Presidential Unit Citation in 1945 for destroying 73 enemy aircraft near Leipzig, Germany.

Since World War II, the 36th Tactical Fighter Wing has been awarded five Air Force Outstanding Unit Awards. The awards were presented for the periods of May 1, 1956 to May 1, 1958; January 1, 1968 to December 31, 1968; December 1, 1973 to June 30, 1975; July 1, 1975 to June 30, 1977; and July 1, 1977 to June 30, 1979.

### Aircraft Used

1940: P-36 "Mohawk"  
1941: P-39 "Airacobra"; P-40 "Warhawk"  
1943: P-47 "Thunderbolt"  
1946: F-80 "Shooting Star"  
1950: F-84 "Thunderjet"  
1953: F-86 "Sabrejet"  
1956: F-100 "Super Sabre"  
1961: F-105 "Thunderchief"  
1966: F-4D "Phantom II"  
1968: F-102 "Delta Dagger" flown by  
the 525th FIS  
1969: F-4E "Phantom II"; EB-66 "Destroyer"  
flown by the 39th TEWS  
1977: F-15 "Eagle"

### Wing Emblem

The 36th Tactical Fighter Wing's emblem consists of a red arrowhead pointing upward on a shield of yellow; on a horizontal blue division of the upper portion is a white half-wing.

It was designed for use by the 36th Fighter Group in 1940 and was finally approved as an official emblem of the 36th Fighter Bomber Wing by the Department of the Air Force in June 1952. It was approved for use as the 36th Tactical Fighter Wing emblem in 1958.

The shield is blue and yellow, the colors of the United States Air Force. The red arrowhead on the yellow background indicates the wing's 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.

## Bitburg Air Base History

The city of Bitburg dates back some 1,260 years, but its beginnings go back much further. Almost 2,000 years of marching armies and political upheaval have left their mark on Bitburg. The area became part of the demilitarized zone of the Rhineland after World War I, and remained so until 1936, when Hitler moved his armies into the area. However, the Nazi Party found few supporters in the Eifel and, during Hitler's regime, the people of the Eifel had very little to do with the Nazis, when possible.

Bitburg paid a heavy price during World War II. The German Army had a supply and communications center in Bitburg, and the area was a gathering point for German armored forces during the Battle of the Bulge. The U.S. Army Air Force pounded the Bitburg area and, on Christmas Eve, 1944, 85 percent of Bitburg laid in smouldering ruins.

Following the war, Bitburg fell into the French Zone of Occupation. After the Berlin Airlift and continued threats by Russia in Central Europe, the U.S. decided tactical fighters and bombers were needed in the area. Negotiations were started and, in 1951, construction of the base began. The 53rd Fighter-Bomber Squadron arrived from Furstendfeldbruck Air Base, Germany, to become the first operational tenant of Bitburg Air Base in July of 1952. The rest of the 36th Fighter-Bomber Wing arrived in November of that year. Construction of support facilities continued until 1956, when the base was substantially as it is today.

-30-



# 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: Col. Peter D. Robinson

VICE WING COMMANDER: Col. James M. Stewart

BASE COMMANDER: Col. Bennie B. Blansett

HOSPITAL COMMANDER: Lt. Col. Leroy P. Gross

MAJOR ASSOCIATED UNITS: 2139 Information Systems Sq  
Det 1, 31st Wea Sq  
B Battery, 6th BN, 56th ADA  
Maj. John W. Droke  
Capt. David P. Urbanski  
Capt. 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 February 1985

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 AB 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; Jan. 1, 1968 - Dec. 1, 1968; Dec. 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 Air Base, West Germany, Telephone 06561-6-7718

### **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 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.

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, West 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 E 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 F-84 Thunderjets.

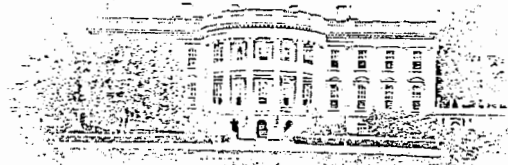
Early in 1957, the unit moved to its present location at Bitburg AB as a tenant unit of the 36TFW. Eleven years later it became part of the 36TFW and 17th Air Force. In 1969, it received its first F-4E Phantoms, and was combat ready 61 days later.

In April 1977, the Bulldogs became the first unit in Europe to fly the air superiority F-15 Eagle.

