

Skywatch

NATO AIR BASE GEILENKIRCHEN

Volume 32, No. 11 • 29 November 2016



Aircraft #459 returns with major upgrade



Photo by Melanie Becker

The first E-3A aircraft with a newly upgraded glass cockpit landed safely on November 17, 2016, at NATO Air Base Geilenkirchen. This aircraft has been at the Boeing Field, Seattle, Washington, USA since Aug. 1, 2013 for modification. *For story and photos, see pages 8-9*

Not as simple as looking up in the sky

Story and photos by Staff Sgt. Alexandra M. Longfellow

With your cup of coffee, a newspaper in your hand and the television turned to the news station—each morning you listen for the weather forecast for the day and the weekend following.

The weather forecasters you see on TV are different than the ones stationed at NATO Geilenkirchen Air Base, Germany. The Meteorology Branch here are considered aviation weather forecasters and their job is a little more complex than stating whether it is going to rain, snow, be cloudy or sunny throughout the day.

What is meteorology? The simple answer is the weather. The more

complex answer is the scientific study of the Earth's atmosphere.

Geilenkirchen's branch consists of five weather forecasters, eight meteorologist specialists (weather observers) and one branch head, all from four different countries, Germany, The Netherlands, Greece and Belgium.

They are split into three different shifts—night, morning and late shift, with all different responsibilities.

"Night shift workers are doing most of the production," said Mr. Etienne Kerkhoffs, Meteorology Branch Scientist. "These shift workers determine the weather forecast for the next day and prepare the weather briefings for the flights for that day."

Each flight receives a specific weather briefing tailored to its mission."

Each weather briefing prepared includes not only the temperature and if it is sunny or rainy that day, but also the winds and how strong

they are at different levels in the atmosphere, if it rains, how heavy or light it may be and the visibility. But also runway condition, the cloud coverage during the flight mission and weather hazards are part of the briefing.

continued on page 11



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As we come to
the close of another year,
we'd like to take the opportunity
to say Thank You.

Thank You for joining us for our events...
Thank You for telling us when something isn't quite right...
But most of all... Thank You for being you.

We are proud to support the NATO community,
the E-3A Component and your families, and we look
forward to serving you in the coming year.

From all of us at NATEX, we would
like to wish you and your
family the best for the
Holiday Season!

COMMANDER'S CORNER

With the Commander's Corner, our NAEW&CF Commander and E-3A Commander give the opportunity to wing and squadron commanders, and branch and division heads to share their thoughts about current topics taking place at NATO Air Base Geilenkirchen. Every month a different writer will highlight a specific topic concerning their discipline.

What do old people do when they have a chance?

You guessed correctly, they tell stories of their life. I have a good selection at my disposal. Military life was good to me. More than 15 years of active flying with all the steps you could dream of, from Squadron Commander all the way to Wing and Base Commander.

I experienced two different cultures in flying as a Reccepilot first and a Fighterpilot later. Also, nearly 15 years abroad as a student, teacher, diplomat, Washington in former United States President Bill Clinton times and George W. Bush times, OSCE in Vienna when the Ukraine-conflict started, twice as a section head in Germany's Main Operating Base for a total of seven years with two very different responsibilities.

I was with the Luftwaffe International Affairs with all the bilateral and multilateral activities, and Military Intelligence to include everything land, sea, air, space and cyberspace. Been there, done that. And if you dig a little deeper, what comes to mind are the more close encounters, the ones where you have been lucky, to say the least.

So, there I was in the Luftwaffe's southern Recce Wing, Aufklärungsgeschwader 51 "Immelmann", must have been in 1984 or 85. I was a young Recce-Linepilot, not even an operations officer yet and the task was to

fly a mission simulating fighter manoeuvres. We loved those. The regular Recce mission at the time was a 90 minute low-level with three external tanks, cameras and infrared in all stations and three targets to be covered. Not boring in any way because you would fly at 500 feet all the time, 250 in designated areas, meeting other military jets about every ten minutes and seeing a lot of army activity on the ground all over the place. But basic fighter manoeuvres (BFM) was special for us Recces. No external tanks or maybe just the High Performance Centerline, less drag and weight, higher G-limits and the like.

While BFM's being boring for fighters - as I discovered later in my life - it was quite something for Recces. So, off we went as a two ship formation into the blue yonder above the Blackforest Mountains and the reserved airspace there. We did a few pitchout and rejoins to lose some weight, then two uneventful BFM-setups. On the third we had to try hard to get away from this other bird and after about a 100 degree turn close to our g-limit the aircraft flipped without prior nose slice or other warnings and entered something like a flat spin. Which the engines didn't like, so we got a compressor stall on top of this other little problem.

