

NATO E-3A Component hands over aircraft parts to Munich museum

By Lt.Col. Antje Kalka

In February 2012, the NATO E-3A Component Commander, Brig. Gen. Burkhard Pototzky, handed over aircraft parts to the Deutsches Museum in Munich during a ceremony at NATO Air Base Geilenkirchen.

General Pototzky symbolically handed over an instrument panel to a representative from the world-famous museum of science and technology. Later on, further cockpit parts will be selected and handed over to the Deutsches Museum.

In December 2011, the NATO E-3A Component decommissioned its last remaining Trainer Cargo Aircraft (TCA). The TCAs, which had served NATO for many years, were modified Boeing 707-320C aircraft. Boeing 707 type aircraft were not only used by the military, but had also been purchased by civil airlines.

Civil and military aircrews were therefore able to use the same simulators for training. In fact, the flight simulator that was in use at the air base in Geilenkirchen for so long had once belonged to Lufthansa.

It was possible to reuse some aircraft components of the former

Lufthansa simulator in a new flight simulator, and other parts were definitely "museum pieces."

"We did not just want to scrap these parts from our good old Lufthansa cockpit," explained General Pototzky. "It would be a shame, because the old original instruments have become a rarity."

It cannot be denied that in the course of five decades the once much sought-after "flying lady" has become an elderly lady. When the Boeing 707 came onto the market at the end of the 1950s, it was an object of prestige for civil airlines. In many countries the Boeing 707 was also used as a government aircraft.

Two of the TCAs that were stationed in Geilenkirchen had formerly been used as "chancellor's aircraft" in the Federal Republic of Germany and operated by the Special Air Mission Wing of the Federal Ministry of Defence.

For the Deutsches Museum in Munich, the decommissioning of the TCA and, more importantly, the dismantling of the old simulator can be considered a stroke of luck. The museum's exhibits include the cockpit of a Boeing 707 built in 1959, and some of the original instruments



Photo by Andrea Hohenforst

Brig. Gen. Burkhard Pototzky (second from right), E-3A Component commander, hands over the instrument panel of a Boeing 707 to Dr. Ludwig Dorn (second from left), curator for aviation of the Deutsches Museum Munich, and Harald Scholpp (first from right), aircraft restoration specialist in the museum's workshop. The handover was initiated by Lt. Col. Gero Ronneberger (first from left), chief of Flight Simulator Operations at the E-3A Component. Also present, Training Wing Commander, Col. Marco Francesco D'Asta (center), who is responsible for crew training at NATO Air Base Geilenkirchen.

are still missing from this cockpit, as these instruments have not been manufactured for many years.

The museum will now be able to use parts of the old Lufthansa simulator to make the historic Boeing 707 cockpit complete – and hopefully

aviation enthusiasts from all over the world will soon be able to admire a complete original Boeing 707 cockpit.

General Pototzky is convinced that "for aviation enthusiasts, this museum piece will certainly be one of the highlights in the museum by the river Isar."



Visit from Royal Netherlands Airforce leadership

Photos by Hay Janssen

The Deputy Commander of the Royal Netherlands Airforce, Maj. Gen. Wehren, signs the E-3A Component guestbook after visiting NATO Air Base Geilenkirchen on Feb. 16. The general took the time to discuss the way ahead for the Component's Dutch personnel. Furthermore, he handed over medals for Operation Afghan Assist to Dutch military personnel.

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Maj. Joshua Hayburn administers the oath of office to Maj. Benjamin Peterson during a promotion ceremony somewhere over the Atlantic Ocean on Feb. 2.

“High-level” promotion

Text and photo by
Lt. Col. Jelle D. Bode

A passive controller from the E-3A Component traded in his silver bars for gold oak leaves at an altitude of 30,000 feet on Feb. 2.

U.S. Air Force Capt. Benjamin Peterson was promoted to major while aboard an E-3A aircraft in the orbit somewhere over the Atlantic Ocean after he and his crewmates completed a recent mission.

