

Modern electronics

NMT and its effects on communication maintenance



Mr. Leo Lauvenberg (left) introduces the NMT layout of the technician console to CMSgt. Yabici Nejmettin from FOB Konya.
Photo MSgt. Chris Braun

By Maureen Geraets-Head

For the Communications Maintenance Branch, the NATO Mid-Term (NMT) is a major change with a new challenge: going digital!

This has a major impact on the electronics side, such as the replacement of the existing audio system with a digital system, replacing two Very High Frequency (VHF) radios with five new ones and replacing the legacy Satellite

Communication (SATCOM) system with a far more sophisticated dual SATCOM system. This all has a gigantic impact on the future work of the technicians: it's a complete operational change.

The branch, part of the Electronic Maintenance Squadron of the Logistics Wing, has an international staff of 20 NATO civilian technicians and six military personnel. They are responsible for the communication equipment on board the AWACS and their tasks include electronic

maintenance before and after flights, working on the jets at the flight line, and in-house repair and calibration of various types of electronic equipment.

"When I'm explaining to a layman what our job is, I tell him that we are responsible for the electronic maintenance on board the AWACS in relation to internal and external communication. Without communication systems, it would just be a very expensive aircraft, gathering tons of valuable

information and not able to exchange it", says Mr. Leo Lauvenberg, one of the technicians working at the Communication Shop.

NATO Mid-Term and electronics communication

"Four generations of electronics are now combined into one. Look at it like a spider's web of wires", Lauvenberg explains. "When you're working in the Comm Shop, you constantly experience changes.

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Dutch Secretary of Defence visits base

By Heidi Soerensen and
SMSgt. Johan Hijmenberg

The Dutch Secretary of Defence (SecDef), Drs. Jack de Vries paid a working visit to the NATO E-3A Component on 19 March. He was welcomed by Component Commander Brig. Gen. Stephen Schmidt, who provided the SecDef with an introduction briefing followed by an environmental briefing.

Issues such as the AWACS mission, its capability, its personnel and the economic impact came up. In addition Brig. Gen. Schmidt explained what has already been done in previous years to minimize the aircraft noise experienced by surrounding communities as much as possible.

Over two hundred Component members were present at the Officers' Club to join Drs. De Vries

for lunch. "Quite a challenge," he said after he was introduced by Brig. Gen. Schmidt, "to talk to everyone in only thirty minutes."

Before he started his tour through the lounge he was presented with a petition. The Vice Chairman of the Civilian Staff Association (CSA) Mr. Bunkhard Nürnberg and Chairman LWR Works Council Mr. Jürgen Senz presented the SecDef with a special appeal and the words: "We represent more than 1,000 civilians. This is our home and we would like to stay!"

After 26 years of operations at the E-3A Component, component families are fully integrated within the local communities, both in Germany and in The Netherlands. They regard this area as their home. Many of them have bought houses in the surrounding district, have children who attend local schools, family members employed with local companies, and long-lasting

friendships and links with local people.

The petition is a two-page document containing some of the most important concerns and worries that a possible relocation of the Component could cause. The petition was made on behalf of all the civilian employees. "There is not much more we can do? We cannot protest with a banner or have a large demonstration, but we certainly need to voice our opinions too. It is our hope that the petition will give the Secretary of Defence insight into the importance of this Component. Our worries are our lives and our families. Our kids grew up here and we do not want to go away. We bond with the Component leadership and this is our protest in a professional manner," says Mr. Nürnberg with passion in his voice.

The E-3A Component's civilian workforce includes many people from the local area as well as people

from most other NATO member states. About 30% of them are of Dutch nationality. The percentage of Dutch civilian employees at the E-3A Component is several times higher than the Dutch (financial) participation in the NATO Airborne Early Warning & Control Force programme.

After meeting individual Component members, the Secretary of Defence made some concluding remarks. "Thank you all for the conversations and for voicing your arguments. Why should anyone believe a politician? That is why the people's arguments are so crucial. Though I must admit I failed today, I failed to talk to everyone."

After lunch the SecDef proceeded to the City of Onderbanken for a meeting with its Mayor and Council. Before his departure he was given the opportunity of visiting a NATO Mid Term aircraft with powered consoles on the flightline.



