



NATO AWACS, Tail 453, otherwise known as N-1, departs Boeing Field in Seattle on its return trip to Geilenkirchen.

Photo courtesy Boeing Communications

## Upgraded tail no. 453 returns home

Two of the 14 new operator consoles with a 21-inch flat screen display.

Photo Andrea Hohenforst



By Lt.Col. Michael Löschenkohl

**It has finally arrived—aircraft 90453. For the NATO Mid-Term insider this jet is better known as N-1. After almost six years at the Boeing facilities in Seattle, Washington, the first NATO Mid-Term upgraded E-3A arrived on 24 August at the Main Operating Base, Geilenkirchen. With the arrival of this aircraft, another step has been taken towards the Mid-Term upgrade for the entire fleet, the biggest and most cost-intensive project ever for the NATO E-3A fleet.**

After a Mid-Term upgrade, everything in the main cabin of the E-3A from the front door to the Radar Technician position will look different. The crew will fly with 14 instead of nine operator consoles. The working station for the computer specialist, called the Data Technician (DT), is gone and the DT, now called the System Technician, will be right next to the Communication Technician. The position of Communication Operator will no longer exist on board the E-3A. The mainframe computer will be replaced by a server, and each of the working stations has its own state-of-

the-art PC with a 21-inch or 17-inch flat screen display. The mission software is based on Unix technology and has more than 5 million lines of code. In comparison, our legacy operational software has 350,000 lines of code. In state-of-the-art terms, the Mid-Term E-3A is one of the first flying command and control platforms where Commercial Off The Shelf (COTS) technology has been put to use. Additionally, radios (VHF and Sat COM), Multi-Sensor Integration with Mode-S interrogation capability and an integrated GPS/INS system are available.

But before the NAEW&C Force Command and NAPMA sign the final fleet retrofit decision for the remaining 16 aircraft and the mission simulators, the Component will run an extensive and robust Operational Test and Evaluation (OT&E) program on the jet.

A total of 14 preplanned and clearly defined test sorties will be flown, including a major NATO exercise to prove the operational capability of the newly installed system.

**Continued on page 3**



Lt. Col. Antonio Eramo takes his position as commander of troops at Forward Operating Base Trapani, Italy. Lt Col Eramo assumed command of the FOB from Col. Alfonso Dalle Nogare.

## New Commander takes reins at FOB Trapani

Text and photos Capt. Robert A. Firman

The Forward Operating Base (FOB) at Trapani, Italy, received a new commander on 29 August as Lt. Col. Antonio Eramo took the reins from Col. Alfonso Dalle Nogare. Component Commander Brig. Gen. Axel R. Tüttelmann presided over the ceremony.

The new commander comes to the FOB with a great deal of experience in

NATO AWACS operations as he completes more than four years assigned to the Main Operating Base here in Squadrons 1 and 2 and in the Operations Wing. Lt. Col. Eramo has flown more than 1,600 hours on the E-3A and supported a range of operations during his time in Geilenkirchen including Eagle Assist, Crescent Guard, and Distinguished Games.

**Continued on page 3**

**Next NATO Skywatch:  
23 September  
Submissions due by:  
15 September**

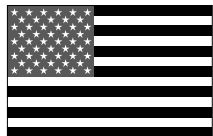
**See complete coverage of the 7 September Change of Command  
in the next Skywatch**



## Special US Military News



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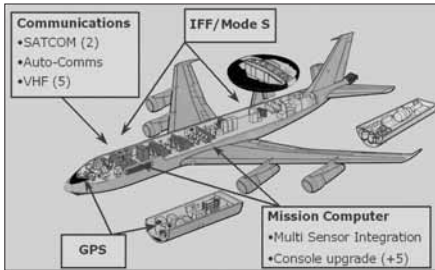
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## UPGRADED TAIL NO. 453

Continued from frontpage

In advance of the big event, the Component sent mission crews from Training Wing and Operations Wing as well as specialists from IT Wing and Logistics Wing to the Boeing facilities in Seattle, where Boeing specialists trained the crews on the new system.

But because operational testing has its own requirements and procedures, an extensive one-week course was also conducted at NAPMA, Brunssum, the Netherlands, to prepare the crews for this difficult tasking.

The basement of the Information Technology Wing (IT) building will be used for the FOT&E mission planning and has received a lot of new equipment. A new server in support of NATO Mid-Term mission planning has been installed in the IT Wing. Other preparations have been completed in the Logistics Wing. During the next weeks a number of unfamiliar faces will be on the base including not only folks from NAPMA and Force Command but also many Boeing representatives here to support this testing.

Assuming the tests are positively completed and the final decision to start the fleet retrofit is made, the next aircraft will leave the MOB this November to fly to the European Air Defense and Space (EADS) facilities in Manching, Germany, just 80 km north of Munich, where all remaining E-3A's will be retrofitted. The last aircraft will be due back in Geilenkirchen at the beginning of 2009. At the same time, Mission Simulator I will be shut down and will never be on line again in its configuration. It is scheduled to be operational again with the NATO Mid-Term system around June 2006.

