



BUSMVA

# OBSERVER



Berlin U.S. Military Veterans Association

A Non-Profit Veterans Association

[www.berlinveterans.com](http://www.berlinveterans.com)

Issue 72

September 2016

## A great time was had in Colorado Springs



## 2016-2018 BUSMVA Officers

### President

#### **Vern Gibson**

1866 Frederiksen Street  
Fremont, NE 68025  
(402)-721-4066  
Email: [vern@duganinc.com](mailto:vern@duganinc.com)

### Vice-President

#### **Lee Hicks**

453 Dune Dr., Suite 310  
Gulf Shores, AL 36542  
(251)200-0112  
E-Mail: [leehicks1069@aol.com](mailto:leehicks1069@aol.com)

### Treasurer

#### **Merrell Ponder**

PO Box 2  
Columbiana, AL 35051  
(205)-669-4852  
Email: [BUSMVA@att.net](mailto:BUSMVA@att.net)

### Secretary/Editor

#### **Don "Bergie" Stanley**

45 Grandview Loop  
Townsend, Montana 59644  
(406)-640-7575  
Email: [dstanley@busmva.com](mailto:dstanley@busmva.com)

### Director-Sales

#### **Joe Morrison**

107 Remington Circle  
Houston, MO 65483  
(417)-967-0027  
Email:  
[josephmorrison@centurytel.net](mailto:josephmorrison@centurytel.net)

### Director-Membership

#### **Jerry Bryson**

269 Club Trail, Chatsworth, GA  
30705-5663  
(706)-695-9233  
Email: [jerry@jerrybryson.com](mailto:jerry@jerrybryson.com)

### Director-Reunion Coordinator

#### **Berry Williams, Jr.**

1117 Manchester Dr.  
Raleigh, NC 27609  
(919) -781-4649  
Email:  
[berrymws@mindspring.com](mailto:berrymws@mindspring.com)

*Opinions expressed are those of the writers and not necessarily those of BUSMVA or its Officers and Board*

## President's Corner *Vern Gibson*



First of all I would like to thank all of you who gave me the pleasure of being your new President. I want to thank Dave for all his good wishes and advice for this office. Hope everyone is recovered from the reunion, as I and a few others continued afterwards to finish vacations. Please let me or Berry know if you have any comments, as things went pretty well, with a few glitz's. One of the pleasures of reunions is seeing new people that have never come to a reunion. Also because we had our Berlin shirts on everyday, we picked up some new members at the hotel. I encourage everyone to wear your shirts or caps to functions that have anything to do with the Military. Berry is already working on the 2017 reunion in Omaha, and we will have more info later in the Observer. As I am writing this the weather all over the country is 90+, so keep cool with or without a beverage of your choice. Remember also that membership is very important to this group, so renew for 2017...The board thanks you all for your renewals.

## Secretaries Desk *Don Stanley*

I would like to thank all those that helped make our 2016 Reunion a success. It takes more than the directors to make it happen and we appreciate the volunteer help. It was a fun time (except for the hail) and I believe everyone had a good time.

Please keep those stories coming my way. I enjoy reading them as much as putting them in the Observer. All it takes is to sit down and start that first sentence, it will flow from there. Try it.

If you have suggestions, please feel free to let me know.  
Thanks and have a great Fall Season.



**Checkpoint Charlie  
Foundation Alumni  
attended Colorado  
Springs Reunion.**

(Left to right)  
**Greg Yakoobian, John  
Wachter, Fred Willis &  
Duane Burmeister**

**2017 BUSMVA REUNION will be in Omaha, Nebraska**  
**Embassy Suites, Downtown/Old Market**  
**555 South 10<sup>th</sup> Street**  
**Omaha, NE 68102**  
**(402) 346 - 9000**

In 2017 the BUSMVA Reunion will go back to where it all started in 1996, Omaha, Nebraska. The Reunion Hotel will be the Embassy Suites, where **every** guest will enjoy the luxury of a *spacious, two room suite*, with conveniences such as a *refrigerator, microwave oven, coffee maker, iron and ironing board and hair dryer*. Members and guests can look forward to gathering in a naturally-lit; seven story atrium to enjoy a *free full cooked-to-order-breakfast*, prepared as you like it. There, members will be surrounded by lush exotic plants and flowers, a natural waterfall and a babbling brook. What a great way to start the day!

