



# NATO's first flood relief flight for Pakistan

After a 9.5-hour flight NATO TCA unload the relief goods at Islamabad.

Photo Capt. Wilko ter Horst



TCA take-off: 22 August, 08.30 hrs, destination Pakistan.

Photo Lt.Col. Antje Krekeler

By Capt. Wilko ter Horst

**On Sunday morning, 22 August, the first NATO humanitarian flood relief flight for Pakistan departed at NATO airbase Geilenkirchen in Germany. The flight was conducted by the NATO AEW&CF Trainer Cargo Airlift squadron (TCA).**

The goods for Pakistan, which were donated by the Republic of Slovakia, arrived on Saturday morning by truck at Geilenkirchen and were loaded in the TCA, Boeing 707-302C that was specially prepared to carry 9 pallets for the humanitarian flight. The pallets were loaded with power generators, water pumps, blankets and beds.

After arriving in the heat and humidity of Pakistan the whole crew received a warm welcome by the Commander of the military site at Islamabad National Airport, military officials and the NATO technical civil-military team (deployed on authorization by NAC to coordinate local arrangements) who had arrived a few days earlier.

Due to the magnitude of the disaster in Pakistan, the Alliance decided earlier this month to contribute to the relief efforts at Pakistan's request.

Following that request, the North Atlantic Council (NAC) stated that NATO should respond as quickly as operationally possible to the Pakistani request for support. Therefore the TCA at Geilenkirchen was tasked for this first humanitarian relief flight.



Loadmasters securing the cargo on board the TCA.

Photo Maureen Geraets-Head

**PAKISTAN continues on page 3**



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# Using a mobile phone while driving – not the safest choice

By MSgt. Christopher Brown,  
Safety Division

One fascinating element of technology is how we suddenly feel we can't live without it. Take for example the mobile phone. We talk on them, we text on them, we check and send e-mails on them, we're on social networks, we even play video games on them. However, it wasn't very long ago that the average person didn't own a mobile phone. When you wanted to communicate with someone you either used a home phone, an antiquated pay phone, or actually spoke to them face-to-face. If you wanted to write to somebody you actually had to use a pen and paper and send it through the post office. Of course things change, and today almost everyone has a

mobile phone. It's now part of our makeup, one that we would feel lost without. In one way they define our social status, and another they ensure we are always connected and never more than a phone call, e-mail or text away from friends, family and work.

Of course this element is more focused on the social impact of technology; and will be analyzed for years as our children grow up in a world where they never have to be face-to-face with someone to communicate with them. The social impact of mobile phone and e-mail technology may not be known at this moment; however, what is known is that mobile phone usage can have a real and negative impact on our safety.

The safety impact that I'm speaking of is when individuals choose to use a mobile phone while operating a vehicle. Did you realize that at any given time 11% of drivers are using a mobile phone while driving? Did you know that the National Safety Council (NSC) in the United States has shown that mobile phone use while driving has been associated with quadrupling the risk of an accident? Did you know also that the NSC estimates 28% of accidents per year are the result of talking and texting on mobile phones, which equates to 1.6 million accidents in the United States alone due to mobile phone usage? Are we so addicted to our mobile phones and the instant communication they offer that we can't set them aside for 20-30 minutes while we drive to our destination? Is this addiction worth losing your life?

Even as a safety professional I can't plead innocent from taking part in this type of risky behaviour on some occasions. Like everyone else out there who has ever chosen to use a mobile phone while driving, I rationalized it by thinking an accident wouldn't happen to me. I'm too good a driver, and besides I'm only going to talk for a little while or the text I'm sending is short. Heck, I can drink a cup of coffee, listen to the radio, talk on my mobile phone, check my e-mail, check-up on Facebook, mentally prepare for work, think about the upcoming sports game, look at the beautiful German countryside and still pay attention to the roadway. Sounds silly doesn't it? For some reason we've forgotten what you're supposed to be doing inside a moving vehicle – driving and making sure you don't kill yourself or someone else while doing it!

