

Logistics Wing prepares first LAIRCM modified E-3A for flight testing

By Keith Godden

A Logistics Wing team (LW) of 18 people went to Greenville, Texas from 7 July to 6 August in order to reactivate the Component's first LAIRCM modified E-3A (tail #451) and prepare it for flight-testing.

Where is Greenville and what is LAIRCM? Greenville is a town of some 24,000 people about an hour drive east of Dallas that is the location for the 10-month LAIRCM modification program run by the company L3Comm. The LAIRCM (Large Aircraft Infra-Red Counter Measures) modification will protect the E-3A aircraft from missile attacks in hostile areas. The system detects a locked on missile and uses lasers to deflect the projectile away from the aircraft.

Tail #451 had been deactivated in October 2007 and was completely refuelled, drained of hydraulic fluid, liquid oxygen and purged. The engines were preserved to stop the seals deteriorating and all life support equipment was removed (life rafts slides and oxygen bottles). All systems within the aircraft were affected. Computers, navigation and instruments, radar, Electronic Support Measures and communications were effectively put to sleep for 10 months. It was the LW's job to bring the aircraft back up to speed and ready for flight-testing within a four week period.

As the team disembarked from the TCA they could see #451 on jacks just inside the hangar. The aircraft was wrapped up like a Christmas present. The rotodome, fuselage, wings and engines were all covered to protect them from the environment.

This was a unique deployment for NATO because not only was there no flying for the first four weeks but the team also worked alongside the modification and verification teams as they raced to get their tasks completed. The schedule was very



The 18-persons reactivation team poses in front of the nose of tail # 451.

Courtesy
Photo section Greenville

tight and provided many challenges. The E-3A Component, however, has a history of being able to get the job done and coupled with the Texan charm of our hosts, we very quickly became an integrated team.

One of the major obstacles for the LW team from Geilenkirchen was the 40-degree celsius heat and high humidity of Texas. Any small job carried out in the hangar or on the flight line became a task against the elements as the technicians had to be aware of heat exhaustion and dehydration. It took about a week to acclimatise and then the daily wash-up meetings became more relaxed as items were gradually signed off on the flow chart.

All the specialists carried out inspections, schedules were organised and then reorganised to accommodate the three different organisations working together on the aircraft: L3 Communications for the modification, NAPMA for the LAIRCM verification and testing and the Geilenkirchen team for the

reactivation. Finally after landing gear retraction tests the aircraft was ready to come off the jacks and be towed from the hangar for refuelling.

Any negative results had the potential to delay not only the reactivation but also all the scheduled flight-testing in August. A major milestone was reached when the aircraft passed the leak check on the centre wing tank. Then the aircraft was parked on the flight line for initial engine runs and leak checks. Full power engine runs and decay testing (checking cabin integrity) followed.

Over the next three weeks the aircraft was subjected to full system testing. The heat played a major roll affecting all testing during this time and every day was a battle to keep the aircraft cool. The aircraft was even towed into a climate-controlled hangar at one point to lengthen the amount of testing time available.

Of course it was not all work. The weekends were available for some excursions to the local museums or

libraries. San Antonio proved to be a popular place to visit, the main attractions being the Alamo and the Riverwalk. Downtown Dallas also has some interesting places including the Museum around the area where President John F. Kennedy was assassinated

The final week saw the temperatures rise to record levels in the Dallas-Fort Worth areas as we anticipated the arrival of our flight back with the TCA. The reactivation was completed and had proved successful. All the systems were up and running. All the parts that needed changing were replaced. It was now time for the next phase, flight testing.

We handed tail #451 over to the flight-testing crew on 5 August and wished them all the best for the next five weeks. We boarded our aircraft for the return to Geilenkirchen and eagerly awaited the 20-degree drop in temperature and some of that funny wet stuff ... what's it called again? Ah yes... rain.

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U.S. Ambassador to Germany visits the base and flies onboard the E-3A

On 28 August, Mr. William R. Timken, U.S. Ambassador to Germany, visited the Component to fly on the E-3A and learn even more about the Component's mission. During the flight the Ambassador expressed his respect for the multinational crew and their professionalism. After the flight, the Ambassador and his wife Sue Timken shook hands with U.S. personnel to personally thank them for their service to their country (photo right).

The Ambassador also praised the strong relationship between Germany and the United States and thanked the troops for their service on behalf of the President of the United States (photo far right).

Also in attendance for the visit was Mr. Matthew Gordon Boyse, Consulate General of the U.S. Consulate in Düsseldorf, and his wife Eleanore Boyse.



Photos Andrea Hohenforst



VIP flies with AWACS

On 22 August, Deputy Chairman of the Military Committee, Lt. Gen. Karl W. Eickenberry, USAA, visited the base to learn about the Component mission and fly on the E-3A aircraft.



Photo Andrea Hohenforst

Tops in Blue

The U.S. Air Force's TOPS IN BLUE is offering a free night of family entertainment in the Brunnahal, Koutenveld 123, Brunssum, The Netherlands at 1800 on 14 September 2008.

