



Phase Inspection

checks aircraft from nose to tail,
keeps E-3A fleet in top condition

See article on page 8



Busy with installing the tail during the phase inspection last December: Mr. Dany Molemans (left), Mr. Chris Matte (center) and Mr. Johan Hooijmans.

Photo A1C Nick Baderschneider



Next NATO Skywatch:
27 February
Submissions due by:
Tuesday, 17 February



**VAT Office
busier than ever before**

See page 4



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Canadian Contingent receives Golden Hawk Award

By Maj. Josiane Roberds

On the 25 November 2008, the Commander of 1 Canadian Air Division, Maj. Gen. Marcel Duval visited the Canadian Contingent (CC) in Geilenkirchen. He took the opportunity to tour an E-3A aircraft and speak to all the members of the CC during a Commander's Call. At this time, he also presented the Air Force Association 2008 Golden Hawk Award to the Component. The nomination for the Golden Hawk Award stated:

"For more than 25 years, Canada has been one of the most highly regarded nations of the NATO Airborne Early Warning and Control Force (NAEW&CF). Despite its relatively small size, ranking third in numbers of personnel behind the U.S. and Germany, as is true of Canadian involvement in any international effort, CC-NAEW&CF

*has 'punched well above its weight' by directly and demonstrably contributing to the remarkable performance of the NAEW&CF."*¹

The inscription on the Golden Hawk Award plaque says:

*"In recognition of their leadership, professionalism, dedication, teamwork and outstanding contribution to the operational capability, effectiveness, and transformation of the NAEW&CF, the Canadian Contingent NAEW&CF is hereby awarded the 2008 Air Force Association of Canada Golden Hawks trophy."*²

During the Commander's Call, Maj. Gen. Duval also gave updates on new and upcoming aircraft acquisition programs as well as the latest news on current operations. He finished the talk by mentioning new initiatives and further restructuring currently underway with the Canadian



Col. Manfred Arndt (right), Canadian Contingent Commander, receiving the 2008 Golden Hawk Award from Maj. Gen. Marcel Duval, Commander 1 Canadian Air Division, during his visit to the Canadian Contingent.

Photo courtesy Cpl Peter Larsen

Forces. An informal meet and greet concluded the visit itinerary.

Notes 1 and 2: Courtesy of the Air Force Magazine Vol 32/No.3 page 23.

Monthly Component fitness event

Thursday, 26 February at 1200.
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Saturday, 14 February

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For further details, please visit the Component Information Portal (WISE) under Headquarters, PEC, Recruitment/Services Section or

review the advertisement posted in Building 8.

Note: Only applications of qualified personnel will be considered.



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Commander
Maj. Gen. Stephen D. Schmidt
Chief, Public Affairs
Capt. Richard Komurek
Editor
SMSgt. Johan Hijmenberg

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VAT Office – busier than ever before

By Heidi Soerensen

“We just finished the 2008 Valued Added Tax (VAT) financial report, which summarizes last year’s VAT business, and this report shows the busiest year ever. So this is perfect timing for a Skywatch article about the VAT Office,” says Admin Officer (Finance) Mr. Roland Becker with a proud smile.

The VAT office located in Building 80 is one of the well-known offices here at the Component, especially for Component members eligible for tax-free privileges. Since the very beginning of the Component’s history in 1982 the VAT Office has been supporting personnel who are entitled to purchase tax-free on the local economy.

“I was here when the VAT office opened 27 years ago and the overall concept is still the same, but the procedures are much clearer now than in the past. I remember in the very beginning how some Component members tried to arrange tax-free purchase of a racehorse, a pedigree dog, and even a coffin. Of course

this was never approved, since such transactions are not in agreement with the principles laid down in the E-3A Component procurement philosophy. Throughout the many years the European tax landscape has changed a lot, borders have been opened, and the laws for international trade have become more detailed. All that together resulted in more clearly defined procedures for tax free sales,” says Mr. Becker.

The VAT Office is a part of the Services Squadron’s Accounting Branch. Policy guidance is provided by Budget and Finance Division together with Legal Office. The tasks of the VAT Office are many, and on an average workday more than 65 Component members use its service.