*Dutch Secretary of Defence
Drs. Jack de Vries listens carefully to
the comments of Component members.*

Photo André Joosten



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Canadian NCO Spotlight



MWO Paul Brochu (middle) supervises the cargo loading.
Photo Capt. Dan Rueger

By Col. Manfred Arndt

In honour of NATO's '2008 - Year of the NCO' CCNAEWF chose to put the spotlight on MWO Paul Brochu of OW4M. As the Superintendent of Cargo Movements in Hangar 4, MWO Brochu ensures all cargo transiting through NAB Geilenkirchen gets to its appointed destination.

Hailing from Quebec, MWO Brochu joined the Army in 1974 as an Artilleryman and Air Defence Gunner. After 8 years, Paul saw the light and transferred to the Air Force as a Traffic Technician. He has trained and worked in many operational environments from Mobile Air Movements Sections, to Search and Rescue, Jump Master, and Load Master including Landing and Drop Zone Coordinator. No longer

limited to shooting them down, his knowledge of aircraft includes loading, jumping out of and dropping things off them in flight or during a quick stop.

With MWO Brochu at the helm the Cargo Movements Section, loaded and unloaded almost 450 Sorties last year with cargo amounting over 3.5 million kilogram's. More impressive, this 4-man section

accomplished this with absolutely no safety incidents, and was recognised by the German Safety Ministry. Consistent with MWO Brochu's insistence that all accomplishments are 'team efforts', our accompanying photo of the team preparing to load an Antonov includes the whole team at work. No doubt, a great deal of their inspiration comes from him as he works hard the entire day and uses his own time to train, exemplifying the Canadian Forces 'Work Hard - Play Hard' ethic.

MWO Brochu motivated the section by setting the example, working through manpower shortages to ensure critical supplies and equipment get to our NATO and ISAF forces in Afghanistan. The Heinsberg Zoll-Amt also expressed their pleasure to deal with him with his highly cooperative approach and ability to communicate in German, his third language.

As the Canadian Senior National Representative, I am pleased to put the spotlight on MWO Brochu. He is an outstanding NCO and ambassador for Canada who ensures all air cargo issues are handled with the highest degree of professionalism.

An era comes to an end

Text and photo Harm Siegers

For at least 25 years, the Navigation shop, now part of the Flight Avionics branch, had to inspect on a weekly base a little blue tube, located in the belly of the aircraft, the Doppler desiccant.

This little plastic tube filled with blue grains is screwed into the Doppler Velocity Sensor and serves as a humidity remover in this equipment. The blue grains will turn very pale upon contact with humidity.

This inspection was accomplished by personnel of the Flight Avionics branch and consisted of unscrewing a little cover, taking out the little tube and replace it with a new one.

At the beginning of the era, the technical order prescribed the use

of a quarter dollar coin to do this. This of course, was enough reason to have the branch order rolls of quarters since many of them got lost during the process. The inspection was not only carried out at the E-3A Component, but also at every deployed location the E-3A was sent to and we all know that over the 25 years this ritual was carried out in numerous locations, consuming vast amounts of desiccant.

This will all come to an end when the last aircraft is NATO Mid-Term capable, since the Doppler Velocity Sensor is no longer part of the E-3A navigation equipment and is replaced by and new GPS Inertial Navigation System (GINS).

Mr. Ihsan Karakoyun has been replacing Doppler desiccants since 1982. The "old" man working on the last Legacy aircraft No. 444.



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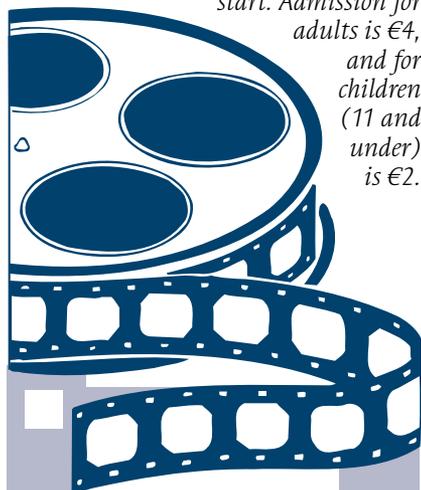
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27 Dresses (PG-13)

Saturday, 29 March, 1600
Katherine Heigl,
James Marsden

The Bucket List (PG-13)

Saturday, 29 March, 1900
Jack Nicholson,
Morgan Freeman

Rambo (R)

Friday, 4 April, 1930
Sylvester Stallone,
Julie Benz

Meet the Spartans (PG-13)