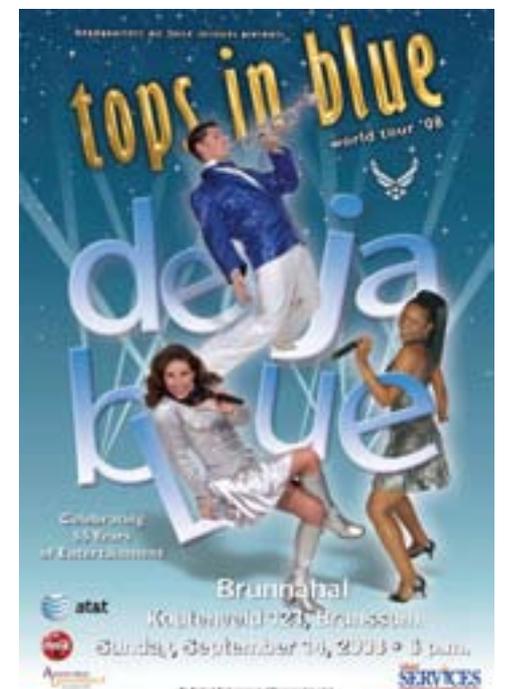
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For more show information, contact MSgt. Archie Morgan at 02451-63-4952.



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United States NCO Spotlight

By Col. Eugene Mittuch

Senior Master Sergeant Beth Epperson entered the United States Air Force in 1988. She initially served as a Weapons Loader on the B-52 in Guam and then on the A-10 at Myrtle Beach AFB, South Carolina and in Saudi Arabia for Operations Desert Shield and Desert Storm. In 1991, she retrained as a Command and Control Specialist and has since been posted at McChord AFB Washington, Andrews AFB Maryland, Ft Bragg North Carolina, Lajes Field Azores, Portugal and Aviano Air Base, Italy holding various Command Post and leadership positions. Sergeant Epperson arrived at the Component in October 2005 where she now serves as the Superintendent of the Command Post.

The execution of the Component's mission relies heavily on the performance of the Command Post during both day-to-day and contingency or high visibility operations. As the superintendent, SMSgt. Epperson's leadership and performance contributed to the Component's multiple successes over the past 3 years. Her expertise and inspiration were vital in preparing the Operations Center for future renovation, improving Command Post training and security programs, and getting the Command Post ready for the Consolidation Inspection and TACEVAL. She was also selected to lead as the Operations Support Team Chief for several FOB Consolidated Inspections. SMSgt Epperson's outstanding performance and continuous dedication makes her one of the most valuable members in the Operations Wing.

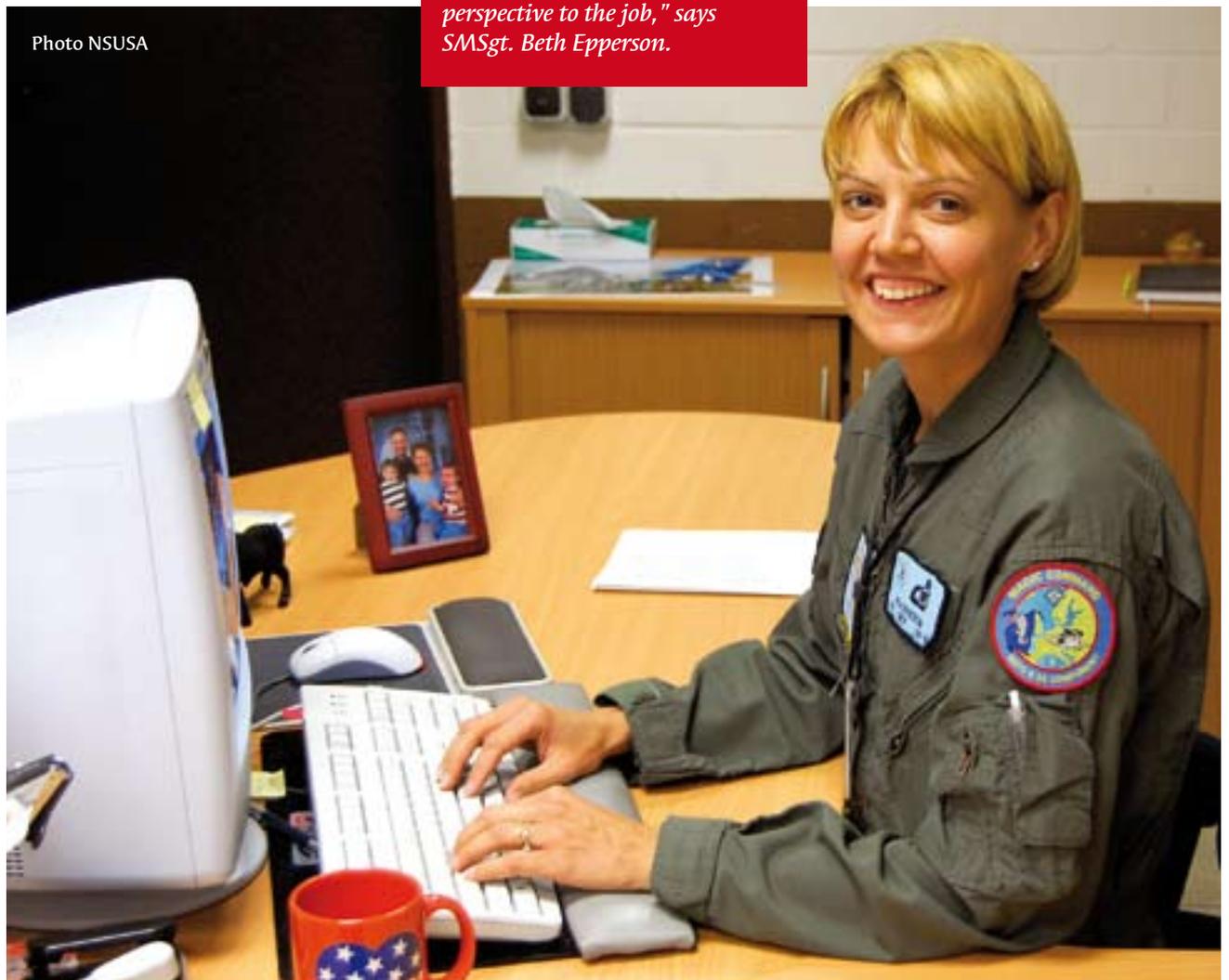
"Working in the Command Post at Geilenkirchen has been one of the most rewarding assignments in my 20-year Air Force career. I have enjoyed the opportunity to work with colleagues from so many different nations; each person brings such a unique perspective to the job. Every day brings new challenges and the chance to broaden my leadership and