A Phantom without power has about the glide path of a concert piano and in a spin it loses up to 2,000 feet per turn. Not funny when you are at 20,000 feet, have to bail out

2,000 feet above the ground and the mountains underneath are up to 6,000 feet high.

When this happens to you, your brain switches to emergency mode and all of a sudden you have all the time in the world. You try to solve the problems by clever application of pre-briefed emergency procedures and while doing that you even have time to think about your family and your life in general.

When the aircraft was flying again with one engine running, my Weapon System Operator (WSO), that's the back seater in a Phantom, said "Boy, that was close," and that was the first and only thing he said. Since we couldn't restart the other engine, we decided to do a single engine landing being chased by our lead, who had managed to find us again despite of our very low altitude. The weather in the Rhine valley wasn't that brilliant, so we asked for and got a "straight in GCA" approach.

This GCA-controller - his name was Rolf and we were members in the same gun club - was talking us down like a dream. When we got out of the haze with our hearts still beating a bit faster than usual, the place down there was crowded with help. What a view! More yellow and blue than runway lights. We did an approach end arrestment, were drawn out of the aircraft by the strong hands of our fire fighters, evacuated from the scene by our medical team and escorted by the Flight Safety Officer, checked out



at the Flight Surgeons and even got a glass of champagne afterwards while telling our story. The best mishaps are those, you can walk away from. And the two of us, my WSO and I got our next mission on the next day which was helpful and a very good idea.

Never in my life have I forgotten this quick change of perspective from deadly danger to the feeling of coming home with dozens of people working and waiting for you. And that is why those people have my deepest sympathy and respect.

On a big clock, you see only two moving parts, the big hand and the little one. You do know, there are hundreds of moving parts to make it all work, but normally you don't see them.

Today I would like to thank all the people in the Base Support Wing, who make our success story possible every day. The story of the E-3A Component and its Force HQ, providing vital services to NATO's Air Forces since 1982.

Your nations are grateful. Your families are thankful. And I could not be prouder to be your Commander.

Col. H. Henning Pradel
Base Support Wing Commander

Ask the Commander

In this section, our leadership will answer questions from personnel working at NATO Air Base Geilenkirchen. If you have any work-related questions

and you cannot find the answer, don't hesitate and call ext. 2476 or email alexandra.longfellow@naew.nato.int. If you want to be a little more anonymous, use the question boxes located in the Rotodome next to the Skywatch newspaper stands near the entrances. Answering your questions will not only help you, but can also serve others working on base.

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NATO helps Children during holiday season

Story and Photo by Polish NSU

"As one person I cannot change the world, But I can change the world of one person." - Paul Shane Spear



Christmas is coming! You have probably noticed our 'NATO HELPS CHILDREN' event started!

We would like to organize a wonderful celebration for 250 children from orphanages and raise funds to finance their winter holidays.

So far, our initiative has been supported by NATEX, AB Chapel, the Foundation of No. 303 Fighter Squadron, Polish National Support Unit Brunssum, Ms Ewelina Niska and as always the kind E-3A Community.

If you would like to help, there are three options:

- Go to Polish NSU website, choose a child and buy a gift (adequate to their

age and gender) up to 30 Euros.

- Make a donation to one of the collection tins that can be found all over the Component (e.g. NATEX, Deutsche Eck, Squadrons). Search for NATO Helps Children logo.
- Buy a gift and leave it in a basket at Natex Retail Shop.

Come to the Weihnachtsmarkt at German NSU on December 8th, we will be collecting money and selling badges with our logo.

Check our website www.nato-helps-children.com for more info and a photo gallery.

Remember we are doing it for kids!



Moving Forward: NAEW&C Force Reaches Initial Operational Capability (IOC)

On November 1st of this year the NATO Airborne Early Warning and Control (NAEW&C) Force reached a key milestone in our new force structure. The NAEW&C Force declared Initial Operational Capability (IOC) with the transfer of Operational Control (OPCON) of the NATO E-3A fleet from NAEW&C Force Headquarters to Allied Air Command (AIRCOM). Furthermore, we are addressing key deficiencies and closing critical mission gaps to prepare the Force for the future through the on-going Force Optimization Study.

What is IOC?

The NAC-approved Force Review defined three key criteria for the Force to declare IOC:

Moving the NAEW&C Force Headquarters from Mons to Geilenkirchen and executing a 30% personnel reduction and associated organizational restructuring.

Achieving a Force manning level of at least 80% trained and ready.

Transferring OPCON responsibility from the Force Commander to AIRCOM.

