

By CMSgt. Leonhard Kuhn

Aachen is love at first sight. Approaching the town, you may not see an imposing skyline, but nature's greenery makes you feel heartily welcome! Aachen lies in a valley, surrounded by fields, woods and hills. At its portals close to where the three countries of Germany, the Netherlands and Belgium meet, you find the nature reserves of the Ardennes and the Eifel.

And Aachen exhilarates: its warm-water springs have been enjoyed for more than two thousand years! From Roman times, there have been good connections with the rest of Europe. Today, the town is reachable by motorways from Cologne and Düsseldorf, Amsterdam, Brussels, and Paris; via the airports of Maastricht/Aachen, Düsseldorf, Cologne and Brussels, or by fast train from Cologne, Düsseldorf, Brussels, Paris and London.

The town is a real pleasure for the pedestrian. The streets invitingly beckon the casual stroller, the loungeur. The health cures and the conferences are never far apart, and there is always a worthwhile diversion. Aachen turns apparent contradictions into a sparkling entity – metropolis nestling in natural surroundings, with a southern Germanic atmosphere, an historic tradition and all the allure of modern living. Is this promising too much? Come and see for yourself!

History creates future responsibilities

The culture of a Western nation has many roots. In Aachen, one is always present. The Romans established themselves here with the warm water springs beneath the town centre. Standing on the Hof, one feels directly the tension between modern architecture and the older districts of the town. At the Katschhof for many insiders one of the finest spots in Europe - this tension is tangible. On one side stands the Dom where in the Middle Ages kings were crowned. On the other side, the Gothic town hall, built on the foundations of Charlemagne's castle. Surrounding in the entire area are imposing houses of the last centuries. To walk through this domain is a stimulating experience.

With the summer now, temperatures rise and a lust for living swells up.

AACHEN continued on page 4




Photo A1C Stefan Krückel

Next NATO Skywatch:
23 July
Submissions due by:
15 July


Also in this issue:


Ørland celebrates
two anniversaries
See page 3.

Aircraft
in the Arizona desert
See story on page 4.




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New names within NATO

The NATO headquarters ALLIED FORCES NORTH EUROPE (AFNORTH) located in Brunssum, the Netherlands, changed its name to Joint Force Command (JFC) Headquarters Brunssum. The headquarters in Brunssum was originally called Allied Forces Central Europe (AFCENT) in 1967 and was transformed to Regional Headquarters Allied Forces North Europe (AFNORTH) in 2000. The name change reflects the new streamlined NATO Command Structure, as a result of the 2002 Prague NATO Summit. JFC HQ Brunssum is the headquarters for the JFC Brunssum command which also consists of three component commands; Component Command (CC) Air Headquarters in Ramstein, Germany, CC-Land Headquarters in Heidelberg, Germany, and CC-Maritime Headquarters in Northwood, United Kingdom.

At operational level the NATO command structure consists of two Joint Force Commands (JFCs), one in Brunssum, the Netherlands and one in Naples, Italy. In addition, a smaller Joint Headquarters (JHQ) was activated in Lisbon, Portugal, specifically designed to command a sea-based CJTF operation from an afloat command platform.

Each JFC will be assisted by three commands, each specializing in land, air and maritime operations. The JFC Naples Land Component Command (CC-Land) was established on 1 July 04 at Madrid, Spain.

Allied Naval Forces Southern Europe (NAVSOUTH) converted into the Component Command maritime (CC-Mar) Naples. Similarly, Headquarters Allied Forces Southern Europe (AIRSOUTH), currently based in Naples, will relocate to Turkey and become the Component Command Air (CC-Air) Izmir on 11 August 04. Operating under CC-Air Izmir, there will be Combined Air Operations Centres (CAOCs) at Poggio Renatico, Italy and Larissa, Greece.

With the implementation of the new NCS, the Joint Sub-Regional Commands that were established in 1999 at Izmir (Turkey), Larissa (Greece), Madrid (Spain) and Verona (Italy) will stand down.

Celebrations 50 Years Air Base Ørland, 60 Years Norwegian Air Force

Text and photos
A1C Stefan Krüchel

Squadron 2 deployed several members June 18 for two days at FOL Ørland. Their task was to provide a static display of an E-3A to support an airshow marking the 50th anniversary of the Air Base Ørland and the 60th anniversary of the Norwegian Air Force.