Current as of September 1982



DONALD L. CAMMEL  
PRESIDENTIAL COMMUNICATIONS



WHITE HOUSE COMMUNICATIONS AGENCY  
(202) 395-2000



Capt. Richard J. Reibeling  
Public Affairs Officer

36. Tactical Fighter Wing  
Bitburg Air Base, West Germany

Office: (0 65 61) 57 21  
(0 65 61) 61 - 77 17

Home: (0 65 61) 20 69  
(0 63 71) 23 79



*Bennie B. Blansett*

Colonel, USAF  
Base Commander  
Bitburg Air Base, Germany



Residence:  
76 B FLUGPLATZ  
5520 Bitburg  
Phone: 06561-2424

Mailing:  
Box 1  
APO NY 09132

Office:  
36 CSG/CC  
Local: 06561-61-7100  
Autovon: 453-7200



# **FACT SHEET**

## **United States Air Force**

### 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 outperform, out fly, and outfight 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 outmaneuver 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-15 C 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, 20 mm rapid 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 shoot 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.

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-seated 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 miles  
INTERCEPT RANGE: Beyond 150 miles  
ARMAMENT: Four Sidewinder missiles, four Sparrow missiles, 20 mm 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 1/2 minutes



# **FACT SHEET**

## **United States Air Force**

OFFICE OF PUBLIC AFFAIRS, HQ USAFE, 6792 FLUGPLATZ RAMSTEIN,  
WEST GERMANY, TELEPHONE 06371-43469

### UNITED STATES AIR FORCES IN EUROPE

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.

### 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, Netherlands, Belgium, Canada and Federal Republic of Germany.

The command's weapon systems are ready for strike, air defense, 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 assist air 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.

(current as 1 June 1982)

Most of USAFE's operational bases, aircraft and personnel are concentrated in Western Europe. About 67,000 U.S. Air Force members are assigned to the European area. Major USAFE units are maintained in England, Germany, Greece, Italy, The Netherlands, Spain and Turkey.

#### ORGANIZATION

To achieve an economic and efficient operational posture, recent USAFE management actions have streamlined the command structure for Air Force activities in Europe, reduced manpower and increased integration of Air Force staffs with their NATO counterparts.

USAFE Headquarters is at Ramstein Air Base, Germany, alongside Headquarters Allied Air Forces 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 commander 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.

#### AIRCRAFT INVENTORY

The USAFE inventory includes these aircraft:

- \*A-10 Thunderbolt II. USAFE's newest acquisition, is the first aircraft specifically designed for the close air support role.
- \*F-4 Phantom II. C-D-E models provide tactical capability for nuclear, conventional and air defense operations.
- \*F-111 Fighter-Bomber. E-F models provide long-range lowlevel strike capability.
- \*F-15 Eagle. Air superiority fighters provide first line air defense.
- \*F-16 Fighting Falcon. USAFE's newest air superiority fighter.
- \*F-5E Tiger II. Fighters provide USAFE dissimilar aircraft training and perform a secondary air defense role.
- \*RF-4 Phantom II. Reconnaissance aircraft provide USAFE's primary all-weather, day-night reconnaissance.
- \*OV-10 Bronco. Forward Air Control aircraft provides USAFE's airborne capability for directing close air support.



\*CH-53 Super Jolly Green Giant. Helicopters provide cargo and personnel carrying capability.

\*UH-1N Huey. Helicopters provide personnel movement capability.

\*In addition to USAFE assigned aircraft based in Europe, at any one time the Air Force inventory in theater on rotational basis includes Military Airlift Command C-141 Starlifter, C-130 Hercules and C-5 Galaxy airlift aircraft, HC-130 rescue and C-9 Nightingale medical evacuation aircraft; Strategic Air Command B-52 bombers and KC-135 Stratotankers; and during frequent exercise training periods, deployed aircraft of the Tactical Air Command, Air National Guard and Air Force Reserve.

#### DUAL BASING

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

These squadrons are geared for rapid deployment to European locations set up to accept and service them at any time. They are periodically rotated overseas for training in the European operating environment.

The best known of these dual-basing exercises is the "Crested Cap" series under which tactical fighter aircraft fly annually from the United States to Germany for training. The exercises demonstrate the capability of the U.S. Air Force units to deploy from U.S. locations to overseas bases and immediately begin combat operations.

#### TACTICS AND MUNITIONS

Aircraft fighter crews from USAFE units receive regular training at designated training sites within the command in the latest techniques of aerial combat, attack, reconnaissance and strike tactics, as they apply in the European area.

The command also emphasizes aircrew proficiency under poor climatic conditions since darkness, low ceilings and heavy cloud coverage characterize central European weather more than 85 percent of the time during winter.