With arrival of tail #453 at Geilenkirchen, you will see our base changing over the next three years with many challenges that will definitely impact the Component's way of doing business. But with the completion of the retrofit program we will have the most sophisticated airborne C2I system in the world.

While the Plans and Programs Division, Modernization Branch, is the management agency for the Mid-Term Project within the Component, this is not the only modernization project at the Component. With the implementation of a new autopilot for the TCA to ensure the reliability of this aircraft's Reduced Vertical Separation Minima (RVSM), other projects like Large Aircraft Infrared Counter Measures (LAIRCM) might come up in the near future.

# COMMANDER'S CORNER

*To the members  
of the E-3A Component*



After two years in my position as E-3A Component Commander, I had the privilege to be selected as the new NAEW&C Force Commander. After just turning over the Component to Brigadier General Schmidt, I want to emphasize how much I enjoyed my time here and how privileged I feel to have served as your Commander.

What we have accomplished in the past few years is remarkable. When I arrived, we had just started to prepare for a first-of-its kind TACEVAL. With close cooperation, professionalism and teamwork, we successfully met that challenge. As my first experience with NATO AWACS teamwork, I found that it set the stage for the many challenges and successes to follow.

After the TACEVAL, we plunged into a long series of more than 20 high-visibility events, augmenting security for a variety of nations, spanning the range from NATO Summits to the Summer Olympics in Greece and the Pope's funeral in Italy. Again, we tackled each of these missions and achieved a near-perfect record. We have also successfully faced a variety of other challenges. For instance, we have made great strides adapting to and implementing substantial changes in our Peacetime Establishment. We completed a base-wide Consolidated Inspection, and came out with high marks. And just this June, everyone pulled together to host over twenty-

five thousand visitors during our International Cultural Festival—yet another great accomplishment by our team.

You are aware that the overall framework for the Component has been changing. NATO is adapting to become a leaner, more mobile force that can be employed across a broad spectrum, both within and beyond its traditional boundaries. The Component has been shaping itself to meet these new challenges. The present priorities include preparing for the NATO Response Force, due to be fully operational in October 2006, and for potential out-of-area operations. Important steps towards implementing increased capabilities have already been taken. However, the adaptation process has to continue. Doctrine, training and equipment are in some parts still under revision, and others need to be fully implemented. But I look to the future with optimism. We are on the right track, and I have no doubt this Force will rise to the challenges ahead.

These challenges can only be successfully implemented with people—the right people. This was my key experience at this Component. It is the multi-national character that makes this flying unit so unique in NATO. AWACS is one of the most visible examples in NATO that the concept of multi-nationality does work. I could see highly motivated military and

civilian personnel who tackled each and every task with dedication, determination and professionalism. I also experienced the successful process of integrating over 300 newcomers of 12 different nations into the Component each year, and saw how quickly these new members got focused on the common mission and adapted to the international environment.

For me, working in this environment is a lifetime experience that I would not have wanted to miss. You, the Component members, have represented your nations well, and your individual contribution has been indispensable to accomplish our mission. This also applies to our more than 900 civilians who hugely contribute to the overall success. All the men and women of the Component who have served over the years with NAEW&CF can take pride in their contribution to peace and security.

Thanks for your great work and support, and I wish you all the best for the future.

*Axel R. Tüttelmann*  
MAJ GEN AXEL R. TÜTTELMANN

## NEW COMMANDER FOB TRAPANI

Continued from frontpage

Saying farewell after nearly eight years in the Component, the outgoing commander, Col. Dalle Nogare, is headed to his new job at the Italian Air Force Operational Command in Poggio Renatico as Command and Control (A-6) deputy branch chief. Col. Dalle Nogare first joined the Component in August 1997 in Squadron 2. He served there until assuming the FOB command posting in July 2001.

FOB Trapani has been open since 1 January 1986 and the first E-3A landed there in March of that year.



*Lt. Col. Antonio Eramo giving his speech as the FOB Trapani Commander*



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# NAS Keflavik gate between

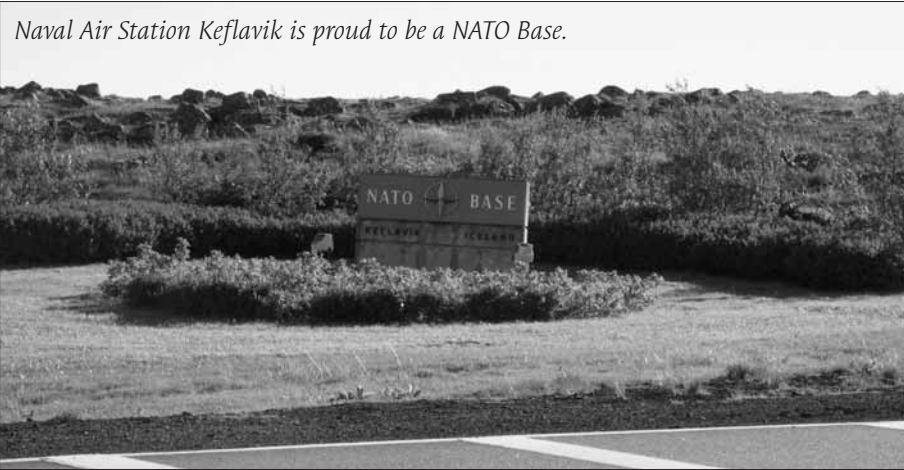
Text and photos by  
SMSgt. Johan Hijmenberg