The airshow also displayed F-16 Fighting Falcons, Sea Kings and many other aircraft. The Norwegian Air force made every effort to explain these displays to the public.

Even if the airshow was not comparable to the size of the "ILA" in Berlin, the crew members stayed very busy because the E-3A aroused a great deal of interest.

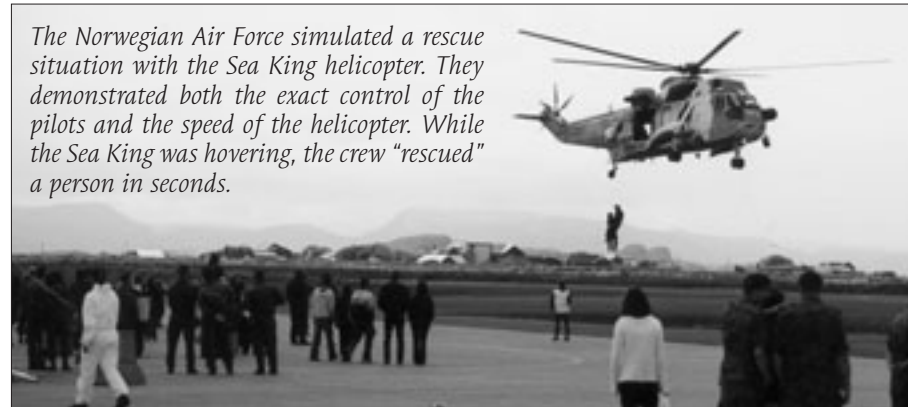
While the NATO Airbase Geilenkirchen team engaged with lots of visitors, the other guests of this event enjoyed a stunning F-16 flight demonstration. The pilots flew demanding, exiting manoeuvres. The show was completed by a simulated rescue with the Sea King helicopter. It successfully demonstrated



Suddenly a loud noise filled the air and four F-16s appeared above the crowd. They flew a circle around the Airfield to capture the audience's interest and flew some amazing routines successfully demonstrating the capabilities of the "Fighting Falcon".

how this helicopter and its crew can rescue people within a short time, in situations when every second is

The Norwegian Air Force simulated a rescue situation with the Sea King helicopter. They demonstrated both the exact control of the pilots and the speed of the helicopter. While the Sea King was hovering, the crew "rescued" a person in seconds.



essential. For visitors whose interest in flying was inspired, two flight simulators were open. The simulators were very authentic and had lots of capabilities. Guests could choose whether to fly an F16 Fighting Falcon or a Lynx helicopter. Those who decided for the F16 were amazed by the "dogfights" this system could offer.

The crew of Squadron 2 didn't notice all of this, however. As the busy day went by and they could finally finish their work the airshow was already closing. The second and last day was much like the first, except for the training flight back that extended the arrival home.



Heads of State and Government strengthen NATO's anti-terrorism efforts

NATO leaders boosted the Alliance's anti-terrorism efforts with an agreement in Istanbul to improve intelligence sharing and to develop new, high-tech defences against terrorist attacks.

In a communiqué issued on the first day of their Summit meetings, Heads of State and government reiterated their determination to fight terrorism and agreed on an enhanced package of measures against terrorism.

Better intelligence, better capabilities. Allies committed themselves to improve intelligence sharing through a Terrorist Threat Intelligence Unit at NATO Headquarters in Brussels. This Unit, created after the September 11 attacks, has now become permanent and will analyse general terrorist threats, as well as those that are more specifically aimed at NATO.

NATO will also stand ready to assist any member country in dealing with potential or real terrorist attacks. The Alliance's AWACS early warning radar aircraft and Chemical Biological Radiological and Nuclear Defence Battalion can be made available to any member requesting such assistance.

Heads of State and Government also gave direction to develop a package of high-tech capabilities to protect civilians and forces from terrorist attacks.

These will include defences against weapons of mass destruction, protection of wide body aircraft against shoulder launched missiles; protection of rotary wings (helicopter blades) for aircraft from ground threats; protection of harbours and vessels; improvised explosive devices (covers all types of 'home-made' bombs); detection of mines.