For the promotion ceremony, the U.S. flag was suspended from the E-3A ceiling and the oath of office was administered by Maj. Joshua Hayburn.

On behalf of all the “lions” in Squadron 2, we would like to congratulate Major Peterson on his promotion.

The promotion occurred while Flying Squadron 2 was deployed to Beja Airbase in Portugal supporting exercise Real Thaw 12 (RT12) from Jan. 23 to Feb. 3.

RT12 focuses on the operational interaction between flying units and ground units.

A total of nine missions were flown in support of this exercise, which provided a realistic training opportunity to all participants.

Military music to fill the air nearby

On March 31, 2012, the well-known Marine Band of the Royal Netherlands Navy will perform a fantastic music event in the Hanenhof hall in Geleen, the Netherlands. The Van De Kreeke Brassband Limburg will perform the first part of the evening. Program starts at 7:30 p.m.

For information or get tickets, contact Nico Ploeg, ext. 3042

The Marine Band, home based in Rotterdam, was founded in 1945 and is in fact the continuation of the pre-war Regimental Band of the Royal Netherlands Navy, founded by King Willem III in 1864.

The 54 professional musicians, combined with the artistic and creative abilities of their conductors,

have substantially contributed to the development and appreciation for military music in the Netherlands. With a characteristic ‘Sound & Drive’, the band has won the hearts of a large public. It is the musical visiting card of the Royal Netherlands Navy.

Principal responsibility is the musical accompaniment of military ceremonial events for the Royal Family, Government and the Royal Netherlands Navy.

Traditional highlights are the annual opening of the States General (Prinsjesdag), the National Tattoo, Remembrance Day and the Marine Corps concerts.

But there’s much more than just marching music on the repertoire. This symphonic wind band is



Courtesy photo

The Marine Band of the Royal Netherlands Navy

extremely versatile and its musical styles reaches from classical, popular, Dixieland, Big Band to chamber music. Various ensembles can be formed: a string ensemble, dance

band, brass ensemble. Almost any combination is possible.

Editor’s Note: For more information about the band visit <http://www.defensie.nl/>.



The Boeing 707 project to disassemble a Trainer Cargo Aircraft (TCA) reached another big milestone Feb. 22. Several sections of the TCA, which NATO recently donated to the Aviation Competence Centre in Maastricht, were transported to the centre later that day. Several teams, including one from Aircraft End of Life Solutions, worked together over the past few weeks to get the aircraft ready.

Courtesy photo



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Brig. Gen. Burkhard Pototzky

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Courtesy photo

First OAE flight of 2012

Crew members from the first Operation Active Endeavour (OAE) flight of 2012 pose for a photo at Forward Operation Base (FOB) Aktion, Greece. The E-3A Component started flying OAE missions again on Jan. 30. OAE is a continuous operation that monitors the Mediterranean Sea to help detect, deter and protect against terrorist activity. Our AWACS is perfectly suited for this operation because of its CHAT and maritime surveillance capabilities at the same time.

470th honors America's first president

Story and photos by
Staff Sgt. Andrew Caber

More than 120 Airmen, led by their commander Lt. Col. Kevin Virts, gathered behind the U.S. Post Office on Geilenkirchen NATO Air Base Feb. 17 to pay tribute to the first president of the United States.

The 470th Air Base Squadron (ABS) gathered to perform a retreat ceremony in recognition of Presidents Day, which is a federal holiday in the United States celebrated on the third Monday of February in honor of George Washington.

The squadron broke down into four different formations, with one unique formation being made up of 470th civilian contractors, giving them a rare chance to participate in this military tradition.

After respects were paid to the flag and all formations were dismissed, everyone gathered in the U.S. National Support Unit conference room together to socialize and enjoy

some delicious food from a local restaurant, which was provided by the U.S. Chapel.