**Several times per year personnel from the E-3A Component take up their duty in Iceland to perform training and testing with the Iceland Defence Force, which represents a NATO and U.S. commitment to the defence of Iceland and supports the country's commitment to the common security of the Alliance. Naval Air Station (NAS) Keflavik hosts our men and women. Time for an introduction.**

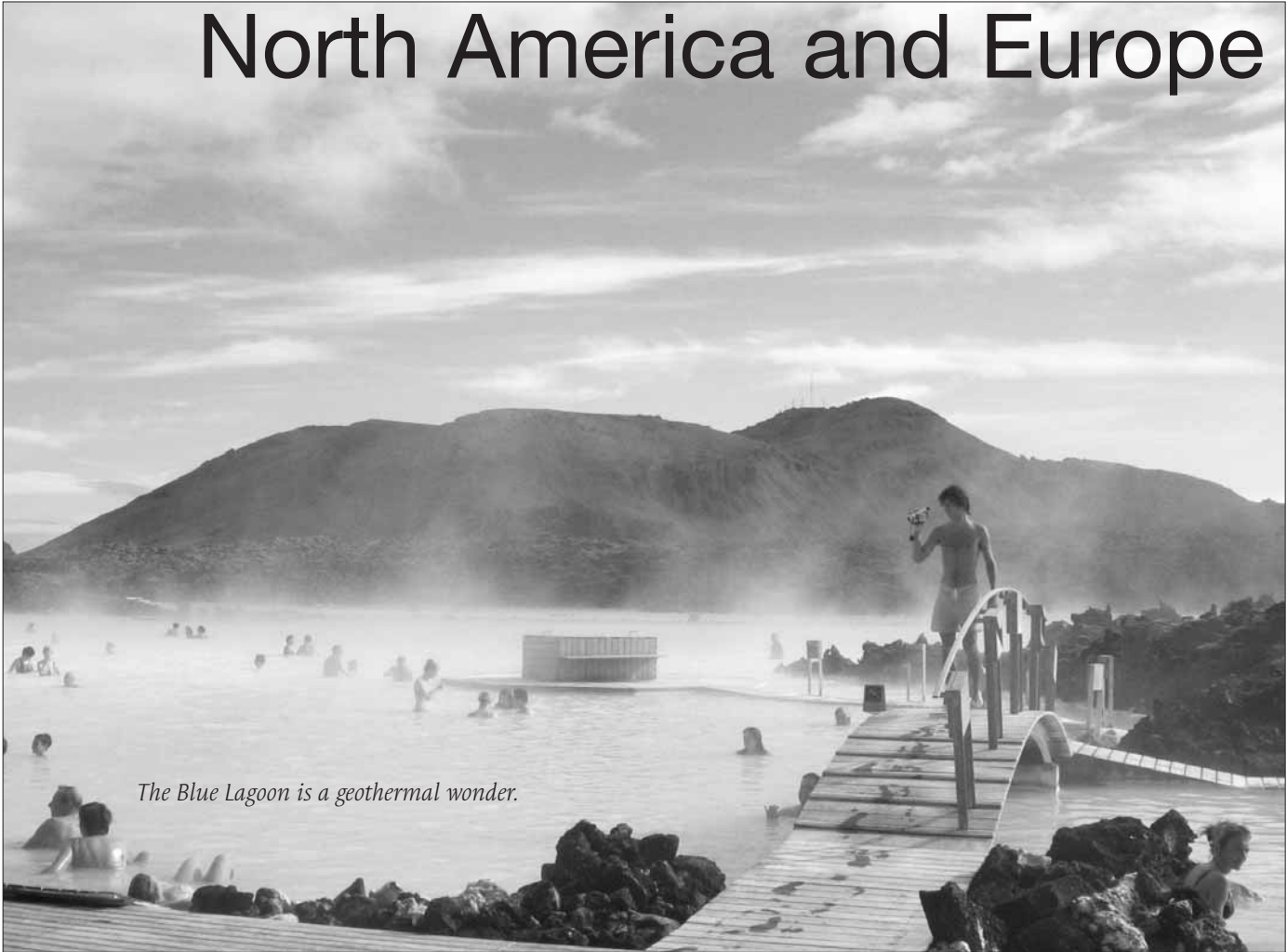
The country is an important member of NATO, located strategically in the North Atlantic. It has been key to keeping the air and sea connections open between North America and Europe for more than 50 years. The importance of Iceland continues to be underscored. It's essential for any European build-up or contingency operation nearby where United States or NATO forces must move large amount of troops and supplies. It also provides an effective base for maritime patrol aircraft from its NATO allies, in addition to supporting essential communications and fighter aircraft operations.