These new measures build on what the Alliance is already doing through its operations, including patrols in the Mediterranean, operations against terrorist groups with links to the Al-Qaida network in the Balkans, as well as cooperation with partners.

(Information from NATO news release)

Swimming pool close

The Component Swimming Pool will be closed all day on Saturday, 10 July, for a "DUK" private party. The Sports Department apologizes for any inconvenience this may cause to the rest of their customers.



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Commander
Brig. Gen. Axel R. Tüttelmann
Chief, Public Information Office
Capt. Robert A. Firman
Editor
SMSgt. Johan Hijmenberg

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Aircraft ageless in Arizona Desert

Text and photos
SMSgt. Johan Hijmenberg

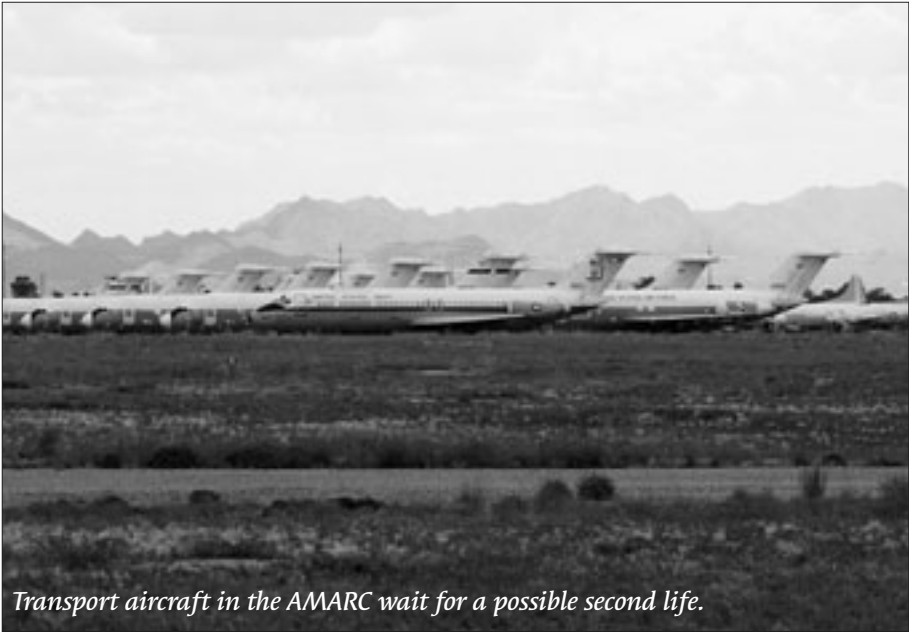
The state of Arizona contains some of the most spectacular scenery in the whole of the United States. The Grand Canyon is just one of the highlights. Besides that, from the desert floor to the highest pine-covered mountain peak, Arizona's renowned sunshine ensures that nearly every day is perfect. This warmth, along with its low rainfall and humidity and its hard-baked soil, make it a perfect place for a storage facility for war surplus aircraft, which could be preserved for possible use at a later date when needed.

Adjoining the base is AMARC, or the Aerospace Maintenance And Regeneration Centre, a joint-service facility managed by the U.S. Air Force Material Command. Often referred to as 'The Boneyard', AMARC is an aerospace storage and maintenance facility, which provides a service to all branches of the US military (Air Force, Navy, Marines and Army), as well as the Coast Guard and other national agencies.

Its mission is to store and maintain aircraft, and other aerospace vehicles, withdraw aircraft from storage, reclaim parts, and to prepare aircraft for disposal after they are no longer needed and when all required parts have been removed. The centre also stores a variety of aerospace-related items such as production tooling, pylons, engines, etc. During wartime or contingencies, AMARC is often tasked to withdraw airframes and components. Some aircraft depart by overland (rail or truck) or air shipment, while others fly out of AMARC, under their own power.

For many 'dismissed' military aircraft, Davis-Monthan AFB, near Tucson, is the last stop. But some of them start a second life. As in earlier operations at Korea and Vietnam, the Pentagon recalled A-10 Thunderbolts for Operation Iraqi Freedom.