"It was a good experience to take time out, give respect to the flag and get back to the core of our patriotism, serving our country," said Staff Sgt. Jared Hogue, U.S. Clinic mental health technician.

The American military conducts retreat ceremonies, among several types of reasons, to signal the end of the duty day or week and give the proper respect to the U.S. flag. The 470th ABS, and other U.S. Airman assigned to NATO here, often hosts these ceremonies when entering into a holiday weekend, or to show respect on anniversaries of tragic events such as September 11th.

So while people are away from home and not able to celebrate larger events that occur at many military bases, these smaller events help to keep moral up as well as a little bit of home in our pockets while serving here in Europe.



Members of the 470th Air Base Squadron salute the U.S. flag during a retreat ceremony in recognition of Presidents Day Feb. 17 at Geilenkirchen NATO Air Base.



Members of the 470th Air Base Squadron raise the U.S. flag during a retreat ceremony in recognition of Presidents Day Feb. 17 at Geilenkirchen NATO Air Base.



FESTIVAL 12



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of the event under the
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The First Landing

On Feb. 24, 1982, the first E-3A Component AWACS landed on NATO Air Base Geilenkirchen. "NATO-01" took off from Dornier at Oberpfaffenhofen, Germany, and touched down on the base flight line at 4:33 p.m. With its first aircraft in place, the Component would soon begin flying operations.

However, this wasn't the first official landing at Geilenkirchen. On Nov. 25, 1981, a Belgian Mirage III landed on base. The runway was not

yet operational but, luckily for the pilot, the runway lights were being tested that afternoon.

While under distress, the fighter pilot saw the runway lights and landed safely with only two minutes worth of fuel left. The pilot didn't even know which country he landed in but he was just grateful the new runway at the E-3A Component was there to save his life.

For more Component history, visit <http://e3aportal.gk.e3a.nato.int/sites/history/default.aspx>.



Why the Luxembourg Lion?

By Public Affairs Office

One the most frequently asked questions put during a base tour or an air show is, "Where does the lion on the tail come from?" The answer to that question is almost always followed by another, "Why are the aircraft registered in Luxembourg?"

Jos Berg, former Luxembourg representative to the NAPMO Board of Directors (BOD), provides the answer, which was published in the August 2000 English edition of the Lucana News, a product of the Staff Association of NAMSA.

Berg returned from a board meeting in 1981 and had a conversation with the Minister of Public Force, Emile Krieps, about the legalities of where and how to register the aircraft.

"How many of them do we have to take on," the Minister asks. "All of them," Mr. Berg responded, "Are you crazy?"

Once the problem was fully explained to him, the Minister instantly grasped this was the only possible way of extricating NATO from a legal impasse. Subsequently, he approved the project, lending it his full political backing.

Endorsement by the Luxembourg government was thus not difficult to obtain and the E-3A fleet was registered in Luxembourg. Also the three trainer aircraft subsequently acquired by the Force were registered in due course.

Background

When the aircraft in the early eighties arrived from Boeing in Seattle, bearing U.S. markings, the crewmembers found themselves grounded at Dornier in Oberpfaffenhofen, Germany.

The NAPMO BOD was suddenly confronted with the bizarre difficulty of determining what flag this force was to enter operations under, since NATO had assumed ownership of a military force for the first time.

It was impossible to use NATO insignia. The international regulations governing military air traffic stipulate all military aircraft must bear national markings and be registered in a country.

It was impossible to retain the U.S. insignia under which the aircraft had been brought to Europe. The BOD deemed a European nation's insignia was required given the Force would be operating exclusively in the European theatre. As we all know, times have changed since then.

Also, it was impossible to use the markings of all the member countries. This solution would have meant applying the statutory regulations of the respective nations in terms of composition of aircrews, airworthiness, maintenance and so on. The fleet's first commander, General Palmerton, pointed out that doing so would give rise to complications of such a nature as to render his fleet unmanageable.

