

VALEUR

HOW FORMER
ENEMIES
BECAME BEST
FRIENDS

THE BERLIN AIRLIFT SPECIAL
VALEUR ISSUE 33

DAY THREE

EDITORIAL

ONCE UPON A TIME IN BERLIN

NO, THIS IS NOT A FAIRYTALE BOOK. IT'S STILL A MAGAZINE, BASED ON REALITY. ALTHOUGH IN SOME WAYS THE DIFFERENCES BETWEEN A FAIRYTALE AND A VALEUR REPORT AREN'T THAT BIG, BECAUSE EXCITING STORIES AND INTERESTING PEOPLE ALSO PLAY A MAJOR ROLE FOR US.

AROUND THE WORLD, WE CAN COME ACROSS EXCITING, FASCINATING, FRIGHTENING, SAD, FUNNY AND AUTHENTIC STORIES. STORIES TOLD BY PEOPLE, WHO KNOW THE VALUES OF THEIR HOME PLACE BETTER THAN ANYBODY ELSE AND WHO GIVE US A BETTER UNDERSTANDING OF THE ONE WORLD WE ALL SHARE.

IT IS ALWAYS WORTH LEARNING MORE ABOUT PEOPLE, THEIR HISTORY AND TRADITIONS, ART, CULTURE, PASSIONS - THEIR LIFE AND THEIR VALUES.

IN THE DAILY NEWS, CONFLICTS AND BAD NEWS ARE ALWAYS DOMINATING. HOWEVER, WE ARE SURE THAT WE ARE ALL MORE UNITED THAN WE ARE DIVIDED. THAT'S WHY WE, THE **VALEUR GUIDES**, HAVE JOINED FORCES TO MEET IMPRESSIVE PERSONALITIES AROUND THE WORLD.



EDITOR IN CHIEF, MARCO KOKKOT



BELLA & AMY
AT THE WALL



BELLA, OLIVIA, EMILIE, JIL AND BELINDA IN FRONT OF A CANDY BOMBER

THE VISION SHOWING THAT WE ALL SHARE THE SAME HOME, ONE WORLD, THAT IS SO BEAUTIFUL YET SO FRAGILE.

THE MISSION EXPLORING, APPRECIATING AND PRESERVING THE WORLD'S DIVERSE VALUES.



LUCIA, SOLUNA & KATHERINA AT THE ZOO

THEREFORE, YOU ARE INVITED TO JOIN THE **ONE WORLD DISCOVERY,** WHICH LEADS US EVERY MONTH FOR **7 DAYS** EACH TO A SPECIAL PLACE AROUND THE GLOBE.

LET'S START IN A CITY, THAT IS THE SYMBOL OF DIVERSITY, UNITY AND FREEDOM: **BERLIN.**

JUST LIKE US, COMING FROM DIFFERENT CITIES AND COUNTIES, LOTS OF PEOPLE FROM ALL AROUND THE WORLD ARE DRAWN TO BERLIN.

EVERY CITY HAS ITS PROBLEMS, BUT THE FASCINATING PART IS, THAT HERE, ALL PEOPLE, NO MATTER THEIR RELIGION, CULTURE OR ORIGIN LIVE IN PEACE, SIDE BY SIDE. FOR HUNDREDS OF YEARS, A LARGE DIVERSITY OF PEOPLE HAS BEEN INSPIRING EACH OTHER TO GREAT THINGS.

THIS MAKES BERLIN A PERFECT PLACE TO START THE **ONE WORLD DISCOVERY.**

OF COURSE, 7 DAYS ARE NOT ENOUGH TO GET TO KNOW THIS CITY IN DETAIL, BECAUSE OF ITS COMPLEX HISTORY. BUT WE CAN POINT OUT SOME THINGS THAT MAKE BERLIN UNIQUE.



YANA, BELINDA & EMILIE
DISCOVER THE CITY



ANHALTER BAHNHOF



BERLIN AIRLIFT



TEMPELHOF AIRPORT



TECHNIKMUSEUM II: RAILROAD EXHIBITION



GAIL HALVORSEN



TEMPELHOF HIDDEN PLACES



TECHNIKMUSEUM II: AEROSPACE



TEMPELHOF & HOLLYWOOD



DAY 3 HOW FORMER ENEMIES BECAME FRIENDS

4 | 1ST STOP: ANHALTER BAHNHOF

24 | 2ND STOP: TECHNIKMUSEUM

- 32 RAILROAD EXHIBITION · FROM STEAM TO ELECTRO
- 60 THE DARK TIMES · DEATH TRAINS
- 74 OTTO LILIENTHAL · THE PIONEER OF AVIATION
- 76 AEROSPACE EXHIBITION · FROM WAR TO PEACE

108 | THE BERLIN AIRLIFT

112 | 3TH STOP: TEMPELHOF AIRPORT

- 118 OPERATION LITTLE VITTLES & GAIL HALVORSEN
- 130 THE CANDY BOMBER · INSIDE THE DOUGLAS C-54
- 150 THE AIRFIELD & AIRPORT · HISTORY & PRESENT TIME
- 162 THE TOWER PROJECT · THE FUTURE OF TEMPELHOF
- 168 THE HIDDEN PLACES · THE SECRETS OF TEMPELHOF
- 196 TEMPELHOF & HOLLYWOOD



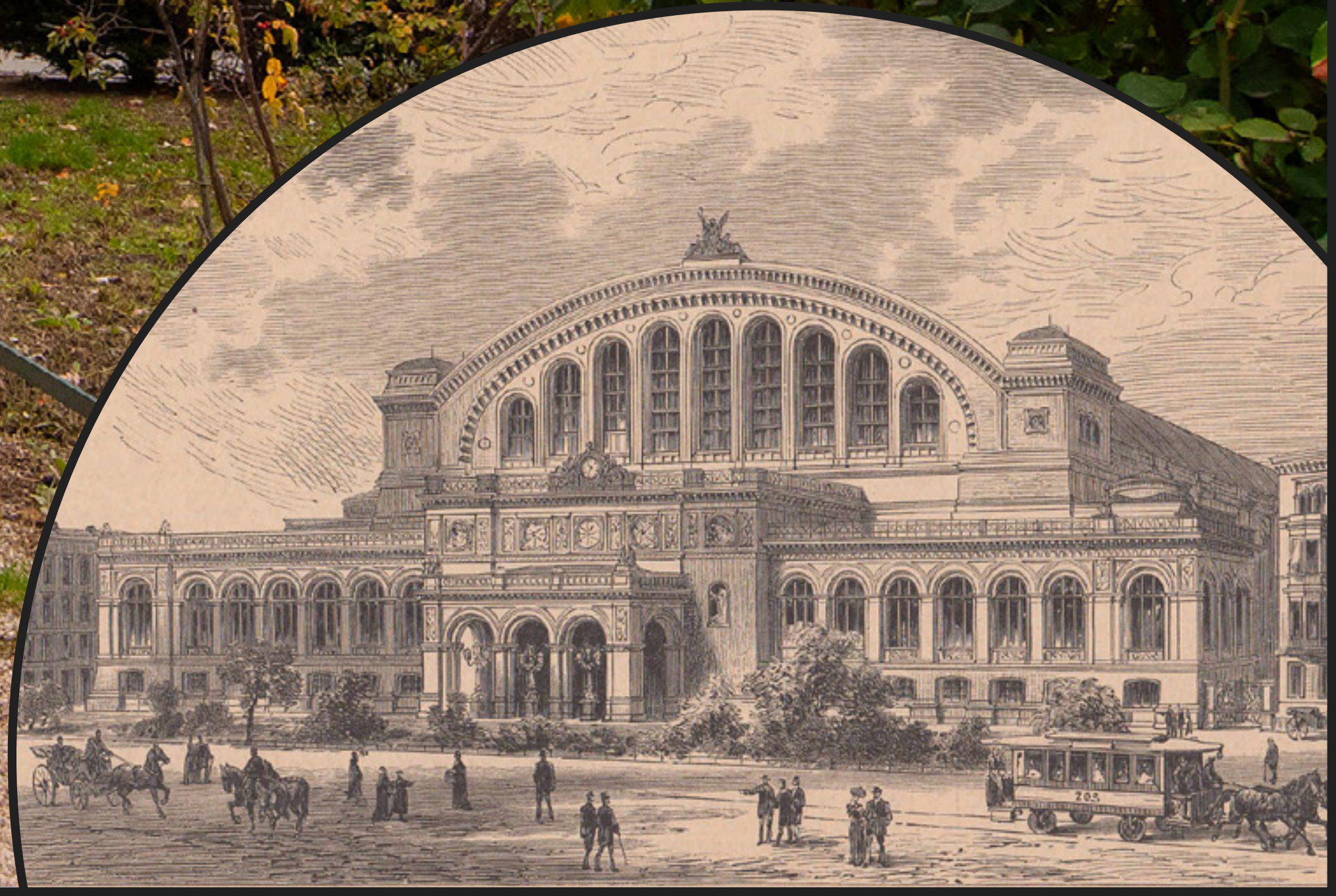
MASTHEAD

PUBLISHER · VALEUR MEDIA NETWORKS | **EDITOR IN CHIEF & ART DIRECTOR** · MARCO KOKKOT
COVER · ©MARCO KOKKOT, VALEUR MEDIA, ALL RIGHTS RESERVED
V-GUIDES · EMILIE PESCH, BELINDA RUFA, KATHARINA WOLFER, LUCIA RAZZA, SOLUNA KOKOL, OLIVIA JORDA, AMELIA YOUNG, YANA MIRADSHI, JIL GREIMANN, BELLA NEULIST,
EDITORIAL OFFICE · EMILIE PESCH, BELINDA RUFA, SOLUNA KOKOL, LUCIA RAZZA
ADDRESS · VALEUR MEDIA NETWORKS · PRINZ-EUGEN-STRASSE 17 · 13347 BERLIN · GERMANY
CONTACT · EO@VALEURMAGAZINE.COM © VALEUR MEDIA 2020



1ST STOP ANHALTER BAHNHOF

YESTERDAY EVENING WE SAW
THIS RUIN FROM THE
SOLAR RESTAURANT AND THOUGHT:
"WHAT IS IT ALL ABOUT?"



IT'S A PART OF THE

ANHALTER BAHNHOF

AND THE FIRST STOP OF TODAY. FIRST OF ALL, TYPICALLY GERMAN, THE WORD "ANHALT" HAS SEVERAL MEANINGS. IT COULD MEAN TO HAVE A CLUE. IT COULD ALSO MEAN TO STOP, OR IT COULD MEAN THE OPPOSITE, NAMELY, TO CONTINUE. QUITE CONFUSING? MAYBE, BUT IN THE CASE OF THIS RUIN "ANHALT" REFERS TO AN AREA IN THE MIDDLE OF GERMANY.





DEUTSCHES TECHNIKMUSEUM

TEMPELHOF AIRPORT

TEMPODROM

SOLAR RESTAURANT

OAK AVENUE

SHELTER

ANHALTER BAHNHOF

POTSDAMER PLATZ



EMILIE
WALKS TO THE
RUINS OF THE FORMER
PORTICO
OF THE ANHALTER
BAHNHOF.



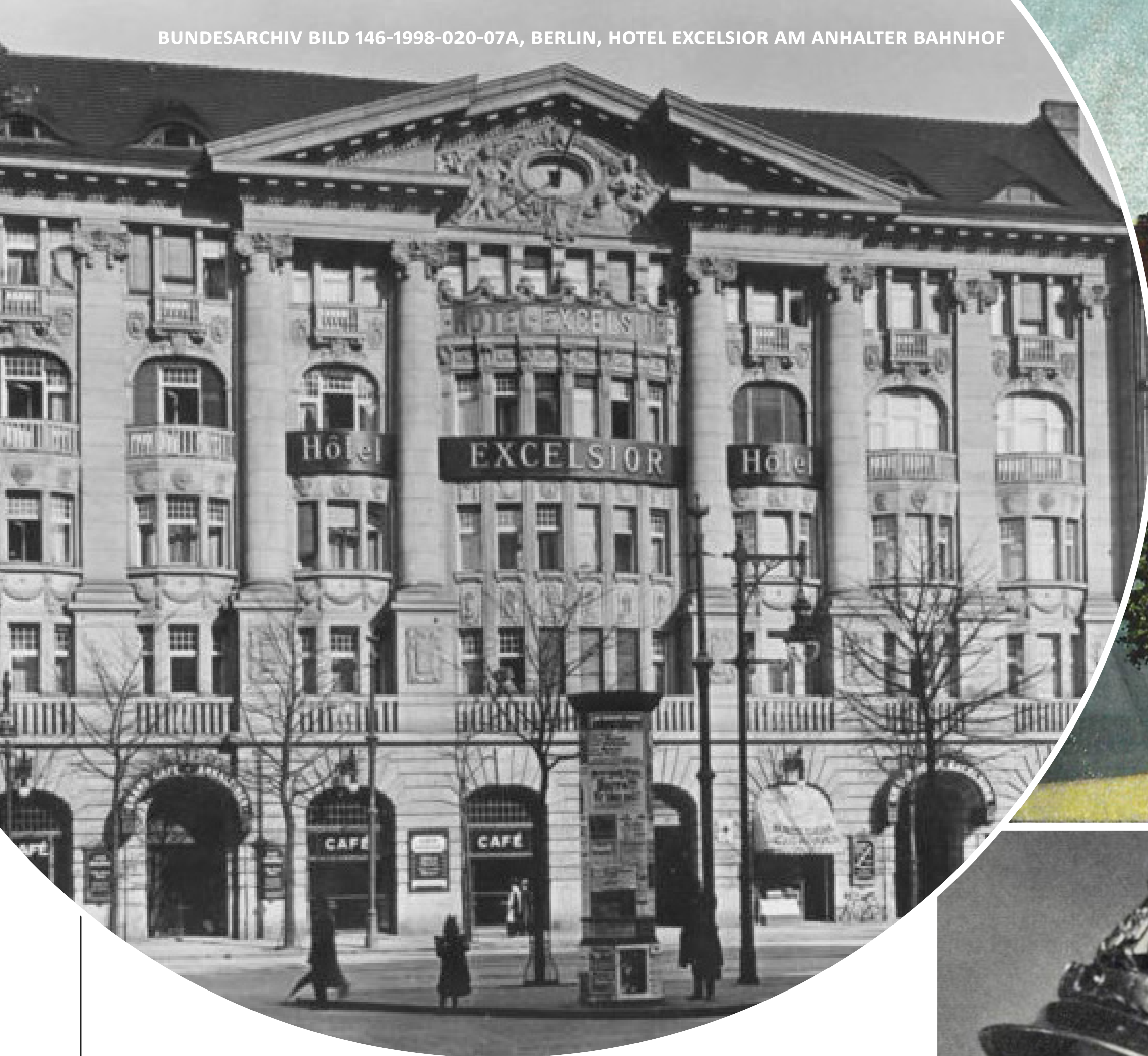
IN THE 19TH CENTURY, THE
ANHALTER BAHN CONNECTED
BERLIN WITH
THE PRINCIPALITY OR DUCHY OF ANHALT, NOW PART
OF THE STATE OF SAXONY-ANHALT.

ANHALTER BAHNHOF WAS
THUS
A LONG-DISTANCE RAILWAY STATION IN BERLIN-KREUZ-
BERG, BUILT BY THE "BERLIN-ANHALTISCHE EISEN-
BAHNGESELLSCHAFT" (RAILROAD COMPANY).

THE FIRST STATION WAS
BUILT
IN 1841, DIRECTLY IN FRONT OF THE (BACK THEN)
ANHALTER TOR. THE TERMINAL STATION WAS LOCA-
TED AT ASKANISCHER PLATZ, NEAR POTSDAMER PLATZ.

THE LARGE HALL HAD SPACE FOR UP TO 40,000 PEOPLE. THE IMPOSING BUILDING
CONNECTED NOT ONLY GERMAN TERRITORIES - BEFORE THE FIRST
WORLD WAR, IT WAS A CONNECTION POINT TO AUSTRIA-HUNGARY, ITALY, AND FRANCE. PEOPLE CALLED IT
"ANHALTER" OR "GATEWAY TO THE SOUTH" AS SHORT VERSIONS.





THERE IS AN INTERESTING STORY

ABOUT THE CEREMONIAL OPENING IN THE SUMMER OF 1880. REFERRING TO THE SPEECH OF EMPEROR WILHELM I. WHO PROCLAIMED:

"A NEW ERA HAS BEGUN, THE RAILWAY AGE",
THE OTHERWISE SO FUTURE-ORIENTATED CHANCELLOR

OTTO VON BISMARCK COMMENTED THE
OPENING NEGATIVELY:

"THESE RAILWAYS, THEY ONLY HINDER TRAFFIC."

AT THE BEGINNING OF THE 20TH CENTURY, THE STATION HAD A CERTAIN GLOW. ONE OF ITS SPECIAL FEATURES WAS THE "LONGEST HOTEL TUNNEL IN THE WORLD" WHICH DIRECTLY LED FROM THE STATION TO THE

HOTEL EXCELSIOR (SEE DAY 1) AT POTSDAMER PLATZ. DURING THE ROARING TWENTIES, THE WHO IS WHO OF THE INTERNATIONAL ECONOMY, POLITICS AND ART SCENE MET HERE.