Reclamation involves the removal of parts and assemblies from stored aircraft in support of customer needs. Parts are cleaned, inspected, bench checked and packaged prior to shipment. In many cases the item is no longer in production, and the supply by AMARC can save customers large amounts of time and money.



Transport aircraft in the AMARC wait for a possible second life.

It also encompasses special projects, such as the elimination of B-52 Stratofortresses under the Strategic Arms Reduction Treaty (START). Beginning in 1993, hundreds and hundreds of B-52 and F-111 aircraft have been scrapped. The process originally involved dropping a large blade nicknamed The Executioner from a crane onto the aircraft in three places, severing the wings and fuselage like a guillotine. A new process of surgical cuts involving large circular saws commenced in 1999.

The area on which AMARC now stands originally held Tucson's municipal airport, which was opened around 1919 and subsequently became a military establishment. The first aircraft to arrive for storage were B-29 Superfortresses and C-47 Dakotas in early 1946. By mid-1946, more than 900 aircraft were present and by July 1960 this total had risen to over 4,000. Today approximately 4,200 aircraft join each other in rows on the 2,600 acres (1 acre is 4,047 m²) area.

Many of the aircraft are damaged, but could provide parts to still-flying comrades. Others support exercises used by maintenance personnel to familiarize them with improvised repairs under wartime conditions. This is no problem for the facility because the stock is huge. Especially from aircraft which were once the backbone of the U.S. Air Force, like the F-4 Phantom and the B-52 Stratofortress.

Not all of the aircraft are retired. Also in the desert collection are modern aircraft. Many F-15 Eagles and

F-16 Falcons have found their place on the hard baked soil. Some of them are waiting for a second life. Others, due to the age of the airframe find their definite end at AMARC. The more lucky ones that are still usable have the chance for a second life with a foreign air force. Selected aircraft are withdrawn from storage and prepared for the customer.

Aircraft arriving at AMARC for storage go through several preservation and protection processes during their stay. Initially a unique 'Production Control Number' is issued to each aircraft, and this is the number it is known by during its stay at the facility. The aircraft is then stripped of any weaponry, ejection seat charges and classified items, and then thoroughly evaluated and inspected by the approximately 600 employees there.

Fuel is drained and the system purged with lightweight oil to protect it from corrosion. The aircraft is then towed to the 'Wash Rack' where it is washed with a corrosion inhibitor. The sealing process then takes place as engine intakes, exhausts and any other gaps are covered and taped up. These taped areas and fragile surfaces such as canopies and radomes are then covered with non-hardening vinyl plastic. First a layer of black vinyl to keep out dust and water is applied, followed by a white vinyl that is designed to maintain the internal temperature of the aircraft to within fifteen degrees of the surrounding air and prevent damage from sand storms. After four years, the protective layer is stripped away and the whole protection process repeated.

AMARC inventory shows different aircraft types. Besides the already mentioned F-4, B-52, F-15 and F-16 more than forty other types can be found. Some of the more unusual aircraft to have been stored at AMARC over the years are a sizeable group of Soviet designed MiG fighter aircraft. The exact history of these aircraft is not yet fully known, but what is known is that the majority of them were imported to the USA from Poland during the mid to late eighties.

To keep AMARC rolling costs \$20 million per year. At first sight it seems that the price is high, but the opposite is true. During an average year it saves the American taxpayer several tens to hundreds of millions of dollars.



F-4 Phantoms are lined up on the 2,600 acres large area.

AACHEN

Continued from front page

Aachen irresistibly draws people to its town squares. Any summer evening on the market square in front of the town hall, you'll find many groups making music, singing and laughing on their way from cafe to cafe or bar to bar – the kind of gaiety normally found only in the Mediterranean countries.

You'll keep coming back. Perhaps, for one of the many events that makes every year a series of high points... from the many-sided Culture Festival in the summer to the colourful town feast, from the art market with artists and craftsmen to a flea market, from one of the Rhinelands's finest carnivals with its own character to the romantic Christmas market. Yes, there is a lot for you to discover in Aachen.