So what should I have done instead of putting the mobile phone to my ear? Would it have been safer to use a hands-free device? Studies have shown that even using a hands-free device degrades a drivers performance in a similar way to driving under the influence of alcohol. Instead of focusing on key visual and audio cues needed to avoid an accident the driver is focused on the phone conversation.

What I should have done is pull over to the side of the road in a safe manner before I answered or made a call. Of course the safest choice I could have made was to wait until I arrived at my destination. Again, are we that addicted to instant communication that we can't wait a few minutes to answer that phone call or check an e-mail?

And in case these considerations should not be enough incentive for you to carefully look at your habits, let me remind you that using a mobile phone without a hands-free speaking device these days is banned on-base and in 30 European countries, several Canadian provinces and US states.

Local fines would be:

On-base	4 points under the Component's traffic point system (when you reach 10 points you walk for a month)
Off-base	DEU: 40 EUR + 1 point (25 EUR for bicyclists) NLD: 150 EUR BEL: 100 EUR

## PAKISTAN

Continued from front page

The different media, mostly from Pakistan National Television, were anxious to interview the Commander of the TCA Lt.Col. Massimiliano Macioce and the pilot in Command Maj. Marcus Glatt-Kallenberg.

After the first interviews the crew started to offload the pallets. They were handed over to the

Pakistani Government. Within two and a half hours the crew started the six hour flight back to Konya, Turkey.

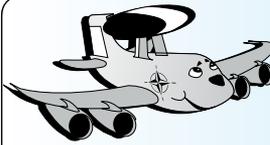
The TCA aircraft and her crew arrived safely back at Geilenkirchen on Monday, 23 August early in the evening. Tired, but proud that the crew could assist in Pakistan's relief.

At this very moment 16.8 million people are directly affected by the floods and at least 8 million people are in desperate need of emergency assistance. Almost one third of Pakistan is flooded. This catastrophe is of unknown magnitude and many more people may die due to lack of medicines, food and clean water.

Photo Lt. Col. Antje Krekeler

TCA crew arrives back home, tired but satisfied after another successful mission.





## PLANE SPOTTER

**This aircraft landed at Geilenkirchen Air Base**

**Do you know what it is?**

SEE PAGE 10



Photo PAO



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# NATO AWACS controls an unmanned airborne system

By SMSgt. Johan Hijmenberg

**A sixty persons large NATO AWACS detachment, consisting of Operations and Logistics personnel, added with personnel from Force Command and NC3A, and in cooperation with the Boeing Company, demonstrated during Exercise Empire Challenge from 26 July until 13 August the control of the ScanEagle unmanned airborne system. The event was hosted by the U.S. Joint Forces Command and found place at Fort Huachuca, Arizona while the AWACS aircraft flew out of Nellis AFB, Nevada.**

"The ScanEagle is a small Unmanned Airborne System (UAS) which provides intelligence, surveillance and reconnaissance capabilities for various allied militaries," says Maj. Mark Youkey, system project officer. "It allows Command and Control (C2) agencies to receive real time, high quality imagery in both the ground and maritime environments."

Empire Challenge brought together about 2,000 participants worldwide

*The ScanEagle control station temporarily installed on board the E-3A.* Photo Capt. Jürgen Koller



*Empire Challenge crew with a ScanEagle, a small unmanned airborne system.* Photo courtesy Boeing

in a live, joint and coalition exercise. The Empire Challenge flight mission demonstration started on 2 August and paved the way to enable any airborne C2 platform to control unmanned vehicles as remote intelligence, surveillance and reconnaissance sensors without a major modification to the controlling aircraft. Unmanned vehicles and AWACS have been tested in previous Empire Challenge demonstrations, but this was the first time NATO AWACS demonstrated full control of an unmanned aircraft by an airborne command and control (C2) platform during an operational scenario.

"The deployment existed in three phases," explains Maj. Youkey. "The first phase involved deploying a tail to the Boeing Company in Seattle, State of Washington, to have the ScanEagle control station installed on the aircraft. Once this was completed and tested, the second phase began by moving the jet to Nellis AFB, Nevada, to participate in Empire Challenge 2010 to utilize ScanEagle and other systems aboard the E-3A aircraft to provide the real capability to find, fix, track, target, engage, and assess tracks on interest. The final phase of the deployment involves returning the jet to Seattle to have the ScanEagle equipment removed from the plane."