Saturday, 5 April, 1600
Carmen Electra,
Diedish Bader

Cloverfield (PG-13)

Saturday, 5 April, 1900
Michael Stahl-David,
Mike Vogel

Untraceable (R)

Friday, 11 April, 1930
Diana Lane,
Colin Hanks

The 85th Anniversary of the



28 March 2008 marks the 85th anniversary of the foundation of the Italian Air Force. Originally known as the 'Regia Aeronautica Italia' ('The Italian Royal Air Force'), the force was established on 28 March 1923 as an independent service of the Kingdom of Italy. It lasted until the transformation of the Kingdom into a Republic in 1946.

By Maj. Luigi Esposito
and
Giulia Mariotti

The early years, 1885-1923

Initially, the air service was part of the Royal Army. In point of fact, the Italian Air Forces were established in 1885 with the creation of an 'aerostatic section' as part of a mixed brigade in Florence. This included hot air balloons, which were deployed along the front lines in order to observe the enemy 'close-up' through binoculars.

At the beginning of the twentieth century, Italy was at the forefront of aerial warfare. During the colonization of Libya in 1911, it not only made the first reconnaissance flight in history, but also the first ever-bombing raid by hand dropping individual 2 kg bombs.

During World War I the Italian air force excelled thanks to its extremely brave pilots and a flourishing aeronautical industry. The air force even put a halt to the Austrian advance along the river Piave (1918); it was during this battle that the greatest Italian ace ever Francesco Baracca was killed.

In August of the same year the Italian poet and daredevil Gabriele d'Annunzio, as commander of the 'La Serenissima' fighter squadron, organized one of the great feats of the war by leading 9 planes in a 1,100 km round trip to Vienna, where, instead of dropping bombs, he released hundreds of tricolour propaganda leaflets.

The middle years, 1923-1946

The Italian Air Force became an independent service - the Royal Air Force (Regia Aeronautica) - on 28 March, 1923, thanks in part to the successes reaped during World War I and to the rise of Fascism, that identified aeroplanes with the dynamics of a new world. The head of the Fascist party Benito Mussolini strongly endorsed the air force, which he dubbed the 'forza armata fascistissima', 'the most Fascist armed force'. The goal was to create

a Fascist environment in the armed forces, which had always traditionally been linked to the Monarchy. This was reflected by the regime's most important Fascist Party Officials, all of whom had their roots in the air force.

The first years were exhilarating, with numerous successes and international records. In 1939 Italy held 33 of the 84 aeronautical records recognised by the League of the Nations. The Fascist regime turned the air force into an impressive propaganda machine, and made several record-breaking flights. It reached its zenith when a spectacular fleet of flying boats, led by General Italo Balbo, crossed the Atlantic Ocean in 1933 to celebrate the tenth anniversary of its foundation. The cruise can be considered to be the inauguration of modern-day Europe-North America connections. The acrobatic teams increased the country's prestige, Italy's famous 'Frecce Tricolori' ('Tricolour Arrows'), continue such a tradition today.

During the latter half of the 1930s, the Italian Royal Air Force participated in the Spanish Civil War, as well as the invasion of Abyssinia (now Ethiopia), which bore heavily on the finances, and the wear and tear of the aircraft. At the outset of World War II, Italy's air force was the smallest fleet of the three major Axis powers. With a theoretical strength of 3,296 machines, in fact less than 60% were serviceable, including only 166 modern fighters - the Macchi MC.200 and Fiat G.50. Although numerically it was still a force to be reckoned with, it was hampered by an inadequate local aircraft industry.

During World War II, from 1940 to September 1943, the Italian Air Force lost nearly 13,000 men and 10,000 aeroplanes. The last mission of the Italian Royal Air Force was the defence of Frascati (Rome) on 8 September 1943 from the United States Army Air Force bombing. After the armistice signed on the same day, Italy split into two parts, and the same fate befell the Regia Aeronautica; part of the Air Force joined the Italian Co-Belligerent

Air Force (Aviazione Cobelligerante Italiana, or ACI), the Italian pro-Allied air force, and helped the Italian divisions in Greece and Yugoslavia - while the other part joined forces with the Germans against the Allied Forces and formed the National Republican Air Force (Aeronautica Nazionale Repubblicana, or ANR) in northern Italy. Though the two forces were opposed, they never actually met in combat. The ACI formed the basis of the post-war Air Force of the Italian Republic (Aeronautica Militare Italiana).