BUNDESARCHIV, BILD 183-R68588 / P. LOESCHER & PETTSCH / CC-BY-SA 3.0

BUT THE WAR PUT AN END TO ALL OF THAT. IT IS HORRIBLE TO IMAGINE THAT PEOPLE WERE DEPORTED FROM HERE TO THE CONCENTRATION CAMP THERESIENSTADT. AT THE END OF THE SECOND WORLD WAR, THE STATION WAS DESTROYED BY ATTACKS OF THE ALLIES.



© BUNDESARCHIV, B 145 BILD-P054491 / WEINROTHER, CARL / CC-BY-SA 3.0

AN OFFICER OF A GERMAN TANK UNIT REPORTED:

"NEW COMMAND POST ANHALTER BAHNHOF. PLATFORMS AND COUNTER ROOMS ARE RESEMBLING ARMY CAMPS. WOMEN AND CHILDREN ARE CROWDED INTO NICHES AND CORNERS. OTHERS SIT IN THEIR FOLDING CHAIRS. THEY LISTEN TO THE NOISE OF THE FIGHTING. THE TUNNEL CEILINGS ARE SHAKING. PIECES OF CONCRETE BREAK DOWN. A SMELL OF POWDER AND CLOUDS OF SMOKE ARE IN THE SHAFTS. HOSPITAL TRAINS OF THE S-BAHN SLOWLY CONTINUE TO ROLL." - DIARY PANZER DIVISION MÜNCHENBERG: APRIL 26, 1945.



180. Berlin.
Hochbahn, Anhalter Bahn, Landwehrkanal.



BUNDESARCHIV BILD 183-1987-0128-500, BERLIN, ANHALTER BAHNHOF,
ARBEITER BEIM SCHWEISSEN (WORKER DURING WELDING)

MANY OTHER TRAGIC SCENES

LIKE THESE TOOK PLACE HERE. BECAUSE OF A LACK OF SPACE IN THE OVERGROUND SHELTERS DURING THE BOMBARDMENTS, PEOPLE RAN FOR COVER IN THE TUNNELS UNDER THE

ANHALTER BAHNHOF.

A MASSIVE EXPLOSION CAUSED A TUNNEL TO BURST

AND BE FLOODED BY THE WATER OF THE BERLIN RIVER LANDWEHRKANAL. ALTHOUGH MANY PEOPLE WERE ABLE TO FLEE, OTHERS

LOST THEIR LIVES

IN THIS CATASTROPHE. PERHAPS THE MOST TRAGIC THING IS THAT PROBABLY THE GERMANS THEMSELVES, THE SS, GESTAPO OR THE WEHRMACHT,

BROUGHT THE TUNNEL DOWN.



© ETAN J. TAL



AFTER THE WAR, THE STATION
AND THE RAILWAY FACILITIES DECAYED.
TODAY, ONLY A FRAGMENT OF THE
PORTICO AND THE UNDER-
GROUND STATION OF THE SAME NAME REMIND
OF THE ONCE-FAMOUS TERMINUS STATION,
WHICH WAS ONE OF THE BIGGEST ON EARTH.



THE FAMOUS FIGURES ON BOTH SIDES
OF THE OLD CLOCK ABOVE THE ENTRANCE PORTAL
SYMBOLIZE DAY AND NIGHT. BUT
DURING THE RECONSTRUCTION WORKS IN 2004 IT WAS REVEALED
THAT THEIR ORIGINAL INNER IRON STRUCTURE WAS TOO RUSTY
TO BE RESTORED. THEREFORE, THE FIGURES WERE REPLACED BY
COPIES MADE OF CAST BRONZE. SINCE THEN,
THE ORIGINALS HAVE BEEN
KEPT IN THE
DEUTSCHES TECHNIKMUSEUM
(GERMAN MUSEUM OF TECHNOLOGY).





ON OUR WAY

TO THE TECHNIKMUSEUM, WE WALK ALONG THE LONG OAK AVENUE. THE LOCATIONS OF THESE TREES SYMBOLIZE THE DIMENSION OF THE SIDEWALLS OF THE FORMER CONCOURSE. NATURE HAS TAKEN OVER THE FORMER TRAIN TRACKS OF THE RAILWAY STATION SINCE THEY HAVE BEEN SHUT DOWN.



2ND
STOP **TECHNIKMUSEUM**





SINCE 2001 THERE IS A PEDESTRIAN BRIDGE THAT CONNECTS THE PARK WITH THE PREMISES OF THE “DEUTSCHES TECHNIKMUSEUM BERLIN”. ON THE SIDES OF THE BRIDGE THERE ARE CAPITAL LETTERS WHICH SAY:

BERLIN AND ANHALT.



© HUUH UET

© STEVE PARKER

THE TECHNIKMUSEUM IS MOSTLY LOCATED ON THE PREMISES OF THE PREVIOUS DEPOT OF THE ANHALTER BAHNHOF. HERE, AT THE FORMER ENGINEERING WORKS OF THE BERLIN-ANHALT RAILWAY COMPANY - THE RAILWAY TURNTABLE - **EMILIE MEETS AGAIN JIL AND OLIVIA.**



TAKING A CLOSER LOOK,

RARE PLANTS CAN BE FOUND. IN THE FIRST ENGINE SHED, A GROUP OF THREE FULLY OVERGROWN TRACKS REMINDS US THAT THE PLACE HAS BEEN ABANDONED FOR THIRTY YEARS.

THE PLANTS WHICH ARE GROWING HERE INCLUDE THE MAHALEB CHERRY (NORMALLY A MEDITERRANEAN PLANT), GIANT KNOTWEED (NATIVE TO SIBERIA) AND THE MEDICINAL HERBS EVENING PRIMROSE AND LADY'S MANTLE.



© SPYROS DRAKOPOULOS

THE ENGINE SHED

WAS BUILT IN 1874 BUT IT LOOKS BRAND NEW. THAT IS BECAUSE THE TECHNIKMUSEUM DOESN'T ONLY PRESENT TECHNICAL ACQUISITIONS, BUT IT PRESERVES THEM AND THEREBY

BERLIN'S HISTORY.

THE SIGNAL BOX

AND MANY MORE BUILDINGS OF THE OLD RAILWAY PREMISES WERE CAREFULLY RESTORED.

THE PLANTS

THAT GREW OVER THE AREA ARE ALSO BEING PROTECTED: THE RUINS HAVE FORMED A SYMBIOTIC RELATIONSHIP WITH NATURE.



INSIDE THE MUSEUM
"DAY AND NIGHT"

WE IMMEDIATELY COME
ACROSS THE FIGURES
OF THE FORMER STATION
ANHALTER BAHNHOF.

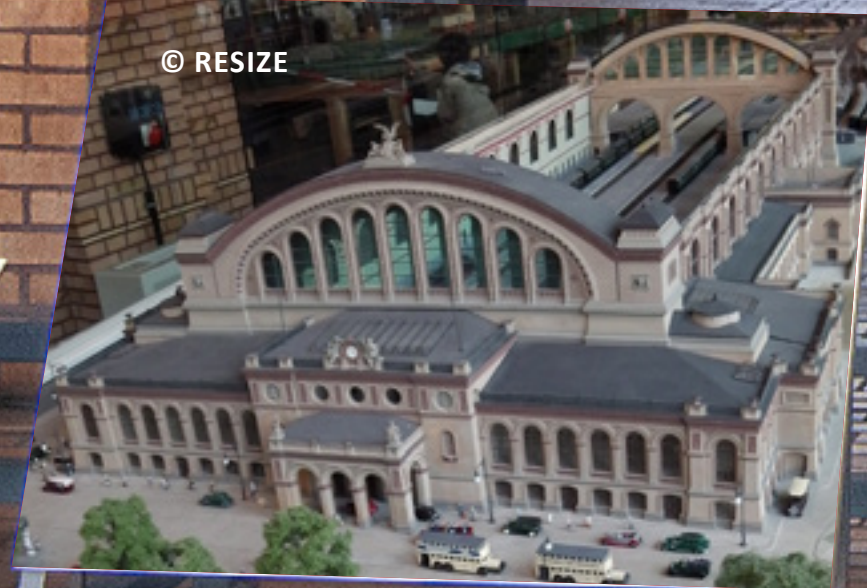
WHILE THE "DAY"
THE "NIGHT"

LOOKS
TO THE
FIGURE
HAS

HORIZON,
CLOSED EYES.



© RESIZE



WE ALSO SEE A REALLY INTERESTING
MODEL WITH A SCALE OF 1:87.
IT IMPRESSIVELY SHOWS THE
HUGE EXTENT OF THE STATION DURING ITS
GOLDEN AGE.

THEY ADORNED THE FAÇADE OF
THE FORMER RAILWAY STATION
FOR DECADES TO WELCOME
THOUSANDS OF TRAVELERS.
TODAY, THEY WELCOME THE
GUESTS OF THE MUSEUM AT
THE ENTRANCE TO ITS RAILWAY
EXHIBITION.

THE RAILROAD EXHIBITION

BERLIN IS NOWADAYS KNOWN AS A
CENTER OF CREATIVITY
AND START-UPS. BUT IN FORMER TIMES IT WAS
GERMANY'S RAILWAY CAPITAL
WITH NUMEROUS MAIN-LINE STATIONS AND LOCOMOTIVE WORKS.
THE TECHNIKMUSEUM DERIVES ITS
INSPIRATION
FROM THIS TIME AND ITS ACHIEVEMENTS.



**40
ORIGINAL ...**



**... RAIL
VEHICLES...**



**... ARE ON
DISPLAY...**



**... ON 34
TRACKS.**

BEUTH THE IMPRESSIVE RAILWAY HISTORY
ROMANTIC FEEL, EXHIBITION STARTS WITH THE
WAGON FOM 1842/43. **STEAM ENGINE** "BEUTH".
IT HAS A SPARKING IMAGINATIONS OF TRAVELING
WITH THIS LOCOMOTIVE AND THE

OF COURSE, THE USE OF COAL WAS A DISASTER FOR
THE ENVIRONMENT. HOWEVER, ITS
SLOW SPEED, DESIGN, THE
AND THE COZINESS HAVE
A CALMING EFFECT.





DRB CLASS 50

MUCH
BIGGER AND THUS EVEN MORE IMPRESSIVE THAN THE "BEUTH" IS
THIS BLACK STEAM LOCOMOTIVE.

A LOT OF MEN'S HEARTS BEAT FASTER
AT ITS SIGHT. OF COURSE, WE HAVE NO CLUE
WHAT BUTTON OR LEVER HAS
WHAT KIND OF FUNCTION. HOWEVER, WE CAN SEE THE
ATTENTION TO DETAIL.

IT MUST HAVE BEEN AN ADVENTURE

TO TRAVEL WITH THIS GIANT 86FT MACHINE AND TO HEAR THE TRAIN'S HORN'S NOISE HERE AND THERE. THE CLASS 50'S TOP SPEED WAS ABOUT

80KM/H. TODAY, TRAINS RUN WITH 400KM/H AND MOST IMPORTANTLY IN A MUCH CLEANER WAY.

BUT IT'S OBVIOUS WHY PEOPLE LIKE THOSE OLD TRAINS, IN WHICH

THE DRIVER HAD TO BECOME ONE

WITH HIS MACHINE, ALMOST HAVE **AN EMOTIONAL BOND.**





IN ADDITION TO THAT, THEIR LOOK
CAN'T BE COMPARED
TO THE NEW ONES:



THEY HAVE A
BEAUTY AND A CHARM
THAT NO MODERN ICE CAN KEEP UP WITH.

DB CLASS V200

THIS GIANT
IS HUGE
AND VERY
IMPRESSIVE.

© MATTHEW BLACK



THE ENGINE ROOM OF THE LOCOMOTIVE
IS SO TIGHT, IT SEEMS LIKE IT COULD ALSO BE THAT OF
A SUBMARINE OR A WARSHIP.



VIEW FROM THE
LOCOMOTIVE INTO THE
EXHIBITION HALL
OF THE TECHNIKMUSEUM





THESE LOCOMOTIVES HAVE

**NO FRONT OR
BACK PART.**

**THEY DRIVE IN ANY
DIRECTION**

AND WERE USED FOR
PASSENGER TRAINS
AS WELL AS CARGO TRANSPORTS.

EXPRESS TRAIN COMPARTMENT COACH

1905 USUALLY, LOCOMOTIVES PULL ONE OR MANY WAGONS.
THESE OLD WAGONS LOOK INVITING
AND COMFORTABLE.



SITTING IN THE SEATS MAKES YOU FEEL LIKE A
A PRINCESS. QUEEN - OR AT LEAST LIKE
THIS COMFORTABLE WAGON WE BELIEVE IT MUST HAVE BEEN VERY
PLEASANT DRIVING ACROSS THE COUNTRY IN
WHILE READING
A BOOK, LOOKING
OUT OF THE WINDOW OR TALKING TO PEOPLE. AT THAT TIME, YOU
COULD OPEN THE WINDOWS COMPLETELY.



WHEN STOPPING AT TRAIN STATIONS,

TRADERS CAME TO SELL LOCAL GOODS, FOOD, AND DRINKS. PROBABLY, PEOPLE
ON THE INSIDE WERE ALSO ABLE TO TALK TO PEOPLE OUTSIDE ON THE ROAD
THANKS TO THE SLOW SPEED OF THE TRAINS AT THAT TIME. WHAT A

ROMANTIC SCENE TO IMAGINE.

PRUSSIAN III/IV CLASS SECONDARY LINE COACH 1898



2755
BERLIN
B

THE CONTRARY TO THE SOFT VELVET IS THE
VARNISHED WOOD INTERIOR OF THE
120 YEARS OLD RAILROAD CAR. MORE THAN



HAVE YOU EVER TAKEN A TRIP WITH A MODERN
HIGH-SPEED TRAIN DURING THE HOLIDAY SEASON? THEN,
YOU CERTAINLY KNOW THE CROWDED
COMPARTMENTS AND CORRIDORS THERE. THAT WOULDN'T HAVE HAPPENED HERE:
THIS SPACIOUS RAILROAD CAR PROVIDES ENOUGH
ROOM FOR ANY
LUGGAGE, BIKE, AND PETS.

NO STRESS, NO PUSHING.
SIMPLE BUT EFFECTIVE
AND, DESPITE OF THE WOOD,
COMFORTABLE TOO.



DINING CAR 1953

AN IMPORTANT PART OF A
LONG-DISTANCE TRAIN IS THE DINING CAR.
EXHIBITS ONE FROM THE 1950S. SIMILAR RESTAURANTS – CALLED
"MITROPA" – DROVE THROUGH
EAST-GERMANY.

THERE IS A RUMOR THAT PEOPLE
IN THE GDR DIDN'T HAVE ENOUGH TO
EAT. THAT IS NOT TRUE. THE
"MITROPA" MENUS FROM THAT TIME SHOW ABOUT
15 DIFFERENT DISHES FOR AFFORDABLE PRICES.
THIS WAGON OFFERS A PLEASANT
ATMOSPHERE FOR ITS
MIDDLE-STANDARD.



HOLOCAUST WAGON

THE DEUTSCHES
TECHNIKMUSEUM BERLIN
PORTRAYS THE FATE OF
TWELVE PEOPLE FROM
BERLIN. IT HAS DEDICATED AN EXHIBITION TO THE DARKEST
CHAPTER OF THE GERMAN RAILWAY HISTORY.



IN ADDITION TO DISPLAYING A
TYPICAL FREIGHT WAGON FROM THAT TIME,
THE EXHIBITION ENDEAVORS TO
PROVIDE A
COMPLETE OVERVIEW OF THE TRANSPORTS OF
JEWS FROM THE THIRD REICH
TO THE CONCENTRATION- AND EXTERMINATION CAMPS.



**REGIME-OPPONENTS, HOMOSEXUAL,
DISABLED PEOPLE, ^{AND} ^{MANY} SINTI AND ROMA
WERE ALSO DEPORTED TO DEATH ^{IN THESE WAGONS.}
NOTHING TO EAT OR DRINK. ^{INSIDE, THE PEOPLE HAD}
^{IN SUMMER THE PEOPLE COULDN'T}
^{HARDLY BREATHE IN THE OVERFILLED}
^{TIGHT WAGONS. IN WINTER THEY WERE NEAR TO FREEZE TO DEATH. SO,}
MANY DIED ^{BEFORE THEY REACHED} THE CAMPS.**

© PAWEŁ SAWICKI



BESIDES THE PHYSICAL TORMENTS, THE
PSYCHOLOGICAL BURDENS WERE EXTREMELY
BELONGINGS WERE STOLEN BY THE NAZI'S. HARD. THE PEOPLE'S
LOVERS AND FAMILIES WERE TORN APART.
MOTHERS WERE SEPARATED FROM THEIR
CHILDREN AND VICE VERSA. NOBODY KNEW, WHERE THEY
WERE HEADED.