The Iceland Defence Force was established in 1951 following the signing of a Defence Agreement between the governments of Iceland and the United States at the suggestion of the North Atlantic Treaty Organization. The Force is composed of U.S. Air Force and Navy units under the joint command of a Navy Rear Admiral. Naval aviation units can be deployed to conduct maritime patrol operations and the Air Force 85th Group is responsible for air defence. A minimum of four F-15 or F-16 fighter jets and one KC-135 tanker aircraft that can refuel them in flight are stationed in Iceland on a rotational deployment. NAS Keflavik provides all the service and support facilities needed by the operational units including the airfield.

Four radar stations observe air traffic in the Iceland area. Normal air traffic is coordinated with the international air control facility in Reykjavik, the country's capital. If an aircraft enters the Iceland air defence zone, which is international airspace up to the twelve-mile territorial limit, and cannot be identified through flight plans or other means, the defence force takes the responsibility for identifying it.



Naval Air Station Keflavik is proud to be a NATO Base.



The Blue Lagoon is a geothermal wonder.

As the most of the flights over water the Defence Force must have an efficient, fast reacting rescue capability. Five Sikorsky HH-60G 'Pavehawk' Helicopters from the 56th Rescue Squadron are stationed at NAS Keflavik. The rescue services are ready for anyone at the request of the Iceland Coast Guard. It has been credited with saving more than 300 lives since 1971.

The primary mission of NAS Keflavik is to maintain and operate facilities and provide services and material to support operations of aviation activities and units of the operating forces of the Navy and other activities and units, as designated by the Chief of Naval Operations. The Iceland Defence Force is composed of about 1,350 military men and women who live on the base together with approximately 1,800 family members. NAS Keflavik is the thirteenth largest population centre in Iceland, providing its 3,150 residents with all general services. Additionally, one NATO staff officer from Denmark and Norway are assigned.

Direct working for the Defence Force are 660 Icelanders in a wide range of jobs, and the Icelandic contractor companies that operate for the Defence Force employ another 450 workers at

any particular time.

Iceland is an island of almost 103,000 square kilometres. The coastline is dotted with more than one hundred fjords – and green, fertile valleys extend from them. It also has more than 10,000 waterfalls and countless hot springs.

The population numbers almost 300,000 from which more than half lives in the Reykjavik area. Situated on the Mid-Atlantic Ridge, the country is a hot spot of geothermal activity. Thirty post-glacial volcanoes have erupted in the past two centuries, and natural hot water supplies much of the population with cheap, pollution-free heating and bathing water.

Located at various sites within 40 kilometres from NAS Keflavik swimming pools can be found. The most unique, invigorating and exciting experience is the Blue Lagoon, a geothermal spa, known for its healing powers. The water stays warm and inviting at 36° Celsius year round. The lagoon is rich in a unique natural combination of minerals, and blue green algae and white silica mud give the lagoon its soft milky aquamarine color.

Whether you choose to bathe surrounded by snow in the middle of the winter or while enjoying the long summer daylight, Iceland is a relaxing atmosphere after a long flight or long day of maintenance work.



## 1.3 Million landmines to be destroyed in Serbia and Montenegro

A special facility where 1.3 million landmines will be destroyed under a NATO Trust Fund project was opened on 17 August in Kragujevac, Serbia and Montenegro. This the second NATO Trust Fund project to be carried out in Serbia and Montenegro and will help the country to meet its obligations under the international Mine Ban Treaty.

The project will see the safe destruction of over 1.3 million anti-personnel landmines currently stockpiled in 57 different locations in Serbia and Montenegro.

## Eliminating weapons

The project will also enhance the capacity of Kragujevac plant to

conduct other demilitarisation projects in the coming years. Under NATO's Partnership for Peace Trust Fund, NATO and partner countries help fund projects to assist Alliance partner countries in the safe destruction of stockpiled landmines, munitions and weapons.