The end of the hostilities opened the gates to the rebirth of military aviation in Italy.

The Aeronautica Militare Italian, 1946-today

The Italian Royal Air Force officially ceased to exist when Italy became a

Republic on 2 June 1946 and was succeeded by the Aeronautica Militare Italiana (AMI) - the Air Force of the Italian Republic.

At the end of the conflict very few aeroplanes were left, and most airports and infrastructures were severely damaged. The Italian national air industry had ceased to exist and a large part of the few remaining survivors were relieved from service as a punishment for



The Italian Air Force

having remained loyal to Germany.

The Paris Peace Treaty of 1947 placed severe restrictions on the Italian armed forces, but membership of NATO in 1949 paved the way for modernisation of the AMI. The American military aid through the Mutual Defence Assistance Programme saw the arrival of P-51 Mustang and P-47 Thunderbolt fighters. The new Italian aviation industry also began to develop and produce aircraft of its own like the Fiat G91, and the line of Agusta-Bell helicopters. The sound barrier was broken by the AMI, with the introduction of the Lockheed F-104G Starfighter, manufactured, under licence, by Fiat. The reconstruction of the divisions was made possible by the aircrafts provided by the Allied Forces; joining the NATO in 1949 improved the air defence system and means. The Cold

War years brought about an immediate renewal of

War. Following the Iraqi invasion of Kuwait, Italy joined the coalition forces and Italian pilots and aircraft were tasked with military wartime operations. The Italian Air Force has served in operations concerning former Yugoslavia, the Kosovo War, the Eritrea-Ethiopia War, the normalisation of Somalia, and has provided support to operations in East Timor, Iraq, and Afghanistan.

The AMI also managed the Air Traffic Control in the National air space up to 1982, when the sector was demilitarized. AMI still continues to be an Air Navigation Service Provider in military airports open to civilian traffic, and air force personnel is also present in Area Control Centres managed by ENAV - the Italian Company in charge of controlling and supporting air traffic - to manage military traffic in civilian airspace. Furthermore, Search and Rescue Operators continue to offer active service in rescuing people and bringing them to safety.

In 2003, the Italian Air Force expanded its combat capabilities to land warfare and Special Forces use through the creation of the RIAM, Reparto Incursori Aeronautica Militare (Air Force Raiders Group), primarily engaged in missions such as raids on land-based aeronautical compounds, Forward Air Control, Combat Controlling, and Combat Search and Rescue.

Celebrations

The Italian Air Force started celebrating its anniversary just a year after its foundation in 1924, and continued to celebrate it throughout World War II, even when the two parallel Air Forces existed. This tradition has never ceased.

Such a fact is noteworthy in itself as celebrating roots that delved deep into the Fascist era was not easy during the first years of the post-war period. Indeed, few of the many national organisations founded during the 20-year Fascist period continued to commemorate their foundation as celebrations of anything that was even vaguely reminiscent of that era meant risking anything from disapproval to removal from job, and total interdiction from public office.

28 March not only celebrates the foundation of the Italian Air Force, but it also intends to honour the fallen. The Italian Air Force operates nearly 600 aircraft including combat jets and helicopters. Active staff includes just under 50,000 members.

operational activities. From the end of the Cold War on, the Italian Air Force has been present in all international crises and has provided relief to people hit by natural disasters. Recently, help has been provided in the regions hit by the Tsunami, earthquakes in Turkey, and famine in the central African region.

The first Italian military air intervention since World War II took place in 1990 during the First Gulf

COMMUNICATION

Continued from front page

In general, technology is always on the fast track and changes quicker than anything else. This differs from the mechanical side. When a brake on the jet has to be replaced, it is still the same brake requiring the same procedure as 10, 20 years ago. This cannot be said about Comms - it's constantly changing."

The first step into the future

It was in the summer of 2000, when Lauenberg participated in his first NATO Mid-Term (NMT) meeting and was involved in almost every change in electronic communications under NMT. Knowing that the electronic side would be greatly affected by the implementation of NMT, the Component sent three Comm Shop technicians to Boeing, Seattle for a seven-week course in April 2005. Lauenberg and his colleague Peter Christensen were two of them.