The mock scenario included a counter-piracy operation in which the NATO AWACS aircraft detected suspicious activity and directed

ScanEagle to fly to a location and track a suspect vessel - a vehicle representing a pirate ship - while sending real-time video back to the AWACS. The AWACS aircraft, in collaboration with the Combined Air Operations Center (CAOC), determined whether the 'vessel' was a threat and directed other coalition assets to respond appropriately. The AWACS aircraft was equipped with a Tactical Common Data Link system that relayed commands to the ScanEagle from an onboard operator.

"The intent was that the Automatic Identification System (AIS) system onboard the E-3A was tracking a 'maritime' target attached to a truck," explains Maj. Youkey, "which was simulating a ship that the participants tried to find, fix, track, target, engage, and assess. The idea was to identify the target on AIS, then take the ScanEagle and correlate the AIS information with a live video feed to verify the target."

This information would then be passed on to the CAOC for further execution of the track of interest. Ultimately the same scenario is applicable in a maritime and counter piracy mission. "The tests have gone much better than anticipated," adds Maj. Youkey. "The crew performed extremely well, and employed the brand new experimental system at a combat ready level. During the missions, several surveillance taskings were successfully performed in support

of ground troops, including convoy route recce and forward operating base surveillance. Additionally, all the new systems were employed in an integrated fashion; the AIS detected a suspected pirate ship, CHAT was used to coordinate with the CAOC and the ScanEagle provided a positive identification and ensured collateral damage would be avoided. The AWACS then controlled F-16s to the target, ScanEagle provided a post-strike assessment, and the results were relayed to the CAOC via CHAT. Other aircraft like Joint STARS and Rivet Joint were also integrated into several missions through Link 16, and enabled, by cross-cued sensors, to find and sanitize targets, with the results being immediately relayed to the ground via CHAT. These capabilities were expanded into night missions, using ScanEagle's night detection and surveillance capabilities."

Linking NATO AWACS with other sensor platforms - like unmanned vehicles - provides new opportunities in the field of air battle management tasks, joint intelligence, surveillance, reconnaissance and refined information sharing methods to harness operational asset and network synergies. The accelerated data exchange between ScanEagle and the AWACS aircraft will not only mean improved observation angles from both higher and lower altitudes, but also shortened response times based on immediately actionable intelligence.

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# Squadron 3 sponsors 'Temudschin'

Text and photos  
SMSgt. Johan Hijmenberg

**A golden eagle uses its agility and speed, combined with extremely powerful talons, to snatch its prey. Its territory may be as large as 155 square kilometres. That's why it was logical that Squadron 3 has adopted this bird as the symbol in its coat of arms for the past 25 years. "On 10 August, as the golden eagle is the official symbol of the squadron, we agreed to sponsor the golden eagle 'Temudschin' at Aachen Zoo," says squadron commander Lt. Col. Ekkehard Heinichen.**

The sponsorship idea started when Squadron 3 surveillance operator SMSgt. Jürgen Wieczarkowicz heard about the Zoo's intention to acquire two golden eagles. "As both my daughters help out frequently in the children's farm at the Zoo, I heard about this project. As most of the animals at the Zoo are sponsored, I suggested that one of the golden eagles could be sponsored by Squadron 3. When I contacted the Zoo director, Mr. Wolfram Graf-Rudolf, he immediately agreed to the proposal."

The need for protection of golden eagles is clearly shown by the fact that only 600 pairs of these impressive birds currently exist in Europe. "For the last 25 years the golden eagle on the patches of our flight suits has always escorted squadron members during our flights," says Lt. Col. Heinichen. "And when I heard about the opportunity to start the sponsorship I didn't need much time to approve this with pride. For us it is important to become involved in the protection of this species."

