Dear Friends and Supporters of the Cold War Museum
I am pleased to offer the following report about the developments and proceedings of the Cold War Museum, Chapter Berlin.

We wish to offer our thanks to the RAF Museum in London, UK (Mr. Stuart Hadaway) to supporting the new exhibition with photographic materials.
RAF Museum London, Grahame Park Way, London, NW9 5LL
http://www.rafmuseum.org.uk/london

Photo by Horst Simon

In Memory
I am very sad to announce that USN Commander ret. Maurice Burke Jackson, passed away in his home at Atlantic Shores in Virginia Beach April 5, 2008. "Maury" was born Sept. 4, 1919. Maurice grew up in Lawrence, Kan., and graduated with a BA degree in economics from the University of Kansas in 1941. He served in the Navy 24 years before retiring with the rank of commander in 1964. During World War II he served as an officer aboard a sub-chaser in the Atlantic. He earned his Navy wings in 1944 and served as a Navy primary flight instructor. After the war he flew 105 missions in the Berlin Airlift, he was also public Report officer for VR-6, and VR-8 Transport Squadron. Last September Commander Jackson donated the Berlin Chapter his personal film from the airlift from the years 1948-49, and documents and photos.
The new Exhibition of the Berlin Chapter -The Berlin Airlift will honor him with a special display.
On behalf of the Cold War Museum / Berlin Chapter I send all our sympathy to his family

We are also in the process in cooperation with British Berlin Airlift Association of opening a new exhibition, which will be open on 24 May 2008, at 11:00 am in the Memorial Site Atombunker Harnekop, 15345 Harnekop, Lindenallee 1

The First Battle of the Cold War the Berlin Airlift

Among the honored guests coming to Germany are the British Berlin Airlift Veterans.
Particular thanks go to Air Berlin PLC & Co. Luftverkehrs KG, "Air Berlin” Airline has sponsored fourteen roundtrip tickets from London to Berlin for the British Veterans.

Special thanks go to Rolls-Royce Civil Aerospace, for sponsoring the ceremony day for the British Veterans in Harnekop.

I am grateful to -ILA Berlin 2008-, is also sponsoring ILA tickets and welcoming for the British Airlift Veterans.

Veterans of the Airlift will stay in Berlin from May 23rd through 28th May and will be a “get together of the servicemen from the old flying days.

On 5th of April 2008 – We were invited by The Royal British Legion Berlin Branch to lay a wreath at the British Cemetery -Berlin- in commemoration of those who perished in a civilian airplane crash, 14 British - two US American and both pilots were killed.
On behalf of the British Berlin Airlift Association and of The Cold War Museum - Chapter Berlin/Germany a wreath was laid which stated, which stated………………………..

The Cold War Museum Berlin Chapter – British Berlin Airlift Association-
The situation in Berlin
With the situation in Berlin now terrifyingly tense, the confrontation between Soviets and the West spilt over into Berlin's internal politics. The Berlin city council was the scene of a fierce power struggle between the East German Communists and their political foes, led by the Social Democrats. Ernst Reuter, a Social Democrat, was the leader of the anti-Communist coalition in Berlin, and a powerful orator. He and his family had forced to flee Germany because of Hitler, but returning in 1946, he hoped to help rebuild Germany as a democratic state. Reuter’s election in 1948 as mayor of Berlin (Great Berlin) vetoed by the Soviets, now Reuter feared he wanted have to escaped again, from another form of political dictatorship. Intimidation, blackmail, and kidnapping characterized the tactics of the Soviet-likely East German Communists, whose agents operated in both East and West Berlin. Communists and socialists came together in a new party, Socialist Unity, led by Walter Ulbricht, Stalin's first man in East Germany.

Spring 1948
By Baerbel E. Simon –German Affairs-
Social and political developments in East and West diverged to such an extent that one could speak of emerging “blocs.” Berlin, the past and presumptive future capital, was of course the focal point of attention. Here the growing tension manifested itself in increasing friction with and obstruction on the part of the Soviet authorities.

This came to a head in 1948. Here follows a chronology of the events:

January 24, 1948:
The Soviets detain a British military train en route from Berlin to Bielefeld, ostensibly because of “technical difficulties.” The real reason is the presence on board of 120 German civilians with British travel permits whose validity for transit through the Soviet Occupation Zone the Soviets dispute. After eleven hours, the British are allowed to continue; the Germans must return to Berlin.