Improved munitions have given USAFE's fighter crews additional capability. Guided weapons have added new punch to USAFE's weapons inventory and NATO's capability to counter potential threats.





# Biography

## United States Air Force

36TH TACTICAL FIGHTER WING, PUBLIC AFFAIRS OFFICE, BITBURG AIR BASE, W. GERMANY

Col. Peter D. Robinson

Colonel Peter D. Robinson is commander of the 36th Tactical Fighter Wing, United States Air Forces in Europe, Bitburg Air Base, Germany.

Colonel Robinson was born Oct. 9, 1940, in Ann Arbor, Mich., where he graduated from high school in 1958. He received an appointment to the U.S. Air Force Academy, Colo., and graduated in 1962 with a bachelor of science degree in basic and applied science and a commission as a second lieutenant in the U.S. Air Force. In 1968, he attended the Defense Language Institute in Monterey, Calif., and from 1968 to 1970, he attended the University of Freiburg, Germany, as an Olmsted Scholar in Mathematics. He also earned a master's degree in planning and public administration from Pepperdine (Calif.) University in 1977, and in 1981 graduated from the Royal College of Defence Studies, London, the British Senior War College. In addition, the colonel has completed Squadron Officer School, the Industrial College of the Armed Forces, Air Command and Staff College, and Air War College.

In July 1962, Colonel Robinson began pilot training at Webb Air Force Base, Texas. Upon graduation in August 1963, he was assigned to Luke Air Force Base, Ariz., for combat crew training in the F-100 Super Sabre.

Colonel Robinson's next assignment flying F-100s was with the 81st Tactical Fighter Squadron, Hahn Air Base, Germany in June 1964. In December 1966, he left for Bien Hoa Air Base, Republic of Vietnam, where he served as weapons officer in the 90th Tactical Fighter Squadron. During this southeast Asia tour of duty, Colonel Robinson flew 325 combat missions in the F-100.

He returned to the U.S., and from January to September 1968, attended the Defense Language Institute (studying German) in Monterey, Calif. From October 1968 to July 1970, he attended the University of Freiburg, Germany, as an Olmsted Scholar in Mathematics.

In the summer of 1970, Colonel Robinson transitioned into the F-4 Phantom while assigned to Davis-Monthan Air Force Base, Ariz. He was then assigned to the 555th Tactical Fighter Squadron, Udorn Royal Thai Air Base, Thailand, as an F-4 pilot in November 1970, where he flew 110 combat missions. Following this assignment, in November 1971, he was transferred to Headquarters U.S. Air Force, Washington, D.C., as staff officer, Deputy Chief of Staff Personnel Office. From September 1974 to December 1975, he was the military assistant to the Air Force Assistant Secretary for Manpower and Reserve Affairs at Headquarters U.S. Air Force.

Current as of January 1985

(over)

Colonel Robinson was assigned to the 49th Tactical Fighter Wing, Holloman Air Force Base, N.M., as chief, Operations and Training, in December 1975. Six months later, he became the operations officer in the 9th Tactical Fighter Squadron, still flying the F-4. He was chief of Standardization and Evaluation Division from January 1978 to January 1979, during the wing's conversion from the F-4 to the F-15 Eagle. He then moved to the 7th Tactical Fighter Squadron as commander in January 1979. From January to June 1980, he was transferred to maintenance as the officer in charge of the F-15 quality assurance program, and in June 1980, he became assistant deputy commander for operations.

In December 1980, Colonel Robinson moved to London to attend the Royal College of Defence Studies. He was then assigned to Headquarters United States Air Forces in Europe as director of Requirements and Readiness from January 1982 until April 1983, when he assumed duties as the vice commander, 36th Tactical Fighter Wing, Bitburg Air Base, Germany.

Colonel Robinson assumed his duties as wing commander in January 1985.

The colonel is a command pilot with more than 3,244 flying hours. His military decorations and awards include the Legion of Merit with one oak leaf cluster, Distinguished Flying Cross with three oak leaf clusters, Meritorious Service Medal, Air Medal with 27 oak leaf clusters, and the Air Force Commendation Medal.

He was promoted to colonel Oct. 1, 1980, with a date of rank of Aug. 11, 1980.

Colonel Robinson is married to the former Patricia A. Clements of Denver, Colo. They have one son, Eric and a daughter, Kristen.





# Biography

## United States Air Force

36TH TACTICAL FIGHTER WING, PUBLIC AFFAIRS OFFICE, BITBURG AIR BASE, W. GERMANY

Col. Bennie B. Blansett

Col. Bennie B. Blansett is commander of the 36th Combat Support Group (base commander), United States Air Forces in Europe, Bitburg Air Base, West Germany.