management skills. I look forward to taking the experiences and friendships that I have attained with me into the future."

"I have enjoyed the opportunity to work with colleagues from so many different nations; each person brings such a unique perspective to the job," says SMSgt. Beth Epperson.

As the United States Senior National Representative, it is an honour to recognize this outstanding NCO on behalf of the entire U.S. contingent. SMSgt. Epperson represents the very best of our NCO corps, and her boundless energy and enthusiasm are felt throughout her work center and across the U.S. community.

Photo NSUSA



Terry Fox Marathon of Hope

14 September

Annual Marathon of Hope Run/Walk from Selfkant-Kaserne in Niederheid. This event is the Marquee Event of every Terry Fox Campaign around the world. Terry ran 42 kilometers per day for 143 days during the historic run and we are only asking you go 10 kilometers. You also have the choice of running, walking, cycling, or rollerblading individually or as a family. This event is designed to raise awareness for Cancer Research and is always a great

time. Every year more people from different countries register for this event. We ask for a 5 Euro per person or 12.50 Euro per family donation to register and participate. We will also have the annual Terry Fox Run T-Shirts available at the Registration Table to purchase.

19 September

Stadt Realschule in Geilenkirchen will be running over 8 kilometers for Cancer Research to support our Campaign. The 650 students and

staff are doing their run assisted by our Canadian Community Volunteers. All moneys raised will again go towards our contribution to the German Cancer Society. We are creating strong Community bonds with our participation and support.

We, the Terry Fox Committee, will be amongst the crowd walking, providing First Aiders, and manning water stations set up along the route around rural Geilenkirchen. Cancer has ravaged every society around the world; it will take a worldwide effort to defeat it so why not start here? For more information or to volunteer

your services, contact Terry Fox Committee Chair WO Todd Lake ext. 3750 or D/Chair Capt James Fedevich ext. 2562.

"My quest would not be a selfish one. I could not leave knowing these faces and feelings would still exist, even though I would be set free from mine. Somewhere the hurting must stop... and I was determined to take myself to the limit for this cause."

Terry Fox, October 1979

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There are menus right on the table that are in dutch and english. The atmosphere is fun and airy, full of windows and sunshine. The walls are painted a sunny yellow with the occasional coffee bean or bagel motif. The tables are spread out, not packed one on top of the other. There is also outside seating where you can enjoy a view of the market square.

So, if you are in need of a break and need to feel a little bit of home, or if you just miss bagels and a big coffee, head on over to Bagels & Beans. It's GOOOOOND!



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Cyclists urged to wear helmets, prevent head injuries

Wearing a bicycle helmet could save your life

By Heidi Soerensen

Recently several Component members have been involved in accidents while riding their bicycles. Within our own office a close and very dear colleague didn't show up on a Thursday morning in August. As always, he was riding his bicycle on the way to work, but on this sad day he was involved in a serious accident.

First of all let's make it clear that the overall health benefits offered by regular cycling far outweigh the risks involved. With today's higher than normal fuel costs and the increased emphasis on fitness, bicycles are a cost-effective, healthy means of transportation. Furthermore bicycles help preserve the environment and take up very little space in our crowded cities. Nevertheless, accidents do happen, often when we least expect it. Local authorities have various preventive initiatives to focus on accident reduction and improve road safety by imposing speed limits and the establishing additional cycle paths.

But there is something crucial you can do too in order to reduce injury in case of a bicycle accident. Wear a bicycle helmet every time you ride your bike!! Statistics reveal that head injuries cause 75% of all bicycle users' deaths. Medical research shows that a bike helmet can prevent 85% of cyclists' head injuries. Almost all head injuries involve not just a direct blow to the skull but also damage to blood vessels as a result of brain rotation within the skull. Bike helmets are designed to attenuate the impact

suffered by the cranium of a falling cyclist and to reduce rotational injury.

Historically, road cycling race regulations set by the sport's ruling body, the Union Cycliste Internationale (UCI), did not require helmet use, leaving the matter to individual preferences and local traffic laws. The majority of professional cyclists chose not to wear helmets, citing discomfort and claiming that helmet weight would put them at a disadvantage during uphill sections of the race. The first serious attempt by the UCI to introduce mandatory helmet use in 1991 was met with strong opposition from riders, including a riders' strike forcing the UCI to abandon the idea.