For two thousand years, Aachen's thermal baths, with their high level of minerals and trace elements, have stimulated and pampered the body and the senses. There are more than thirty, with temperatures reaching 74° C. The Romans called their spa Aquae Granni, the springs of Grannus, named for the Celtic god of water and health. Since then, the cures have been developed. The time when emperors came to find new energy is long gone. But true to tradition, every visitor to Aachen's spa is treated like a king!

To get to know Aachen properly you must take a walk through the town. To meet the people, take a rest here and there in one of the lively cafes or bars. The town people are pleasant and uncomplicated – you could say easily approachable. Probably, you'll soon be accepted like most newcomers as 'one of us'!

The town houses 45,000 students from numerous countries, and they have strongly influenced the vastly differing gastronomic treats available. A sense of togetherness where ever you go in one of the 'better' restaurants, in the old traditional cafes, in the fashionable 'Internationales Spielcasino Aachen', in the theatre, at a concert, or a fascinating cabaret or floor show.



From 22 July 04 on, every Thursday at the New Gym from 2000 to 2130, handball training takes place – a new attempt to start an AWACS handball team.

At this moment the team boasts eight players, who will play for the upcoming season 04/05 for the "VFL Bardenberg" team. They are willing to participate in friendship games with the AWACS handball team against teams like the German Bundeswehr, the police and whoever wants to compete. If you are interested, please feel free to join us for the first training on 22 July. For further questions please call Koos Brongers ext. 4666 or Gunnar Buchwald at ext. 4664 (both at Motorpool).

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By MSgt. Oliver Limpinsel

It seems that many Component members do not have a clear idea how dangerous it can be on the roads within the boundaries of the NATO Air Base. Quite a number of drivers - and there is no difference between drivers of a duty or a private car - are just ignoring the traffic rules laid down in Component Directive 05-127 (Traffic Policy) and the German Road Traffic Code (Straßenverkehrsordnung). The following information is provided to give everybody an impression of traffic offences and accidents that have occurred since the beginning of this year.

Speeding

This year, the International Military Police (IMP) cited 101 speeding violators between 1 January and 31 May. Within the boundaries of NATO Air Base Geilenkirchen, the general speed limit is 35 km per hour. Only on NATO Avenue between 1st Street and 7th Street and between Gate 162/Civil Guard and the West Gate the

Traffic is everyone’s business

speed limit is 50 km per hour. All speed limits are clearly posted.

Parking

The IMP observed 202 parking violations during the last six months. Generally, parking is only permitted in designated parking areas/slots. Parking is prohibited on yellow or white marked curbs, in front of fire hydrants, in driveways, on grass, unpaved surfaces or seeded areas, at building entrances, in reserved parking slots, or in any other way negatively affecting safety or creating a traffic hazard. Furthermore, vehicle operators are not allowed to take more than one parking slot, to park on roads, or to impede the flow of traffic.

Other violations

61 Other traffic-related violations were observed by the IMP. This includes stop sign violations, not using seatbelts, using mobile phones while driving and all other moving and non-moving violations.

Suspension of base driving privileges
In the future, the International Military Police will strictly enforce violations against our Component's traffic rules to make our roads safe.

Your base driving privileges may be suspended when you build up the following traffic points:

- 1 month suspension for 10-14 points within a 12-month period
 - 2 months suspension for 15-19 points within the same 12-month period
 - Longer suspension by decision of SWC for 20 and more points within the same 12-month period
- The Traffic point system does not apply to parking violations. Parking violations will result in a special penalty:
- 1 month suspension for 3 parking tickets in a 12-month period
 - 2 months suspension for 4 parking tickets in the same 12-month period
 - 3 months suspension for 5 parking tickets in the same 12-month period
 - Longer suspension by decision of the Base Support Wing commander for 6 parking tickets or more in the same 12-month period

A few words about traffic accidents

38 traffic accidents were reported to the IMP between 1 January and 15 June 04. Almost every fourth day a traffic accident occurs on NAB Geilenkirchen. This includes accidents with duty vehicles, privately owned vehicles or fixed objects. One in every ten accidents is a “Hit and Run case”.