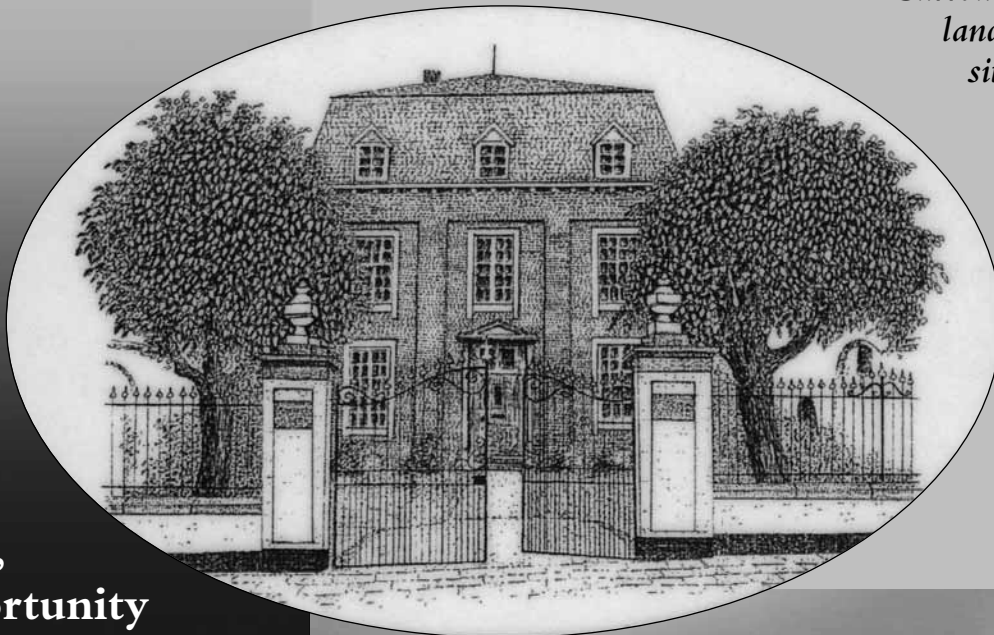
To date, more than 2 million landmines, as well as thousands of tonnes of munitions and thousands of small arms have been safely eliminated under the programme. Canada and Austria are the lead nations for the project. Funding is also provided by Bulgaria, the Czech Republic, Hungary, Ireland, the Netherlands, Norway, Sweden and Switzerland.

NATO's Supply and Maintenance Agency (NAMSA) is the executing agent for the project. Representatives of Serbia and Montenegro, the donor countries and NAMSA attended the opening ceremony, and it was followed by a tour of the destruction facilities.

(Information from NATO news releases)



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# Mrs. Kruklat retires after 24 Component years, working for 10 Generals



Mrs. Hedi Kruklat was flabbergasted to receive a framed photo compilation from Brig.Gen. Axel Tüttelmann depicting the present Command Group surrounded by photos of the other nine Component Commanders she worked for.

Text and photo by Mrs. Maureen Geraets-Head

It was on the last and warmest day of August when Mrs. Hedi Kruklat, assistant to the Component Commander, invited her boss Brig.Gen. Axel R. Tüttelmann, the Command Group and some of her close colleagues for a retirement luncheon at her house.

Mrs. Kruklat joined the E-3A Component on 16 March 1981 and started working for the first Component Commander, Brig. Gen. Klaus Rimmek. After the first Component Commander left, many Generals followed, and Mrs. Kruklat had the challenging task to adapt to the various German and American commanders.

Brig.Gen. Axel Tüttelmann said during the farewell speech to Mrs.

Kruklat: "During the past 24 years, with a total of ten Commanders, you've had the required sensitivity, tolerance and endurance. You fulfilled your tasks from the beginning with great vigor. With your high professional competence, enormous background knowledge and a tireless will to succeed, you were the Component's central focal point. I would like to thank you for what you have achieved with outstanding success, personal commitment and dedication. For sure, your name will be connected with the Component's history. For the new phase of your life, I wish you luck, enjoy the time that lies ahead of you and above all a stable health and keep good memories of the Component."

Mrs. Kruklat, enjoy your well-deserved retirement. Your colleagues wish you good luck and good health for the future!

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The photos of the Turkish National Day celebration in the last issue of the NATO Skywatch were taken by Mrs. Heidi Pechmann.

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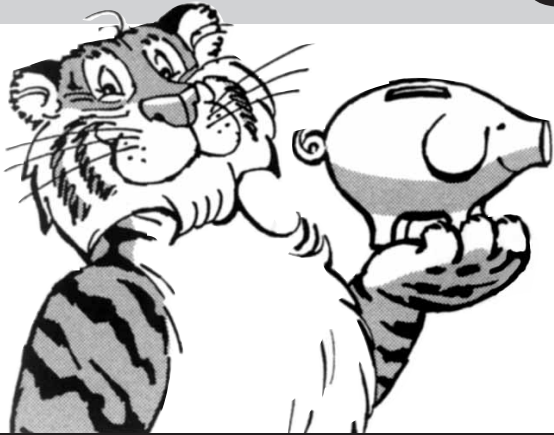
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former capital Bonn, from where a cruise boat will take the group to the beautiful town of Königswinter. On the market place in the old town the local winegrowers are celebrating the annual Winzerfest with music, wine booths and traditional food. It is also possible to visit the Drachenfels with its remnants of a 12th century castle, from where there is a spectacular view of the Rhein valley or take the historic train up and/or down the hill or hike. Point of departure and return is the parking lot outside the Front Gate. Cost is €16 for ages 14 and up, €13 for ages 4 – 13, and €9 for ages 3 and under.