As a result of the great teamwork across the Force, each of these criteria was met and the Force declared IOC on 1 Nov 2016. Considering we are in the midst of the largest structural reorganization a NATO Headquarters and an operational unit have ever undergone, this step was only made possible by innovative thinking, dedicated team-work

and leadership at all levels across our organization. When you take into account that we have added Counter-ISIL support and Tailored Assurance Measures for Turkey to our long-standing Assurance Measures operations, and simultaneously managed the largest cockpit modernization program in AWACS history, our ability to achieve IOC is an effort that every member of the Force should rightfully be proud of.

The first requirement is self-explanatory and was met throughout the past year beginning with T-Day, 1 November 2015 and ending with the IOC declaration on 1 November 2016.

The second requirement was met over time with 83% of our posts now filled with trained and qualified personnel. While this is good news, and the projections are for this to continue to improve it does not mean that each of our branches and divisions are fully healthy. I know we have areas where we are still struggling to fill our positions, or to get the right training for our personnel, and we are working diligently with SACEUR, his staff, and the nations to fill these gaps.

In the meantime we should continue to combine efforts and work together in order to ensure that every possible measure is undertaken to optimize our Force, in how we organize, in our processes, and how we operate. We will get some assistance in this through the Force Optimisation Study, which has commenced in October and will continue through the end of 2017. This study will seek to permanently rectify key deficiencies uncovered in executing Force Review, particularly identifying and closing critical

mission gaps. Force Optimization is a huge responsibility and part of that responsibility is to ensure we first optimize within the Force and provide detailed justification if we cannot fix the problem internally and are requesting outside assistance. This will be our last chance to recommend major changes to the Force structure and every contribution helps to design our own future along the given goals and priorities!

The transfer of OPCON to AIRCOM on 1 November 2016 met the final criteria for IOC. I have received several questions on this so allow me to provide some clarity on what this means.

One of the first tasks I tackled in the job was to work a balanced division of command operational responsibilities between AIRCOM and Force Command. I was pleased with the initial dialogue and follow-on support from AIRCOM who fully agreed with our proposal and co-signed the framework document that simplified the OPCON transfer process. This transfer implemented a separation of the responsibility for the use of AWACS in NATO operations, which now lies with AIRCOM, and the responsibility to generate mission capable and adequately manned E-3As in order to support those operations, which remains the responsibility of the NAEW&C Force Commander. In practical terms and depending on your position in the Force you might not feel much of an impact, which I hope is a good thing and important to NATO for ensuring continuity of operations. For the men and women in the OPCON cell at SHAPE, and the OPCON liaison cell here at GK, thank you for your

dedicated efforts to make the 1 Nov transition so seamless.

So for many of you 1 Nov came and went without notice (yes, it was a Component holiday), but the IOC declaration that took effect that day is worth highlighting. This Force could only achieve such an impressive milestone in such a short amount of time because of you. Your dedication to progress made it possible to completely reorganize the Force, holding on to our best practices and discarding some old ones and all the while sustaining the operational capability of NATO's only Air C2 fleet. Together we have brought the Force to a performance level, and an efficiency, that is highly recognized throughout NATO. It is now up to us to continue that momentum and turn it into a permanent trademark of the Force.

General Dwight D. Eisenhower once said, "Neither a wise man nor a brave man lies down on the tracks of history to wait for the train of the future to run over him. It's time to stand up and to move forward." Thanks to each and every one of you for standing up and helping this organization move forward, retaining the best of the Force's history and reshaping it for a successful future. You should all be justifiably proud of this milestone achievement.

Well done!

**Major General Dawn M. Dunlop
Commander, NAEW&C Force**



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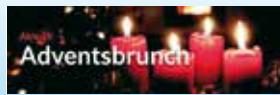
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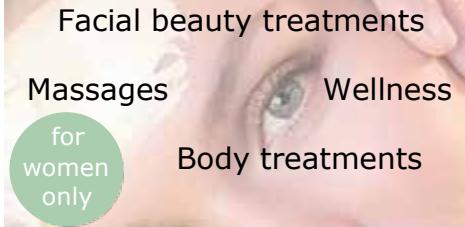


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After completing this course I was allowed to start an animal hotel, a trim salon and a shop. From then on I altered my professional career and instead of taking care of humans I began to take care of animals.

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Aircraft #459 is world's first

By Maureen Geraets-Head
Photos Melanie Becker

The first E-3A aircraft with a newly upgraded glass cockpit is now a reality: at 0933 hours tail number 459 landed safely at NATO Air Base Geilenkirchen on November 17, 2016. This aircraft has been at Boeing Field Seattle, Washington, USA since August 1, 2013 for modification.