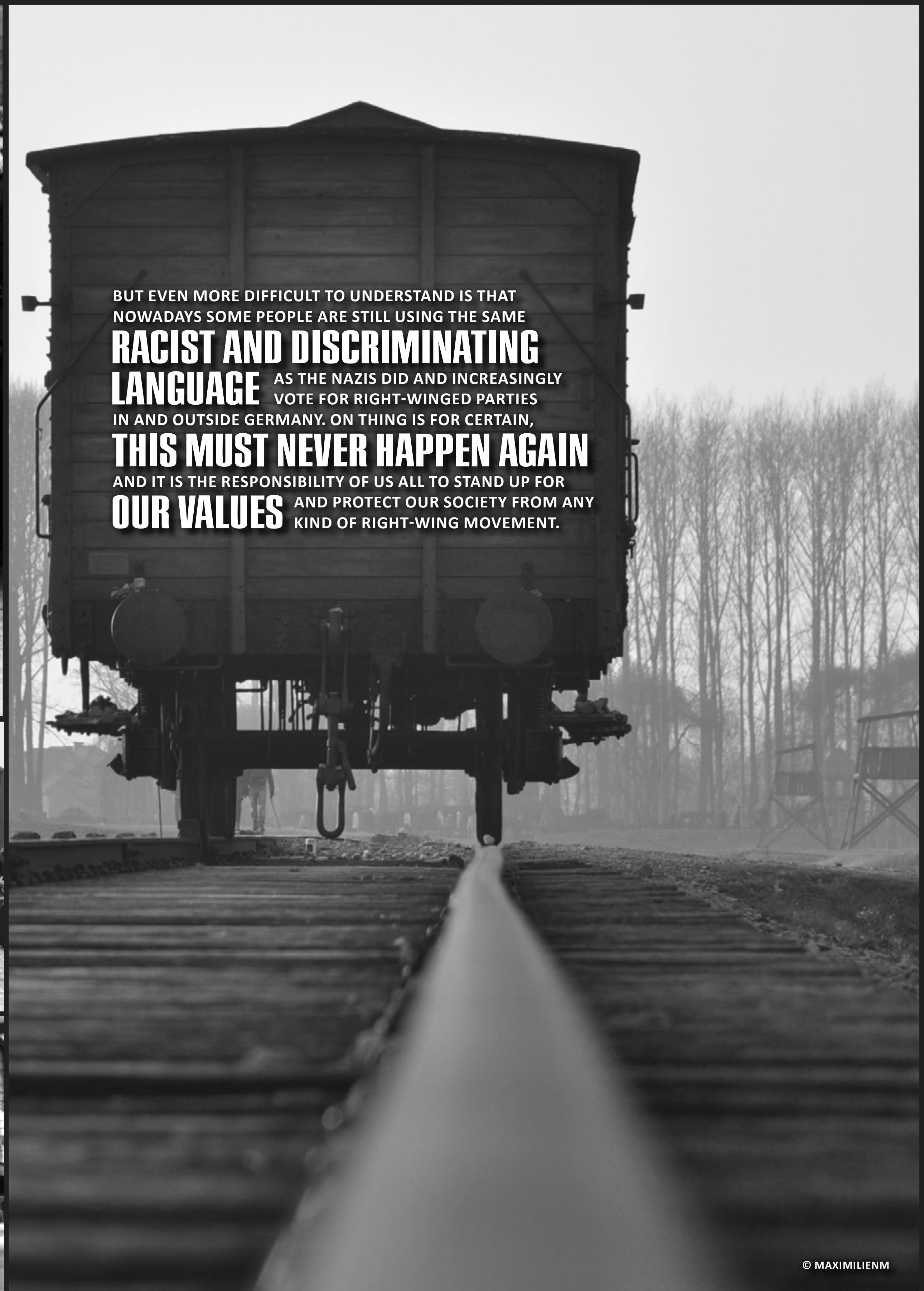


IT IS HARD TO REALIZE THAT PEOPLE HAVE TREATED OTHER HUMAN BEINGS IN SUCH AN **INHUMANE WAY.**

© BUNDESARCHIV, BILD 183-N0827-318 / CC-BY-SA 3.0
LEFT BELOW: © BUNDESARCHIV, BILD 101I-179-1575-08 / WETZEL




WATCH
EMILIE'S
AND JIL'S
COMMENT



BUT EVEN MORE DIFFICULT TO UNDERSTAND IS THAT NOWADAYS SOME PEOPLE ARE STILL USING THE SAME **RACIST AND DISCRIMINATING LANGUAGE** AS THE NAZIS DID AND INCREASINGLY VOTE FOR RIGHT-WINGED PARTIES IN AND OUTSIDE GERMANY. ON THING IS FOR CERTAIN, **THIS MUST NEVER HAPPEN AGAIN** AND IT IS THE RESPONSIBILITY OF US ALL TO STAND UP FOR **OUR VALUES** AND PROTECT OUR SOCIETY FROM ANY KIND OF RIGHT-WING MOVEMENT.



WAR HAS ALWAYS BEEN AND WILL ALWAYS BE WRONG. WE SHOULD LIVE AND STRIVE TOGETHER TO MAKE THE WORLD A BETTER PLACE AND MOVE FORWARD TOGETHER. WE SHOULD RESPECT EVERYONE NO MATTER THE SKIN COLOR, RELIGION OR CULTURAL ORIGIN. CREATING IS ALWAYS BETTER THAN DESTROYING.

A woman with long blonde hair, wearing an orange patterned shawl over a black top and black trousers, stands with her arms crossed in an aviation museum. She is positioned in front of a large, dark-colored aircraft with a yellow and black striped nose. The museum's interior features a high ceiling with exposed pipes and lights, and large windows in the background. Other aircraft are visible in the background, including a biplane hanging from the ceiling and a propeller-driven plane on the floor. The text is overlaid on the left side of the image.

WE SEE SOME EXAMPLES OF GREAT CREATIONS IN THE
AVIATION EXHIBITION OF THE TECHNIKMUSEUM.
HUMANKIND'S GREATEST DREAM TO FLY FROM ANCIENT TIMES IT HAS BEEN
AND TO
DISCOVER THE SKY LIKE BIRDS. A DREAM THAT MANY HAVE FAILED TO ACHIEVE FOR
THOUSANDS OF YEARS. CONSIDERING THAT, IT'S REMARKABLE THAT IT ONLY TOOK 70
YEARS FROM THE FIRST CONTROLLED FLIGHT OF A PERSON TO THE MOON LANDING.

OF COURSE, THERE ALREADY WERE COURAGEOUS PEOPLE WHO FLEW KITES, OR WHO ROSE INTO THE AIR IN BALLOONS A FEW CENTURIES AGO. OTHERS TESTED CONSTRUCTIONS WHICH COULD BE DESCRIBED AS AN AIRCRAFT. EVEN THE GREAT **LEONARDO DA VINCI** DESIGNED A SO-CALLED "AIRSCREW". BECAUSE OF ITS FUNCTIONAL PRINCIPLE, **THE "LUFTSCHRAUBER"** BECAME THE EPONYM FOR THE GERMAN WORD **HUBSCHRAUBER**, WHICH MEANS HELICOPTER IN ENGLISH.



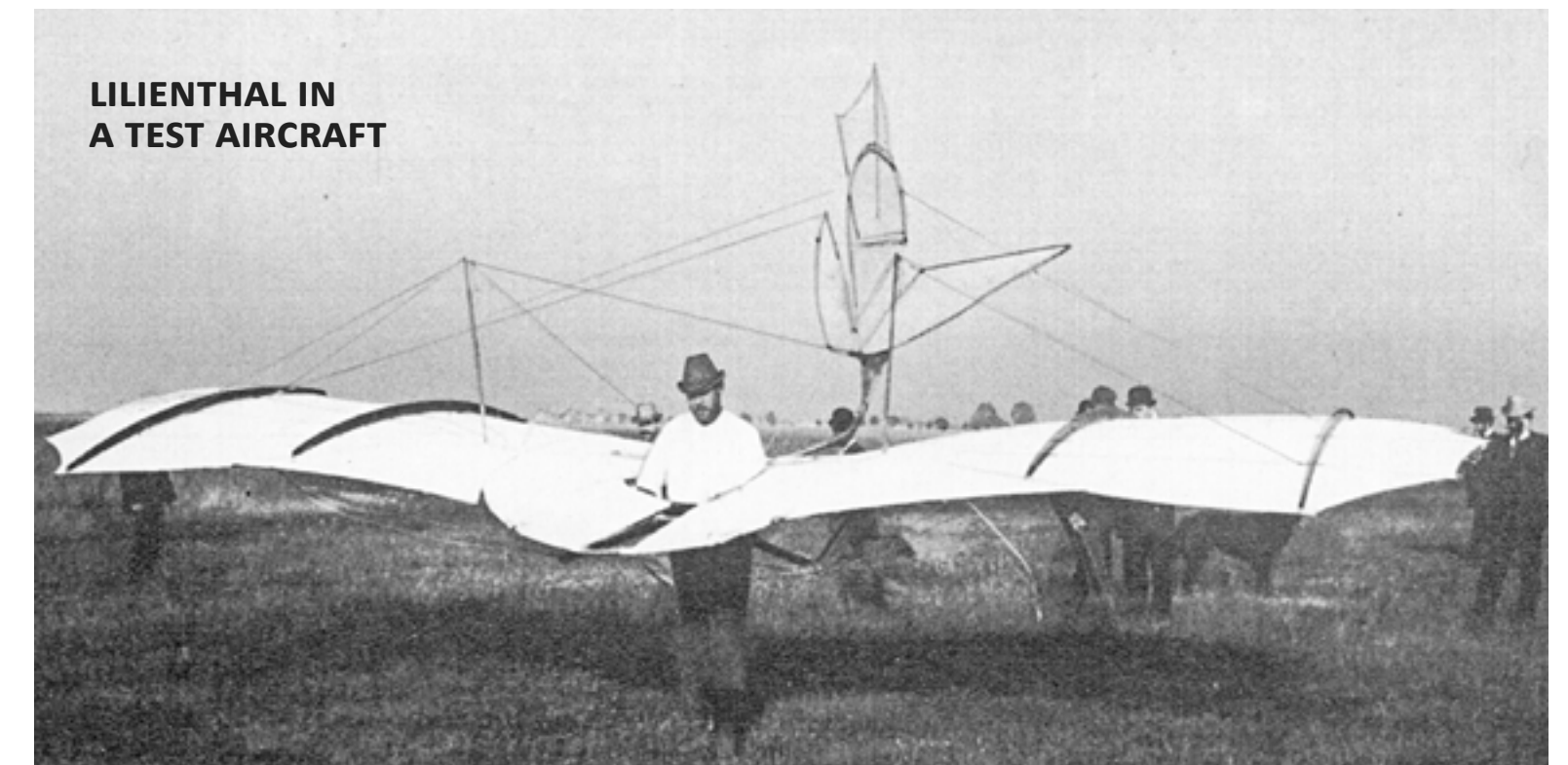


**OTTO
LILIENTHAL**
1848-1896

BUT IT WAS IN BERLIN,

WHERE THE FIRST PERSON WHO MADE A CONTROLLED FLIGHT WITH A GLIDER AND WHO ALSO REPEATED IT SEVERAL TIMES. THIS PIONEER OF AVIATION WAS

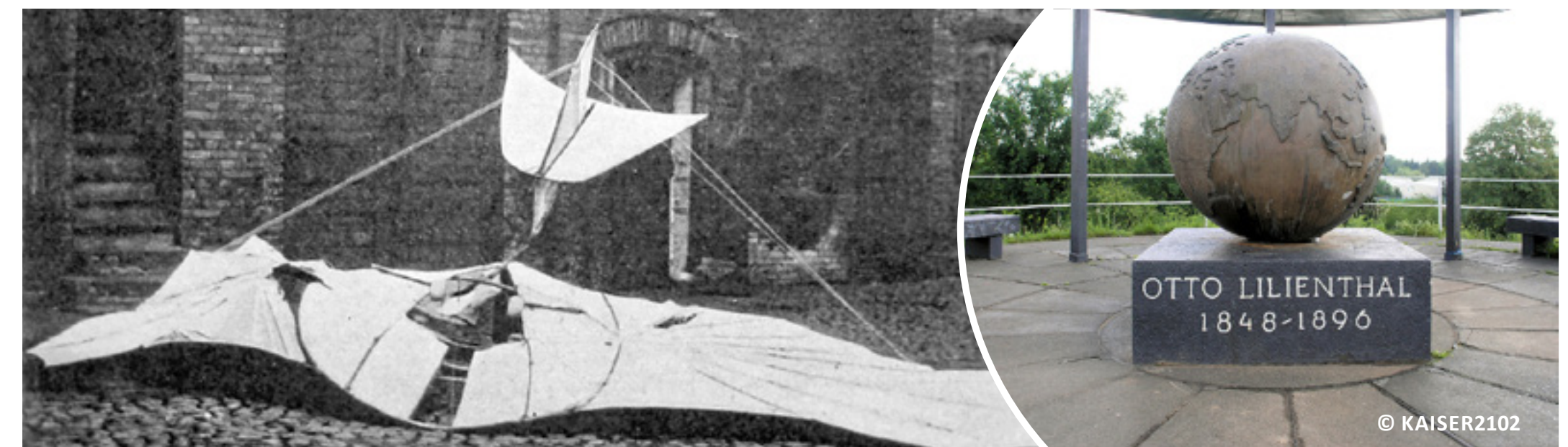
OTTO LILIENTHAL.



HE SACRIFICED LITERALLY HIS LIFE TO AVIATION.

LILIENTHAL WAS THE FIRST KNOWN ENGINEER TO BUILT AN APPARATUS THAT CAN BE CONSIDERED AS A PREDECESSOR OF A MODERN WIND TUNNEL. A TOOL TO TEST THE AERODYNAMIC OF PLANES, CARS, BIKES, AND OTHER VEHICLES.

ONE DAY, LILIENTHAL WANTED TO TEST NEW IMPROVEMENTS TO HIS GLIDERS. AS USUAL, HE DID IT AT THE RHINOW HILLS, CLOSE TO BERLIN. IT WAS THE 9TH OF AUGUST 1896. THE WEATHER CONDITIONS WERE PERFECT. WITH THE FIRST THREE FLIGHTS, HE REACHED A DISTANCE OF 250 METERS (820 FT) ON THAT DAY.



BUT THEN THE WEATHER CHANGED. UNFORTUNATELY, DURING THE FOURTH FLIGHT, HIS GLIDER WAS HIT BY A GUST OF WIND. OTTO LILIENTHAL'S ATTEMPT TO CONTROL THE AIRCRAFT FAILED AND HE FELL FROM A HEIGHT OF 15 METERS (19FT). HE WAS TRANSPORTED TO THE NEXT VILLAGE BY A HORSE-DRAWN CARRIAGE AND LATER VIA TRAIN TO BERLIN, WHERE HE DIED THE NEXT DAY. HIS LAST WORDS AREN'T PROVEN. BUT ON HIS TOMBSTONE, IT SAYS: "OPFER MÜSSEN GEBRACHT WERDEN" (SACRIFICES MUST BE MADE). OTTO LILIENTHAL, **THE PIONEER OF AVIATION** IS BURIED AT THE LANKWITZ PUBLIC CEMETERY IN BERLIN.



THE AEROSPACE EXHIBITION

**BECAUSE OF HIS PASSION AND
DEVOTION** AS WELL AS THE RESEARCH OF OTHER
TRAVEL AROUND THE GLOBE PIONEERS AND SCIENTISTS WE CAN NOW
OTHER CULTURES - EFFORTLESSLY TO
AND CONSEQUENTLY LEARN
LESSONS FOR OUR FUTURE.

LILIENTHAL'S RESEARCHES AND PHYSICAL
ARE VALID UNTIL TODAY. DESCRIPTIONS OF WINGS
AIR & SPACE HALL OF FAME IN 1972. HE WAS INDUCTED INTO
THE INTERNATIONAL

**THE EXHIBITION "FROM BALLOONING TO
THE BERLIN AIRLIFT"** OF THE TECHNIKMUSEUM DISPLAYS
FROM AROUND 200 YEARS IMPORTANT DEVELOPMENTS AND EVENTS
OF GERMAN AVIATION HISTORY
ON MORE THAN 6,000 SQUARE
METERS, STARTING WITH THE FIRST BALLOON ASCENTS AT THE END OF THE 18TH
CENTURY UP UNTIL THE EARLY YEARS OF THE POST-WAR PERIOD AND MODERN
ACHIEVEMENTS IN THE FIELD OF AEROSPACE.

THE TOUR THROUGH THE EXHIBITION'S NINE SECTIONS IS
AS DIVERSE AS THE STORY THAT IT PRESENTS. RECOLLECTIONS OF
DAREDEVIL PILOTS DOCUMENT THE ENTHUSIASM
OF THE EARLY YEARS OF AVIATION.
ONE OF THE AIRPLANES THAT SURVIVED UNTIL THIS DAY IS THE
FOKKER D.VII FIGHTER AIRCRAFT,
WHICH WAS BUILT IN 1918.



FLYING ACE ERNST UDET
BESIDE HIS FOKKER D.VII,
NICKNAMED "LO"

IT REPRESENTS THE BEGINNING OF
MILITARY AVIATION. WITH
MOUNTING GUNS AND BOMBS AT AIRCRAFTS,
THE DREAM OF FLYING
LOST ITS INNOCENCE.



THE TECHNIKMUSEUM EXHIBITION REMINDS US THAT
AIRPLANES ARE BEAUTIFUL AND IMPRESSIVE, BUT THAT MANKIND HAS USED THEM

IN THE WRONG WAY. A LEGEND SAYS

THAT WITHIN
THE DOGFIGHTS OF THE 1ST WORLD WAR, PILOTS FOUGHT AGAINST PILOTS, FACE TO FACE, HEROIC
AND KNIGHTLY.

BUT IT WASN'T THE REALITY.