While voluntary helmet use in professional ranks increased somewhat in the 1990s, the turning point in helmet policy was the March 2003 death of 29-year-old Kazakh Andrei Kivilev. The new rules made helmet use mandatory at all times and were introduced in 2003, with Giro d'Italia being the first major race affected.

The debate on whether helmet use should be compulsory is very intense, often based not only on differing interpretations of the academic literature, but also on the differing assumptions and interests of the two sides. In Germany there is currently no legislation that places any requirement on you to actually wear a helmet.

Current Component policy is that all bicycle riders are strongly

encouraged to wear a bicycle helmet every time they ride a bike, whether it is a Component duty bicycle or personal bike. As part of this emphasis, personnel who ride a duty bicycle can order a helmet free of charge via the base Supply Office. And for those riding a personal bicycle, the NATEX is offering a special discount coupon in this edition of the Skywatch to promote bike safety and the use of helmets both on and off base.

Brig. Gen. Steve Schmidt, Component Commander said: "Riding a bicycle is great for fitness, it saves fuel and money, and it's good for the environment. I strongly support all those who ride bicycles to work and around base. Even so, safety is my most important priority, equal with accomplishing our NATO mission. We need to do everything possible to encourage riders to wear helmets and to dress for a fall.

Recently, three bike accidents involving active duty Component personnel resulted in serious injury, surgery and extensive rehabilitation. Personal risk management, wearing proper equipment, and dressing for possible conditions are common sense requirements whether we are going riding on a bike, driving a motorcycle or flying an airplane. Even minor contact with anything can hurt. For your own protection, please wear a helmet when riding a bicycle, especially while on base."

In addition to the use of helmets, 1Safety Branch also has other safety tips for bike riders.

"Wearing a bicycle helmet is certainly a good idea and is highly recommended. However, it is only one element in reducing the negative outcome of bicycle accidents.

Equally important are preventive measures such as: keeping the bicycle in roadworthy condition (to include required lights and reflectors), defensive driving, no use of cell phones or mobile listening devices (MP3 players), and the use of high-visibility clothing," explains Mr. Josef Hess, Chief Ground Safety Branch. "Reporting of bicycle accidents, be it on duty or on the way between duty station and home is also important not least for duty accident insurance and trend analysis reasons," he says.

Even though the benefits of wearing a bike helmet are obvious, pedal cyclists are often seen without them. But even though some of us are afraid to look stupid wearing a 'coloured eggshell', it is crazy not to put on a helmet when you are using a bicycle. Does anybody laugh at a car driver when he fastens his seatbelt?

For anyone who rides a bike it is important to wear a helmet every day – because it only takes one accident to cause serious injury.

What to look for when buying a bicycle helmet

Always buy a bike helmet that is certified as compliant with the official standard EN 1078:2006 and bears a CE marking.

A bicycle helmet should be lightweight and should provide adequate ventilation, because cycling can be an intense aerobic activity that significantly raises body temperature. In particular, the head needs to be able to regulate its temperature

It is important that the helmet should fit the cyclist properly. The helmet should sit level on the cyclist's head with only a couple of finger-widths between the eyebrow and the helmet brim. It should fit tightly enough to ensure that it does not move on the head. It should not be possible to insert more than one finger's thickness between the helmet strap and the cyclist's throat.

"I bought a bicycle helmet last week after hearing about a Component member's severe bicycle accident. I thought about how careless it was to ride to work without wearing a helmet every time. I ride about 20 km on my bike almost every day," says Mr. Wolfgang Bock.



Photo Andrea Hohenforst

"Health and Safety are important elements at NATEX and we are pleased to further support the Base in this important endeavor of promoting Bike safety," says NATEX Vice President, Ms. Diana Sousa.



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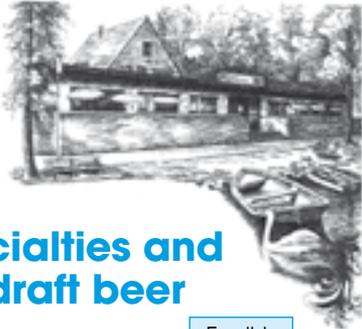
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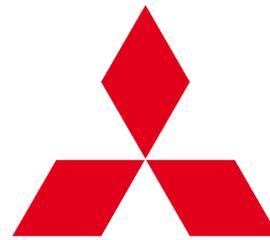
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From pre-flight to post-flight: Crew chiefs keep the AWACS flying

By Maureen Geraets-Head
Photos André Joosten

In the Hangar One flight line office, I meet with flight line chief SMSgt. Ron Westerveld and crew chief Gerrit Vos to get information about a crew chief's job. "I always see you on the flight line, but what is it exactly that you do?" is my question.

SMSgt. Westerveld smiles and points to the back of the ready room: "Look at that board, it will tell you everything!" Mounted against the wall is a three-by-one-meter tasking board with more than a dozen photos and descriptions. I notice a fish tank on a table next to the board – it's labeled "A fish called Joe", referring to the big fish inside. It's stares at me with a mean look as if it is trying to say, "Don't say anything bad about the crew chiefs; they take good care of the jets and me!"