The Communication, Navigation, Surveillance/Air Traffic Management (CNS/ATM) trained flight deck crew experienced a perfect flight while using the digital cockpit instruments for the first time ever in the history of NATO AWACS. Upon

landing, the aircraft taxied through a water arch performed by two trucks of the Fire Department and parked in front of Hangar 1 where this historic event was formally celebrated by Major General Dawn Dunlop, Commander NAEW&C Force:

"Today, we mark an incredibly important milestone for the Force and for E-3 fleets around the globe by welcoming the first glass cockpit, or CNS/ATM aircraft, into the NATO AWACS Fleet. After three years and four months of modification and 56 test flights to verify the operational performance of the new configuration we welcome the first CNS/ATM and its crew back home to Geilenkirchen after a safe and uneventful 10.2

hour trans- Atlantic flight. My thanks to the operators, the maintainers, and the program managers who have dedicated their talent and expertise to making this day a success!"

Also known as the 'N-1 Project', CNS/ATM is another success in the NAEW&C Force's history, several organizations, agencies, and military units were involved in supporting and planning the development, testing and finally delivering a new flight deck for NATO's most legendary surveillance and battle management aircraft.

The level of effort to successfully complete this first phase of development of CNS/ATM required

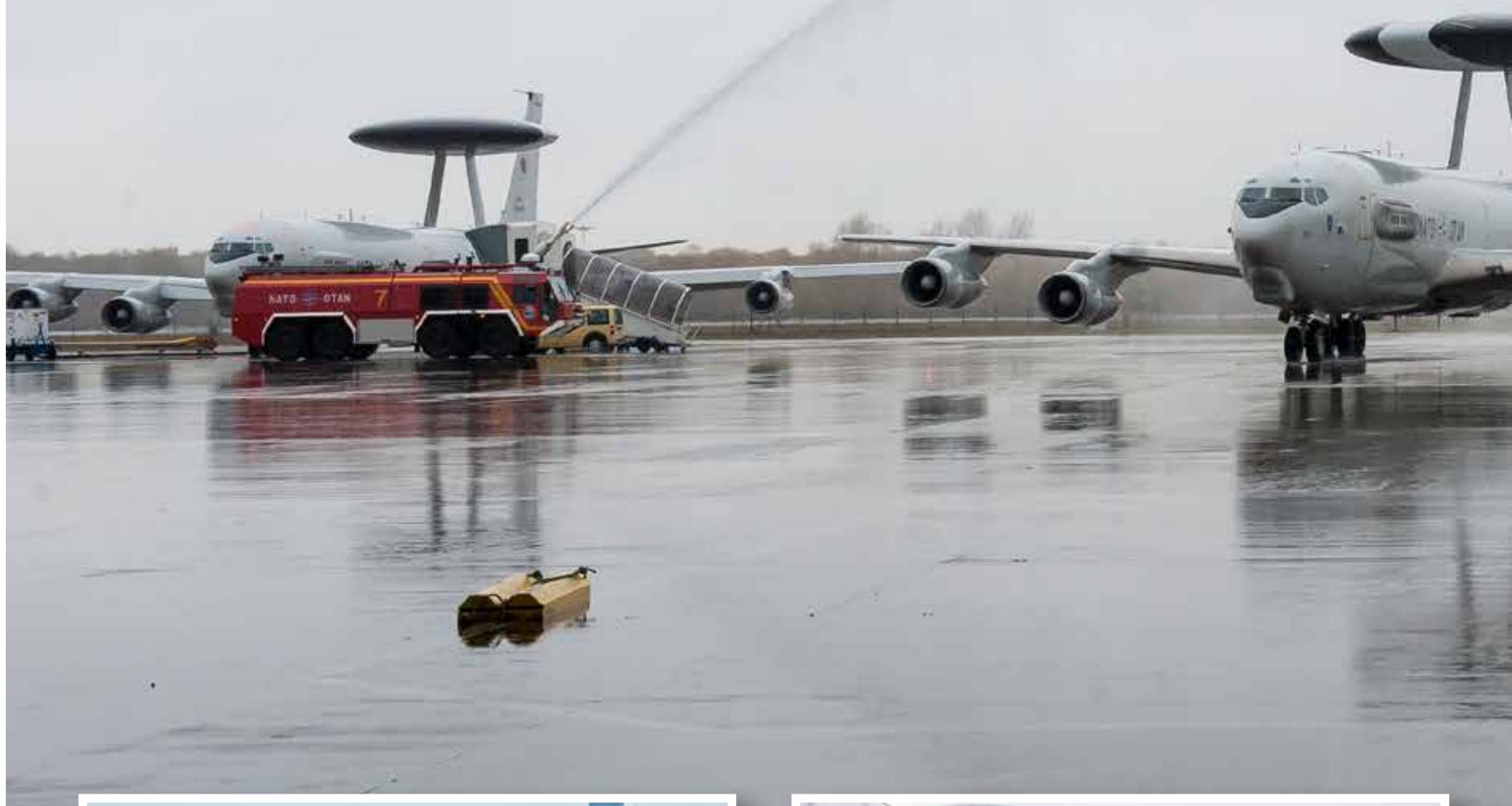


Photo Courtesy Boeing



glass cockpit E-3 AWACS

close coordination within the Force Headquarters and the E-3A Component's Wings and Divisions. Within the Force Headquarters, the Requirements Division (FHR) took the lead, assuring continuous coordination between NAPMA, the E-3A Component, MSEC, NSPA, and Boeing with its subcontractors.

This upgrade is necessary to meet current and future CNS/ATM airspace requirements. It reduces the cockpit crew to two pilots and one flight engineer; removing the need for a navigator. To ensure all flight deck crews receive state-of-the-art training in CNS/ATM standards, a major modernization to the E-3A flight training

device (FTD) and E-3A full flight simulator (FFS) located at NATO Airbase Geilenkirchen is also under way. For the first time, new virtual Desk Top Trainers (VDTT) will not only provide proper qualification training to flight deck crew, but also to maintenance personnel.