Every evening, guests can also enjoy a *complimentary reception* featuring alcoholic and non-alcoholic beverages and hors d'oeuvres in the same relaxing atmosphere of the atrium. The Association Reunion room rates are:

Room	Single Rate	Double Rate	Triple Rate	Quad Rate
Run of House	\$131.00	\$131.00	\$146.00	\$161.00

Local occupancy taxes are currently 18.16%.

The BUSMVA has a block of 90 rooms for Monday – Thursday nights; however, reservations at these rates must be made by Thursday, April 20, 2017. If you want to arrive early or stay later Embassy Suites will, based on availability, honor these rates 3 days before and after the Reunion. If you want to take advantage of this 3 day option, you are encouraged to book your rooms early.

Reservations can be made online. The BUSMVA web page for room reservations is: [http://embassysuites.hilton.com/en/es/groups/personalized/O/OMADTES-MBU-20170520/index.jhtml?WT.mc\\_id=POG](http://embassysuites.hilton.com/en/es/groups/personalized/O/OMADTES-MBU-20170520/index.jhtml?WT.mc_id=POG)

Group Name: Berlin U.S. Military Veterans Association Reunion  
 Group Code: MBU  
 Early Registration: 21-MAY-2017  
 Registration: 22-MAY-2017 Welcome Dinner  
 Check-out: 26-May-2017

If you want to make your reservation over the phone, then call 1-800-Embassy (362-2779). Embassy Suites is conveniently located just off of the Interstate 480 (Gerald Ford Freeway) in the Historic Old Market District, which puts attendees in the midst of a myriad of entertainment options. The hotel is just steps away from the charm and excitement of this popular shopping and dining area as well as several top attractions.

Embassy Suites offers the convenience of valet parking for \$18.00 per night or the option of complimentary self-parking (Regular \$12.00/car/night) in their lot on the south side of the hotel. The self-parking lot is immediately across Jackson Street from the hotel in a fenced area. Daily event parking is available at a rate of \$15.00 per car through the valet services. Complimentary shuttle service is available to anyone flying in with the airport just four miles away. Embassy Suites has 1-3 shuttles operating at any time. Each can carry 10 passengers.



Maj Gen William Maginn, Army provost marshal general, checks map of route. —Army



Frankfurt/Oder straight ahead, but it leads to East Germany. Take Marienborn turnoff.



The solid Suedring arrow (left) points to the right direction. On return, follow the sign to Hannover.



A short stretch of Suedring road for Berlin is used by Frankfurt/Oder traffic, too.

**Copy from the Stars and Stripes from August 16, 1955  
By Nathan Margolin, Staff Writer Contributed by Jack Shepherd.  
Driving to Berlin? Keep Your Eye on the Signs**

It's easy to get lost on the Südring road between Berlin and West Germany unless you know exactly where your going. There are no officious traffic cops, no welcoming road houses or hot dog stands to help the Western driver. Instead there is 104 miles of threat for those who may chance to make a false turn.

It's easy now to make a false turn because the East Germans, with the backing of the Soviets, have removed all the American and British road guides that kept Western divers on the straight and narrow. Their pride after gaining so-called sovereignty from the Soviets would not permit foreign language signs. The East Germans have replaced the old signs with their own, which are clear only to him that knows exactly where he is going. What can happen if you take a wrong turn or otherwise find yourself in East Germany without a travel permit? You just may be up the creek without a paddle. But there's no reason to get lost once you get your intermediate designations right. A few years ago an American Lieutenant followed a road sign to Frankfurt, Oder, which is East Germany. He thought he was headed for Frankfurt, Main, in what used to be in the U.S. Zone. He spent six days in Russian jails being interrogated. He was lucky. Take the case of two soldiers who missed their stop on a Berlin elevated train and wound up in East Germany. They were in Soviet jails for six months before released. But the fact remains: If you make a false turn you don't know what will happen to you. It is this worrisome uncertainty that makes the Helmstedt-Berlin drive the longest 104 miles in the world. Nevertheless a visit to Berlin is regarded by most as well worth any reasonable effort. Here even what under normal circumstances would be pleasantries are replete with threat of discomfort or violence. No wonder it has been called "nightmare highway."