In June of that same year, they successfully completed the training and one month later they returned to the U.S. for the Maintainability Demonstration, known as the M-Demo. Boeing and the sub-contractors initiated this tough testing event in which the two technicians were tested on how to solve a variety of electronic problems. Technical errors were intentionally imported into the equipment. So with the previously received training and the available documentation, Lauenberg and Christensen had to start troubleshooting, trying to find the problem whilst being timed. Only 13 days were scheduled for them to be able to solve the test problem. It turned out that about 80 days were needed to complete the comm M-Demo.

Lt. Col. Leo Eisbach, commander of the Electronic Maintenance Squadron, explains, "I can't recall a single event that foretold the maintenance challenges NMT would pose for the Component better than M-Demo. However, like most modernization programs or technology adaptations, there will be issues to be addressed and resolved, in this respect NMT is no different. I am also confident we will see NMT reliability and performance mature by leaps and bounds in the coming year."

From TO to IETM

The first step to take was the writing of a test script for the

first Operational Assessment (OA) on how to work on the new equipment. The standard AFOTEC procedure, a US Government system, can be seen as the bible for testing the NMT system against its set requirements. Simultaneously with the modernization program, the Technical Orders (TOs) had to undergo a facelift. These numerous heavy books are the key reference material for all technical work and have been in use for as long as AWACS has existed. Now, an Interactive Electronic Technical Manual (IETM), an electronic version of TOs with functional and technical descriptions, is going to replace the books. All the communication activities for NMT are now electronically available. "Whenever more than 50% of the pages of a TO contain changes - and you can see the changes by looking at the colour of the pages, which are then yellow instead of pink - the TO will be converted into an electronic document. The TOs for the on-board mission computing equipment, the IFF and ESM are now also available as an electronic manual."

In-house conversion training

In March 2006, the first on-base conversion training from Legacy to working on NMT equipment began for the Comm Shop technicians. The technicians who were used to working on the Legacy systems had to go back to the classroom and attend follow-up training on how to work on NMT equipment now. Lauenberg and Christensen took on this additional tasking by helping to train their colleagues.

"This was another challenge and we wanted to succeed! With the support from everyone in shop, it became a team effort and it worked. When three out of 15 technicians are in the classroom, the work on the flightline and in the shop still continues. And despite the ongoing classroom training, all the work was getting done! Seventy-five percent of the Comm Shop people are NMT-trained and fully capable of working on the new equipment. There are also seven people from our Forward Operating Bases (FOBs) and Location (FOL) that need this conversion training. One technician from FOL Ørland has already been here to take this class." Lauenberg continues, "The goal is that by the end of 2008 all Communication conversion training from Legacy to NMT is accomplished, and it looks like we're going to meet the target - everyone being fully NMT-trained."

0200
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0300

Summertime

Don't forget to set your clocks one hour forward on Sunday, 30 March.

Canadians host international Non-Commissioned Member Mess Dinner

By MWO Robert Fisher

On 15 February 08, CPO1 Martial Côté, the Canadian Contingent NAEW Force Unit Chief Warrant Officer, hosted the annual Contingent International Non-Commissioned Member (NCM) Mess Dinner.

The event is an opportunity for Canadian NCMs to participate in the long-standing tradition of the Canadian Forces Mess Dinner. Each NCM had the opportunity to invite an international guest to share the experience and learn more about Canadian military culture. This year's event was attended by 79 personnel including 22 international guests representing; Belgium, Germany, the Netherlands, Poland, Portugal and the U.S.

The dinner started off with cocktails, after which guests were 'piped' to the dinner table by special guest bag piper, Lt. Col. Don Mulders. An excellent dinner was prepared and served by the staff of the Frisbee Club. Following the dinner, the port was piped in, toasts were made to



CPO1 Côté, Canadian Contingent NAEW Force UCWO (centre); CWO Ouellet, JFC Command Sgt. Maj. Brunssum (left) and CWO Ste-Marie, Canadian National Military Representative CWO, SHAPE (right), with 22 international guests at the Canadian Contingent NATO E-3A Component International NCM Mess Dinner.
Photo Corporal Joe Manfredi

the Queen of Canada, Heads of State of the Nations represented, Fallen Comrades, the Piper and a round of appreciation to the cooking and serving staff. Following the toasts, the Navy, Army and Air Force March Past were played. The dinner concluded with a speech by this year's guest speaker, CWO Ste-

Marie, Canadian National Military Representative CWO, from SHAPE.