March 20, 1948:
After repeatedly charging the Western Powers with trying to erect a separate West German state, Marshal Vasily Sokolovsky walks out of the Allied Control Council (ACC). This marks the effective end of Four-Power cooperation in Germany (even though the ACC continues to exist on paper until 1990.) A few days later, the Soviet Military Government promulgates new regulations for traffic between the occupation zones that make for long delays at the checkpoints.

April 1, 1948:
Two British passenger trains on route to Berlin are stopped at the border of the Soviet Occupation Zone then sent back.

April 2, 1948:
Barge traffic between Berlin and the Western Zones is interrupted, the Soviets citing “invalid freight documentation.”

April 3, 1948:
Citing “bridge repairs and technical traffic difficulties,” the Soviets discontinue rail traffic between Berlin on the one side and Hamburg and Munich on the other. They shrug off all Western paper protests. An attempt by the U.S. Military Government to respond more resolutely fails miserably as well. The armed military train it sends is simply shunted onto a rail siding and left to sit there for several days. It has no recourse but to return to the Western Zone.

April 2-4, 1948:
Faced with a shortage of military supplies in Berlin, the Americans for the first time resort to a mini airlift tailored solely to the needs of the U.S. garrison there. General Lucius D. Clay, the U.S. Military Governor, orders 24 transport planes at Frankfurt’s Rhein-Main Air Base into this service. When the difficulties with road and rail traffic cease after a few days, the “Baby Airlift” is discontinued.
April 5, 1948
Airplane crash: Vickers Viking of British European Airways took off from an airfield in West Germany on a scheduled flight into RAF Gatow Airfield, one of the Allied air bases in West Berlin. As it came into Berlin, in one of the agreed twenty-mile-wide air corridors, the Viking buzzed by a Soviet Yak-3 fighter plane. It was not the first time this had happened. For a few days, Soviet fighters had been carrying out mock attacks on Allied planes flying into Berlin. However, this time, as the British transport plane took evasive action, it collided with the Yak fighter. Both planes crashed to the ground, killing all people on the BEA plane and the pilot of the Soviet fighter. The Soviets blamed the British for the collision, and the British blamed the Soviet pilot. A joint investigation of the accident broke down when the Soviets refused to allow German witnesses to testify. The British and Soviets separately concluded that the mid-air collision was an accident. However, it made both sides more nervous.

April 9, 1948:
The Soviets now demand to approve and stamp in advance all lading bills for the freight traffic between the Western zones and Berlin. This marks the resumption of serious harassment, which continues throughout April and May.

April 30, 1948:
Citing insufficient documentation, the Soviets send a British military convoy en route to the Western zones back to Berlin.

May 7, 1948:
Two German freight trains are likewise denied passage to Berlin.

June 1.- 4. 1948:
Several trains carrying mail between Berlin and the Western zones are denied passage.

June 15, 1948:
The Soviets close the interstate bridge across the Elbe near Magdeburg. The detour arrangements via secondary roads and a provisional ferry service cannot handle the traffic volume, resulting in long delays.

June 20, 1948:
The currency reform, having been promulgated two days earlier, takes effect in the Germany’s Western zones. It does not, for the time being, affect Berlin’s Western sectors. The Soviets respond by halting all road and rail traffic between their occupation zone and those of the Western Powers. No agreement on Berlin’s Western sectors is reached.

June 22, 1948:
In line with the Soviet demand that Berlin’s Western sectors use “a currency indistinguishable from that of the surrounding East [i.e., Soviet Occupation] Zone,” Marshal Sokolovsky orders a currency reform for both areas—even the sectors of Berlin not under his control. The German public is therefore quick to dub this the “wallpaper mark.”

June 23, 1948:
In response, the new deutsche mark of the Western zones is introduced into Berlin’s Western sectors, stamped “B” for Berlin. Officially, at least, this money is not valid for Berlin’s Soviet sector or the Soviet Occupation Zone. Then, shortly before midnight, it’s literally “lights out” for the Western sectors. The Soviets have switched off the Golpa-Zschernewitz power plant that had been supplying power to West Berlin. In the small hours of June 24, they halt all surface traffic between Berlin and the Western zones, including that by barge, as well as all shipments of food from their zone into the Western sectors. The Berlin Blockade is on.

June 24. 1948:
The West introduced a counter-blockade, stopping all rail traffic into East Germany from the British and US zones. Over the following months, this counter-blockade would have a damaging impact on East Germany, as the drying up of coal and steel shipments seriously hindered industrial development in the Soviet zone.

Please help spread the word about the Berlin Chapter. Together we can make this vision a reality. If you should have any questions or want additional information, please visit the
German Homepage: www.coldwar.org/BerlinChapter/
or give me a call : 030.745.1980
Thank you for your support
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Photos by Horst Simon