This reporter recently ran into a fearsome situation that turned out to be nothing of the kind. Driving to West Germany I came upon two Russian soldiers who were pointing machine pistols at my head. I stopped the car and reached for my Soviet documents. One soldier in broken German said "comrade" and it indicated he didn't want to see the documents. All he wanted was a ride for some friends. The U.S. Army meanwhile has taken every step to insure the safety of Americans driving to and from Berlin. The driver must go through a military checkpoint at the start and at the end of his trip over the Soviet Zone. The MP's check his spare tire. His orders, his gas and mileage. They give him a map and a sheet of instructions. They record his mileage so that if he runs into difficulties they know where he is and can dispatch a tow truck. They know because they instruct him to record his mileage if he gets stuck and send it to either end of the autobahn with the first Western driver he is able to stop. By comparing his new mileage with his old one they can spot him. They make him sign a statement saying he will not take less than two and a half hours in good weather for the 104 mile trip in a passenger car.

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The Russians have you spotted too. You have to go through their checkpoints at each end of the autobahn and show your orders with the Russian translation. They also make a record of your trip. There are other checkpoints and stops on the way, but they are manned by East German police who have no authority over Americans, French or British. But you have to slow down for them until they see your license plate and wave you on. There's one place on the highway where traffic comes to a standstill. That's at the Elbe River bridge. The bridge proper was bombed out during World War II. Gen. J. Lawton Collins' engineers built a makeshift wooden span for U.S. troops to pour into what is now East Germany. That bridge was estimated to be secure for one year, it is the span on which you now, ten years later, cross the Elbe. You have to slow to a snails pace and stay well away from other vehicles. The East Germans only this year have again spanned the river with a permanent structure, but is now being paved and graded and there's no telling how long this will take. What makes it so easy to get lost on the autobahn to Berlin? It's the confusing signs. It's also the fact that the East Germans use different names for one of the main checkpoints. This is worst at the Berliner Ring, the connecting link of the intricate road complex about eight miles from the American checkpoint outside Berlin. Going West, you must take a right fork at this place. But the sign shows Frankfurt, Oder, straight ahead and Marienborn, right. Marienborn is what the East German and Soviets call their checkpoint at the West end of the 104 mile strip. The American, French and British checkpoints nearby are at Helmstedt. Drivers sometimes tend to follow the Frankfurt, Oder and end up in trouble. It is important for the Western driver to know that going to West Germany he must follow the Marienborn sign to get to Helmstedt. Sometimes the Marienborn sign does not appear, but an arrow points to Hannover. This also is in the right direction. The difficulty in traveling from West Germany to Berlin arises when the driver hits the sign saying West Ring and Sud Ring, eight miles from the U.S. Berlin checkpoint. Here the driver must be careful to watch the signs closely. The East Germans recently took down the simple U.S. signs which merely said "Berlin" for passengers going East and Helmstedt for those going West. They have substituted their own signs which, fortunately, have the directions to East Germany in outline arrows and those for western passengers in solid white arrows. Traveling West, the driver who follows the solid arrows and the signs to Marienborn will wind up at the American checkpoint at Helmstedt. Traveling east, those who ignore all signs except those with solid arrows pointing to Berlin will turn up at the U.S. checkpoints outside Berlin.