HORRIBLE ATTACKS ON HOSPITALS AND CIVILIANS SHOW

WHAT PEOPLE ARE CAPABLE OF IN A WAR

TRULY. IT HAS BEEN REPORTED THAT EVEN THE POPULAR MANFRED VON RICHTHOFEN,
THE SO-CALLED RED BARON, WAS ALSO DRIVEN BY BLOODLUST
AND A HUGE EGO DURING THE

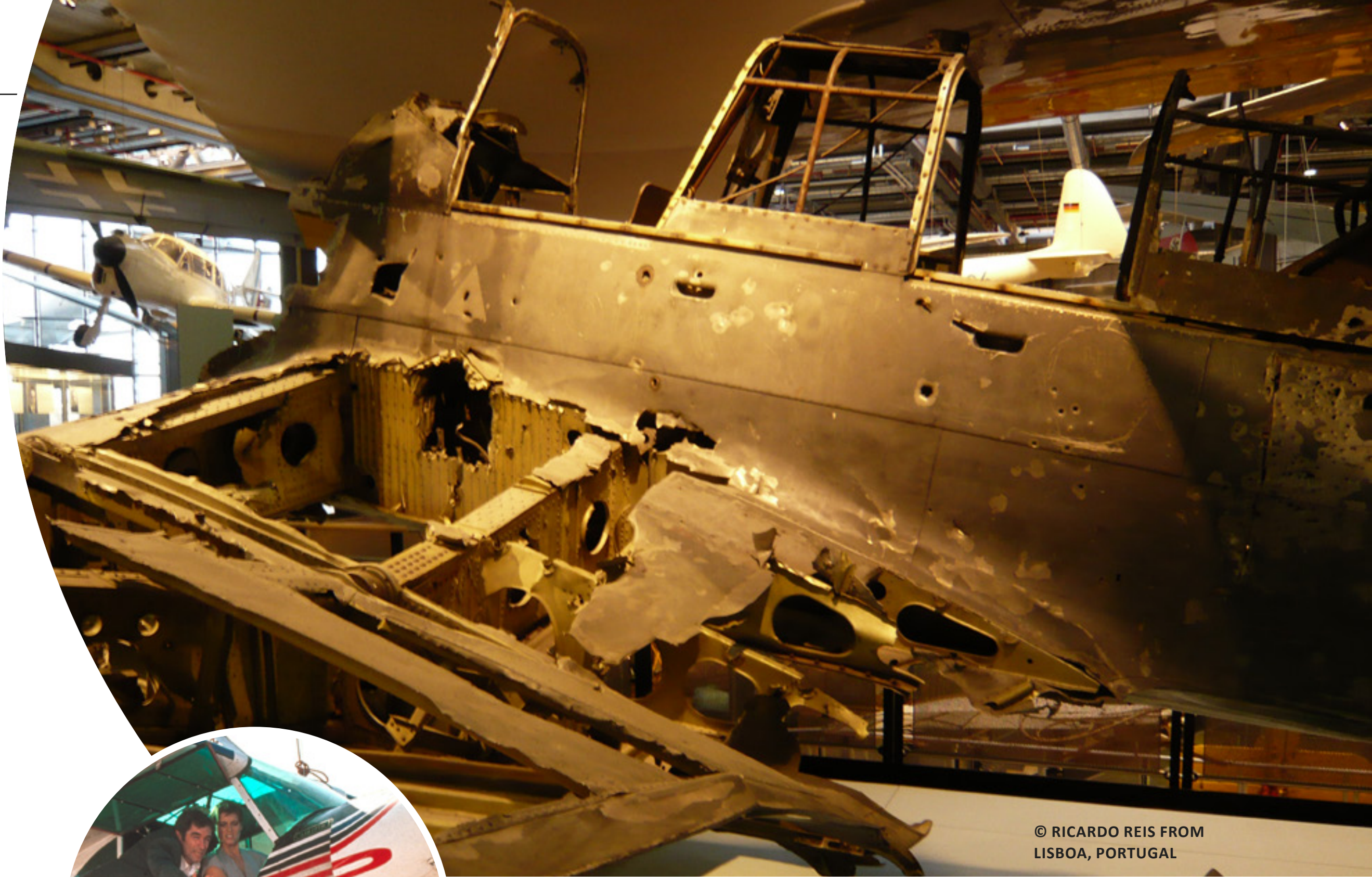
DOGFIGHTS. READ MORE ABOUT THAT FLYING ACE IN **EPISODE "DAY FIVE".**



THE WRECK OF A JUNKERS JU 87 DIVE BOMBER

GIVES AN IDEA OF THE DESTRUCTIVE POWER OF MILITARY AVIATION. DURING THE 2ND WORLD WAR, A **SO-CALLED STUKA.** IT IS THE ABBREVIATION OF THE GERMAN WORD "STURZKAMPFFLUGZEUG" (DIVE-BOMBER). THEY WERE **EQUIPPED WITH WIND-DRIVEN SIRENS** WHICH WERE ATTACHED TO THE LANDING GEAR. EVEN THE BOMBS WERE EQUIPPED WITH SIRENS. WHEN THE STUKA STARTED A DIVE **THE SIRENS MADE A HORRIBLE NOISE. SO THE STUKA COULD BE HEARD FROM FAR AWAY.**

ALTHOUGH THE AIRCRAFTS WERE TOO IMPRECISE AND, THUS, NOT REALLY EFFECTIVE AS A BOMBER OR FIGHTER, THE SIRENS **MOST DREADED AIRCRAFT** OF THE 2ND WORLD WAR. THEIR NOISES HAD A HUGE PSYCHOLOGICAL EFFECT. AS SOON AS PEOPLE HEARD THEM, THEY WERE **SHOCKED AND SHAKEN TO THE CORE.**



© RICARDO REIS FROM LISBOA, PORTUGAL



© RA BOE



EVEN TODAY, WE KNOW THAT NOISE.

WE HEARD IT VERY OFTEN IN ACTION AND SCIENCE FICTION MOVIES SUCH AS THE **JAMES BOND FILMS.** THE PRODUCERS USED THAT TERRIBLE SOUND FOR SEVERAL AIR COMBAT SCENES, EVEN IF THERE WERE **STUKA AIRCRAFTS INVOLVED.** NEVER ANY

IN AUGUST 1945, JUST THREE MONTHS AFTER THE 2ND WORLD
OF THE DISASTROUS DESTRUCTION WAR, THERE WAS AN AWFUL DEMONSTRATION
ONE SINGLE AIRCRAFT CAN CAUSE.

THE ENOLA GAY KILLED ABOUT **70,000 PEOPLE**
BY DROPPING **THE FIRST ATOMIC BOMB**
ON HIROSHIMA.



THE PICTURE SHOWS THE OPERATION CROSSROADS. THE RELATED
NUCLEAR WEAPON TESTS DESTROYED THE
BEAUTIFUL BIKINI ATOLL IN MID-1946 FOR DECADES. BESIDES THE FACT THAT
MANY PARTICIPATING SOLDIERS AND SCIENTIST
HAVE BEEN CONTAMINATED, 167 BIKINI RESIDENTS HAD TO LEAVE THEIR ISLAND. THEY LOST THEIR HOME
UNTIL TODAY. EVEN IF WE COULD DIVE TO THE SHIPWRECKS — WHICH SUNK DURING THE TESTS - TODAY, THE
FRUITS WHICH GROW IN THAT BEAUTIFUL PARADISE ARE STILL CONTAMINATED.

TODAY, MANY AIRCRAFTS ARE PILOTLESS. INSTEAD,
DRONES ARE USED TO ELIMINATE RISKS. THEY ARE MEANT
TO BE USED FOR OBSERVATION PURPOSES ONLY - BUT
FROM THERE IT IS ONLY A SMALL STEP TO THE STAGE OF ACTUALLY
KILLING PEOPLE.



AS WE LEARN,

THE AEROSPACE EXHIBITION OF THE TECHNIKMUSEUM BERLIN

DEALS VERY OPEN-MINDEDLY WITH CRITICAL AND NEGATIVE
ASPECTS OF AVIATION AS WELL AS WITH ITS GOOD SIDES.

AND THERE ARE MANY. EVEN THE PRODUCER OF

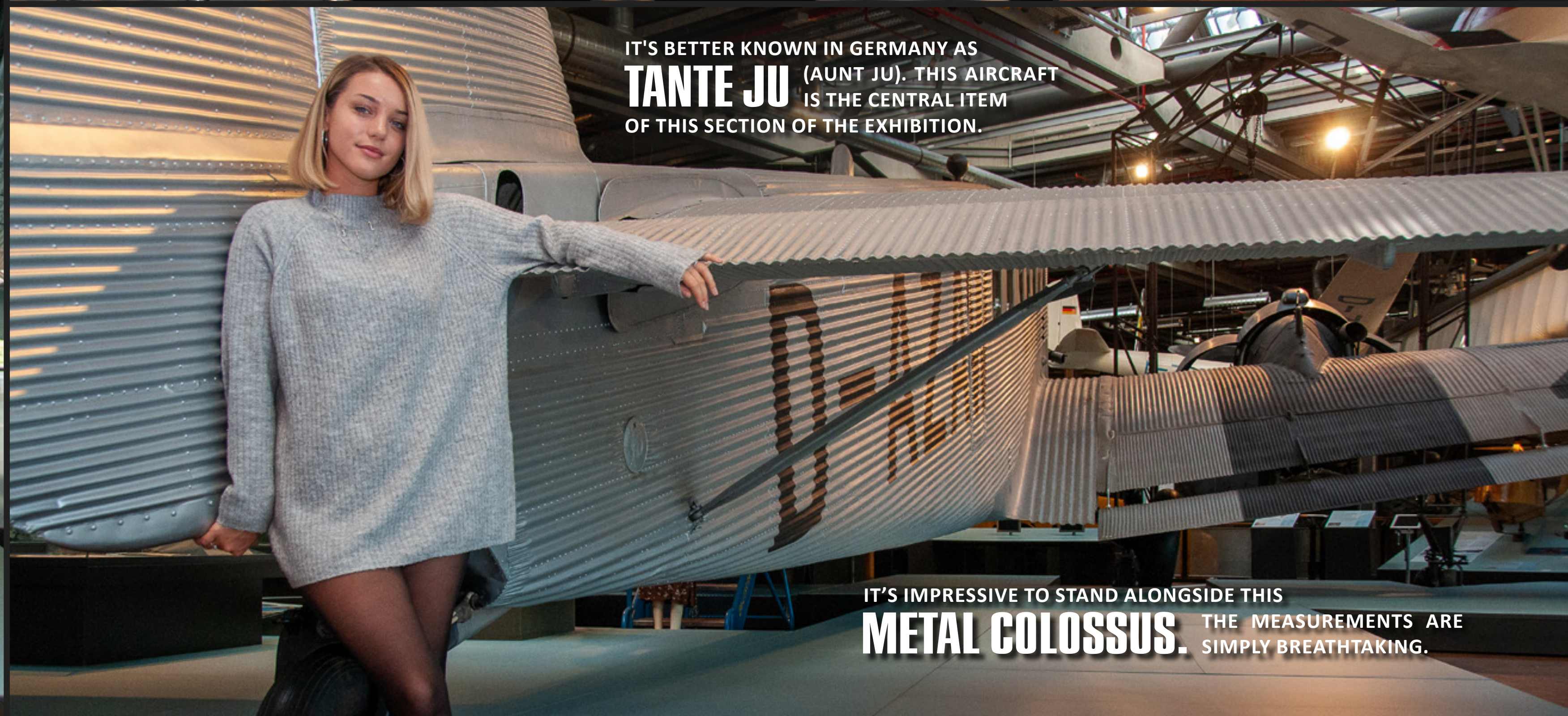
THE STUKA, THE AIRCRAFT MANUFACTURER

JUNKERS, PRODUCED MAINLY AIRCRAFTS
FOR THE CIVIL AVIATION.





ONE OF THE MOST
IMPRESSIONING MACHINES IS THE COMMERCIAL
JUNKERS JU 52
AIRLINER.



IT'S BETTER KNOWN IN GERMANY AS
TANTE JU (AUNT JU). THIS AIRCRAFT
IS THE CENTRAL ITEM
OF THIS SECTION OF THE EXHIBITION.

IT'S IMPRESSIVE TO STAND ALONGSIDE THIS
METAL COLOSSUS. THE MEASUREMENTS ARE
SIMPLY BREATHTAKING.

OF COURSE, PLANES ARE MUCH BIGGER NOWADAYS.
BUT WE SHOULD REMEMBER THAT THIS AIRCRAFT WAS BUILT ALMOST
90 YEARS AGO. HOWEVER, NOT ONLY IT'S SIZE BUT THE
TIMELESS DESIGN MAJESTIC APPEARANCE AND THE
ARE IMPRESSIVE.

OBVIOUSLY, THE
JU 52 IS THE
TRUE
EYE-CATCHER
OF THE AEROSPACE
EXHIBITION.

RARE RECORDINGS

OF THE MEMORIES OF A GERMAN
LUFTHANSA CAPTAIN AND A
WELL-KNOWN SPORTS PILOT
PORTRAY WHAT EVERYDAY
LIFE AS A PILOT WAS LIKE.





SINCE ITS FOUNDING IN 1982, THE DEUTSCHES
TECHNIKMUSEUM BERLIN HAS BEEN ASSEMBLING OBJECTS
FROM AROUND THE WORLD TO EXHIBIT THEM
FOR EVERYONE. THE OVER
40 AIRPLANES AND LARGE-SCALE OBJECTS ON DISPLAY DOCUMENT MUCH
MORE THAN JUST HOW TECHNOLOGY DEVELOPED. THEY PROVIDE
DETAILS ABOUT THE MANY DIFFERENT WAYS IN WHICH PLANES WERE USED AND ABOUT THE
FATES OF THE PEOPLE WHO WORKED WITH THEM OR CAME IN TOUCH WITH THEM.

THE FOCKE-WULF A 16

RESEMBLES CARRIAGES OF THE 19TH CENTURY. ALTHOUGH WITH 135 KM/H (84MPH) IT WAS INSIGNIFICANTLY FASTER.





ALL JOKES ASIDE, ITS
CONSTRUCTION IS THOUGHT THROUGH VERY WELL.
THE TRUNK, THE INTERIOR AND THE
BELOW THE WINGS, WHICH PROVIDE THE BEST VIEW –
EVERYTHING IS WELL DESIGNED. WINDOWS



ONLY THE OPEN COCKPIT ON TOP

IS A BIT STRANGE. THE SEAT IS ACTUALLY QUITE COMFORTABLE BUT THINK OF THE POOR PILOT WHO HAD TO FLY THE PLANE REGARDLESS OF THE WIND AND WEATHER CONDITIONS. HOWEVER, IT'S A

BEAUTIFUL PLANE AND CERTAINLY A GOOD COMPANION ON

A SUNNY DAY.

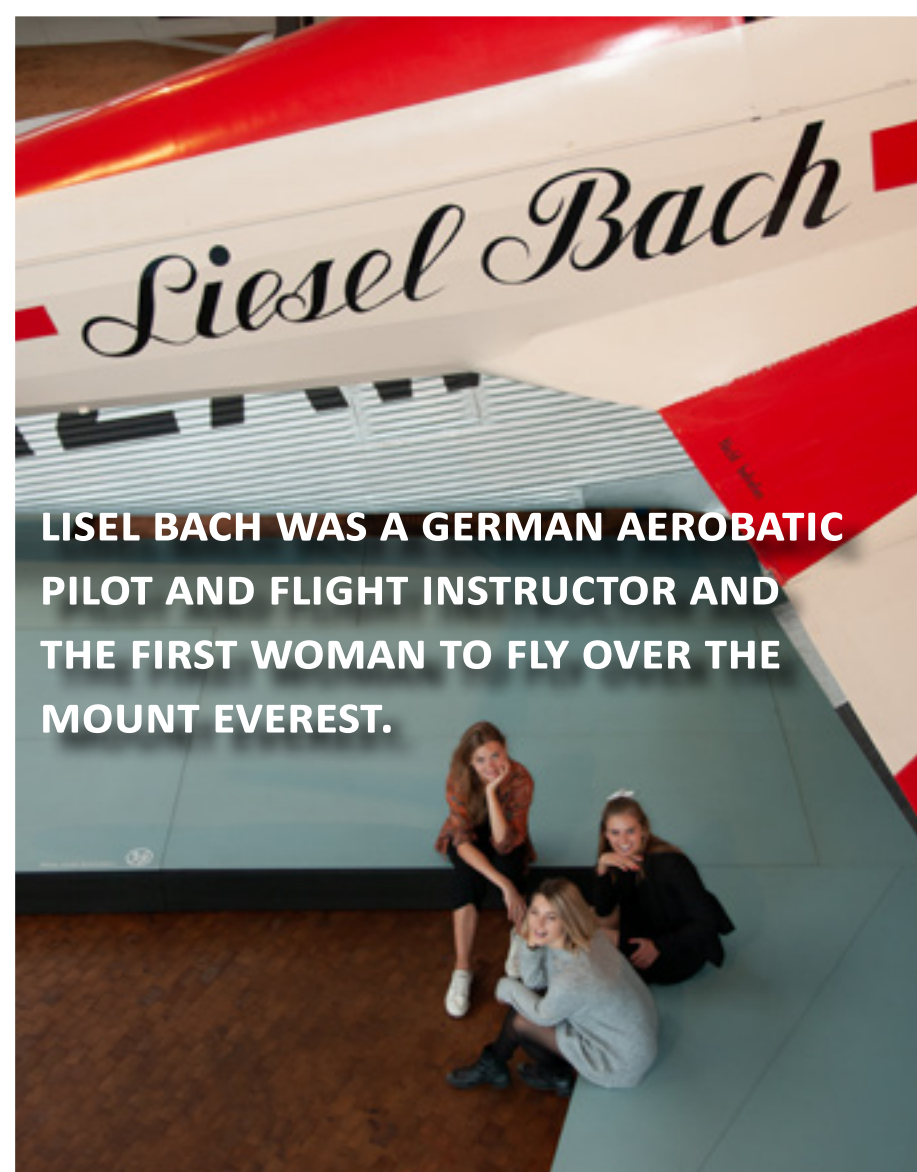


FOCKE-WULF FW200 "CONDOR"

EMILIE, JIL AND OLIVIA'S LONG-DISTANCE AIRLINER

WHICH HAD TAKEN-OFF FROM GROUND FOR THE FIRST TIME
IN JULY 1937. THE CABIN DUMMY SHOWS
THAT MAINLY RICH PEOPLE
COULD AFFORD A JOURNEY WITH THAT AIRPLANE. THE INTER-
RIOR IS QUITE LUXURY AND MODERN FOR THAT TIME.