If you look up the term 'crew chief' in Wikipedia, it says, "They perform pre-flight, post-flight and through-flight inspections as well as launch and recover aircraft. They are responsible for the lives of the crew members who fly in the aircraft".

At the Logistics Wing, Aircraft Maintenance Squadron's flight line office, a highly motivated group of 65 multi-national crew chiefs, military and civilian, is responsible for the readiness and serviceability of the aircraft. SMSgt. Westerveld explains, "We work in three shifts and each shift verifies that our fleet of 17 AWACS aircraft is ready to fly. Our work area is obviously outside on the flight line, no matter whether it is raining non-stop, whether there are freezing conditions at minus 10 degrees, or whether the sun is blazing down on the runway's concrete. We do the job."

Gerrit Vos, nicknamed Snoopy, is one of the Dutch civilian crew



Crew chiefs Gerrit Vos and SSgt. Marcus Dovern working on a tire change.

chiefs and has been working at the Component since 1983. He is easy to recognize with a big Snoopy dog painted on his reflective vest. He describes the crew chiefs' daily work in detail: "Let's start with the post-flight check. Three persons perform the prepare-for-flight inspection. It takes about four hours per aircraft. Usually, it's done by the night shift and means that we are always checking the engines, cleaning windows, checking tire pressures, the liquid oxygen quantity, and taking a fuel sample and checking it. Once we're finished with this inspection, we date and sign the logbook and

that gives the jet its ER, Exceptional Release. This inspection is valid for 72 hours, just long enough to cover the weekend. On a long weekend, someone has to give up his day off to do a new preflight check."

He continues, "On the day of the flight, a three-man team starts the pre-flight procedures by providing electricity for the jet and installing the stairway. Once the crew arrives, the flight engineer will do an aircraft walk-around check together with one of us. Then the pilots start testing the flight controls and instruments. The crew chief stays in contact with the pilots via his headset, standing at a safe distance from the jet to visually check on the outside whether the flight controls are moving in the right direction and whether the engine blades are turning and the engines are igniting. Once everything is checked, the door closes, and we roll away the stairs. The jet is then pushed back using the tow truck or, depending how the aircraft is parked, a crew chief marshals it with paddles or Maglight sticks. For Job Control, towing is a matter of moving a magnet on their planning board, but for crew chiefs it's a five-person operation. And during winter-

time, de-icing, another five-person job takes two drivers, two people working in the "basket", and one with the headset to communicate with the pilot." Once the jet taxis to the runway, the crew chiefs' task is accomplished for that particular aircraft. One down, a couple more to go!

When the aircraft returns, the procedure starts all over again, but in reverse order. "Something that not too many people know is that we have to contact the flight engineer before he leaves the plane. We closely watch the turning rotodome and tell him when to stop it. We make sure that the white line on all of the rotodomies face in the same direction – while the AWACS is sitting on the ramp, it has to look neat! Then fuel is put into the jet to make it heavier and more stable. This is to prevent aircraft movement in case of strong winds or a storm," concludes Gerrit Vos. Other crew chief tasks involve changing tires, escape slides and life rafts. And whenever there is a deployment, crew chiefs have to go too.

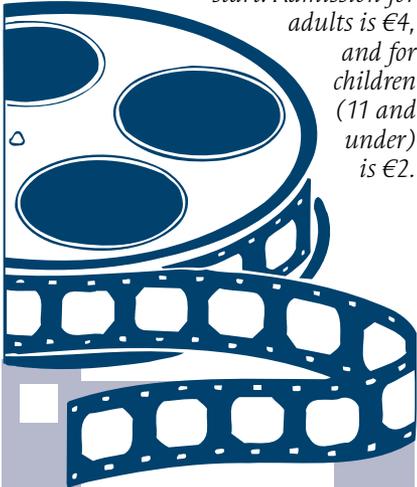
SMSgt. Westerveld remarks, "There is good cooperation among all the crew chiefs and the work is divided up in such a way that we try to make everybody happy at the end of the day, or at the beginning, depending on how you look at it."



Crew chief Gerrit Vos inspecting the engine blades.

JFC HQ Alliance Theatre presents

The theatre is located in Building #406, JFC HQ Brunssum, the Netherlands. Doors open 30 minutes prior to film start. Admission for adults is €4, and for children (11 and under) is €2.



Sex and the City (R)

Friday, 05 September, 1930
Sarah Jessica Parker,
Kim Cattrall

Kit Kittredge:

An American Girl (G)
Saturday, 06 September, 1300
Abigail Breslin,
Stanley Tucci

Indiana Jones and The Kingdom of the Crystall Skull (PG-13)

Saturday, 06 September, 1600
Harrison Ford,
Karen Allen

Wanted (R)

Saturday, 06 September, 1900
James McAvoy,
Morgan Freeman

The Happening (R)

Friday, 12 September, 1930
Mark Wahlberg,
Zoëy Deschanel

Wall-E (G)

Saturday, 13 September, 1600
Jeff Garlin,
Benjamin Burtt

Hancock (PG-13)

Saturday, 13 September, 1900
Will Smith,
Jason Bateman

Component fitness event for August

Text and photos Heidi Soerensen

On Thursday 28 August at 1100 the Component Fitness Event (CFE) for August was kicked off. The Sports Department surpassed itself in creativity in order to tempt Component members out of their offices. Among the activities offered were a recreational triathlon consisting 375 m of swimming, 10 km biking and 3.5 km running. Six men and one woman completed the triathlon, revealing both iron will and Olympic spirit. As they crossed the finish line, some were more exhausted than others but all were very proud.