At this moment, two E-3As are undergoing the CNS/ATM upgrade lead by Boeing, at the Airbus Company facilities in Oberpfaffenhoven/Manching, Germany. The remaining E-3As will be modified, at the Airbus Company, over the next two years. The modification of each aircraft will take an average of 150 calendar days. The entire modification contract will be completed by the end of 2018.



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Monday 26/12/2016:	13.00 – 22.30

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Continued from page 1

The morning shift will take over and brief the aircrews on the weather before their scheduled flights during the day.

"With night shift is mainly producing, the morning shift is the busiest," Kerkhoffs said. "It all depends on how many flights are scheduled for the day."

Late shift workers produce and give weather forecasts for late flights in the afternoon and into the evening.

"To determine the weather, several software data systems are used, such as satellite and radar systems," Kerkhoffs said. "And, very important, the observation in the tower is used."

Each hour, an observer in the control tower walks out on the catwalk (platform on the top and around the tower) to detect weather changes. The observer is looking for rain, sun, clouds, visibility and wind. This hourly observation is the basis for a weather forecast, and is required for airfield operations. It is important for the safe take-off and landing of the airplanes.

"We keep an eye on the changes and watch the development of the weather throughout the day," Kerkhoffs said. "Not only in the local area, but all areas of interest are watched very closely."

Every day during OPERATION Afghan Assist, weather was being forecasted for the flights out of Afghanistan in support of ISAF.

"Although we didn't have any of our own forecasters on the ground in Afghanistan, we were very busy to ensure the flights' safety each and every day the crews went on a mission. We do the same for many other operations, either flown from GK or from elsewhere. The work continues on weekends and holidays."

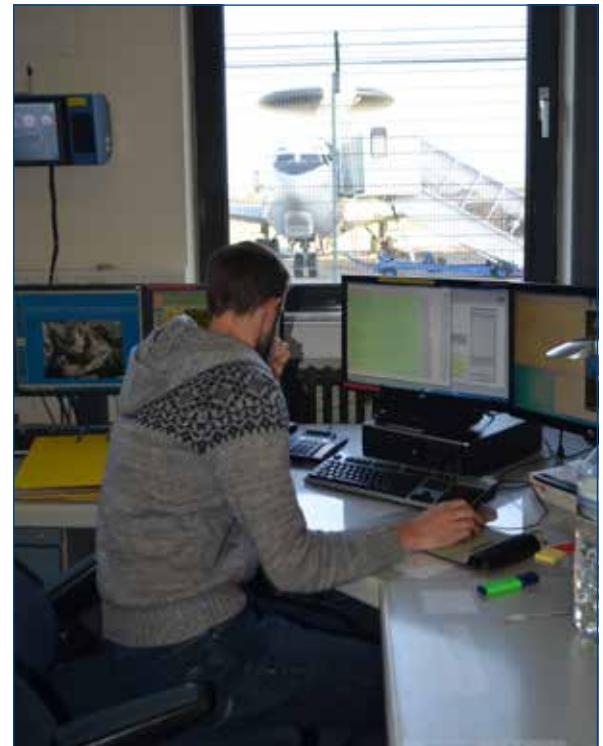
Not only does the Meteorology Branch conduct weather forecasts and briefings for flights, but they also send out warnings to the base populace, such as thunderstorms, lighting, wind chills, extreme heat, freezing and strong winds. The forecasters also provide information on the weather for events held on base—pool parties, Oktoberfest, International Children's Festival, Sports Days and Cross-Country and 5K events.