CWO Ste-Marie's speech focused on leadership and the NCM. He stressed leadership being important at all NCM rank levels and that it is the duty of senior NCMs to identify, recognize and promote

the development of junior ranks displaying leadership qualities by employing them in challenging positions to enhance their abilities. He spoke about military values and ethos, which are common to all nations and are key elements that facilitate interoperability. He also emphasized that Mess Dinners are an important tradition in the Canadian military, an opportunity to share camaraderie and fellowship with co-workers, and how this International Mess Dinner is a great way to share Canadian traditions with our International community.

*International Women's Night
Italian Ladies present:*

On Thursday 17 April you all are invited to join the Italian evening. The theme of the party will be 'Italian Melodies'.

The Italian ladies are looking forward to playing, eating, singing, dancing and most of all having fun. The event will take place at the Frisbee Club. Doors open at 1830, the party begins at 1900.

Park & Sell

The Park & Sell - flea market/garage sale type event - is held once a month on a Saturday from April through October.

The first one this year is on Saturday, 12 April. It is located at the U.S. Dental Clinic Parking lot (next to the NATEX grocery store) on the Geilenkirchen NATO Air Base. Sellers should show up and set up between 0900 & 1000 on the morning of the event, no reservation required. Sellers pay a \$5 or €4, non-refundable fee.

Shopping lasts from 1000-1300. Interesting items and good bargains can be found there and it is especially good for incoming and departing personnel to buy and sell items unique to the area, for example,

220-volt items. Open to all NATO ID cardholders. For more information please call Greg Johnson at 02451-63-2258.

Protestant Women of the Chapel

The Protestant Women of the Chapel invite you to their next fellowship meeting on Monday, 7 April at 1830 in the GK Chapel Fellowship Hall. Prepare yourself (mind, body & spirit) for the Bridegroom.

Come ready to be pampered as you prepare for your Bridegroom. Bring a pair of open-toed slippers or flip-flops. Food & childcare will be provided. Please join us and invite or bring a friend.

20 Years in Officers' Club

Mrs. Brigitte Schulz, as of 1 March, had 20 years of service in the Officers' Club.

She started in the kitchen and moved up to cashier duties. It should be emphasized that she is multifunctional.

Although she is a cashier, she also works in the storeroom, as a waitress, prepares rooms for functions and serves as Acting Manager in incumbent's absence.



Photo Rene Peeters

SKYWATCH CLASSIFIED

Skywatch Classifieds are free to all NATO personnel. Advertisements must be printed or typed, and include your name, office symbol and duty extension. The editor will not accept advertisements for services that generate a regular income, or for housing other than vacation rentals. Submissions for the next NATO Skywatch are due to PAO, mail Stop 33, e-mail: pio@e3a.nato.int, before noon Thursday, 3 April.

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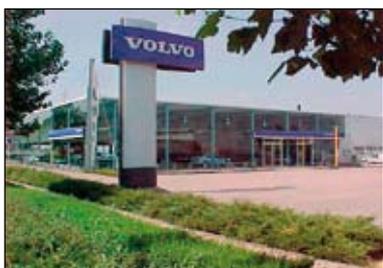


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Effective 1 April 2008 the non-smoking policy in accordance with German law will come into effect.

The designated smoking area for:

- **the Officers' Club will be the Casual Bar.**
- **the Frisbee Club will be the TV room.**
- **the Sentry Club will be the Sports Bar.**

IDH, Officers', Frisbee and Sentry Clubs now on the BASS LAN System. Menu information under Public Folders/Base Support Wing/Services Squadron/Clubs or IDH. Also, check out the Services Squadron web page for programme information and upcoming events.

E-3A Component Clubs

Sunday brunch will alternate between Officers'/Frisbee Clubs. Members from both clubs are eligible to attend. Brunch prices members €10.70, guests €13, children 4-12 years half price. Reservations should be made NLT 1200 on the Friday before, Club cards are required. For additional information, please contact the Officers' Club, ext. 4990, or the Frisbee Club, ext. 4994.

- 6 Frisbee Club brunch. Officers' Club closed.
- 13 Officers' Club 'family brunch'. Frisbee Club closed.
- 20 No brunch.
- 27 Officers' Club 'Dutch style' brunch. Frisbee Club closed.