Colonel Blansett was born Aug. 10, 1938, in Hillsboro, Texas, and graduated from Temple High School, Temple, Texas, in 1956, and the Naval Academy Preparatory School in 1959. He earned a bachelor of business degree in accounting from Southwest Texas State College, and a commission as a second lieutenant through the Air Force Reserve Officers Training Corps in May 1963, completing ROTC as a distinguished graduate. The colonel also received a master's degree in business administration from the University of Colorado in 1972. Colonel Blansett has completed personnel, budget, information, administrative management and executive support officer courses, as well as a national security management course, Squadron Officer School, Air Command and Staff College in residence at Maxwell Air Force Base, Ala., and the Air War College Seminar Program.

Colonel Blansett began his Air Force career in June 1956 as an airman serving as a personnel specialist at James Connally Air Force Base, Texas; Camp Cooke, Calif.; Edwards Air Force Base, Calif.; and Fort Belvoir, Va. From November 1959 to June 1963, he was a personnel technician with the Air Force Reserve in Austin, Texas. Upon completion of his college degree, the colonel entered navigator training at James Connally Air Force Base, graduating in January 1965. His first assignment following training was to the 41st Air Rescue Squadron, Hamilton Air Force Base, Calif., from January 1965 to November 1966, as a rescue crew navigator on the HU 16B Albatross. He was also the squadron administrative officer.

He was then transferred to the 606th Air Commando Squadron, Nakhon Phanom Air Base, Thailand, and served as a "candlestick" combat crew navigator in the UC-123 Provider. During this tour of duty, from January 1966 to December 1967, Colonel Blansett flew 550 hours during 110 combat missions in Southeast Asia.

In January 1968, he returned to the United States, assigned to the 19th Military Airlift Squadron (Special), Kelly Air Force Base, Texas, as a transport navigator in the C-124 Globemaster. His additional duty during this assignment was as a squadron information officer.

From January 1970 to May 1971, Colonel Blansett flew with the 14th Military Airlift Squadron, Norton Air Force Base, Calif., as a transport navigator in the C-141 Starlifter. In June 1971, he was accepted into the Air Force Institute of Technology and completed his master's degree in business administration at the University of Colorado one and a half years later.

(Current as of June 1984)

(over)

The colonel's next assignment was as a financial officer with the Maverick Missile System Program Office at Wright-Patterson Air Force Base, Ohio, from January 1973 to June 1975. He left that position to attend Air Command and Staff College at Maxwell Air Force Base from July 1975 to June 1976. The following month, Colonel Blansett was assigned to the 54th Weather Reconnaissance Squadron, Andersen Air Force Base, Guam, as a navigator in the WC-130 Hercules, where he was credited with 16 typhoon penetrations. He also served as squadron flight commander and executive officer.

In September 1978, Colonel Blansett was transferred to Clark Air Base, Philippines, and became deputy director of Resource Management for the 374th Tactical Airlift Wing. Nine months later, he was appointed wing director of Resource Management.

The colonel left Clark Air Base in July 1981 for assignment as assistant commander for Resource Management, 86th Tactical Fighter Wing, Ramstein Air Base, Germany. In September 1983, he arrived at Bitburg to serve as deputy commander of the 36th Combat Support Group (deputy base commander). He was promoted to base commander in June 1984.

Colonel Blansett is a master navigator with more than 5,100 hours of flying time. His military decorations and awards include the Distinguished Flying Cross with two oak leaf clusters, Meritorious Service Medal with one oak leaf cluster, Air Medal with 11 oak leaf clusters, Air Force Commendation Medal with one oak leaf cluster, Combat Readiness Medal, Good Conduct Medal, National Defense Service Medal, Vietnam Service Medal with 10 bronze service stars, Republic of Vietnam Campaign Medal, Air Force Longevity Service Award with five oak leaf clusters, Small Arms Expert Marksmanship Ribbon, Armed Forces Expeditionary Medal (Korea), Presidential Unit Citation, Air Force Outstanding Unit Award with "V" device and three oak leaf clusters, Air Force Organizational Excellence Award with one oak leaf cluster, and the Vietnam Gallantry Cross with Palm Device.

He was promoted to Colonel May 1, 1984, with same date of rank.

Colonel Blansett is married to the former Mary Sue Hooks of Temple, Texas. They have three children: Monica, Benet, and Boyd.