In addition to the triathlon various separate events were offered to meet the motivation of as many participants as possible. Among the individual disciplines were a 20 km bike race, lap swimming and 3.5/5 km running. A total of 59 enthusiastic Component members came to participate in the different disciplines.

The first CFE took place in January this year as part of the implementation of the overall Component Fitness Programme. Since January the Sports Department has been organizing CFE on the last Thursday of every month.

On average, 40 Component members have participated in each of the eight CFEs held so far.

"The Sports Department tries hard to put together an attractive fitness programme for different target groups, as well as indoor and outdoor activities. The privilege of having three hours of fitness/sports per week should also motivate all personnel to get going. Furthermore the monthly CFE offers another chance to come out and do something for your well-being and to build camaraderie," says Mr. Fritz

Stelten, chief of Sports Department Staff. "However, looking at the participation figures in comparison with the number of people employed on base, it's only a drop in the ocean. I can only repeat our offer and invite you again and again to do something good to your body and soul and as a result feel better at work. Give it another try in the Component Fitness Week in September," he says.

The Sports Department continues to do its utmost to get more people to take part in fitness activities. The coming CFE for September will therefore last one whole week instead of being limited to a Thursday. The Component Fitness Week for September will begin on Monday, 22 September and continue daily until Thursday 25 September



(both days inclusive). Different events will take place each day between 1100 and 1400, including: (Nordic) walking, running/jogging, (mountain) biking, spinning and group fitness.

For information and registration, just email or contact the Sports Department – Bert Hendriks, ext.: 4921 or Hans Kicken, ext.: 4987. Registration is required no later than 15 September so that a schedule of events can be made.

New opening hours Sports Department (New Gym)

As of 06 October 2008: Monday to Friday 0700 – 1900, Saturday & Sunday closed.

German aviation agency inspects visiting aircraft



The outside check, scanning the surface for visible damages, done by Frank Gildemeyer.

Text and photos by Leonie Schoelen

On occasion, non-military foreign aircraft land at NATO Air Base Geilenkirchen in support of ISAF operations. On 20 August, a Turkmenistan Airlines aircraft chartered by JFC Brunssum was subject to an unannounced Safety Assessment of Foreign Aircraft (SAFA) inspection after landing on base.

SAFA is a program established by the European commission and executed by federal employees of the Luftfahrtbundesamt (German federal aviation administration), the federal authority of civilian aviation, which is a subordinate agency of the German department of Transport. Among others, it compiles and regularly updates the Joint List ("Black List") containing unsafe airlines banned from flying within the member states. Two international institutions, EASA (European Aviation Safety Agency) and ECAC (European Civil Aviation Conference), are in charge of defining mandatory standards on which the SAFA inspection is based.

For the inspection, three superintendents who are experts of the federal aviation administration

guarantee that the aircraft inspected conforms to all ICAO (International Civil Aviation Organization) safety regulations and criteria at the time of inspection. Usually, superintendents have to follow a scrupulously precise schedule due to extremely short standing times common at civilian airports and thus very limited amount of time (rarely more than 20-30 minutes) available for inspection.

On this day with a time frame of more than 1 hour, they do not have much time pressure, which enabled them to conduct the inspection very meticulously. The team split the tasks among themselves in order to be as effective as possible.

All superintendents work with a checklist of 54 ICAO rules and regulations, which they use as a guideline when checking and controlling the aircraft step-by-step. Two persons took the check on the inside whilst one checks the aircraft from the outside.

The inside check consists of, for instance, assessing technical equipment and existence as well as validity of documents required by both crew members and aircraft and is conducted by team leader Dirk

Jansson and his colleague Thomas Meyer whereas the outside check, of which Frank Gildemeyer is in charge, encompasses scanning the surface for visible damages. Every SAFA inspection is concluded with a de-briefing where superintendents summarize the results and inform crewmembers about minor damages to be repaired and components to be replaced.

On this day; however, since the aircraft has proven to be in a

perfect condition- all that is left to say is to thank crewmembers for their outstanding cooperation and willing assistance in this important inspection ensuring international aviation safety.

Inspectors Dirk Jansson and Thomas Meyer checking technical equipment and the validity of documents.



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GK team successfully completes 2008 softball season



Photo Andrea Hohenforst

By TSgt. Jerry Graham

On 21 August TSgt. Jerry Graham, coach/player, presented the 2008 Central European Region Small Units Softball Championship, 2nd place trophy, to Brig. Gen. Stephen Schmidt on behalf of the Geilenkirchen men's base team. The team played nine games over a three-day period, 7-9 August, at Ramstein Airbase, competing against other small units from the tri-border area as well as Italy.

Also, the team had three members selected by coaches and the executive board, to the 2008 all-tournament team. Outfielder/pitcher, MSgt. Terry Bottom, batted .781 with 7 home-runs (HRs). Shortstop, TSgt. Jerry Graham, batted .606 with 3 HRs, and outfielder SSgt. Marcus Hough, hit

7 HRs. (The best you can hit is 1000. That means if you got up to bat 6 times and got 6 hits... you 'batted 1000'. The average softball player on a base team hits .500. So if you hit 600/700 you are very good!)