## A MILITARY POLICEMAN (MP) IN COLD WAR WEST BERLIN

My name is George Stephenson I was an MP in the 287th MP Company, West Berlin during the Cold War from early February 1959 to the end of August 1961. I had extraordinary experiences that are lasting memories. I guess I should start with when I stepped off the MSTS (Military Sea Transportation Service) ship onto the docks of the US Army Bremerhaven Port Of Embarkation (BPOE) in Germany. I was a nineteen year old naïve Florida country boy on my way to West Berlin wary of what laid in front of me. I was a Recruit E-1 straight out of MP School. Prior to this I had only been to a metropolitan area twice. Those trips were to Jacksonville, Florida and Atlanta, Georgia to visit relatives.

I loaded onto a 2 ½ ton canvas covered M-series truck for transportation to the Bremerhaven RTO (Rail Transportation Office) an acronym totally alien to me. It was a weekend day. Traveling between the BPOE and the RTO through the fog shrouded streets looking at unfamiliar architecture and wording on building facades I wondered what my Dad's thoughts where when he arrived in France on a troop carrier in WWI. He was an Army aviator and flew in Theater during that war.

When we arrived at the Bahnhof I proceeded to the RTO. There I was given a sheet of paper that had an American flag on it with printing in blue ink in Russian and English with my name on it. I was told it was my "Flag Orders" for travel to West Berlin on the West Berlin guarded duty train. After seven days crossing the Atlantic Ocean on a MSTS troop carrier and being in a foreign country I didn't think the excitement could continue to grow, but it did. When I got on the duty train it was like stepping into the pages of an Agatha Christie novel. The only train travel I had prior to this was from the Army Recruitment Center in Jacksonville, Florida to Fort Jackson South Carolina. Now I was being placed in a glassed sleeping room for an overnight trip. When I arrived at the Lichterfelde RTO, West Berlin I was met by a MP in a ¾ ton M-series truck. He took me to the 287th MP Company at Andrews Kaserne. I grounded my duffle bag on the company street and reported to the orderly room. I found myself standing in front of the First Sergeant looking at him like a baby calf looking at a new gate. I was a Recruit E-1 wearing a wrinkled Class A uniform with no rank on my sleeves or accouterments. It was the beginning of an absolutely fantastic tour of duty. When I arrived West Berlin the Allied Powers were under a November 1958 Ultimatum issued by the Soviet Foreign Ministry giving the Western Powers six months to leave West Berlin. I remember it well because I wanted to complete 30 days in West Berlin to qualify for the Red, Black and White WWII Army of Occupation Medal (AOM). That would give me two ribbons for my uniform....the National Defense Service Medal (NDSM) and the AOM. Medals in the Army back then were much harder to achieve than the massive number they give out today.

The 287th MP Company had no extra duties. It had a barber for our grooming needs, and a tailor and two pressers for our uniform maintenance. It also had an outside laborer for utility work and the mess hall had local hire KP's (Kitchen Police). These conveniences gave the MP's the necessary support so they could be STRAC (Standing Tall Right Around the Clock) MP's. The men in the 287th MP Company were really STRAC MP's especially on special details. On those occasions we wore white boot laces in a ladder lace, green scarf and white gloves. I think the taller MP's were on special detail more the others. I seemed to be on special detail a lot. There were no female MP's at that time.

I spent a week on administrative routines and then put on patrol with other MP's. Each MP patrol had a designated area to patrol. Each patrol had a German Police (GP) patrol partner. The American Sector was patrolled 24-7. There was a day shift, swing shift and midnight shift. The day shift and midnight shift had one MP and a GP. The second shift had two MP's and a GP. A MP worked a nine day shift. They worked 3 days on day shift, 3 days on swing shift and 3 days on midnight shift and then a 3 day break. My first patrol I was full of myself. I was nineteen years old patrolling a post WWII occupied city. West Berlin was under the sovereignty of the Allied Powers. This gave MP's in West Berlin greater power and responsibility than MP's in the Zone of Interior. There was no Berlin Wall at the time. The border between East and West were defined by warning signs that you were leaving West Berlin. There were only a few authorized crossing points. Roads between East and West Berlin were barb wired off or had ditches across the road defined with bollards.