UNFORTUNATELY, EVEN THE CONDOR
WAS MISUSED AS
A BOMBER OR RECONNAISSANCE AIRCRAFT DURING THE
WAR. BUT LUCKILY, VICE VERSA, THERE WERE ALSO MILITARY
AIRCRAFTS WHICH WERE USED FOR CIVIL PURPOSES AND TO
HELP PEOPLE IN NEED.



LISEL BACH WAS A GERMAN AEROBATIC
PILOT AND FLIGHT INSTRUCTOR AND
THE FIRST WOMAN TO FLY OVER THE
MOUNT EVEREST.





VISITORS ARE INVITED TO COME TO TERMS WITH THE CULTURAL AND SOCIO-HISTORICAL SIGNIFICANCE OF THE EXHIBITS AS WELL AS WITH THEIR PRACTICAL USES AND THE WAY THEY WORKED.

AVIATION PIONEERS AND ENGINEERS, PILOTS (BOTH MALE AND FEMALE), ANTI-AIRCRAFT AUXILIARIES, VICTIMS OF BOMBS AND ENFORCED LABOR, AND WAR SURVIVORS, ALL TELL THEIR STORIES IN THEIR OWN WAY. THEIR **EXPERIENCES AND MEMORIES** CAPTURE THE STORY OF GERMAN AVIATION IN A WAY THAT GOES FAR BEYOND **THE MERELY TECHNICAL ASPECTS.**

DOUGLAS C-47 "SKYTRAIN" THE CANDY BOMBER

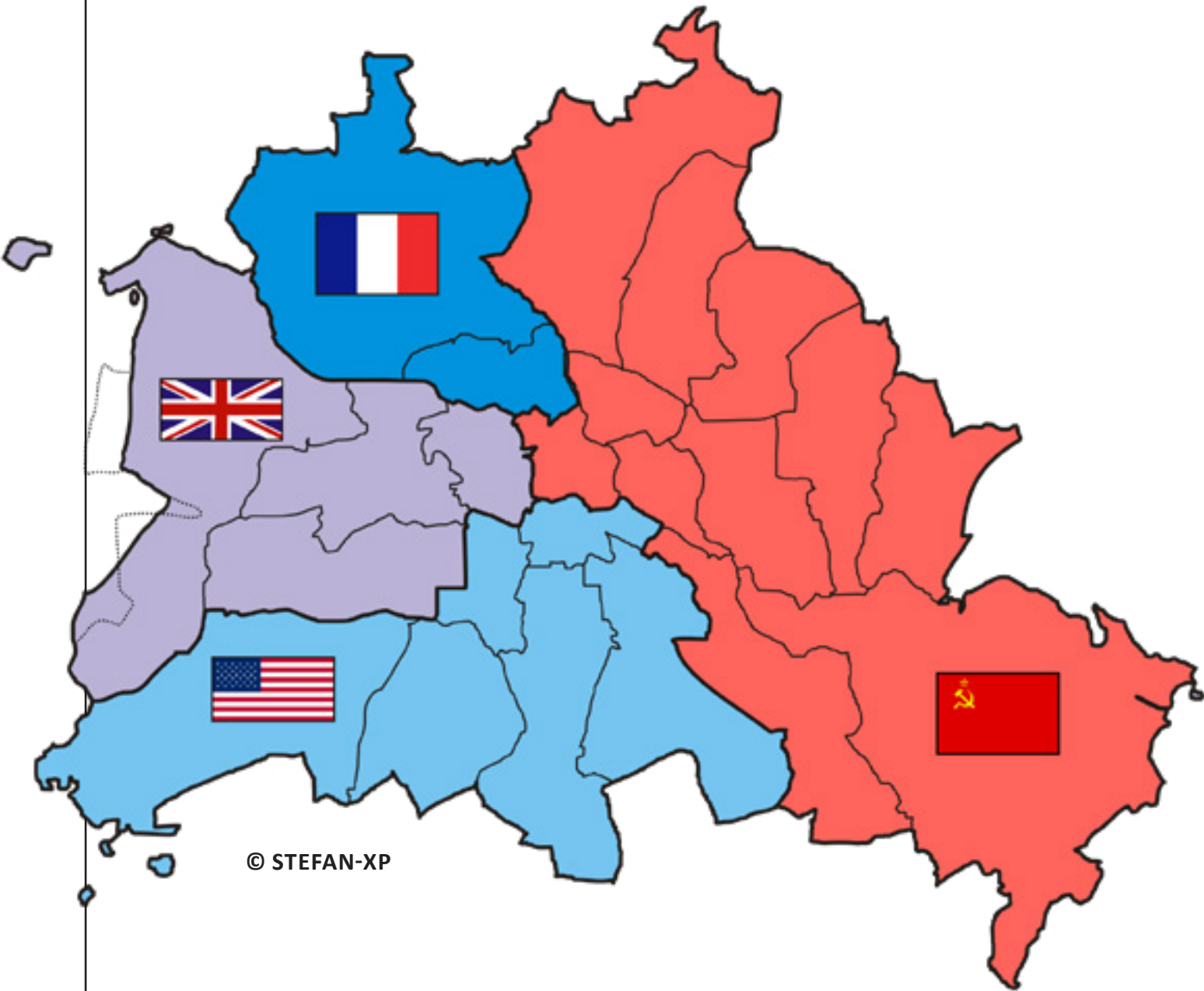
THIS PLANE LOOKS AS IF IT WAS
PREPARING TO LAND. IT'S ONE OF
THE MOST
IMPORTANT PIECES OF THE EXHIBITION IN THE
TECHNIKMUSEUM.

70 YEARS AGO, AIRCRAFT OF THIS TYPE PLAYED AN
IMPORTANT ROLE IN BERLIN.
THE DOUGLAS C-47 AIRCRAFT WAS USUALLY CALLED
"SKYTRAIN" - FOR A PARTICULAR
REASON.



HOW ENEMIES BECAME FRIENDS

WHILE THE GERMANS SUFFERED FROM HUNGER AND WERE BUSY REMOVING THE DEBRIS FIELD AFTER THE SECOND WORLD WAR, THE FOUR VICTORIOUS POWERS USA, THE SOVIET UNION, THE UNITED KINGDOM, AND FRANCE DIVIDED GERMANY AND BERLIN AMONG THEMSELVES INTO **FOUR OCCUPATION ZONES.**



WHEREBY THE PROBLEM WAS THAT BERLIN WAS LOCATED **IN THE HEART** OF THE SOVIET ZONE, ABOUT 200 KM FAR AWAY FROM THE NEXT WEST-ALLIED TERRITORIES. RIGHT FROM THE BEGINNING, MANY CONFLICTS WERE CAUSED BY THIS SITUATION. **BERLIN BECAME A HOT SPOT OF THE COLD WAR.**

"COLD", BECAUSE NOW COMBATS WERE FOUGHT WITHOUT WEAPONS BUT THROUGH PROPAGANDA, POLITICS AND THREATS, ON PAPER OR GENERALLY IN THE MEDIA.



IN 1948 THE SITUATION ESCALATED FOR THE FIRST TIME WHEN THE SOVIETS STARTED A BLOCKADE AGAINST WEST-BERLIN. THUS, THE SURFACE TRAFFIC STOPPED, AND THE WESTERN OCCUPATION ZONES WERE CUT OFF FROM FOOD, COAL, ELECTRICITY, AND MEDICINE. THE SOVIETS HOPED THAT THE WESTERN ALLIES WOULD GIVE UP BERLIN.

THE AMERICAN AND BRITISH ALLIES FOUND A WAY AROUND THAT: CONTROLLED BY AIRLIFT COMMANDER GENERAL WILLIAM H. TUNNER AND **ADMINISTRATED BY GENERAL LUCIUS D. CLAY,** THE AMERICANS STARTED A SUPPORT SYSTEM FROM ABOVE. IN A VERY SHORT TIME, AND WITH HELP OF THE ROYAL AIR FORCE, **THE BERLIN AIR LIFT WAS BORN.** IT WASN'T THE FIRST OF ITS KIND BUT BY FAR THE BIGGEST ONE.





THE TEMPELHOF AIRPORT
WAS THE HEART OF THE AIR LIFT. EVERY 2
MINUTES AN AIRCRAFT LANDED HERE TO
SUPPORT THE CITY OF **WEST-BERLIN**



A DOUGLAS C-47 SKYTRAIN
DURING THE BERLIN AIR LIFT

IN SUMMER, THE MINIMUM DAILY NEED OF WEST-BERLIN AMOUNTED
TO 4000 - 5000 TONS OF FOOD, MEDICINE,
NUTRIMENTS, COAL
AND OTHER ESSENTIAL GOODS. BUT IN WINTER, THE DAILY NEED WAS
TWICE AS HIGH. HOWEVER, THE PROBLEM WAS THAT A PLANE LIKE THE

C-47 SKYTRAIN ONLY HAS A CAPACITY OF ABOUT
5500 KG. THEREFORE, COUNTLESS
AIRPLANES WERE NEEDED TO KEEP BERLIN ALIVE.

ALSO, BIGGER PLANES WITH A HIGHER CAPACITY WERE USED LIKE THE
DOUGLAS C-54 SKYMASTER.

ABOUT EVERY TWO MINUTES A PLANE STARTED OR LANDED
SOMEWHERE IN WEST-GERMANY AND IN TEMPELHOF, WEST-BERLIN.
NOWADAYS, AFTER LANDING, AN AIRPLANE GETS CHECKED IN A HANGER
BY SEVERAL PEOPLE. DURING THE BERLIN AIR LIFT, JUST SOME MECHA-
NICS HAD TO FIX THE PLANES ON THE FIELD, EVEN AT NIGHT AND IN
COLD WINTER IN SNOW AND ICE.



**BERLIN BOYS
RE-ENACT THE AIR LIFT**

WHILE THE OPERATION WAS ORIGINALLY PLANNED FOR A SHORT TIME,
THE BERLIN AIR LIFT FINALLY LASTED FOR 15
MONTHS. IN THE END,
THERE WERE ALMOST 280,000
FLIGHTS REGISTERED THAT BROUGHT MORE THAN
TWO MILLION TONS
OF GOODS TO THE CITY TO KEEP WEST-BERLIN AND ITS CITIZENS ALIVE.
**AND SO, FORMER ENEMIES
BECAME FRIENDS.**

3RD
STOP **TEMPELHOF**

164 FEET
FIELD ELEVATION
BERLIN-TEMPELHOF

UNFORTUNATELY,
**THE PROTECTION OF WEST-BERLIN
COST DOZENS OF PEOPLE'S LIVES**
AS WELL. MOST OF THEM WERE MEMBERS OF THE
FLIGHT CREWS OR GROUND STAFF WHO WORKED AT THE
TEMPELHOF AIRPORT.

**VERY CLOSE TO THE AIRPORT, AT THE
PLATZ DER LUFTBRÜCKE
(AIR LIFT SQUARE), THE BERLIN
AIRLIFT MONUMENT**

DISPLAYS THE NAMES OF
**31 AMERICAN AND 39 BRITISH
AIRMEN WHO LOST THEIR LIVES
IN THE LINE OF DUTY.** FACING WEST
IT SYMBOLIZES
THE BRIDGE OF FRIENDSHIP WITH THE INSCRIPTION:

**"THEY GAVE THEIR LIVES TO THE
FREEDOM OF BERLIN IN SERVICE
OF THE BERLIN AIRLIFT 1948/49"**

ALL OF THEM WERE AND WILL FOREVER BE TRUE HEROES.





ZENTRALE FLUGHAFEN

AT THE MAIN ENTRANCE

OF THE TEMPELHOF AIRPORT, WE SEE A PLAQUE OF **LUCIUS D. CLAY**, THE GENERAL OF THE AIR LIFT. HE RECEIVED MANY INTERNATIONAL HONORS. EVEN A HUGE ROAD IN BERLIN WAS NAMED AFTER HIM: THE CLAYALLEE (CLAY AVENUE), WHERE TODAY THE ALLIED MUSEUM IS LOCATED. FURTHERMORE, THE ORDER OF MERIT OF THE FEDERAL REPUBLIC OF GERMANY WAS GRANTED TO HIM.





GAIL HALVORSEN
WITH HIS SELFMADE
PARACHUTES

WIE AUS FEINDEN
HOW ENEMIES
FREUNDE WURDEN
BECAME FRIENDS

THE SAME HONOR WAS GIVEN TO ANOTHER HERO
OF A SPECIAL KIND, **GAIL HALVORSEN.**

AT THE AGE OF 28, HE BECAME PILOT OF THE SO-CALLED
OPERATION VITTLES, THE BERLIN AIR LIFT. GAIL PILOTED THE
DOUGLAS C-47 WE SAW IN THE TECHNIK-
MUSEUM. SINCE THIS PLANE
TYPE BECAME TOO SMALL FOR THE INCREASING AMOUNT OF
CARGO, THE US-ARMY STARTED USING THE BIGGER,
FOUR-ENGINE C-54. IT WAS
SKYMASTER NAMED
AND GAIL HALVORSEN WAS THE
MASTER WHO CONTROLLED BOTH
TYPES OF AIRPLANES DURING THE BERLIN BLOCKADE.



GAIL VISITS THE 70. ANNIVERSRY OF THE
BERLIN AIRLIFT IN 2019



GAIL'S FACE IS STILL CLOSE CONNECTED
WITH THE TEMPELHOF AIRPORT. HERE, AT
THE CELEBRATION OF THE 70. ANNIVERSRY
OF THE BERLIN AIRLIFT IN 2019

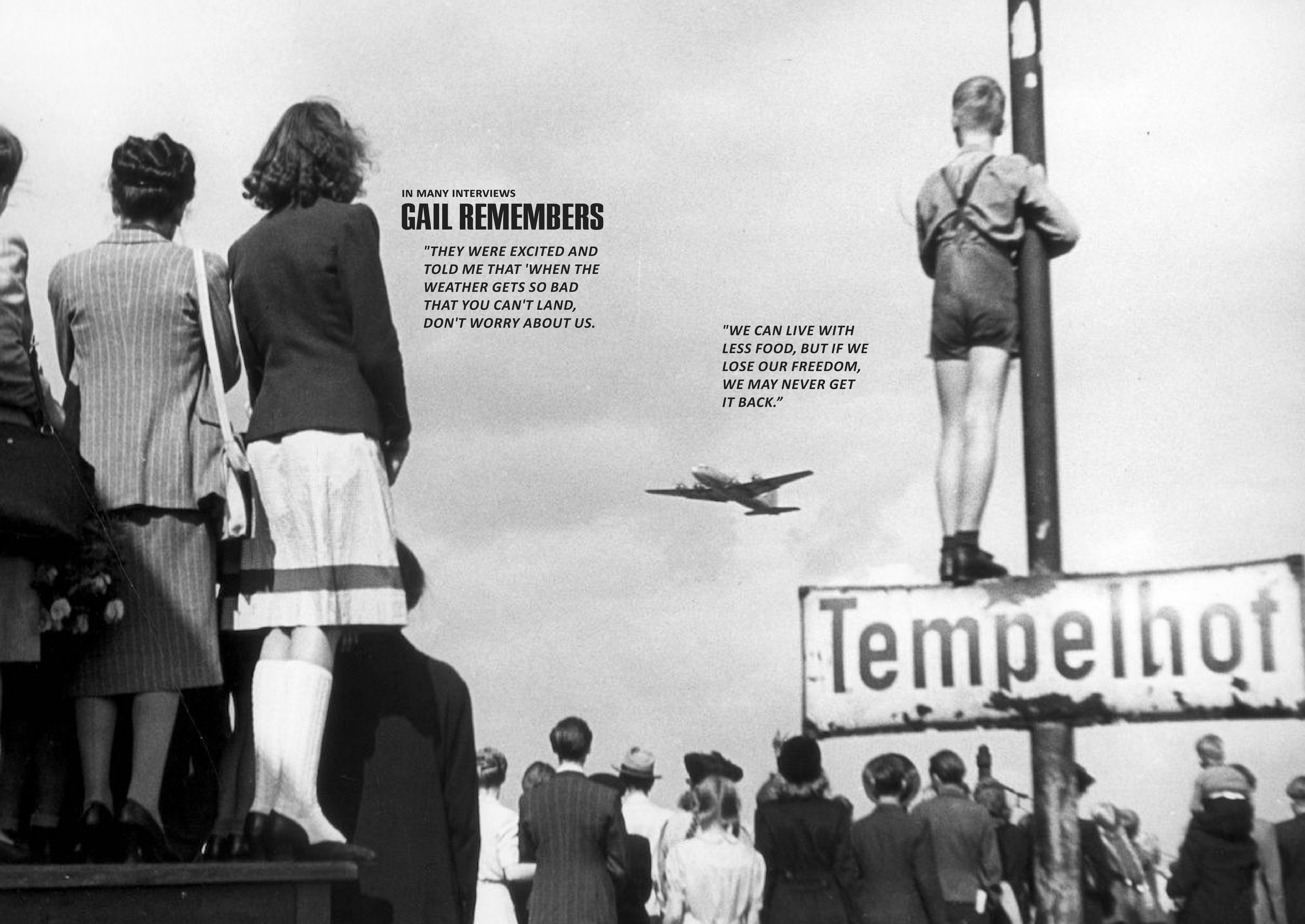


BETWEEN 1943 AND 1945 THE BRITISH AND THE AMERICANS DROPPED ALMOST
70.000 TONS OF BOMBS IN BERLIN. SO THE RELATIONSHIP BETWEEN BERLINERS AND
THE WESTERN ALLIES WAS STRAINED. BUT THAT CHANGED WITH THE

BERLIN BLOCKADE.