The team also presented Brig. Gen. Schmidt with the 1st place trophy and champagne bottle and from the slow-pitch softball tournament and the 2nd place trophy from the fast-pitch softball tournament, both held in July in Geilenkirchen.

The base team would like to thank all personnel and organizations that assisted with our tournament on 26 and 27 July. Brig. Gen. Schmidt threw the first pitch that morning, and began a weekend consisting of 32 games played by both military and local teams.



Where Canadians meet their friends

By Greg Johnson

The Royal Canadian Legion is veterans based community and a non-profit organization. We serve veterans, new and old, and their dependants. Our role is to promote Remembrance and to build goodwill in our communities. We participate in numerous memorial and remembrance ceremonies in Germany, the Netherlands, Belgium and France. And of course we enjoy each other company on a regular recurring basis. Come visit us.

Ongoing Legion activities: Chicken wing night/karaoke, wings available at 1900, 1st Friday of every month. Texas Hold'em, sign-up 1800, game starts at 1900, 2nd Saturday of every month. Drop-in Cards, sign-up 1830,

games start at 1900, 3rd Saturday of the month (Euchre, Crib). Mixed dart league, 1930, every Wednesday from 10 September through May (sign up at the Legion). Televised sports - NFL, NHL, NBA, MLB, soccer, and various tournaments. Also Available slot machines, pool table, Kegelbahn (German bowling), shuffleboard, large screen TV, karaoke and a hall available for private parties.

Opening times:

Monday, Tuesday, Thursday 1700-2000; Wednesday 1700-2300; Friday 1700-0100; Saturday 1600-2300; Sunday 1600-2200; evenings before holidays until 2300; on holidays open at 1600 - normal closing. The Royal Canadian Legion is located at Kirchstrasse 14, 52511 Teveren.

Vacancy announcement

Applications are invited for the following post:

Deputy Fire Chief, AGK SAF 0020, Advertisement Number 08012, NATO Grade B-5, assigned to the Fire, Crash & Rescue Branch, Airfield Services Squadron, Base Support Wing.

Chief Fireman/Shiftleader, AGK SAF 0040, Advertisement Number 08013, NATO Grade C-6, assigned to the Fire, Crash & Rescue Branch, Airfield Services Squadron, Base Support Wing.

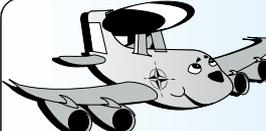
Fireman, AGK SAF 0320 &

0400, Advertisement Numbers 08014+08015, NATO Grade C-3, assigned to the Fire, Crash & Rescue Branch, Airfield Services Squadron, Base Support Wing.

These posts are due to be filled as soon as possible. Closing date: 30 September 2008.

For further details, please visit the Component Information Portal (WISE) under Headquarters, PEC, Recruitment/Services Section or review the advertisement posted in Building 8.

Note: Only applications of qualified personnel will be considered.



PLANE SPOTTER

This plane landed at Geilenkirchen Air Base

Do you know what it is?

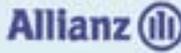
SEE PAGE 14



Photo A1C Daniel Schmitz

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Is bowling something for you?

By Dani Martin

Come join a bowling team, or start your own team for the upcoming season of the International Bowling league. We play on Sunday evenings at Stardust Bowling Lanes in Sittard. You don't have to be a pro-bowler; we are a friendly group with three

person teams from several different countries.

Come have fun, relax and meet new people. There is a team Captain's meeting 7 September at 1800 at the lanes. If you are interested, just show up or contact James Perea at 02451 634535 for more information. Open to all NATO ID cardholders.

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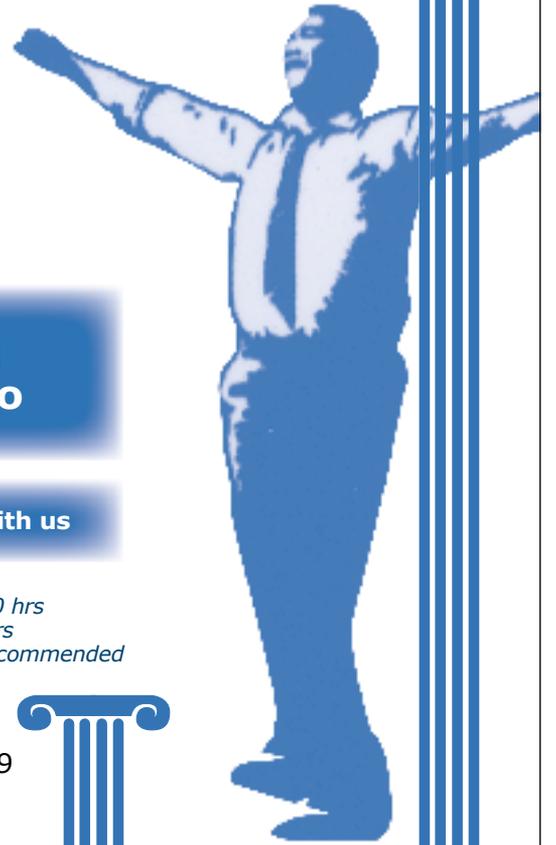