The second golden eagle, named 'Olga', is sponsored by the Alemannia Aachen football team, which also has the bird in its coat of arms. "We are extremely pleased that our golden eagles found two such terrific godparents," says Mr. Graf-Rudolf.



*Four E-3A Component members (from left to right: SMSgt. Rudi Herr, Lt. Col. Raimond Schulz, Lt. Col. Ekkehard Heinichen and SMSgt. Jürgen Wieczarkowicz) watch their sponsored golden eagle 'Temudschin' with great respect.*



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# First TCA phased out

By SMSgt. Johan Hijmenberg

**E-3A Component commander Brig. Gen. Burkhard Pototzky said goodbye and safe flight to TCA crewmembers on 9 August, just before they departed with aircraft tail # 19997 for its last flight to the desert of Arizona. The aircraft was taken over by NATO in 1997 from the German Air Force, and in NATO service it flew more than 5,000 hours.**

It found its last parking spot at the Aerospace Maintenance And Regeneration Centre (AMARC), a joint-service facility managed by the U.S. Air Force Material Command and often referred to as 'The Boneyard'. Its mission is to store and maintain aircraft and other aerospace vehicles, withdraw aircraft from storage, reclaim parts, and prepare aircraft for disposal after they are no longer needed and when all required parts have been removed.

As for TCA # 19997, Davis-Monthan AFB, near Tucson, is the last stop for

many "decommissioned" military aircraft. Reclamation involves removal of parts and assemblies from stored aircraft to meet customer needs. "In addition to the crew, the TCA carried two Sabena Technicians and one storekeeper," says Mr. Peter Lubosch, on-base Contractor Services Manager of International Aerospace Management Company. "They stayed at AMARC for one week to remove the high value items to bring them back to Geilenkirchen as spare parts for the other two TCAs. Items such as electronic parts, e.g. UHF/VHF radios, digital autopilot and audio selector panels,

and also the APU or flight controls." Many aircraft at the "Boneyard" are damaged but could provide parts to still-flying comrades. Not all of the aircraft are retired. Also in the desert collection are modern aircraft like F-15 Eagles and F-16 Falcons. They too have found a place on the hard-baked soil. The warmth at this facility, along with low rainfall and humidity, makes it a perfect place for storing surplus combat aircraft that can be preserved for use at a later date if needed.

There will be no second life for TCA

*TCA # 19997 found its last parking spot in the "Boneyard" at Davis-Monthan AFB, near Tucson in Arizona.*

Photo TCA Squadron

# 19997. All the TCA airplanes will be phased out by the end of 2011 and will be replaced by an aircraft of TNT Airlines S.A. from Liege, Belgium, which was awarded a five-year contract on 28 July to provide cargo and passenger service beginning 1 January 2012.



*In the early morning of 9 August, E-3A Component Commander Brig. Gen. Burkhard Pototzky (middle) said goodbye to the TCA # 19997 crew.*

Photo Andrea Hohenforst

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**Visit the Food Service System Web Page on the Component Information Portal or the Services Branch Web Page for the latest programme information and upcoming events.**

## MWA Membership Card Issuing Office

MWA Membership Cards are now issued in Building 80 (Services Branch Accounting Section), Room 16. Office opening hours Mon-Thurs 0900-1130 & 1300-1500; Fri 0900-1130. As a member you will receive a discount on all food/beverage items purchased at the Sentry Club/E-3A Club/Rotodome, along with the entitlement to participate in all MWA programmes on Base. You will also receive the Food Services Newsletter and the weekly Rotodome menu per email, if you so wish.

## Food Services System (BPWF/4990)

POC: Mr. Rene Peeters, ext. 4990, email rpeeters@e3a.nato.int

**New information on the Food Services System will be published soon! The changes will take place in September 2010; however, an exact date is not yet available due to organizational change requirements. For those not aware of the new future Food Services System at the Component, here is a short update: The Rotodome and Sentry Club operations will be combined together in the Rotodome facility with one line serving fast food and one line serving regular lunch. Breakfast and dinner (until 1900 hrs) will also be offered. The E-3A Club will remain as the main bar facility on the Component offering a variety of small snacks and sandwiches, providing conference support and limited support of official functions (Opening hours: Mon-Fri:1100-2200).**

## Rotodome

Opening Hours Mon-Fri: Breakfast 0530-0900; Lunch 1100-1400.