SINCE THE SOVIETS BLOCKED THE TRAFFIC, THE
PEOPLE OF BERLIN WERE AFRAID TO BECOME A PART
OF THE SOVIET UNION. MOREOVER, MANY PEOPLE SUFFERED
FROM HUNGER AND POVERTY. FIRST AND FOREMOST,
THESE CIRCUMSTANCES AFFECTED THE CHILDREN. ONE DAY IN
JULY, GAIL HALVORSEN SAW THEM AT A FENCE OF THE AIRPORT
FIELD. HE NOTICED THAT THE CHILDREN HAD NOTHING.





IN MANY INTERVIEWS

GAIL REMEMBERS

*"THEY WERE EXCITED AND
TOLD ME THAT 'WHEN THE
WEATHER GETS SO BAD
THAT YOU CAN'T LAND,
DON'T WORRY ABOUT US.*

*"WE CAN LIVE WITH
LESS FOOD, BUT IF WE
LOSE OUR FREEDOM,
WE MAY NEVER GET
IT BACK."*

Tempehhot



HALVORSEN REACHED INTO HIS POCKET BUT ONLY FOUND TWO STICKS OF WRIGLEY'S CHEWING GUM. HE GAVE THEM TO THE CHILDREN, A BIT WORRIED THE KIDS WOULD START FIGHTING FOR THEM. BUT THE CHILDREN BROKE THEM INTO LITTLE PIECES AND SHARED THEM EVENLY. THE ONES WHO DIDN'T GET A PIECE STARTED SNIFFING THE WRAPPERS INSTEAD. WHEN GAIL SAW THEM ACTING THAT WAY, HE WAS DEEPLY TOUCHED AND TROUBLED ABOUT NOT BEING ABLE TO GIVE THEM MORE.

THUS, HE PROMISED THE CHILDREN TO HAVE ENOUGH FOR EVERYONE THE NEXT DAY AND TO DROP IT OFF HIS PLANE. BUT SINCE ALMOST ALL PLANES LOOKED THE SAME, GAIL HAD THE IDEA TO WIGGLE HIS WINGS, WHICH HE HAD DONE FOR HIS PARENTS WHEN HE GOT HIS LICENSE AS A PILOT. NO SOONER SAID THAN DONE, HALVORSEN AND HIS CREW POOLED THEIR RATIONS FOR THE NEXT DAY. BUT THEY WERE SO HEAVY THAT HE WAS AFRAID THE CHILDREN COULD GET HURT BY THEM. TO PREVENT THAT, HE TIED HANDKERCHIEFS TO THE CANDIES. THE NEXT DAY, DURING THE REGULAR SUPPLY DROPS, HALVORSEN ALSO DROPPED THESE LITTLE PARACHUTES OUT OF THE PLANE.

THE NUMBER OF CHILDREN

INCREASED WEEK BY WEEK. AFTER BOMBS FELL FROM THE SKY JUST THREE YEARS EARLIER, NOW

CANDY WAS DROPPED OVER BERLIN. THE CHILDREN TITLED GAIL HALVORSEN **UNCLE WIGGLY WINGS**

AND THE AIRPLANES GOT THE POPULAR NAMES

CANDY BOMBERS, EVEN IF THEY WERE NEVER BOMBERS BUT CARGO AIRCRAFTS.

GAIL STARTED THIS INITIATIVE ON HIS OWN, WITHOUT ANY PERMISSIONS OF HIGHER AUTHORITIES. HOWEVER, WHEN AIRLIFT COMMANDER GENERAL WILLIAM H. TUNNER HEARD OF IT, HE ORDERED TO EXPAND THE CURRENT OPERATION VITTLES TO

LITTLE VITTLES. OF COURSE, THE GENERAL UNDERSTOOD THE POWER AND EFFECT OF THAT SMALL GESTURE OF FRIENDSHIP.

THE OPERATION LITTLE VITTLES

INCREASED WHEN THE INFORMATION REACHED THE UNITED STATES. COLLEGE
STUDENT MARY C. CONNERS FROM MASSACHUSETTS STARTED TO HELP GAIL
HALVORSEN. AS CANDY MANUFACTURERS FROM ALL OVER THE US CONTRIBU-
TED CANDIES, HE COULDN'T HANDLE ALL THE DELIVERIES OF SWEETS AS WELL AS
THE PRODUCTION OF PARACHUTES ON HIS OWN ANYMORE. MARY C. CONNERS
TOOK CARE OF THE NATIONAL PROJECT AND WORKED WITH THE NATIONAL
CONFECTIONER'S ASSOCIATION. THEY WERE RESPONSIBLE FOR PREPARING

OVER 18 TONS OF SWEETS FROM ACROSS THE COUNTRY
GERMANY DURING THE BERLIN AIR LIFT. AND FOR SHIPPING THEM TO



AFTER GAIL DROPPED THE PARACHUTES

ONCE PER WEEK, THE GROUNDSWELL OF SUPPORT MADE IT POSSIBLE THAT NOW THE COMPLETE SQUADRON DROPPED CANDY IN BERLIN EVERY DAY. IN REACTION,

THE US AIR FORCE WAS OVERFLOODED WITH PAINTINGS AND THANK-YOU-LETTERS

BY THE CHILDREN. THE OPERATION LITTLE VITTLES WAS RESPONSIBLE

FOR DROPPING ABOUT 23 TONS OF SWEETS WITH OVER 250.000 PARACHUTES.



**JIL, EMILIE, OLIVIA, BELINDA AND BELLA AT A
DOUGLAS C-54 SKYMASTER ON TEMPELHOF'S APRON.**



EVEN IF GAIL HALVORSEN NEVER CONSIDERED HIMSELF A HERO, HE IS

A TRUE HERO FOR ALL BERLINERS.

HE FOLLOWED HIS HEART AND MIND, AND HE OPENED IT FOR PEOPLE WHO BELONGED TO HIS COUNTRY'S FORMER ENEMIES. GAIL MADE AN EXAMPLE FOR THE WORLD THAT OFFERING LOVE AND FRIENDSHIP COULD MEAN RECEIVING IT IN RETURN FOR ETERNITY. THE EFFECT OF GAIL'S CHARMING ACTIONS WAS THAT THE NEXT GENERATION OF BERLINERS AND GERMANS DIDN'T CONSIDER THE AMERICANS AS STRANGERS OR ENEMIES ANYMORE, BUT AS

CLOSE, YES, BEST FRIENDS.

THEY PASSED THIS FRIENDSHIP ON TO THEIR DESCENDANTS WHICH HAS LED TO THE FACT THAT GERMANY BECAME AN OPEN-MINDED AND VERY PEACEFUL COUNTRY AND A GLOBAL ROLE MODEL IN THAT CASE.




WITHOUT PEOPLE LIKE GAIL HALVORSEN, BERLIN WOULDN'T BE THE SUPPORT OF THE ALLIES, AND MOST OF ALL THE BERLIN AIR LIFT, SUCH AN IMPORTANT AND FASCINATING PLACE TODAY. PROBABLY, WOULDN'T BE THE SAME EITHER.



DOUGLAS C-54 THE SKYMASTER

AS A SIGN OF FRIENDSHIP AS
WELL AS TO KEEP THE RECOLLECTION OF THE BERLIN AIR
LIFT ALIVE, THE US AIRFORCE HAS LENT ONE C-54 SKYMASTER
AIRCRAFT TO THE TECHNIKMUSEUM, WHICH EXHIBITS IT ON
THE FORMER TEMPELHOF AIRFIELD.



UNTIL TODAY, THAT PLANE HAS AN
**EMOTIONAL EFFECT FOR
ORIGINAL BERLINERS,**
NOT ONLY FOR THE ELDERLY BUT EVEN FOR
THE YOUNGER ONES. NORMALLY THE
PLANE ISN'T OPEN TO THE PUBLIC.

BUT WE WERE LUCKY ENOUGH TO TAKE
A LOOK INSIDE. IT'S NOT JUST A MACHINE. EVEN IF
PART IN THE BERLIN AIR LIFT WE CAN IMAGINE THE
SPRIT OF THAT TIME.



EMILIE SHOWS US ONE
OF
THE DIFFERENCES TO THE SMALLER C-47.
THE BIGGER DOOR HELPED
TO LOAD
THE CARGO FASTER ONTO THE AIRCRAFT.



WE WISH THIS PLANE COULD
TELL US SOME OF THE INTERESTING
STORIES THE OF THE PEOPLE,
THE AIRMEN AS
WELL AS OF THE CHILDREN
FROM THAT TIME.



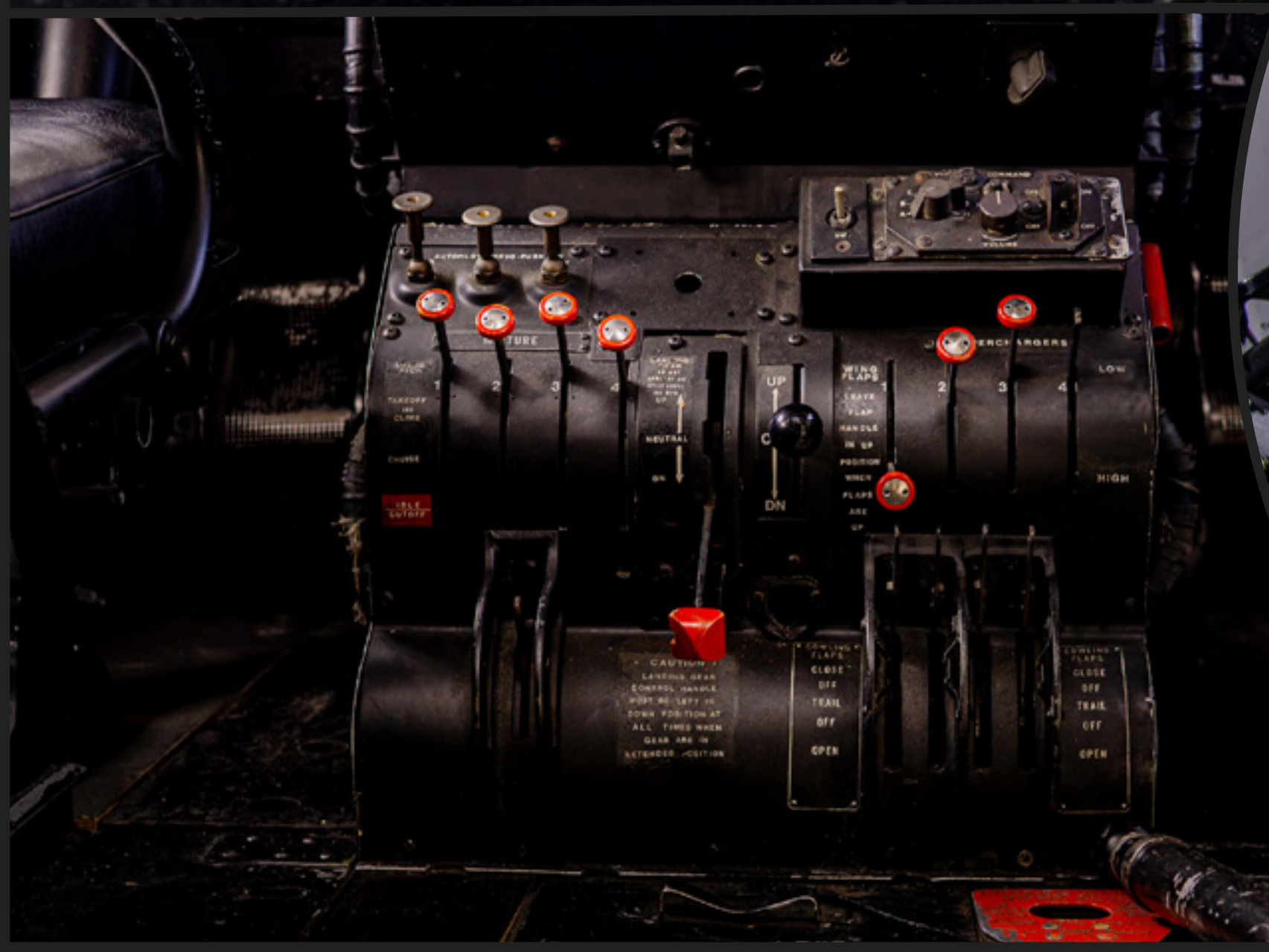
HOWSOEVER, IT'S AN IMPRESSIVE
PIECE OF TECHNOLOGY. WHILE THE
CARGO HOLD IS
QUITE EMPTY – IT OFFERED ENOUGH SPACE FOR THE FREIGHT.



THE COCKPIT ITSELF IS VERY IMPRESSIVE.



THERE IS EVEN
A PLACE TO SLEEP,
WHICH WAS CERTAINLY NECESSARY -
SINCE THE PILOTS HAD TO FLY
ALMOST CONTINUOUSLY.





**THE COCKPIT IS FULL
OF TECHNICAL DEVICES.**

**NO COMFORT BUT COUNTLESS
BUTTONS AND MEASURING
INSTRUMENTS.**



PILOTS HAD TO FLY THROUGH
HAD TO LAND DURING THE NIGHT AND STORMS.
TODAY THAT'S NOT A BIG DEAL BUT AT THIS TIME
**THEY HAD TO MANEUVER
EVERYTHING MANUALLY.**
NO AUTOPILOT OR COMPUTER WAS ON BOARD.

FURTHERMORE, WE MUST BEAR IN MIND THAT
THIS MACHINE FULL OF ADVANCED TECHNOLOGY WAS
BUILT IN THE 1940s - 80 YEARS AGO.
THINKING ABOUT IT, WE ARE EVEN MORE IMPRESSED.





AGE·REG
NINIS·

**FROM THE COCKPIT, WE
A GREAT VIEW OF THE AIRPORT
DOOR OF THE CARGO HOLD, WE
CAN SEE THE ENTIRE AIRFIELD.**

THE TEMPELHOF FIELD



THE FIELD WAS FIRSTLY MENTIONED IN 1351.

IN A DOCUMENT EARLY, THE MILITARY RECOGNIZED THE IMPORTANCE OF THAT PLACE. IT WAS USED AS AN EXAMPLE OF A FOOT-DRILL PLACE FOR A LONG TIME. IN 1722 THE FIRST PARADE OF THE BERLIN GARRISON WAS HELD BY FREDERICK WILLIAM I OF PRUSSIA, THE SO-CALLED SOLDIER KING AND FATHER OF FREDRICK THE GREAT. THE LATTER COULD BE CONSIDERED

THE "GODFATHER" OF BERLIN.

ALREADY AT THE BEGINNING OF THE 20TH CENTURY, THE PLACE WAS IMPORTANT FOR AVIATION. IN AUGUST 1909 A HUGE ZEPPELIN WITH A LENGTH OF 136M CIRCLED AT AN ALTITUDE OF 100 METERS OVER THE AREA. AMONG THE 300.000 GUESTS, WHO PARTICIPATED IN THAT SPECTACLE, WAS KAISER WILHELM II. ONE MONTH LATER THE AVIATION PIONEER ORVILLE WRIGHT PRESENTED HIS "AEROPLAN" FLYING MACHINE TO 150.000 SPECTATORS.