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The MP's in West Berlin had perks other soldiers in command did not have. There was no field duty and you reported to work each day in a crisp, clean Class A uniform. We drove the city in its active times and when it slept in the dark hours. We had free German lessons from our GP patrol partners. I learned Christmas songs in German and would sing them with my GP partner during Christmas. The GP's to me were not only patrol partners they were family. They were also teachers. Most of my GP patrol officers were old enough to be my father and taught me police tactics not taught at MP school. I recall only two fatigue duties in the 287th MP Company. Those duties were a 24 hour standby alert squad and convoy escort duty on the Berlin/Helmstedt Autobahn between Check Point Bravo, West Berlin and Check Point Alpha, Helmstedt. During USAEUR (United States Army Europe) alerts MP's would fallout in the fatigue uniform to setup TCP's (Traffic Control Points) for convoys being escorted to the field by on duty MP patrols.

A guard mount was held prior to each shift. There were times I would stop at the full length mirror in the Company hallway to check my uniform. I would look at my image and see a 6' 3" STRAC MP weighing 164 pounds with spit shinned Corcoran boots, patent leather MP gear, a shinned bronze cross pistol brooch with whistle, white hat with the perfect saddle I fashioned and aviator sun glasses. I often wondered if I should spray myself with "Woman Off" spray.

There was never a dull patrol. I remember fondly the few times I escorted tanks from the 40th Armor (Have Guns Will Travel) from Turner Barracks to Tempelhof for special details. The tanks rumbling through the city caught a lot of attention. Town patrols were especially exciting. On my first town patrol my MP Partner stopped at the Rififi Bar. It was an Off Limits bar to allied personnel. When we walked into the bar there was a tall buxom blond at the door. She grabbed my crotch and said "How's your Hammer Hanging MP". My partner knew that would happen because she did it to all the MP's coming into the bar. This nineteen year old was taken back. What an initiation for my first bar patrol. On town patrol I would occasionally be dispatched to a brawl at a bar frequented by soldiers. On one such occasion I turned on my blue light and beeper horn and proceed posthaste down Hauptstrasse. When I approached the Innsbrucker Platz traffic circle I was going too fast to negotiate the traffic circle. I knew beforehand that a paved Strassenbahn track went through the center of the traffic circle and there were concrete bollards on either side of the tracks. I also knew that if a Strassenbahn could fit between the bollards my 1957 Chevrolet Patrol vehicle could likewise fit between them. I have to believe that my MP and GP patrol officers had to have had tightened sphincters as I zoomed through the traffic circle. That demonstration of derring-do earned me special recognition in the GP ranks.

Once when I was on a swing shift patrol in the housing area I was dispatched to an officer's quarters. The baby sitter was in labor. My GP patrol partner got on the radio and asked the GP Desk Sergeant to roll German Fire Rescue to the scene. We were the first to arrive. When you arrive first to a situation like this you become the catcher. I was totally unprepared for this. Thank goodness German Fire Rescue arrived in time to take over. I generally liked the housing area patrol in the winter when there was snow on the ground. Kids would be out with their bobsleds I would stop and, and in full Class A MP uniform ride their bobsleds. This area patrol carried a M3 submachine gun (aka Grease Gun). On day shift this patrol would pick up an American Express Bank (AMEXCO) official at Truman Hall and take him on a money run to a bank in the British Sector. Bags of money were put in the trunk of the patrol vehicle and transported back to AMEXCO Truman Hall.

The previous mentioned 24-hour standby alert squad was restricted to the Company area. The alert squad was authorized to go to the movie at the Andrews Kaserne Theater, but they had to go in toto, in full alert uniforms and weapons. Jeeps were parked at the entrance to the building in the ready. On one occasion when I was on the alert squad we were called out in the predawn hours to a disturbance in the rear parking lot of Truman Hall. There was a small group of rowdy men throwing and kicking empty three gallon cans. We loaded onto our jeep with fixed bayonets sheathed on our M1 Garand rifle. When we arrived on site we unsheathed our bayonets and formed a wedge formation. When we had moved a short distance toward the group we were ordered to stand down. It was a surprise test.