"The winter season is the most challenging of all seasons," Kerkhoffs said. "And the most challenging being a weather forecaster is forecasting the weather accurately."

There is extensive training to be a weather forecaster—a long theoretical training, minimum six months of practical training and upgrade training through the years to give forecasters more knowledge of all the micro- and mesoscale processes in the atmosphere.

Every day, dangerous weather conditions can delay and cancel flights and severe weather can turn a flight into a threatening experience.

"We are here to analyse the weather and to issue weather forecasts to save lives and protect property," Kerkhoffs said.



Former DCOMS visit old stomping grounds

Story and photo by Staff Sgt. Alexandra M. Longfellow

On 24 October, five of seven former E-3A Component Deputy Commanders, (DCOM), visited the base they worked at years before.

"I played around with the idea of having the former deputy commanders' visit the base," said Col. René Moerland, E-3A Component DCOM. "I wanted to pay respect to what they have done in the past for the Component and show them what has happened at Geilenkirchen since they left. Also, I wanted to catch up on old times."

The previous DCOMs indicated to Col. Moerland they would like to come and visit. This type of visit hadn't happened before so

he jumped at the idea and started planning.

During the visit, Col. Moerland gave the gentlemen a presentation on where the Component was focusing on in today's current position.

"I explained to them our present-day conditions and pointed out the differences with their period here at the Component," Col. Moerland said.

A common theme during discussions was about noise complaints and trees related to the Dutch community across the border. All former DCOMs felt this was a difficult yet important topic they all had to deal with when they were in office.

The former deputy commanders toured the base, noticing the transformations from when they were stationed here. They visited an E-3A AWACS in Phase

and the Mission Training Center/ Division Tactical Operations Center, MTC/DTOC.

Below are the names and dates of five former and present deputy commanders listed in order from left to right.

- Colonel (retired) Jos van Dam 25 July 2000- 29 October 2004

- Colonel (retired) Jan van Harmelen 1 July 1997- 25 July 2000
- Our DCOM, Colonel René Moerland 7 December 2012- Present
- Colonel (retired) Kees van den Hoven 1 November 1988- 1 February 1994
- Colonel (retired) Ton van Happen 13 June 2008- 7 December 2012
- Colonel (retired) Jelle Zijlstra 29 October 2004- 13 June 2008



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Photo of the month

Mr. Luigi Musto

Principal Technician Computer
13 years at Component

"Don't just HEAR, but LISTEN"



Photo by Staff Sgt. Alexandra M. Longfellow

Mr. Luigi Musto, Logistics Wing, Electronic Maintenance Squadron, is responsible for performing maintenance on three E-3A AWACS systems—the Mission Computing System (MCS), the Electronics Support Measures (ESM), and the Large Aircraft Infrared Countermeasures (LAIRCM) system. It is his and his co-worker's obligation to maintain and update training material for these systems.

"Our job is paramount for mission accomplishment," Musto said. "By performing professional and accurate maintenance for our systems, we make sure that both the Flight and Mission crew operate on reliable systems so they can accomplish their mission in the safest and most effective way."

The MCS is "the brain" of the E-3A, thus the capabilities of the active and passive sensors (Radar/IFF and ESM) as well as the links cannot be used to support the E-3A operational mission if the MCS is unserviceable. The ESM system offers an augmented surveillance capability by providing

passive target assessment and threat warning capability. The LAIRCM, when operating in hostile operational theatres will provide self-protection against a wide range of heat-seeking missiles.

Before coming to the Component, Musto was enlisted in the Italian Air Force at the age of 17. He joined the Component as a Mission Crew member in 2004 and became NATO Civilian in 2007.

"Working at the E-3A Component provides a unique opportunity to see how a common objective can be reached using a standardized model, which is optimized on inputs coming from people having different views and aviation backgrounds," Musto said. "Never assume that the way you have been doing things for years, must be the model for all. Anyone here at NATO Air Base brings something to the table. In other words, do not simply hear, but listen."

A secret of the Haunted House

Story and photo by Staff Sgt. Alexandra M. Longfellow

As you open the door you see darkness. When the doors are shut, you start hearing noises and small bits of light are coming from strobe lights and fog is dispersed throughout the room you just entered. You have no idea what will come next. All of sudden you feel someone following you; you look behind you and see a zombie creature. You scream, walk backwards almost run into another zombie crawling on the floor in front of you. What a fright!