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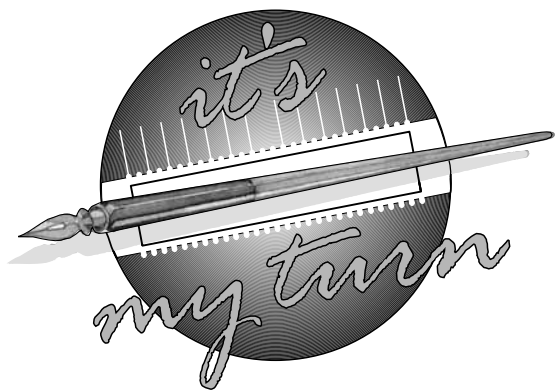
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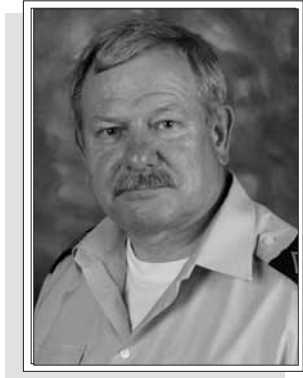
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This is a guest column  
by a NAEW&CF E-3A Component member.

By CMSgt. Niels G. Ljungmann,  
Danish Support Unit



Being one of the real old guys around here, and since my time in the Air Force is running out, which, unfortunately, means that I have to retire by the end of October this year, please let me share some of my experience from a life-long 'The Air Force Way'.

During my just about 40 years in the Royal Danish Air Force (RDAF), I have experienced a lot of thrilling, exciting, fascinating and – mostly - positive adventures. I have seen a lot of foreign countries, met so many Air Force guys, that I hardly can remember them all and flown with a lot of different aircraft. Do you know any other guy on this base, who has flown in a PBY-5 Catalina?

But my most fascinating and interesting experience was taking part in the training of pilots and aircrew at the RDAF Flying Training School. During my story, I will spice it up a bit with some self-defined aeronautical terms.

**RPM: Initials of a large corporation that builds tachometers**

Flying is fascinating and always will be fascinating. Ever since I was a little boy, I had a great desire to become a pilot, or at least have something to do with airplanes, which my Mom wasn't so happy about. So right after high school I decided to apply for pilot training in the Air Force. But unfortunately the medical examination turned off my wish to become a pilot, since my eyes and ears were not fit for flying. Well, if you can't join them, then try something else in the Air Force. So that's what I did. And it became a way of life, which I never will forget. As my lovely wife tells me, she often doubted which marriage was my primary, she or the Air Force.

**Supercharger: Pilot with wallet full of credit cards.**

On 8 August 1962 I walked happily and excited through the gate of a small Air Force Station in Denmark to complete 3 months of Boot Camp. And there I faced the first of many surprises in the Air Force, since the drill-sergeants had a lousy habit not

addressing the recruits in a normal manner, but with a lot of yelling and screaming. We had a lot of infantry training in the field, and much to my astonishment I realised, that I had never ever before been so dirty and muddy in my young life. Even on this day, when I visit this particular Air Force Station, it gives me the chills.

**Flaps: Birds do it, but recommended for fixed-wing aircrafts**

After some years around in my Air Force, I finally achieved my goal. In 1974 I was transferred to the RDAF Flying School. And within a couple of years I became First Sergeant at the School. And during my almost 20 years with pilot and aircrew training I realised, ladies and gentlemen, that pilots and aircrews are indeed made of a very special stuff.

**Final approach: Last pass pilot makes at girl before giving up.**

My family and I were living in a house belonging to the Air Force just outside the base, and after some time I realised, that being First Sergeant actually meant that not only should I take care of the students during working hours, but also try to assist them with all sorts of private problems. And I can tell you, that a bunch of young men and women very far away from home with of lot of hard studying and intense training, they sure can have problems. And if they can't solve them, well then it becomes the First Sergeant's problem, and that could surely be a hard job. One day one of my students said to me, "It's nice to have you to take care of us just like a Dad, First Sergeant." My reply was, "I'll tear the head of the first of you guys, who ever call me Dad."

But luckily for me, my wife assisted me, so every time the students had problems with their girlfriends, my wife gave them some feminine advice, which made the local florist very happy.

**Roger: Most popular name on radio**

Sometimes the need for advice could be rather amusing. I never forget one

night approx. 0100 that my doorbell rang. I stumbled out of my bed and went to the door. It was five of my students looking rather sad, unhappy and in a lousy condition. In a low voice one of them apologized and asked if they could see my wife.