The daily menu is published on the Component Wise Page. Customers wishing to receive the menu per e-mail are requested to send their e-mail address to rpeeters@e3a.nato.int for inclusion in

the automatic distribution list.

## Sports Department (BPWS/4946)

- 05 Deadline for Registration in the Winter Schedule for the Old/New Gym & Multi-Purpose Room.
- 12 Closure of Swimming Pool.
- 18 Start Registration for Volleyball League/Tournament.
- 20-23 Sports & Fitness Week (Nordic Walking, Mountain biking, Running Events, etc. Group Fitness, Spinning Marathon). Open to all Component members and dependants.

All Component personnel are authorised to utilise the sports facilities free of charge. However, participation in sports classes with instructor, like spinning, aerobics, dance classes and is restricted to personnel in possession of a valid MWA Membership Card. Dependants are required to be in possession of a valid membership card to utilise the Gym. Daily checks will be conducted.

### New Issue of Equipment Policy

Consumable sports equipment, such as rackets, bats, balls, goggles, table tennis nets, shirts will only be available for sign-out/sign-in at the New Gym (First floor, room 118), during the following staff working hours: Mon-Thu 0630-1630; Fridays 0630-1400. Patrons/Teams using the Gym in the evenings/weekends are required to sign out the items during these times, using a Sports Cell Temporary Issue Receipt Form.

## International Library

(BPWL/4956)

Operating hours 1100-1500, Mon-Fri.

Visit the base's International Library and see the expanded travel section, books and guides for most



European countries as well as other fantastic vacation destinations! They are there to help make your holiday travel planning run smoothly. We also have compiled lists of discount airlines and hotel booking agencies to help you.

*Remember to come back often, since a lot of the music and movie collections are frequently updated. We have material to help with your continuing education as well. The entire Embry Riddle section has been recently updated as well as many of the CLEP materials. We even have some CLEP material on DVD to help you make the grade.*

Don't be one of those unfortunate people who visit the library only during out-processing, only to realize how nice it would have been to use the facility while you had a chance. The friendly and helpful staff members are always available to assist you. Some brand new CDs and DVDs have arrived!

*Also, a 6th Internet computer has been installed for our customers. All computers are brand-new and have 17-inch LCD monitors.*

## International Pre-school

(BPWP/4957)

1 Sep until 17 Dec 2010: Pre-School Class, 0745 to 1230. The cost will be €250/per month, €200 Euro for the month of Dec.

## International Youth Activities

(BPWY/4954/5)

Information and registration at the IYA Office in Bldg 95, ext. 4954/5.

### IYA Trip to Amsterdam

On Sat, 2 Oct, 0800-2100, you can join the IYA to explore the historic center of Amsterdam. Take a canal cruise through its wealth of waterways along the beautiful houses built by wealthy merchants during the Golden Age of the Netherlands. You can visit the Royal Palace and famous museums like the Rijksmuseum with its paintings by Rembrandt and Vermeer, the Anne Frank House, the Van Gogh Museum or Madame Tussaud's and you will find street markets and thousands of stores and restaurants. Point of departure and return is the parking lot outside the Front Gate. Cost is €21,50 per person, pay only €15 per person with your valid MWA Card.

### IYA Dance Classes

The IYA Dance programme under the experienced and certified instruction of Mrs. Stella Schinagl is starting again at the IYA Multi-purpose Room the week of

30 August. Cost is €14 for 4 lessons. Register in class. The following classes are offered: Tots (age 3), Wed 1515-1600; Pre-primary Ballet, Mon 1500-1600; Pre-primary Ballet and Tap, Thu 1600-1700; Primary Ballet and Tap, Mon and Wed 1600-1700.

*Ballet:* Grade I, Tue 1500-1600; Grade II, Wed 1700-1800.