This year, the MWA sponsored a Haunted House, themed with Phobias. Each year, between 250 and 690 adults and children walk through the haunted house.

"The Haunted House was started as a way for the local community to

experience what we (Americans) do in the United States for Halloween," Capt. Samory Abdul-Raheem, Haunted House committee member said. "Plus, we like scaring people."

This Haunted House is no little project. The committee begins working in April. They start with bouncing ideas around for the theme and the next step is putting together a shopping list for all props and decorations.

"The biggest preparation is building of each room," Abdul-Raheem said. "We don't just throw up sheets; we want each room to feel different and be its own scene. We want to draw you in and scare the pants off of you."

Each room is built with modular walls which makes changing things up easy. The house is comprised of two closed school buildings, Buildings 92 and 93, with 16 rooms.

"I won't give away too many secrets, but what I can say is that things have been well engineered with infrared sensors, automated heads, life-like body parts, scary clowns and zombies," Abdul-Raheem said. "The sounds, smells and lighting are all there to infect the senses."

A Children's Festival was provided by the US Team 5/6 to entertain the young children while giving parents the freedom to enjoy the Haunted House.

All proceeds go to the MWA and will help with costs of the Haunted House the following year. So don't be afraid. Come on out and enjoy a night of frightening delight!



MWA INFORMATION

UPCOMING EVENTS & IYA ACTIVITIES

(Open to all US and NATO identification card holders)



December

Visit the Services Branch WSS Web Page for the latest program information and upcoming events

POC: IYA Events: Mrs Neuhafen, ext. 4954; Sports Events: Mr Henrichs, ext. 4902; Food Services: Mr Peeters, ext. 4990

3 Dec: IYA Christmas Market trip to Trier

0800 – 2000. Get in the mood for the season at one of the loveliest Christmas Markets. Enjoy the festive atmosphere between the enchanting Christmas booths on the historic squares against the backdrop of the cathedral. Stroll through the oldest German city bathed in Christmas light offering you Roman sights, great shopping and wonderful places to eat and drink. Our luxury bus departs from outside the Main Gate. € 25 without MWA-Card, with your valid MWA-Card pay only € 17. Registration and further information is at the IYA Office at ext. 4954 or 0049 2451 63 4954, until 26 October and again from 14 November.

7 Dec: Take your photos with Santa at the IYA Christmas Party

E-3A Club, 1600 – 1800. Seasonal games, music, and refreshments. No cost. Registration and further information at ext. 4954 or 0049 2451 63 4954, until 26 October and again from 14 November. Please note that Santa will be available for photos until 1700.

8 DEC: 3rd German Christmas Market (Building 98 – "Deutsches Eck")

At 1500 hrs, we are offering typical German drinks such as "Glühwein" and other traditional Christmas drinks and food in a cozy Christmas Market atmosphere. The German NSU and "DUK" would like to invite our international comrades and their families to this special event.

9 Dec: IYA Moonlight Family Steam Train Ride with Santa Claus

1900 – 2100. Santa will welcome all the children and present them with a bag of seasonal goodies on the way from Gillrath to Schierwaldenrath, where we will enjoy refreshments and Christmas music, before returning to Gillrath. Tickets at € 8,00 per child and € 12,50 per adult, including seasonal baker's goods with hot chocolate, coffee, Glühwein or a soft drink, can be purchased at the IYA Office, further information at ext. 4954 or 0049 2451 63 4954, until 26 October and again from 14 November.

21 Dec: Christmas lunch at the Rotodome

IGA End-of-Season Tournament / Committee Changes

The IGA will hold its AGM on 15 December in the old 'Sentry Club' where the new Association Committee will present their plans for the future of the IGA. If you are a golfer or would like to start playing golf with your colleagues in our international environment don't hesitate to contact the International Golf Association via their website www.igagolf.net for all details.



On 29 October the International Golf Association held their yearly end-of-season Tournament and prize giving Ceremony at the Brunssummerheide Golf Course.

The Tournament was blessed with some wonderful autumn weather and we played as members were teamed up for the exciting challenge on 18 holes. All IGA participants showed great comradery and cheered 'In the hole' on numerous occasions.

In the evening the yearly end-of-season banquet was organized including the season prize ceremony took place.

The IGA organizes different tournaments and competitions, the Club Championship, player of the year on away tournaments, weekly club nights, most improved player and IGA Ryder Cup.

2016 Trophies

Club Champion (gross): Rex Clarke
Runner-up: Roland Mayer
Club Champion (net): Wolfram DeGavarelli
Runner-up: Norman Northcutt
Player of the year: Henk Hendrickx
Most improved player: Kevin Conquergood

"Unfortunately the IGA Ryder Cup could not be organized this year but we have high hopes there will be enough North American & European golf fanatics to participate next year," said President Robert Smit as he thanked all organizers for the fantastic golf season.