Therefore, the NAPMA BOD had to find a member country whose

legislation in this area was sufficiently accommodating to offer the Force commander enough latitude and flexibility to make up his crews and organize maintenance operations.

On his way home, Berg consulted the Minister of Transport and was gratified to learn no national regulations existed covering military aircraft traffic, given that the country had no air force.

He informed the BOD of the situation and advised them, that in his opinion, there was a very good chance of the Luxembourg Government agreeing to help NATO resolve this issue if an official request was forwarded.

He further indicated that he was convinced that his authorities – conscious of the fact that NATO's smallest member country was not in the position to place any sizeable

forces at the Organisation's disposal – would certainly be willing to assist the Alliance in any other sphere where possibilities allowed.

This offer was thus accepted with much relief and the plan to register the aircraft in Luxembourg was earnestly pursued. The essential point that remained to be resolved was the issue of responsibilities, which ultimately formed the subject of an exchange of correspondence between NATO and Luxembourg.

Thus it transpired that the NATO Secretary General, J.M.A.H. Luns, in a letter dated Feb. 18, 1982, addressed a formal request to Luxembourg's permanent representative at NATO, Ambassador Pierre Wurth.

And so it came to pass that the AWACS aircraft obtained Luxembourg's nationality.



An AWACS, bearing the Luxembourg Lion on its tail, sits on the flight line while two jets pass in the background.

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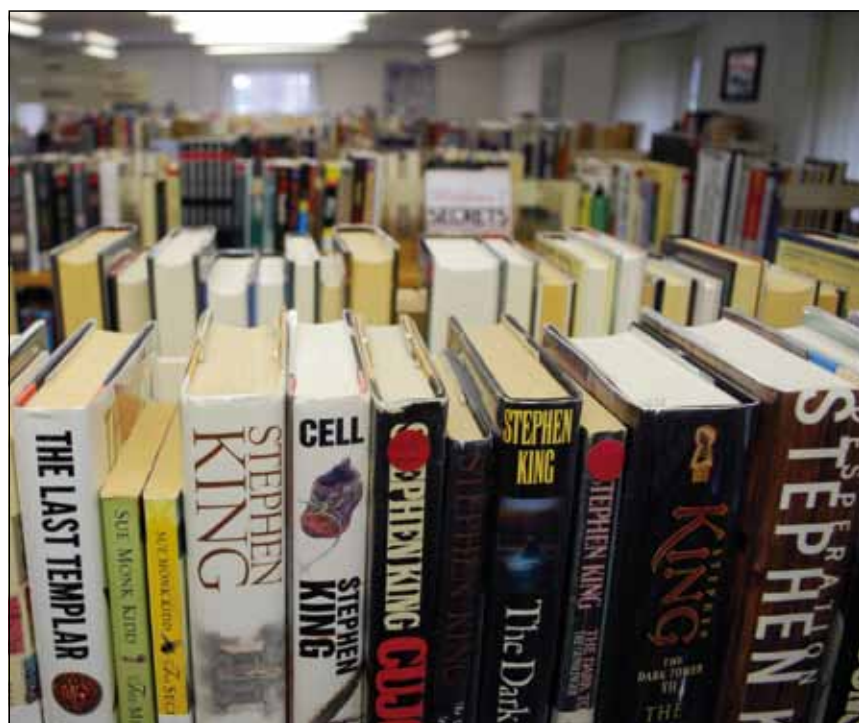
The regular book collection contains over 12,000 books and is broken into nine language categories: Danish, Dutch, English, French, German, Greek, Italian, Norwegian and Turkish.