Predawn 13 August 1961, East German and Russian forces closed off the city with the beginning of what was to become known as die Mauer or The Berlin Wall. Willy Brandt (Berlin Mayor) called it "The Wall of Shame".

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Two weeks prior to The Wall Walter Ulbricht Deutsche Demokratische Republik (DDR) said nobody intends to put up a wall. There was 12 years between the Wall and Operations Vittles (Berlin Airlift). The airlift lasted a year; the Wall lasted for 28 years. My GP patrol partners gratefully remembered the airlift and had firsthand stories about it. Life was tense living in West Berlin. There was always saber rattling. It continued long after I left. In 1963 Chairman Khrushchev in a speech said Berlin is the testicle of the West when I want the West to scream I squeeze on Berlin.

There is just too much to write about. West Berlin was a showcase constantly in the eyes of the international media. MP's dealt with special real world law and order in a post WWII occupied city. They were in the forefront in news coverage.

I hope this article has not been mightily boring to the reader. My West Berlin assignment was my first assignment in Germany. In my last tour in Germany I was Special Agent In-charge of a resident office in the 66th Military Group. The former was the keystone that prepared me for the latter and a 21 year military career.

George ,BUSMVA Member , dongeo39@gmail.com



## Checkpoint Charlie 2016 Tour

Twelve Army and Air Force veterans of duty in West Berlin are ready to launch on their Welcome Home to Berlin Tour, which begins on September 24th. For the first time the group decided to have a conference call on July 27th to discuss their readiness for the trip. They discussed what clothes to bring, the potential itinerary, what to say to the students they will meet, and how to say "Thank You" to the people of Berlin for extending their welcome. As a side note, the group leader, Major General Rick Martin, has been accepted as a runner in the annual Berlin Marathon on September 25th. He'll be wearing a BUSMVA T-shirt to show the people that BUSMVA is back in town !!!

For another first, we have a BUSMVA officer participating in this year's Welcome Home Tour: Vice President Lee Hicks. Look for the group's after-action report and photo in the December Observer.





## New Members – Welcome!

Last Name	First Name	Address	City	State	Berlin Dates	Berlin Units
Brennan	Karin M.	6265 Paseo Privado	Carlsbad	CA	8/75-8/78	FS Berlin
Buttolph, III	John L.	PO Box 172	Lake Elmore	VT	5/1965-8/1967	Berlin Station, 513th Intl Gp
Hellman	Cletus L.	1317 300 St	Ryan	IA	7/1956-1/1958	Heavy Mortar Co
Lantz	Warren H.	11020 Ferndale St.	Philadelphia	PA	3/1955-5/1956	7781st AU Signal Batt, Co B
McMullin	Robert P.	Loucky 170 783 14 Hlusovice	Czech Republic		1985-1987	JAROC-B
Petersen	Preston	5720 Devonshire St SE	Olympia	WA	2/1956-9/1959	592nd Signal
Rugg	Lawrence A.	1845 - 17th Avenue	Kenosha	WI	8/27/64 - 6/6/66	B Co, 4th BN, 18th INF / AMU
Smith	Dennis E.	4460 Pasture Dr	Elizabethtown	PA	10/73-7/75	ASA Field Sta Berlin
Wells	John C.	4107 SW Wendy Dr	Lawton	OK	1984-1987	HHC, 4th BN, 502d INF



## BUSMVA Merchandise Store

**Patches (Iron on or sew on)** Berlin patch (large & small), Check Point Charlie, Berlin Bear, 6<sup>th</sup> Infantry Regiment , 2<sup>nd</sup> Battle Group/6<sup>th</sup> , 3<sup>rd</sup> Battle Group/6<sup>th</sup> , Berlin Special Troops , Air Force, (All patches - \$3.00 each)

**Pins** Army, Air Force, Dancing Bear, Berlin (All pins - \$3.00 each)

**Miscellaneous Items** BUSMVA Challenge Coin-\$10.00, BUSMVA Bear bumper sticker -\$1.50, Berlin Patch bumper sticker -\$1.50  
BUSMVA window decal-\$2.00, 6<sup>th</sup> Infantry Regimental Crest-\$6.00.