Officers' Club (SWPO/4990)

Operating hours bar Monday-Friday 1100-1800; restaurant Monday-Friday 1130-1330; Sunday 1100-1400 (alternating with the Frisbee Club). Reservations are required for Sunday brunch by 1200 on the Friday before. Club cards required when using the Frisbee Club (ext. 4994). Lunch at the Officers' Club Monday through Thursday; A la Carte menu served, a vegetarian menu also available, Friday buffet style lunch.

Throughout the month membership appreciation. One time each month for each Officers' Club member, buy one drink of your choice and get an equivalent drink of your choice free of charge, Club cards required.

Tuesdays 1700-1800 Happy Hour, fee snacks available; Fridays 1430-1700 Happy Hour, free snacks available.

The Officers' Club has rooms available for your conferences, meetings, presentations, lunches or Commanders' Call, make your reservations now.

For members living on base – if you like to watch TV and/or have a drink during the weekends while the Club is closed – collect the key for the Officers' Club Casual Bar at the

MWA INFORMATION

April



Pass/Visitors' Office, Main Gate.
Officers' Club participation in Frisbee Club Events: During Frisbee Club opening hours, Officers' Club members are eligible to utilize the Frisbee Club for breakfast, dinner and Sunday brunch (on an alternating basis between the Frisbee and Officers' Clubs). Club cards required when Officers' Club members are using the Frisbee Club.

Cancellations for Officers' Club events will be accepted up to two days prior to the event on ext. 4990. After this time, a cancellation fee of €5 per person must be charged for non-excused absences.

Visit the Officers' Club Web Page on the Component Information Portal, through Base Support Wing, Services Squadron, Clubs, for the latest information.

- 4 Mongolian BBQ, reservations required.
- 7-10 American specialties during lunch time.

Frisbee Club (SWPN/4994)

Make a reservation today at the Frisbee Grill and enjoy the cosy atmosphere and good food! Remember - the Frisbee Club is open for breakfast and dinner to all Frisbee and Officers' Club members (club cards required).

Every Monday-Thursday Happy Hour from 1700 until 1800; every Friday Happy Hour from 1430 until 1900 hrs (including snacks at 1700).

Every Friday lunch BBQ buffet. Every Monday and Friday steak night (normal restaurant times) – steak dinner only, reservations required.

- 1 Skat, at 1800.
- 1, 15 Bingo, at 1900.
- 7, 14, 21, 28 Country Line Dance, at 1930.
- 7, 14, 21, 28 Bridge Club.
- 17 International Wives Club, at 1800, Italian Night.

Sentry Club (SWPJ/4997)

Calendars 2008 are still available at the Sentry Club cashiers cage for only €1. In addition to the daily special, the Sentry Club will also offer a weekend special, which will include a soup or dessert as well as the main course. The weekend special will be advertised in the Sentry Club and also on the Component information web page.

Last Pizza Order at 1930, Monday-Friday; variety of new pizzas is available now, i.e. Pizza 'Gyros', Pizza 'Calzone' and Pizza 'Spinach'. We also will add some new toppings. As soon as the preparations are finished, the details will be advertised on our Component information web page. We will also

offer little rolls made from pizza dough with herb butter or garlic mayonnaise.

Take advantage of our new Salad Bar, various types of freshly prepared salads available at a reasonable price.

Do you need support for conferences or meetings? The Sentry Club can assist with coffee, soft drinks, half rolls or freshly prepared muffins. For more information, please contact the Sentry Club management.

Need supplies for a party? The Sentry Club is your stop for Warsteiner Beer in 30 ltr and 50 ltr containers, various soft drinks in 1 ltr bottles and tables, benches and other items to help in organising your party. Please be sure to order in advance as certain items (e.g. tables, benches, beer wagons, etc.) must be ordered from the supplier.

In addition to our souvenir items, we also offer some very nice items of our 25th Anniversary:

- wine €4,50 per bottle (6 bottles for €24), T-Shirt child €5, T-Shirt adult €6, textile patch €3, wrist watch €65, art print of AWACS anniversary aircraft €12 (signed by Artist €15).

Additional information on any of the above can be obtained from the Sentry Club Manager, ext. 4996.