After the NAEW & C Force review, most active IGA Committee members left the organization and a complete new Association Committee had to be formed. The current IGA President, Robert Smit and Treasurer Lothar Boeven made big efforts in forming a new Committee.





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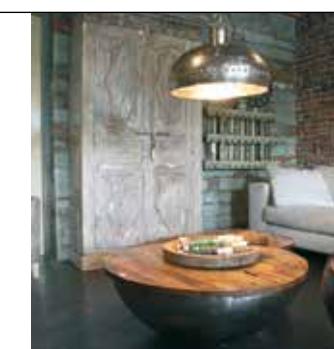
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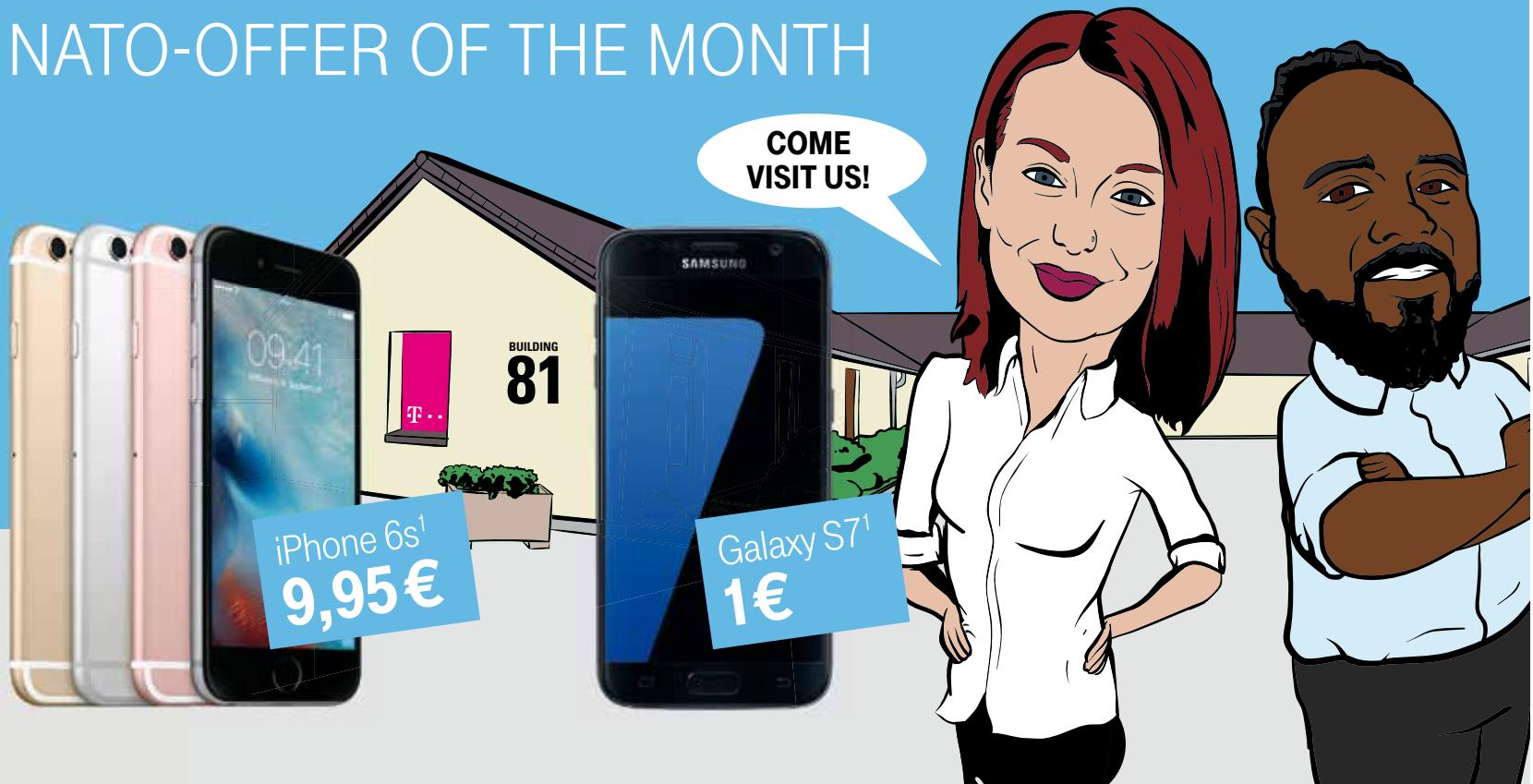
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