All personnel are reminded that it is everybody’s responsibility to ensure

that the operator of a vehicle that has caused damage to another vehicle or a fixed object is aware of that fact. It is not enough to leave a note on the damaged vehicle with your personal information. According to the rules on NAB Geilenkirchen, anybody involved in any kind of traffic accident, even if you think it is not so important or the damage is only a minor, must report this immediately to the IMP ext. 4819.

Also, if you witness a traffic accident, always report it to the IMP, ext. 4819, even if the driver has stated he/she would do so. Your statement could be important. Don't forget that next time it could be your vehicle.

Driving off base

If you are violating traffic rules outside the base, either in Germany or the Netherlands, you will be punished with a notice of payment, loss of driving privileges or immediate loss of your driving license, depending on the type of violation you will also be subject to disciplinary action.

Drive safely!

Please follow all rules and pay special attention to the posted traffic signs. It is for your own and others safety. For traffic-related questions please contact MSgt. Oliver Limpinsel, IMP Traffic NCO, ext. 4825.

International Parade Brunssum

A festive week full of dancing, singing, and hospitality ... that is the Parade Brunssum 2004, taking place from 16 to 23 July.

About 800 participants from all parts of the world present their culture. Participating countries are Argentina, Bulgaria, Canada, Costa Rica, Georgia, Hungary, Ireland, India, Morocco, the Netherlands, New Zealand, Ukraine, Uzbekistan, Poland, Romania, Servie-Montenegro, Senegal, Spain and Togo. Some 50,000 visitors are expected during numerous performances, but also during the colourful procession, the folklore market and social parties. Concepts such as hospitality and acceptance here really become meaningful. For good reason the CIOFF-festival Parade Brunssum 2004 is guided by the UNESCO-theme: 'Peace begins with understanding'



Photo Toine Aretz

The history of an international festival *(source: André Linssen)*

Not everybody knows that the Brunssum Parade has its roots in the 1953 floodings of the coastal Dutch provinces Zeeland and South Holland. As a mark of honour to the victims, the community of Brunssum wanted to make a gesture. After all, it is said that in each crisis or negative experience a pearl is hidden. Often during tragedy people pull together to work for a happy society and the insight that people rely on one another. The Parade symbolizes this wish for unity and fraternity. The international folkloric procession that makes its way through the centre of Brunssum, represents the call for respect of differences. The Parade is the example of peaceful cooperation and the result of the efforts of quite a few volunteers who want to do good for the world.

Tickets

Tickets for the Parade are available at d'r Brikke Oave, Lindeplein 5c in Brunssum, open Monday to Friday from 1100 to 1900, on 17 and 18 July also open. Evening performances tickets are €10, the Sunday procession €5, children 4-12 €3. The website www.paradebrunssum.nl provides information on the programme, the participating groups, ticket sales etc. The site will be regularly updated.

Retirement after 37 years NATO

By Mr. Hans de Boer

At age 60, after 37 years employment with NATO, it was decision time. Carry on until the statutory age of 65, or stop now and find time to do things which have been neglected. There are always private or public reasons to stay or to leave.

One has to make up his mind, take a decision and bear the consequences. I decided to stop and consequently I resigned as of 1 June 2004.

After my horticulture study, I never dreamt to work for NATO. It all started when I had to fulfill my military duties with the Dutch Forces. After my basic training with the Royal Dutch Air Force in 1965, I was selected and assigned to Headquarters AFCENT in Fontainebleau, France as of 1 January 1966. In those days the French Government, headed by General Charles de Gaulle, decided that the NATO Military Headquarters must leave France. After my national duties were finished in April 1967, Headquarters AFCENT moved from Fontainebleau, France to Brunssum, The Netherlands. Not many

French civilians were willing to follow this move resulting in quite a number of civilian vacancies at the new location. Since I was still single and did not have specific ideas what to do, I decided to apply for a NATO civilian position with the idea to temporarily work for NATO. Needless to say that „temporarily“ lasted for 37 years. Over these years, I held positions in the Civilian Personnel Office and the Budget & Finance Division in the following commands: Headquarters AFCENT, Brunssum, The Netherlands; Headquarters SHAPE, Mons, Belgium; Headquarters LANDJUT, Rendsburg, Germany and finally the E-3A Component, Geilenkirchen, Germany. My last position was that of the Chief, Fiscal & Accounting Branch.