*Tap & Jazz:* Grade I, Tue 1600-1700; Elementary, Tue 1700-1800; Grade II, Mon 1700-1800.

*Volkshochschule Language Courses* on NATO Air Base Geilenkirchen Volkshochschule, the official German College for adults, is starting its fall semester soon. Classes are held in Bldg 141. Register in class. Further information at ext. 4954. The following courses are offered:

*German:* starting the week of 20 September 2010, the basic price for intensive German courses is €77 for 24 mornings/evenings.

A1 - Beginners - Intensive Courses, Schritte 1 Tue & Thu, 1030-1200, instructor Tanja Rzeppa, Room 109; Tue & Thu, 1730-1900, instructor N.N., Room 118; Tue & Thu, 1900-2030, instructor N.N., Room 118.

A1 - Advanced Beginners - Intensive Courses, Schritte 2 Mon & Wed, 1000-1130, instructor Meral Alkan-Oncu, Room 109; Tue & Thu, 1730-1900, instructor Christine Mertens, Room 109.

A2 - Intermediate - Intensive Course, Schritte 3 Tue & Thu, 0900-1030, instructor Tanja Rzeppa, Room 109.

### German Conversation

Mon & Wed, 0830-1000, instructor Meral Alkan-Oncu, Room 109. Basic knowledge required. Increase your fluency by discussing current topics and interesting texts.

B2/C1 - Advanced - Intensive Course, Aspekte 1 Tue & Thu, 1900-2030, instructor Christine Mertens, Room 109. This course directly prepares you for the C1 exam "Mittelstufenprüfung", an internationally acknowledged degree. You will have the opportunity to take this exam.

*French:* starting on 20 September 2010, the basic price for the French course is €38 for 12 evenings.

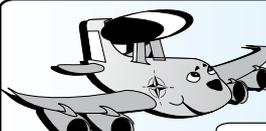
A1 - Beginners, Mon 1730-1900, instructor Stéphanie Dinh-Phung, Room 109.

### English

The basic price for intensive English Beginners and Intermediate courses is €77 for 24 mornings. These courses start on 14 September: A1 - Beginners - Intensive Course, Tue & Thu, 1015-1145, instructor Janet Budzyna, Room 118.

## Thrift Shop (BPWT/4919)

Opening hours 1000-1400 every Tuesday and Thursday.



## PLANE SPOTTER

A C-17 from the Strategic Airlift Capability (SAC), based at Pápa Airbase in Hungary, made an overnight stop here on 9 August. It is a large strategic transport aircraft capable of carrying 77,000 kg of cargo over distances of up to 4,450 km. It is able to operate in difficult environments and austere conditions.

All three SAC aircraft were delivered in 2009. The planes are configured to the same general standard as C-17s operated by the USAF. The crews and support personnel come from the participating countries and are trained for mission profiles and standards agreed by those countries. NATO participants in SAC are Bulgaria, Estonia, Hungary, Lithuania, the Netherlands, Norway, Poland, Romania, Slovenia and the United States. Two Partnership for Peace nations, Finland and Sweden, are also members. Membership of the airlift fleet remains open to other countries, subject to agreement by the consortium members.

These strategic lift aircraft are to be used to meet national requirements, but could also be assigned to NATO, UN or EU missions, or for other international purposes such as humanitarian airlift and disaster relief, as agreed by the nations.

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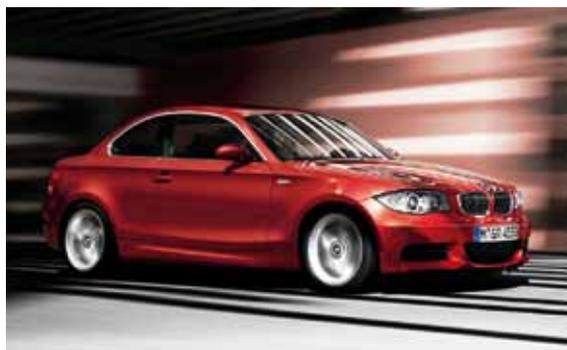


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