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Photos by Staff Sgt. R. Michael Longoria

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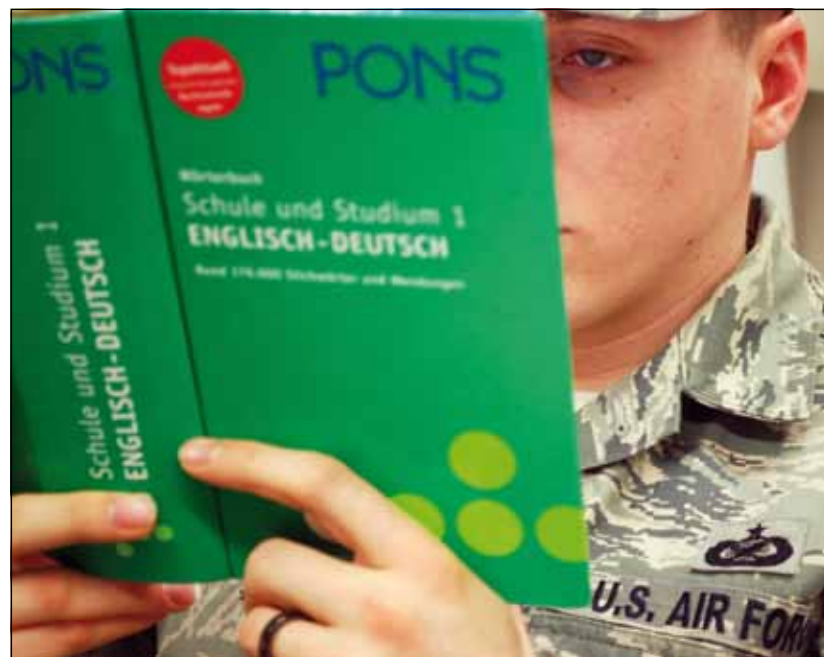


Photo by Lt. Col. Antje Kalka

Learning the local lingo

Volkshochschule Heinsberg, the regional German college for adults, has just started its winter - spring semester. The school offers several levels of German during morning and evening classes. They also offer English in the mornings and French in the evenings. The basic price for an intensive course is 102 Euros for 30 mornings/evenings sessions. For more information, visit the IYA office in Building 95 or call ext. 4954.



Racquetball Tournament: March 13

The racquetball tournament is March 13 from 10 a.m. to 4 p.m. at the racquetball courts on NATO Air Base, Geilenkirchen. There are several different categories and the deadline to register is March 8. All personnel from the E-3A Component, JFC Brunssum, USAG Schinnen and ZVBW Niederheid are eligible to participate.

International Indoor Soccer Tournament: March 24

An international indoor soccer tournament will be held March 24 from 9 a.m. to 6 p.m. on NATO Air Base, Geilenkirchen.

Teams from the Tri-Border area will be invited. Maximum participation for the tournament is eight teams and the deadline to register is March 10.

For more information on the latest programs and upcoming events, visit the Services Branch WSS Web page.

MWA Card Issuing Office

MWA Cards are issued in Building 80 (Services Branch Accounting Section), room 16, 9 to 11:30 a.m. and 1 to 3 p.m. Monday through Thursday, and 9 to 11:30 a.m. on Fridays. An MWA Card costs 60 Euros and is valid for 12 months - payment only in cash. MWA Card holders receive a 30% discount on all food/beverage items purchased at the E-3A Club or Rotodome, and also on participation in all MWA programs on base. You will also receive the Food Services Newsletter and the weekly Rotodome menu.

Shopping Cards

Effective April 1, it will be mandatory for E-3A Component personnel to present a valid shopping card to shop at all NATEX facilities. Shopping cards may be picked up Building 80, room 13, from 9 to 11:30 a.m. and 1 to 3 p.m. Monday through Thursday, and from 9 to 11:30 a.m. on Fridays.

MWA INFORMATION March

Food Services System

For more information, visit the Services Branch, Food Services System WSS Page. For questions or concerns, contact Rene Peeters at ext. 4990 or e-mail rpeeters@e3a.nato.int.

Rotodome

The Rotodome is the main MWA food facility open to everybody including families with children. The Rotodome is open from 6 a.m. to 7 p.m. Monday through Friday and serves breakfast, lunch and dinner, along with a wide variety of pizza and salads. To pre-order pizza, call ext. 4937. During busy lunch-time periods orders may require extra time.