Thinking that they, again, had problems with their girlfriends, I asked my wife if she would mind having a chat with the guys. And then the big surprise came. One of the students said to my wife: "Dear Mrs. Ljungmann, we have just returned from a trip downtown, and we are so hungry, and we have heard that you are an absolute world champion in making pancakes." I was just about to get very much THE First Sergeant, when to my astonishment my dear wife replied, "Oh, you poor guys, come inside and I'll see what I can do. And while I make the pancakes, you can take some of the Sergeant's beers in the refrigerator."

So the students had pancakes for the next hour or two. I could see on their faces that they thought that the old Sergeant was chess-mate, but when they were finished, I froze their smiles by saying "Well, we all know, that pancakes are very fattening, so I see you all tomorrow at 1500 on the track field, so we can get in shape after all that pancake-eating".

**Gross weight: 350 lbs. pilot.**

Besides being First Sergeant of the School, I was also instructor in Combat Survival, Escape and Evasion procedures. That gave me great pleasure. For the students on a Flying School it is probably the most motivated students you can find. Especially their sense of humour and weird behaviour could often loosen up some very unpleasant situations.

I also remember, that occasionally we as instructors sometimes during the evenings were asked to introduce the students to the Air Force Mess life. And I guess you can imagine that sometimes it could be rather turbulent and always very amusing. Well, since all Air Forces of the world are much younger than the Army and the Navy

we build our own traditions and rules for our Mess-life. I know that the Army and the Navy sometimes feel we Air Force guys are of a rather weird origin. I guess that will never change

Cockpit: Area where chicken pilots are kept

It makes me remember a copy of a very famous letter, I once read, and which has amused me a lot. On 6 November 1917 Captain J. P. Koch, at that time commander of the Army Flying Corps wrote a letter to the Joint Chief of Staff,

"The characteristics, which generally characterize the Aviator is

Those magnificent men and women, and their flying machines  
dauntlessness, resoluteness, ambition and love of adventure, but also distaste for the daily work and lack of steadiness concerning the many daily conditions, which regular, persistent and apparently unnoticed hard work demands.

Those both good and bad character traits makes it desirable, that the Aviators during the daily duty are kept under a more strict supervision than generally is needed. It is also desirable that the Aviator develop a strong esprit-de-corps and at the same time create traditions, which can keep the impact of ambitions and love of adventure within a reasonable limit, and effect the daily and simple hard work."

And now I come to the most amusing point. I think it is quite remarkable, that what Captain J.P. Koch in 1917 wrote in his letter is exactly the same experience I had during my 20 years with pilot training. Yes, indeed pilot and aircrew are of a very special stuff.

It is difficult for an old guy like me to say what my best time in the Air Force has been, but surely the job as First Sergeant at the Danish Air Force Flying Training School was indeed both interesting and fascinating.

So, ladies and gentlemen of the air, I salute you. And thank you all for a very exciting time in my life.

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## Promenade in the garden of relaxation



Photo /Maureen Geraets-Head

A hidden secret right next door: the Willy Dohmen Garten. Enjoy the peaceful environment of this garden with its fragrant roses, multihued hydrangeas, ponds with fishes and the frogs jumping along the side. It used to be a sand- and cobble stone quarry. Heavy rocks are spread out over the park, some carved with Aztec symbols.

The Willy Dohmen Garten, just a 5-minutes drive from the base, located on the Wurmatalstrasse, between Geilenkirchen and Zweibruggen/Übach-Palenberg. There is a small parking lot and don't drive to fast or you might miss it. Free entrance, no dogs allowed, no fishing, small children under guidance.

Opening hours: Until 30 September 0800-2000; 1 October – 31 March: 0800-1700.

## Camilla B. Lockhart

**The Camilla B. Lockhart Chapter No. 68 presents the 2005 Black & White Ball on Saturday, 1 October from 1900 until midnight at Hotel Stein in Urmond, the Netherlands. Cost will be €25; dress is formal wear.**

**For further information please contact Kimberly Parks at 0049 2451 63 3702.**

## Irish Night in Bonn

The expressive and incomparable singing of native Irish Ann Grealy forms the heart of the six-man Irish/German band Déirin Dé. The wide range of tunes performed by the Dublin-born lead vocalist extends from soulful melancholic ballads to humorous and spirited songs, accompanied by the band's virtuoso instrumentalists.

But they are not the only performers on 24 September in the 'Brückenforum' at Bonn. In an enormous Irish Pub, there will also be traditional Irish Step Dance known from the Riverdance shows, the Highland Valley Pipes & Drums, a thirty person Bagpipes formation, and many more traditional dance and music performances.

You can't have an Irish Night without traditional drinks and food, so Guinness, Kilkenny, and Strongbow will be pulled and a typical Irish cuisine is available.

The 24 September 'Brückenforum' will open at 1900; the shows start at 2000. The entry fee is €19; advance booking €16,50 at 'Brückenforum', tel. 0228 400090 or via [www.brueckenforum.de](http://www.brueckenforum.de)

The 'Brückenforum' is located close to the Kennedy Bridge in Bonn-Beuel. Follow the signs 'Brückenforum Parkdeck'.