Please include \$3.00 for mailing costs

**We now have BUSMVA License Plate Frames!!! \$5.00 each with \$5.00 Shipping and Handling.**

**Make checks payable to BUSMVA and mail to:**

**Joe Morrison, 107 Remington Circle, Houston, MO 65483**

**417-967-0027**

### ORDER FORM for BUSMVA Clothing

	SIZE	QTY	TOTAL COST
<b>Tee Shirt</b>	S-XL		\$13.00
Ash Color (No Pocket) Embroidered	XXL		\$14.00
Check Point Charlie Logo on Front	XXXL		\$17.50
<hr/>			
<b>Tee Shirt</b>	S-XL		\$13.00
Blue (with pocket) Embroidered	XXL		\$14.00
Berlin Bear/BUSMVA	XXXL		\$17.50
<hr/>			
<b>Sweat Shirt</b>	S-XL		\$27.00
Ash color 9 oz Heavyweight	XXL		\$29.00
W/Checkpoint Charlie Logo	XXXL		\$31.00
<hr/>			
<b>Sweat Shirt</b>	S-XL		\$27.00
Same w/Berlin Patch Logo	XXL		\$29.00
	XXXL		\$31.00
<hr/>			
<b>Official Jacket</b>	S-XL		\$68.00
Royal Blue w/light lining	XXL		\$72.00
Large Berlin Logo on Back and Checkpoint Charlie Logo on Front	XXXL		\$77.00
<hr/>			
<b>Golf Shirt</b>	S-XL		\$23.00
Royal Blue with pocket	XXL		\$24.50
w/Checkpoint Charlie Logo on Front	XXXL		\$26.50
<hr/>			
<b>Golf Shirt</b>	S-XL		\$23.00
Ash with pocket	XXL		\$24.50
w/Berlin Bear and BUSMVA on front	XXXL		\$26.50
<hr/>			
<b>Golf Shirt</b>	S-XL		\$23.00
Blue with pocket	XXL		\$24.50
w/Berlin Patch on front	XXXL		\$26.50
<hr/>			
<b>Golf Shirt</b>	S-XL		\$23.00
Red with pocket	XXL		\$24.50
w/Berlin Patch on front	XXXL		\$26.50

<b>SHIP TO:</b>
NAME _____
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**MAKE CHECKS & MONEY  
ORDERS  
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ORDER TO:**  
Mr. C's Caps  
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Bucyrus, MO 65444  
Telephone: 877-205-4851 (toll free)  
Email: mrccaps@centurytel.net

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\$10.01 to \$20.00 -----\$6.00  
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\$30.01 to \$40.00-----\$10.00  
\$40.01 to \$50.00-----\$12.00  
\$50.01 and up-----\$14.00

**Embroidered name on shirts and jackets add, each \$6.00 NAME: \_\_\_\_\_**

Golf Cap w/Berlin Logo \*BLUE\* \$15.00  
Golf Cap w/Berlin Logo \*RED\* \$15.00  
(Specify mesh or solid back)

Golf Cap w/Berlin Bear Logo \*BLUE\* \$15.00  
Golf Cap w/Berlin Bear Logo \*RED\* \$15.00  
(Specify mesh or solid back)

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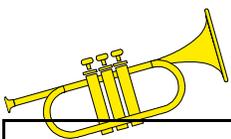


# The BUSMVA Observer

Berlin US Military Veterans Association  
45 Grandview Loop  
Townsend, MT 59644

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## Members For Whom Taps Has Sounded

Name	Date of Death	Berlin Service	
Carl Weltner Jr.	7 June, 2016	1953-1954	B Co./Hqs & Svc Bn/7781 AU
William V. Saily	20 June 2016	1954-1956	USAF 1946 Comm Squadron
Charlotte Tipton	8 August 2016	Associate Member and widow of Lloyd Tipton	