I would like to thank NATO for the career opportunities over the last 37 years. I would also like to thank all those who paid tribute during my farewell reception at the Officer's Club on 28 May 2004. After retirement we moved to Sittard, The Netherlands what is close enough to stay in contact. Tot ziens!

Hans de Boer (right) with two of his finance colleagues, Ton van den Bosch (left) and Michel Thijs.

Photo Francien Slenter



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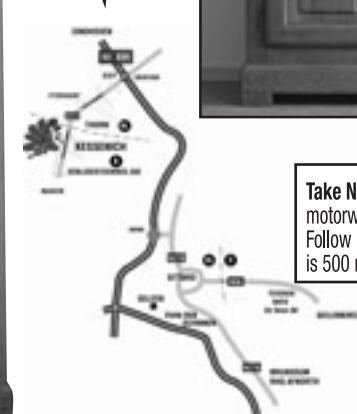
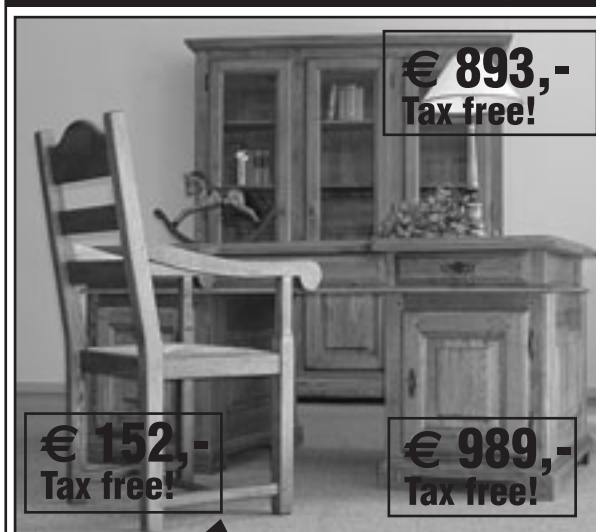


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Cars

Toyota Yaris 1.3 SOL, 5 doors, Feb 02, 24.000 km, blue metallic, automatic transmission, air-cond., alloy rims, power windows, power locks, Radio / CD player, dealer maintained and for sale from non-smoking first owner. Price €11.000 (tax free) or best offer. Contact Diana Hübner at 02456-3745 or 0031-6-29098725.

Opel Astra 1.6, 16V station wagon, 12/98, silver metallic, power steering, locks and

mirrors, sunroof, radio/CD, winter tyres, full service record, 140,000 km. Excellent condition. Price €4,350. Call 02456-507620 or 0173 8859068.

Miscellaneous

Oak-coloured bedroom set consisting of double bed 2ea .092 m, with bed side-tables, one wardrobe (3 sections 1 m ea) and one sideboard(e.g. for linen storage). Good condition. Low price – best offer. Please contact ext. 3341.

Greek flag flies from Tower

Once the winner of the European soccer championship final was a fact, personnel from the Meteorology Branch put the Greek flag at the ATC tower to honour the winners! This nice gesture was initiated some years back when the Danish national soccer team won and then the Danish flag flew for one week from the tower.

Congratulations to the Hellas team, the EURO 2004 winners!

Photo A1C Stefan Krückel



Mrs. Dani Martin carefully paints the final touch onto the wall.

Photo courtesy Library

Art and colour for library

Recently, the International Library was closed for inventory. Mrs. Dani Martin, one of the library staff members, had the idea to do something with the interior and she offered her time and talents to transform the library walls into an ancient style. Mrs. Martin volunteered to this project and started painting in her spare time. It took her many hours and buckets of paint to colour and decorate the walls. The result is surprising and Chief of Recreation, TSgt. Tammy Cope was more than pleased and expressed this by giving Mrs. Martin a dinner voucher for the Frisbee Club restaurant as a token of appreciation.

The International Library is located in Building 96 and is open from Monday through Friday 1100 to 1600.

The library has a large selection of books in various categories from travel to thriller, music CD's from classic to popular, and numerous DVD's. Now that the vacation season has started, visit the Library to obtain travel information via Internet, video or travel books. For your convenience and pleasure the "Stars and Stripes" newspaper is now available at the Library.