© BUNDESARCHIV, BILD 102-12094A / CC-BY-SA 3.0





IN 1923 THE FIRST AIRPORT THE "DEUTSCHE LUFTHANSA AG"

BUILDINGS OPENED, AND
OPERATIONS GOT STARTED.
COMPANY WAS
FOUNDED

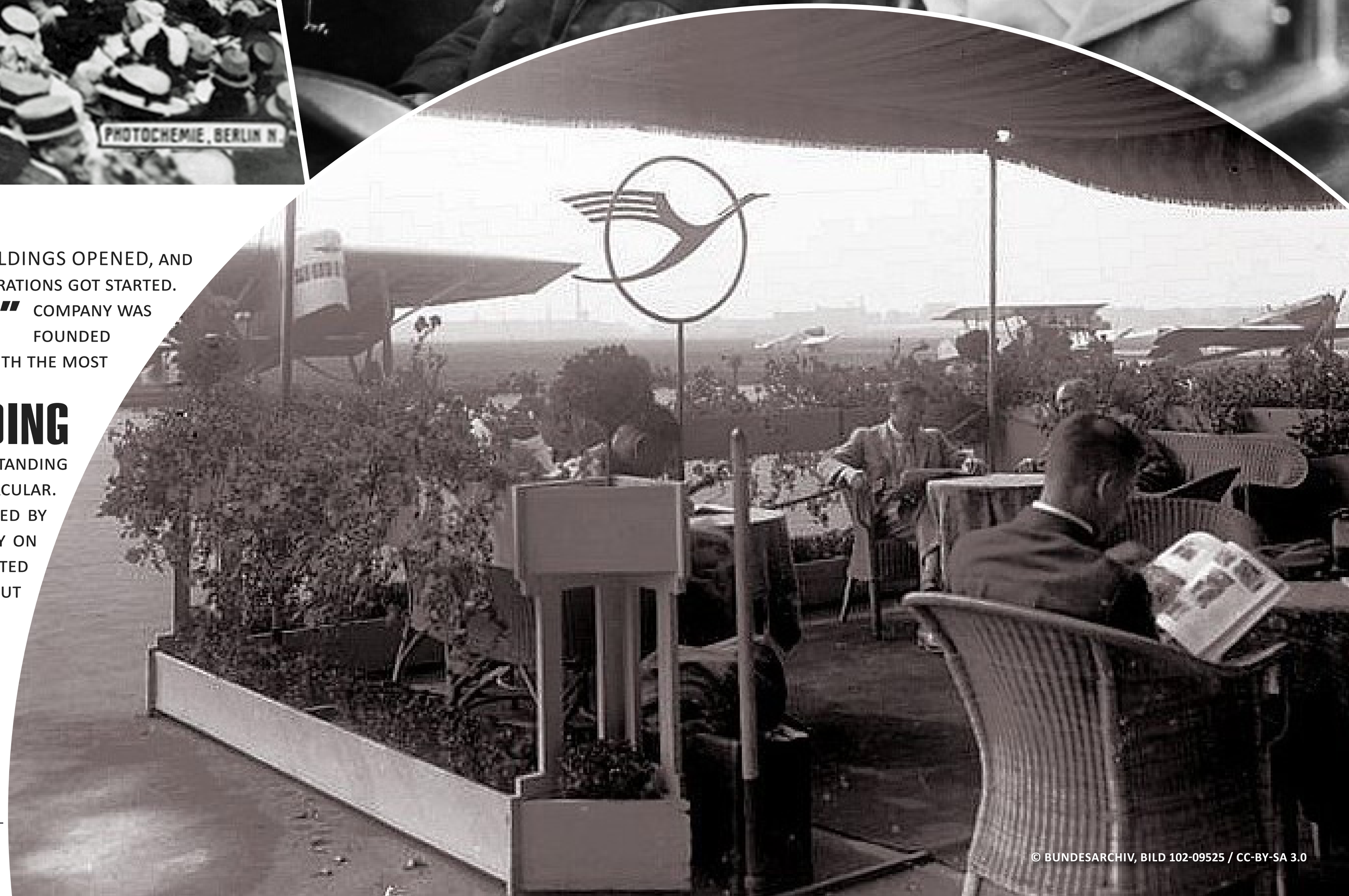
HERE IN 1926. MOREOVER, IN 1930 TEMPELHOF WAS THE AIRPORT WITH THE MOST PASSENGERS ALL OVER EUROPE.

THE TEMPELHOF AIRPORT BUILDING

IS A RELIC OF THE NAZI ERA. ITS ARCHITECTURE SHOWS THEIR UNDERSTANDING OF AESTHETICS AND HITLER'S MAD CRAZE FOR THE HUGE AND SPECTACULAR. ALMOST DIRECTLY AFTER HIS SEIZURE OF POWER IN 1933, WELCOMED BY THOUSANDS OF PEOPLE, ADOLF HITLER CELEBRATED THE LABOR DAY ON THE TEMPELHOF AIRFIELD. THE PLANNING OF THE NEW AIRPORT STARTED TWO YEARS LATER AND THE CONSTRUCTION ITSELF BEGAN IN 1936 - BUT IT NEVER GOT FINISHED.

DURING TIMES OF THE WAR,

THE AIRPORT HAD MORE FUNCTIONS THAN JUST HANDLING PASSENGERS AND CARGO. IT WAS ALSO A PRODUCTION SITE FOR AIRPLANES LIKE THE DREADED JUNKERS JU 87, THE SO-CALLED STUKA (SEE PAGE 84).





TODAY THE AIRFIELD IS ONLY USED FOR PEACEFUL ACTIVITIES.
THE BERLINERS FOUGHT WHEN THE AIRPORT WAS CLOSED IN 2008,
TO KEEP THE AIRFIELD OPEN FOR THE PUBLIC.
SINCE THEN, PEOPLE COME HERE TO ENJOY
THE FREEDOM OF BERLIN WHILE HAVING A PICKNICK, DOING MANY KINDS OF SPORTS,
FLYING A KITE, SINGING WITH FRIENDS OR JUST READING A BOOK OR LISTEN TO MUSIC.

THE TEMPELHOF AIRPORT IS A BREATHTAKING
BUILDING THAT BELONGS TO
THE BIGGEST ONES ON EARTH, NOT JUST REGARDING ITS
IMPORTANCE. HENCE, THE
AIRPORT AS WELL AS THE CONNECTED FORMER AIRFIELD OFFER A LOT OF SPACE
AND THAT SPACE CAN BE USED FOR EVENTS.





ALREADY ONE YEAR AFTER THE AIRPORT CLOSED IT BECAME A POPULAR
AND EXQUISITE VENUE. IT STARTED
BREAD & BUTTER FASHION SHOW IN 2009. FOR
SIX YEARS IT GOT THE ATTEN-
TION OF HUNDREDS OF THOUSANDS OF INTERNATIONAL FASHION
ENTHUSIASTS TWICE A YEAR.

THE THEN BIGGEST FASHION TRADESHOW WORLDWIDE

WAS LOCATED IN ALL OF THE HANGERS OF THE TEMPELHOF AIRPORT.
LATER, IN 2015. THE LOLLAPALOOZA FESTIVAL TOOK PLACE HERE.

**IT TRULY WAS A VIVID AND
ENTERTAINING TIME.**



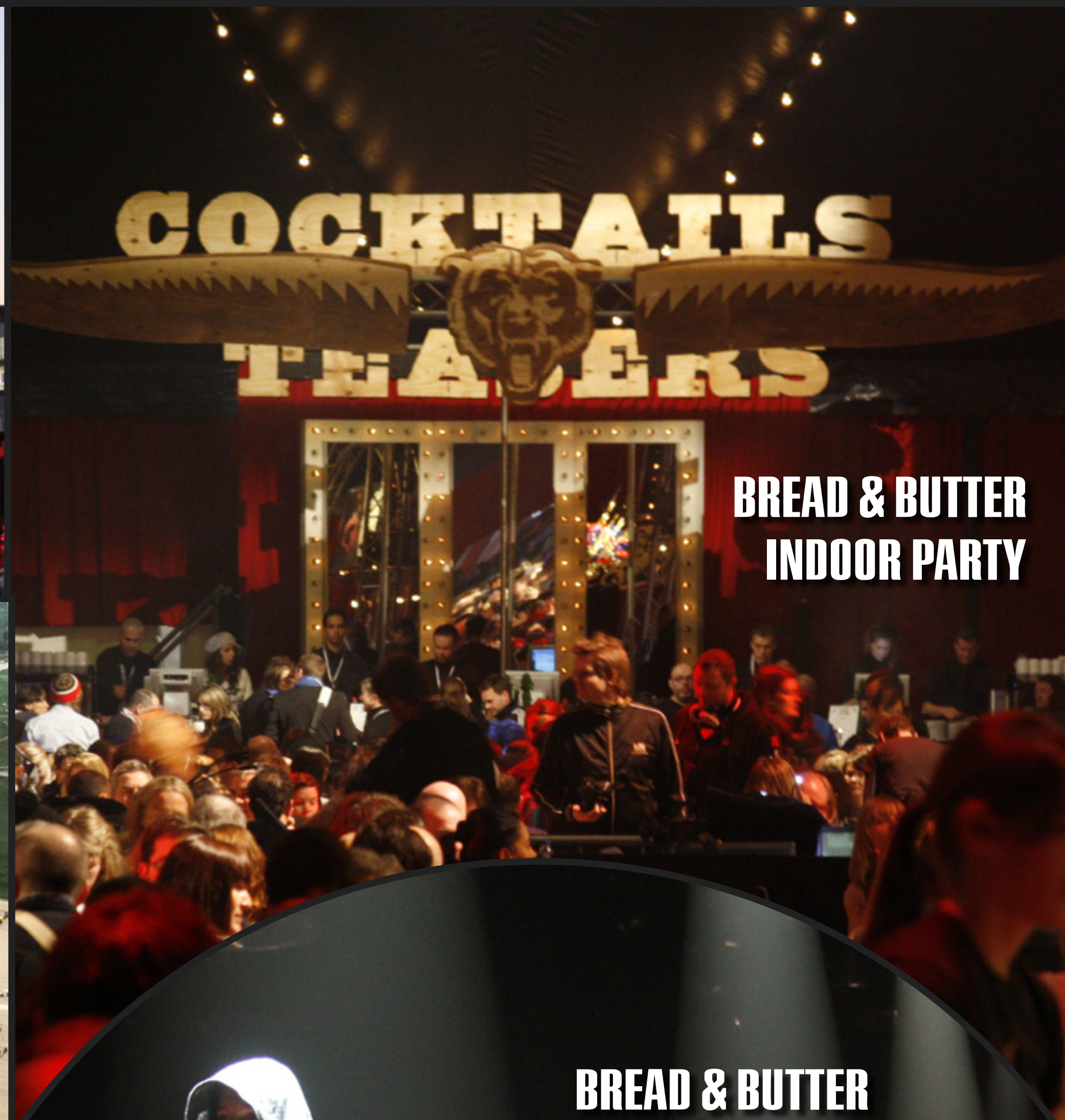
BREAD & BUTTER OUTDOOR PARTY



AIR SHOW



LOLLAPALOOZA FESTIVAL



**BREAD & BUTTER
INDOOR PARTY**



**BREAD & BUTTER
G-STAR FASHION SHOW**



**MODEL AT THE
BREAD & BUTTER**

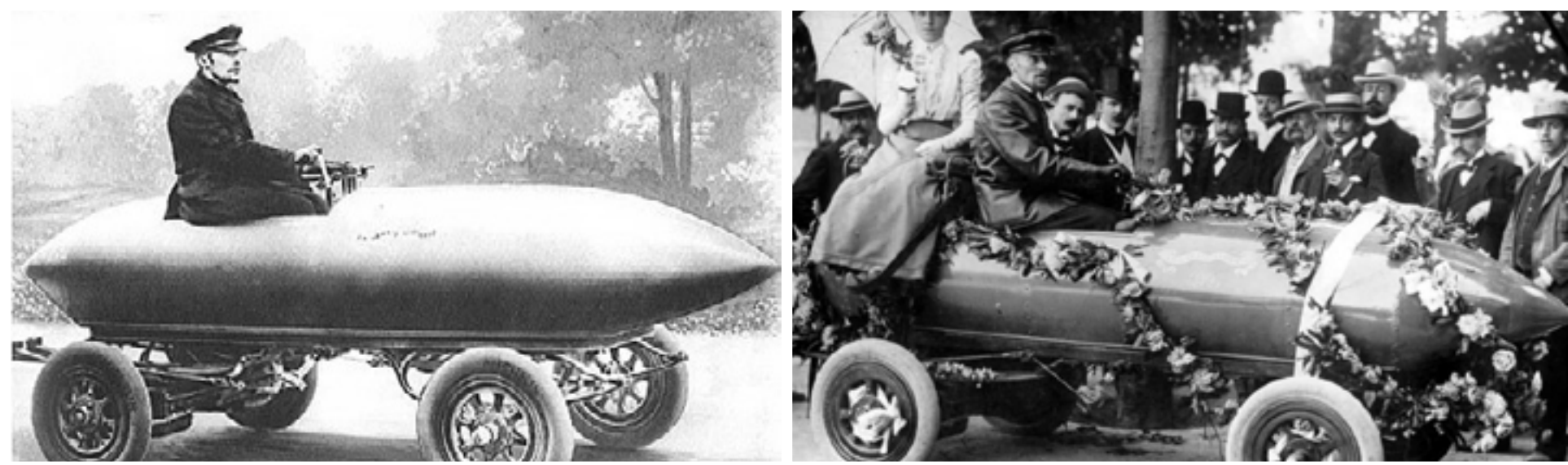


IN 2015 THE AIRPORT BECAME THE VENUE FOR THE **BERLIN EPRIX**, WHERE IT TOOK PLACE FOUR ADDITIONAL TIMES SINCE THEN. IT IS GERMANY'S MOST POPULAR FORMULA-E RACE AND A STEP INTO THE FUTURE. THE EPRIX ILLUSTRATES THAT TECHNOLOGY HAS NO BOUNDARIES. **IT'S ALSO A STATEMENT CREATED BY ELECTRICITY ONLY** ADDRESSSED TO ALL CAR ENTHUSIASTS SAYING THAT HIGH SPEED CAN BE - WITHOUT ANY PROBLEMS.

DID YOU KNOW THAT

IT WAS AN ELECTRIC CAR THAT DROVE FASTER THAN 100 KM/H (62 MPH) FOR THE FIRST TIME?

IT WAS A BELGIAN CAR CALLED "LA JAMAIS CONTENTE".



DO YOU THINK THAT'S NOTHING SPECIAL?

WELL, IT IS - SINCE THE ELECTRIC VEHICLE

ALREADY BROKE THE RECORD IN 1899,

120 YEARS AGO.

IT'S A SIGN THAT THE

TECHNOLOGY ALREADY EXISTED FROM THE BEGINNING. NOW IT'S TIME TO USE IT TO MAKE THE WORLD A LITTLE CLEANER. THERE IS STILL ROOM AND NEED FOR DEVELOPMENT IN THE E-TECHNOLOGY, SINCE THE PRODUCTION AND DISPOSAL OF BATTERIES IS ENVIRONMENTALLY HARMFUL.

© KAGAMEMNON



© LAT/FORMULA E



THE AIRPORT HASN'T ONLY AN INTERESTING HISTORY, BUT AN
EXCITING FUTURE AS WELL. DURING THE LAST MONTHS, IT GOT A BIT
QUIET AND BERLINERS ASKED THEMSELVES WHAT WAS
HAPPENING. HOWEVER, IT IS VERY BUSY BEHIND THE SCENES. FIRST OF ALL, THE
TEMPELHOF PROJECT GMBH, WHO TAKES CARE OF THE
DEVELOPMENT OF THE AIRPORT,
RECOGNIZED THE IMPORTANCE OF REMEDIATION WORK, ESPECIALLY REGARDING THE
STATICS AND, THUS, THE SAFETY OF THE BUILDING.



© TEMPELHOF PROJECT GMBH



A SPECIAL CURRENT PROJECT IS THE

75-METER HIGH TOWER.

IT IS
UNDER

CONSTRUCTION AND ITS OPENING WILL BE THE
BEGINNING OF A

A NEW ERA FOR TEMPELHOF.

STARTING IN 2020, IT WILL BE FREELY ACCESSIBLE TO
VISITORS. FURTHERMORE, IT WILL PROVIDE A SPECTACULAR


360° VIEW OF THE AIRFIELD AND THE

CITY. THE TOWER WILL ALSO BE THE ENTRANCE TO THE ROOF. WITH
A LENGTH OF 1.3 KM (COMPARABLE TO THE STREET

UNTER DEN LINDEN IN THE CENTER OF BERLIN)
IT WILL OFFER A

GREAT VIEW OVER THE AREA.





THE LEVEL BELOW WILL ALSO BECOME VERY APPEALING:
PRESENT EXHIBITIONS. IT WILL FOR EXAMPLE BE USED TO
THE HANGARS WILL BECOME EVENT AREAS, THE STAIRCASE WILL REMAIN A
SPECIAL HIGHLIGHT FOR VISITORS (SEE LATER).
LIKE ALREADY
THIS YEAR
WHEN THE FASHION TRADESHOW "PANORAMA" TOOK PLACE HERE. ONE OF THE HANGARS IS
RESERVED FOR THE ALLIED MUSEUM THAT WILL MOVE TO THIS PLACE IN THE FUTURE.



MANY GALLERIES, CAFÉS, BARS, ATELIERS
AND OTHER PLACES OF CREATIVITY WILL OPEN HERE SOON. THE PROJECT "TOWER THF" IS
THE FIRST VISIBLE HIGHLIGHT IN THE PROCESS OF CREATING
A NEW CREATIVE DISTRICT.
THE GOAL IS THE URBAN INTEGRATION OF THE FORMER CENTRAL AIRPORT
OF THE CITY. ACCORDING TO THE MONUMENT PRESERVATION PLAN,
THE FINISHED RECONSTRUCTION IS A MODEL FOR DEVELOPING AND PRESERVING
CULTURE AND COMMUNITY.

THE HIDDEN PLACES

INSIDE OF THE TEMPELHOF AIRPORT

IF YOU TAKE A TRIP, IT USUALLY STARTS AT
THE CHECK-IN. HENCE, TEMPEL-
MAIN HALL IS A GOOD STARTING
OUR NEXT STAGE. POINT FOR

ALTHOUGH IT SEEMS ABANDONED,
WE FEEL A UNIQUE SPIRIT.
THE HALL COULD TELL MANY STORIES
LOVERS, SPIES OF TRAVELERS, CELEBRITIES,
AND BERLIN'S HISTORY.