Sports Department (SWPT/4946)

- 2 Racquetball tournament, one-day event.
- 4 Outdoor soccer league, deadline registration.
- 5 Indoor soccer tournament, New Gym, 0900-1800.
- 16 Outdoor soccer league, start of league, small fields, 1715.
- 18 Deadline to request inclusion Old Gym, New Gym and in the summer schedule Multi-Purpose Room.
- 19 Basketball tournament, New Gym, 0900-1800.
- 21 Outdoor soccer league, small fields, 1715.
- 22 Softball league, coaches meeting, 1500, Sentry Club Q&Q Room (also for teams off-Base).
- 23 Outdoor soccer league, small fields.
- 28 Outdoor soccer league, small fields.
- 30 Outdoor soccer league, small fields.

Check our WISE page for latest classes and schedules.

International Library (SWPL/4956)

The operating hours are 1100-1500, Monday through Friday.

Come and check out our collection of DVD's, CD's and books at your Inter-

national Library at Bldg 96. Additionally we have a wide selection of New York Times Bestsellers or check out one of our DVDs. We have over 200 of them.

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International Pre-school (SWPS/4957)

- 11 School photos.
 - 18 Parent - teacher conferences, no regular school on that day.
- Registration for the new school year 2008/2009 will start on 9 June 2008.
- For more information and registration please call the school's office at ext. 4957.*

Thrift Shop (SWPG/4919)

Effective 1 March 2008, the Thrift Shop will be open on Thursdays only. Opening hours remain the same, 1000 to 1400.

International Youth Activities (SWPY/4954/5)

Registration and further information at the IYA Office in Bldg 95, ext. 4955.

Trip to Kinderdijk Windmills and Delft

On Saturday, 17 May, 0800-2000, the IYA is offering a trip to the 19 historic windmills of Kinderdijk lining a typical Dutch canal in pairs, one of the most famous tourist sights in Holland. We will take a boat along the canal, and also explore the interior of a windmill. Afterwards we will travel on to the famous old town of Delft. Point of departure and return is the parking lot outside the Front Gate. Cost is €16,50 for children aged 10 and up and adults, €15 for children aged 4 to 9, and €11 for children under the age of 4. This includes the entrance fee and the boat fare at Kinderdijk.

Swimming Courses for Beginners and Advanced Beginners

The IYA offers swimming classes for children aged 5 and older at the Hallenbad Geilenkirchen on Tuesdays and Thursdays, 1645 to 1745. The program is organized according to the standards of the German Lifesaving Organization DLRG. Our certified instructors speak English and German, and work with the children in groups according to the student's individual skill level. Cost for 12 lessons is €50.

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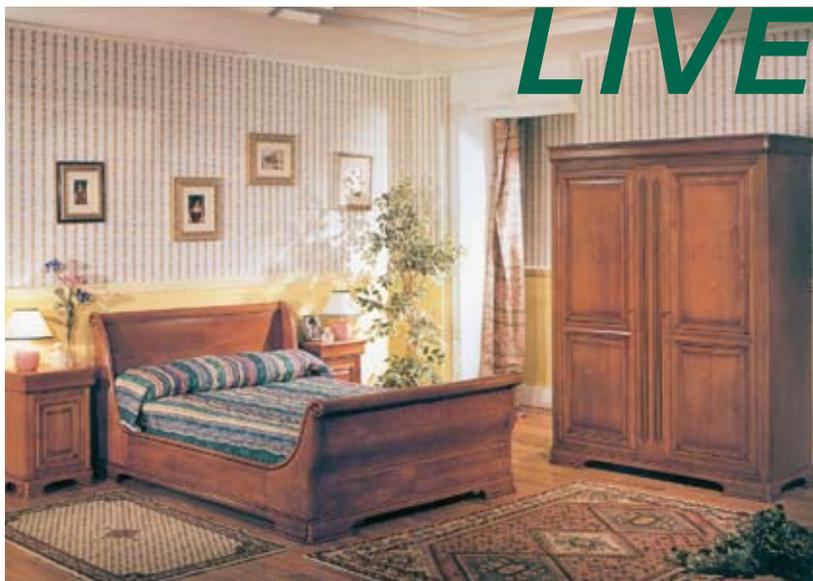
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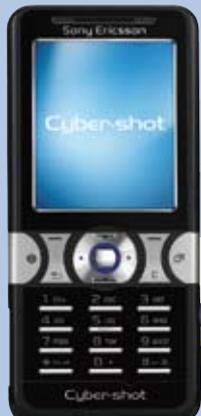
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