## Irish Folk Live in Übach-Palenberg

On 17 September, starting at 1900, there will be an Irish Folk night at the Lohnhal at CMC in Übach-Palenberg with the groups Ben Bulben and Jus For Venn. Entrance during the pre-sale €9 and €12 at the door.

Ticket can be bought at Stadtverwaltung Übach-Palenberg, Reiseburo Regina Kremer Übach, Buchhandlung Funken Ü, Lotto Kremer im Real, Tabackwaren Schneidersmann in Palenberg.

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

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, ext. 4990, or the Frisbee Club, ext. 4994.

- 11 Sunday brunch at the Frisbee club; Officers' Club closed.
- 18 Bavarian brunch at the Officers' Club; Frisbee Club closed.
- 25 No brunch; both Clubs closed due to Oktoberfest.

**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 (ext. 4994). *Lunch at the Officers' Club Monday – Thursday, A la Carte menu served; Monday + Wednesday a vegetarian special also available; Friday Buffet Style Lunch.* Throughout the month membership appreciation. One time each month for each Officers' Club member, buy one drink of your choice and

# MWA INFORMATION September

get an equivalent drink of your choice free of charge; Club cards required.

*Tuesdays 1700-1800 Happy Hour, free snacks available; Fridays 1600-1800 Happy Hour, free snacks available.*

- 16 Mongolian BBQ, reservations required.
- 19-22 Mussel specialities during lunch-time.  
*Special notes: The Officers' Club has rooms available for your conferences, meetings, presentations or Commander's Call. Make your reservations now.*

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

**Frisbee Club (SWPN/4994)**  
Make a reservation today at the Frisbee Grill and enjoy the cosy atmosphere and good food! Remember, the Frisbee Club is open for breakfast and dinner to all Frisbee and Officers' Club members (club cards required). *Throughout the month Happy*

*Hour Monday-Thursday 1700-1800, Friday with free snacks 1700-1900.*

Monday nights Steak Night in the Frisbee Grill during normal restaurant times; open for steak dinners only, normal sized steak €6 and large steak €8.

- 19-23 Turkish specialities during lunchtime.
- 20 BINGO.
- 22 IWC Turkish Night.
- 23 Bavarian Breakfast.

**Sentry Club (SWPJ/4997)**  
As well as the daily special, the Sentry Club will now offers a weekend special comprising of a soup (or dessert) and main course. The weekend special will be advertised in the Sentry Club and on the Component Web page. *The Sentry Club is also able to support conferences and meetings with coffee, soft drinks, Brötchen or freshly prepared muffins.* The 'off sale' operation can also provide Warsteiner Beer in 30 and 50 ltr containers, various soft drinks in 1 ltr bottles and tables, benches and other items to help in organising your party; please order in advance. The Sentry Club Beer Garden is open; come and try one of our many beers offered, i.e. Erdinger Weizenbier, Koenig Ludwig Dunkel, Schloesser Altbier and, of course, our very popular Warsteiner Pils. *Additional information on any of the above can be obtained from the Sentry Club Manager, ext. 4996.*

**Sports Department (SWPT/4946)**  
Throughout the month Monday+Wednesday body

fitness at the Multi-Purpose Room at 1100 in the New Gym; Tuesday+Thursday softball league continues, game times 1730-2030 at the softball fields. ALSO NEW ACTIVITIES WILL COMMENCE – Pilates, Aerobic Dance, etc.  
11 Swimming pool closes.  
16 Registration deadline for racquetball tournament; tournament commences 26 September at the racquet ball courts, Bldg 204.  
20 Coaches' meeting for volleyball league at 1400 in the Sentry Club Q+Q Room (old sports bar).

**Thrift Shop (SWPG/4919)**  
Tuesdays+Thursdays operating hours 1000-1400.

**International Pre-school (SWPS/4957)**  
14 Open house at 1800. *Parents get the opportunity to talk to the school staff, meet other parents and tour the facility. Places are still available for our afternoon programmes only. For more information please call the school at ext. 4957.*

**International Library (SWPL/4956)**  
Monday-Friday operating hours 1100-1600. *USAFE Libraries provide online access to the full text of the Air Force Times. Go to <http://www.usafelibraries.org.1-1.php> and click on 'NEWSBANK', then select 'AIR FORCE TIMES'. Articles can also be searched by using a key word. If you want access other than via your milnet computer, use your E-Resource account issued by the library and go to <http://usafelibraries.org/dbcards.php> to access. If you currently do not have an E-Resource account, contact the International Library at Building 96.*





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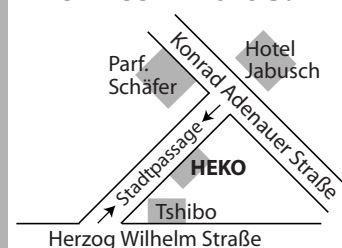


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