BESIDES, TEMPELHOF HAS ALWAYS BEEN AN
AREA OF MANY SECRETS.
THAT IS PRECISELY WHICH FASCINATES US.



THEREFORE, WE WANT TO DISCOVER
THE HIDDEN PLACES
OF THE AIRPORT NOW.



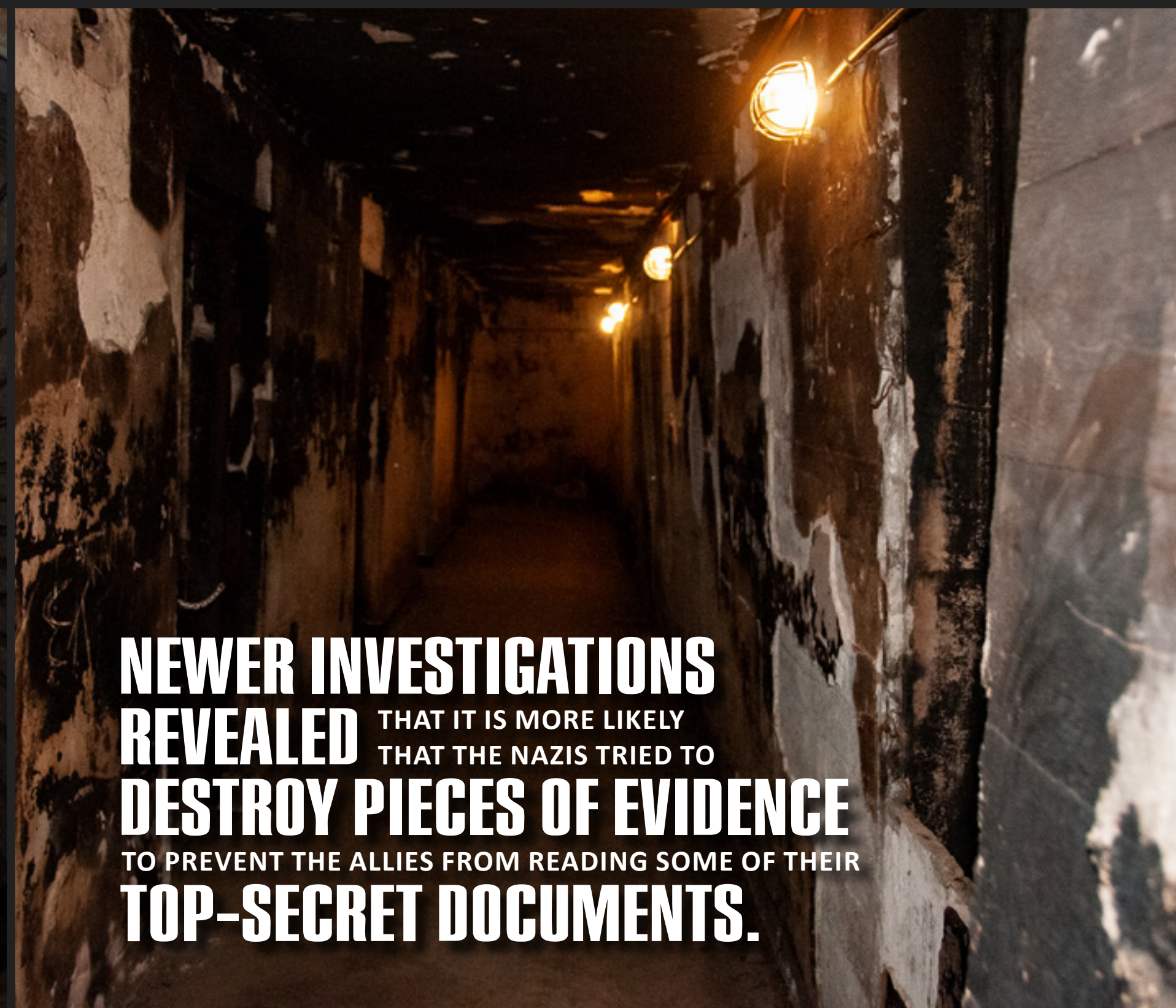
THE SHELTERS

TO MENTION ARE ESPECIALLY THE MANY
AIR-RAID SHELTERS. MOST OF THEM
PROTECT PEOPLE FROM THE WERE BUILT TO
BOMBING. THERE WAS ALSO A BUNKER
PHOTOGRAPHS AND MAPS OF AMONGST THEM THAT CONTAINED
HIGH MILITARY IMPORTANCE.



IT IS IMPOSSIBLE TO SAY WHAT WAS STORED THERE EXACTLY BECAUSE
THE AREA IS COMPLETELY BURNED OUT.
IT WAS ASSUMED THAT THE ALLIES STARTED A FIRE OR AN EXPLOSION AS
**AN ATTEMPT TO OPEN THE DOOR OF
STEEL WITH DYNAMITE.**





**NEWER INVESTIGATIONS
REVEALED** THAT IT IS MORE LIKELY
THAT THE NAZIS TRIED TO
DESTROY PIECES OF EVIDENCE
TO PREVENT THE ALLIES FROM READING SOME OF THEIR
TOP-SECRET DOCUMENTS.



**IT'S AN ODD FEELING
TO WALK THROUGH THIS
HIDDEN PLACE** WITH THAT
MANY
STORIES AND SECRETS...



THE POWER STATION





ANOTHER FEATURE
OF THE AIRPORT IS ITS HUGE
POWER STATION.



**IT WAS SO POWERFUL; IT COULD
SUPPLY THE COMPLETE DISTRICT.
DEEP BENEATH THE EARTH SURFACE**

IT FEELS LIKE A DARK DESERT - THE AIR EXTREMELY HOT AND DRY.



THE LEISURE ROOMS

TODAY THE COMPLETE COMPLEX HAS
**7266 ROOMS, INCLUDING A SAUNA
AND A SQUASH COURT.** ONCE IT ALSO HAD
A BASKETBALL COURT,
A BOWLING ALLEY, AN ICE CREAM SHOP AND MUCH MORE.





ALL OF IT HAD AN ADDITIONAL REASON.
THE GOAL WAS TO KEEP THE TROOPS AT THE AIRPORT. OF COURSE,
BERLIN WAS FULL OF SPIES. MOST OF THEM
WERE EXPERTS IN
SPYING ON CLUELESS PEOPLE WITH ACCESS TO SECRET INFORMATION.
THEREFORE, THE GENERAL STAFF TRIED TO PREVENT ANY CONTACT
BETWEEN THE AGENTS AND SOLDIERS.





THE ENTERTAINMENT ROOMS

CAFÉS WERE ALSO OPENED
AT THE AIRPORT.
THIS NICE ONE APPEARS IN THE
STYLE OF THE 50S.

IT LOOKS JUST GORGEOUS AND IT'S A
SHAME THAT IT CAN'T BE USED IN THE RIGHT WAY. IT'S CERTAINLY
A HIGHLIGHT OF THE UPPER AREA OF THE AIRPORT.





EVERY ROOM, ALMOST EVERY STONE, **HAS A STORY TO TELL.**
HERE AT TEMPELHOF HISTORY COMES
ALIVE AND IS MADE TANGIBLE. IT IS A PLACE WITH A GREAT **IMPORTANCE, BUILT FOR ETERNITY.**

THE MOVIE SETS
TEMPELHOF & HOLLYWOOD



© WALT DISNEY STUDIOS,
20TH CENTURY STUDIOS

IT'S AN EXCITING PLACE WHICH INSPIRES US
RIGHT FROM THE START. BUT IT INSPIRED ALSO MANY OTHERS. THE
MACHINES, THE BUNKERS, THE LABYRINTH OF TUNNELS AS WELL AS
THE BUILDING ITSELF HAVE ALWAYS ATTRACTED THE ATTENTION OF
MOVIEMAKERS. THE LIST IS LONG...

FOR EXAMPLE, THE GREAT
STEVEN SPIELBERG AND
TOM HANKS CAME TO THE AIRPORT
TO PRODUCE
"BRIDGE OF SPIES".



**JENNIFER LAWRENCE AND
LIAM HEMSWORTH WERE
HERE TWICE**

**FOR THE FILMING OF
"THE HUNGER GAMES:
MOCKINGJAY"
PART 1 & 2.**

BESIDES THE "HUNGER GAMES", THE SO-CALLED
EHRENHALLE (HALL OF HONOR) PLAYED A ROLE IN SOME
PART OF THE ENTRANCE HALL. MOVIES. IT'S ACTUALLY NOT A SEPARATE HALL, BUT A
THUS, THE ENTRANCE
HAD ORIGINALLY THE
SAME HEIGHT LIKE THE MAIN HALL. BUT THIS WAS VERY INEFFICIENT, AND,
BECAUSE OF ENERGY COSTS AND OTHER FACTS, THE FALSE CEILING WAS BUILT.
SINCE THEN, THE "HALL" HAS ACTUALLY NO FUNCTION, BUT, BECAUSE OF ITS
MONUMENTAL ARCHITECTURE, IT'S A VERY
SHOOTING LOCATION. POPULAR



BESIDES THE **EHRENHALLE** THE **COURTYARD, THE ACCESS TUNNEL** AS WELL AS THE **APRON** PLAY ROLES IN THE TWO EPISODES OF THE **HUNGER GAMES MOVIES.**



SCENE PHOTOS, © STUDIOCANAL/LIONSGATE

TOM CRUISE

A BRYAN SINGER FILM

VALKYRIE

BASED ON THE
INCREDIBLE TRUE STORY

**TOM CRUISE
"VALKYRIE"**

CAME HERE WITH BILL NIGHY AND KENNETH BRANAGH. THEY PRODUCED THE FILM IS ABOUT THE COUP IN JULY 1944, WHEN A GROUP OF WEHRMACHT (GERMAN ARMY) OFFICERS TRIED TO ASSASSINATE ADOLF HITLER TO TAKE OVER THE CONTROL.



SCENE PHOTO © UNIVERSAL PICTURES

**CHARLIZE THERON, JAMES MCAVOY,
AND JOHN GOODMAN**

CAME TO REFLECT THE 80S AND THE FALL OF THE WALL IN A SPECIAL WAY IN THEIR MOVIE "ATOMIC BLOND". CHRISTIAN BALE AND SEAN BEAN FOUGHT HERE AGAINST EACH OTHER IN "EQUILIBRIUM" AND THE FIRST JASON BOURNE MOVIE WAS ALSO PRODUCED IN TEMPELHOF.

SCENE PHOTO © UNITED ARTISTS



HOWEVER, THERE ARE TWO MOVIES THAT YOU NEED TO WATCH IF YOU GET THE CHANCE. ONE OF THEM IS THE COMEDY **"ONE, TWO, THREE"** (1961) BY BILLY WILDER. TYPICAL FOR WILDER, THE FILM IS VERY HUMOROUS. IT IS - MORE OR LESS - ABOUT THE COLD WAR AND THE STRANGE SITUATION IN BERLIN IN 1960. WHAT MAKES IT SO SPECIAL IS THAT THE BERLIN WALL WAS BUILT DURING THE PRODUCTION OF THE MOVIE. THUS, WILDER'S PRODUCTION WAS INTERVENED BY HISTORY. THE BRANDENBURG GATE, WHICH PLAYS A MAIN ROLE IN THE FILM HAD TO BE REBUILT IN A SMALLER VERSION IN THE OLYMPIC STADIUM IN WEST-BERLIN. EVEN THE SCENES AT TEMPELHOF AIRPORT HAD TO BE FILMED IN A STUDIO.

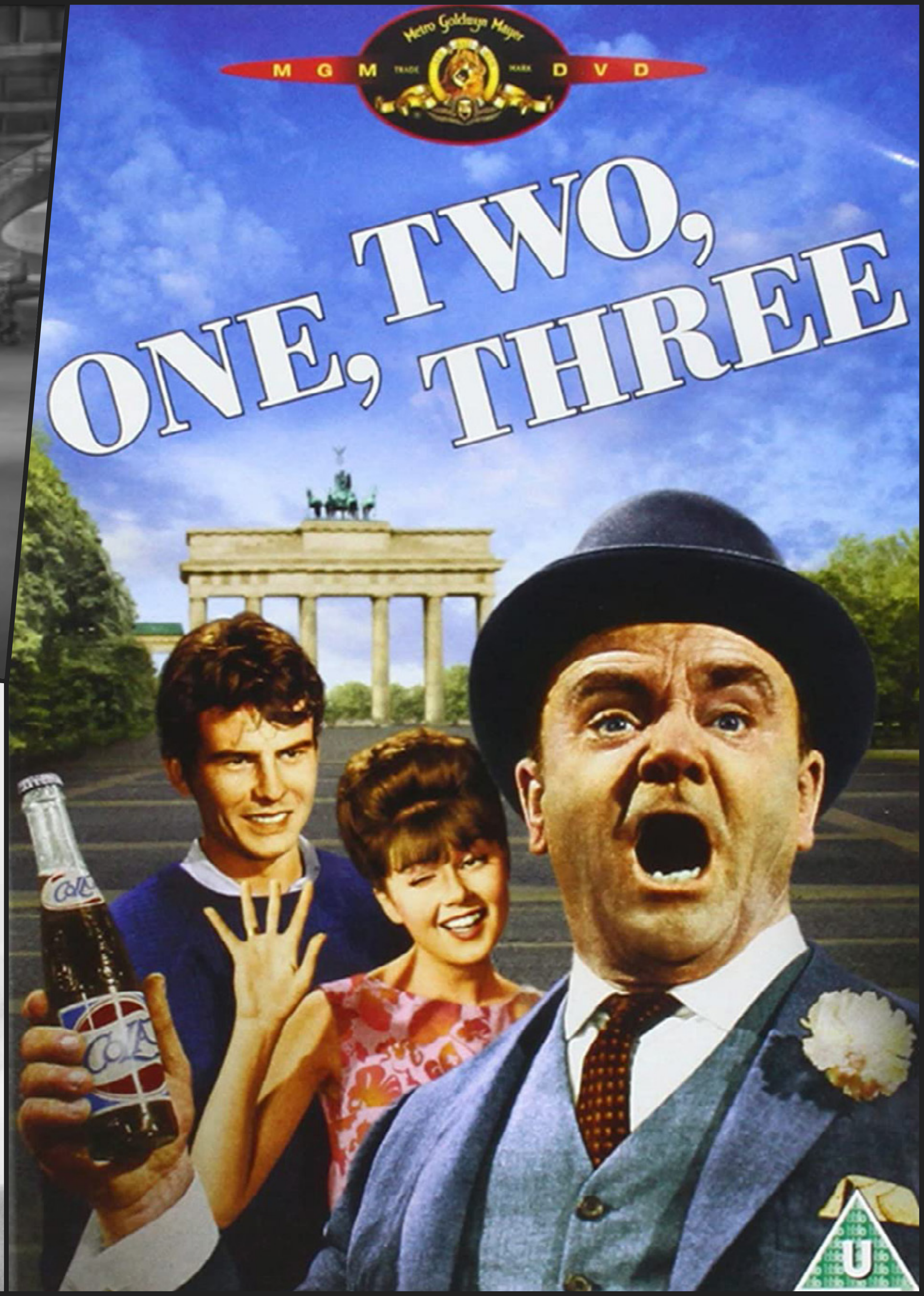
SCENE IMAGE © MGM



HORST BUCHHOLZ



LISELOTTE PULVER
© UNITED ARTISTS



ANKUNFT
ARRIVAL

THE OTHER GREAT MOVIE IS
"THE ENDLESS NIGHT"

(DIE ENDLOSE NACHT, 1963). IN THE MOVIE, SEVERAL PEOPLE ARE STRANDED IN THE TEMPELHOF AIRPORT FOR ONE NIGHT DUE TO BAD WEATHER CONDITIONS. THE WHOLE PLOT TAKES PLACE HERE. IT'S AN ENTERTAINING CONTEMPORARY DOCUMENT.

ZENTRALFLUGHAFEN





THE SUNSET

ON THE ROOF OF
THE
TEMPELHOF AIRPORT, WE ENJOY AN
AMAZING SUNSET.



IT TOUCHES OUR HEARTS

BECAUSE WE FEEL LIKE IT'S TIME TO SAY
GOOD BYE TO TEMPELHOF AND OUR
EXCELLENT AND BELOVED GUIDE

JÜRGEN. HE COULDN'T
SHOW US THE
COMPLETE AREA - IT IS SIMPLY
TOO LARGE. BUT HE BECAME
A TRUE FRIEND.



BECAUSE OF HIS LOVE FOR THIS PLACE,

HIS HUGE HEART AND TRULY SYMPATHETIC CHARACTER HE MADE THIS
DAY AN UNFORGETTABLE EXPERIENCE FOR US. THANK YOU, JÜRGEN, FOR
GIVING US THE CHANCE TO DIVE DEEPLY INTO THE HISTORY, PRESENT AND
FUTURE OF THE TEMPELHOF AIRPORT.



PHOTOGRAPHY IS JÜRGEN'S HOBBY.

THE AMAZING SUNSET IMAGES ARE TAKEN BY HIM WITH HIS
SMARTPHONE, BTW. A HUAWEI.



THE DAY WAS LOADED WITH HISTORY SINCE IT IS A
WE CLOSE THIS CHAPTER REALLY IMPORTANT PART OF BERLIN. BUT FOR TODAY
TO CONTINUE TOMORROW
WITH A LOOK BEHIND THE
SCENES OF THE BIGGEST THEATER STAGE IN THE WORLD.



TO BE CONTINUED...