E-3A Club

The E-3A Club is open from 10 a.m. to 10 p.m. on Mondays and 10 a.m. to 4 p.m. Tuesday through Friday. The Red Lion Bar is open on Wednesdays from 4 to 10 p.m.

Special Events

March 23: Steak Night
April 8: Easter Brunch

The E-3A Club is equipped to cater for all special functions, official dinners, conferences, meetings, etc., on a limited basis. To arrange details for these types of events, contact Peeters at ext. 4990.

International Youth Activities

For more information or to register for one on the activities below, contact the IYA Office in Bldg 95 at ext. 4954/4955. For more upcoming activities, visit the IYA WSS page.

Mixed Martial Arts

Christian Ecklé, an experienced and certified instructor, holds Mixed Martial Arts classes at the Old Gym (HAWC) on Mondays and Wednesdays from 5 to 6:30 p.m. for ages 6 to 15 and 6:30 to 8 p.m.

for ages 16 and up. The cost for the 3-months course, which runs from Feb. 29 to May 30, is € 75. A 5 Euro discount is offered for the second and each additional family member that signs up. The first class is free.

Swimming Courses

On March 6, the IYA is starting beginner and advanced swimming classes for children ages 4 and older at the Indoor Swimming Pool ("Hallenbad") in Geilenkirchen on Tuesdays and Thursdays from 4:45 to 5:45 p.m. The certified instructors speak English and German. The cost for 12 lessons is € 78.50, but it's only 55 with a valid MWA Card.

Easter Egg Hunt

An Easter egg hunt, and other games, will be available for children up to the age of 12 at the IYA Playground behind Building 95 on April 2 at 2:30 p.m. Children can meet the Easter bunny, hunt for eggs and enjoy seasonal games and attractions. There is no fee. In case of a rain delay, the event will be held April 3.

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Mil Sales Price: \$31,320
Germany Delivery: N/C (Factory)
U.S. Home Shipping: \$1,500 (approx)

8 Sp Automatic: N/A
0-60mph: 7.1 sec
City: 21 mpg
Hwy: 31 mpg
Horsepower: 201 hp
Torque: 229 lb/ft
CO2 Emissions: 355g/mile
Luggage Vol.: 12.4 cu.ft
Navigation Screen: 7"

* All data as presented in official documentation and in the public domain. All data should be verified by individual. Pentagon Car Sales is not responsible for variations in data, as values may vary slightly by source, test conditions and specifications. Where possible, individual category values were taken from the same source to ensure accurate and unbiased comparison. Sources: BMW usa.com; Audiusa.com; Automobilemag.com; MBusa.com

PENTAGON CAR SALES

Germany

Ramstein
Kindsbacher Str. 47
66877 Ramstein-Miesenbach
Tel: 06371 61 39 90

Kaiserslautern
Kaiserstrasse 1
67661 Kaiserslautern
Tel: 0631 351 90 40

Heidelberg
Hebelstrasse 3
69115 Heidelberg
Tel: 06221 144 90

Mainz/Wiesbaden
Ludwig-Wolker-Str. 14
55252 Mainz-Kastel
Tel: 06134 567 80

Spangdahlem
Im Kreuzgarten 1 A
54529 Spangdahlem
Tel: 06565 93 69 90

Italy

Aviano
Via Pordenone 48D
33081 Aviano (PN)
Tel: 0434 676 61-2/3/4

Naples
Tel: 0434 676 61-2/3/4
Email: Naples@
pentagoncarsales.com

Sigonella
Tel: 0434 676 61-2/3/4
Email: Sig@
pentagoncarsales.com

Vicenza
Viale Della Pace 254
36100 Vicenza (VI)
Tel: 0444 91 09 38

Spain

Rota
Plaza Del Triunfo 6
11520 Rota (Cadiz)
Tel: 956 840 201

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