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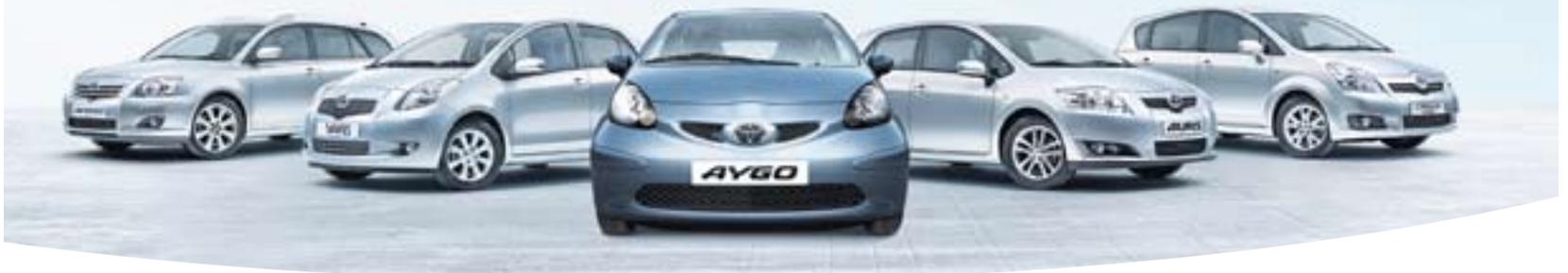
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Tough weeks for participants at Summer Boot-Camp 2008

By Joseline 'Joyce' Ranese

For some it was a blast and for some it was only hard work and lots of effort; some dropped out and gave up half way and some showed up only once or twice during the whole season. Those that missed this opportunity will never get to know what it takes to keep up with Sports Departments Boot-Camp Training. It has been eight tough weeks of Summer Boot-Camp.

Many thanks to Steve Forman. Without his support, Boot Camp would not have been possible. He backed me up when I was not able to teach classes and provided me with good ideas and tips for Boot Camp. Steve is one of Sports Department's

regular volunteer instructors and he has been teaching Body Styling at the Sports Department for more than 5 years.

However, there are some real Boot-Camp Champs on the E-3A Component Air Base Geilenkirchen. They showed us that everything is possible if you are willing and determined to push your self to reach your goal.

With 20 days attendance plus 1 bonus Boot-Camp Heather Desjarlais is Boot-Camp Champ 2008. Also Boot-Camp Champ is Elke Mahr with 20 days attendance. 1st Runner up is Natalie Williams with 18 days, 2nd runner up is Shirley MacKay with 17 days.



Master Group-Fitness Instructor/ Master Health Fitness Trainer Joyce Ranese (right) instructs the class.

Photos Andrea Hohenforst

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, 11 September.

Lost

Lost gold boxing glove pendant and a cartouche with name 'BERRY' with a gold chain. If found call Mr. Berry at 0031 45 5331151 or return to the front desk at GK Elementary School.

Auto

BMW 750i, 1998, dealer maintained, many extras, price €6800 (or best offer). Call Guy at 02451/633726 or +32 475 555376

Volkswagen Touareg V6 3.2L 12/2004, US Specs, fully loaded, new tires, pearl shadow blue. Very good condition. Asking price €16,700. For more info, please call +31-65-0602177.

Dodge Caravan SXT V6 3.3L 2007, US Specs, black, tinted, power windows/lock, CD player. Asking price €13,000. For more info, please call 02456-508280 (leave message).



PLANE SPOTTER

On 6 August a Royal Norwegian Air Force FA20 brought passengers to Geilenkirchen Air Base for an official meeting. The Dassault Falcon 20 is a French business jet and was the first of a family of business jets built by Dassault Aviation.

The first production aircraft flew on 1 January 1965 and both French and American certification was awarded in June 1965. Deliveries began to the Pan American outfitting facility at Burbank Airport, California. In 1966 the company re-designated the American-delivered aircraft as the Fan Jet Falcon, which later became the Falcon 20.

Oktoberfest 20-21 September

The German NCO Association "DUK" would like to invite all Component members and their families and friends to the 26th Oktoberfest in Hangar 2 on 20-21 September 2008.

The doors will open Saturday at 1800 with an evening of delicious food, special Oktoberfest beer and live entertainment! On Sunday the doors will open at 1030, with the traditional "Frühschoppen" at 1100. As the Sunday is regarded as a family day, there will be plenty of kids' entertainment as well.

Tickets will be on sale at the Frisbee Club front desk and at the Sentry Club. Each NATO ID holder is entitled to purchase four tickets plus one for himself/herself. If you sponsor guests who are not NATO ID holders, you will have to register their full name and national passport number when purchasing the tickets. If you need to change names on a ticket afterwards, you will have to do this at the "DUK Office" in Building 46, extension: 3465.

Oktoberfest tickets cost € 8.00. As in the past, the majority of the profits will be donated to local charity organisations.



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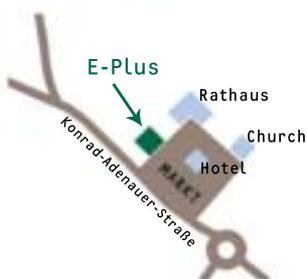
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