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

- E-3A Component Clubs**
- Sunday Brunch will alternate between Officers'/Frisbee Clubs. Members from both clubs are eligible to attend. Regular prices: Brunch: Members/€9.20, Guests/€10.70. Lunch: Members/€6.10, Guests/€7.65. Children 4-12 years/half price. Reservations should be made NLT 1200 on the Friday before. Club cards are required. For additional information, please contact the Officers' Club, tel. 4990, or the Frisbee Club, tel. 4994.
- 11

Family Brunch at the Officers' Club. Frisbee Club closed.
- 18

Sunday Brunch at the Frisbee Club. Officers' Club closed.
- 25

BBQ Brunch at the Officers' Club (weather permitting). Frisbee Club closed.

Officers' Club (SWPO/4990)

Operating Hours Bar: Monday-Friday : 1100-2300. Restaurant: Monday-Friday: 1130-1330. Sunday: 1100-1400 (alternating with the Frisbee Club). Reservations are required for Sunday Brunch by 1200 on the Friday before. Club cards required when using the Frisbee Club. Lunch at the Officers' Club: Monday-Thursday à la carte menu served. Monday + Wednesday

MWA INFORMATION July

A vegetarian special also available. Friday Buffet Style Lunch Bring your secretary, boss or a friend to lunch.

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

19-22

Salad specials at lunch-time.

23

Summer Night Dinner. Watch for special flyer.

Special Notes: Officers' Club Participation in Frisbee Club Events: During Frisbee Club opening hours, Officers' Club members are eligible to utilise the Frisbee Club for breakfast, dinner and Sunday Brunch (on an alternating basis between the Frisbee and Officers' Clubs). Club cards required when Officers' Club members are using the Frisbee Club. Cancellations for Officers' Club events will be accepted up to two days prior to the event on ext. 4990. After this time, a cancellation fee of €5.00 per person must be charged for non-excused absences.

Sentry Club (SWPJ/4997)

The Sentry Club now offers a daily special which will be advertised on

the notice board at the beginning of the serving line and on the Component Information web page. A daily soup and a variety of self-made salads are also available.

The Sentry Club Souvenir Shop now has many new items – stop by and see what is available. The Sentry Club now has a new room (old Sports Bar) available for small parties, meetings, etc. Visit the Sentry Club Summer Beer Garden and try one of our typical Bavarian Style Beers, i.e Erdinger Weizen Beer, Erdinger Weizen Beer "Dristall" or the very popular "König Ludwig Dark Beer".

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

Frisbee Club (SWPN/4994)

Make a reservation today at the Frisbee Grill and enjoy the cosy atmosphere and good food! Remember - the Frisbee Club is open for breakfast and dinner to all Frisbee and Officers' Club members. Throughout Summer Large screen television available in the Main Bar during the Summer season.

Throughout July and August No BINGO. Monday-Thursday Happy Hour 1700-1800 .Every Friday Happy Hour 1700-1900 with free snacks. Every Friday in July BBQ lunch.

19 July-13 Sep No "a la carte" menu

during lunch-time – an extended buffet line and special summer salad will be available.

Sports Department (SWPT/4946)

Throughout July Softball Leagues. 23-24 Post-Season Softball Tournament with an extra round for Component teams only.

International Pre-School (SWPS/4957)

Monday-Thursday 0800-1500
Friday 0800-1600/1630 (depending on the return time of field trip).

Until 6 Aug International Pre-School Summer Programme - cost €52 per week, including the field trip.

Thrift Shop (SWPG/4919)

Tuesdays + Thursdays Operating Hours: 1000-1400.

International Youth Activities (SWPY/4954/5)

Further information available and registration possible at the IYA Office in Bldg 95, ext 4954/5, during normal opening hours (Mon-Fri, 0815-1300).

Kayaking Trip to the River Lesse

Join the IYA to enjoy kayaking down a 21km stretch of the Belgian River Lesse on Saturday, 14 August, 0730 - 2000. On your way through the beautiful countryside you will pass castles, majestic rocks and two rapids. Children aged 12 and younger have to be accompanied by an adult. Point of departure and return is the parking lot outside the Front Gate. Cost is €22 per person.

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