One of its main tasks involves transactions for the purchase of tax-free merchandise on the local economy. In 2008 a total of 5,000 transactions were completed, with each of these involving several steps and paperwork such as cost estimates and purchase orders. Contact with the company/shop concerned is often needed to finalize the transaction.

The Disbursing Office handles the payments for these transactions.

The VAT Office also administers the tax-free utility programme. Last year 1,480 Component members were customers for the tax-free supply of electricity, gas or telephone services. This programme also involves the VAT Office in arranging de-registration within the three utility categories and the administration involved in telecom matters, such as change of address, new numbers and transfer to ISDN network.

Various ration cards are managed by the VAT Office, and last year 6,250 ration cards were handed over the counter. The VAT Office maintains a ration card database monitoring the number and validity of ration cards and the details of ration cardholders.

Mrs. Edeltraut Hoben has been working in the VAT Office for 19 years. Due to recent manpower cuts she is currently the only person assigned to the VAT Office. Needless to say that with so many tasks, and with 2008 being the busiest year ever, there is a lot for her to do every day. “Most of the time I really like my

job and I feel that working with so many different nationalities is a great benefit. However, it happens once in a while that people try to make their own rules and they forget that there are certain procedures that have to be followed. It is not an individual’s right to buy goods and services tax-free, but a privilege that we have been granted. The right to purchase tax-free rests solely with the E-3A Component,” she says.

Last year the VAT Office helped Component members save around 1 million euros in taxes. The success of the VAT Office also greatly benefits the Morale and Welfare activities on base, because part of the profit generated by the VAT Office is used for a variety of activities on the Component.

Last but not least, the surrounding German and Dutch community benefits from the increasing tax-free shopping. For purchases from the local economy in 2008, the VAT Office processed transactions with a value of more than 5.3 million euros. This impressive figure includes an increase of almost 700,000 euros in one year, thus adding yet another record to the 2008 VAT financial report.



2008 VAT financial report reveals impressive economic impact on the local community

New opening hours for the VAT Office

Monday-Friday 0900-1130
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Mrs. Edeltraut Hoben servicing one of the many daily customers in the VAT-office.
Photo Andrea Hohenforst

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VERTRETUNG
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AWACS aircraft model displays Crew Chief's passion for model making



Frank Jordine proudly presents his masterpiece.
Photo courtesy Frank Jordine

By Leonie Schoelen

A scale of 1:11, a wing span of four metres, a 4.2 metres length, 30 kg weight (when ready to fly), and two fully functional engines and a rotodome which does rotate: These are the basic data of Frank Jordine's aircraft model, a detailed replica of a 'real' AWACS.

However, the layman cannot imagine what they mean until he sees a photo of the model next to a child in order to get a feeling for the actual dimensions of the huge model.

Except for the other two engines, which are dummies and will later on be used as tanks, the model will have exactly the same functions like flaps, retractable landing gear and will in no aspect be inferior to its 'big brother', the AWACS aircraft currently in action on base.

The 35-year-old civilian aircraft maintenance technician (Crew Chief) at NATO Air Base Geilenkirchen has

ultimately made his hobby his profession. "I've been building models for 20 years," Frank says. He has been working on the AWACS model for five years, including longer interruptions. In parallel to his main projects and other repair works, he is also building his own house.

It is his first military aircraft model within countless fantasy aircraft models, helicopters and - to a lesser extent - car models. No wonder that his workshop is bursting at the seams: "Meanwhile, the AWACS model does not fit in there anymore," says Frank. "I have to dismantle some components every time I work on it or in order to transport it."

Even though it is hard to believe when looking at the highly professional outcome, he claims not to have a specific method or scheme when beginning a model. A starting point is often marked by a "spontaneous liking followed by a first plan and a few drafts."

How, then, has the AWACS model developed to its fantastic condition as of today?

First of all, the wooden material needed to be worked on with adequate tools like carpenters do. He then built a fuselage out of lightweight balsa wood, orienting himself by maintenance books and a little plastic model, which he had cut in pieces to copy true to scale. Moulds for the engine cowlings were made by pouring plastics around a core made of styrofoam, whose parts were afterwards laminated with glass fibre, a building material especially suitable to stabilize. To top it all, Frank Jordine intends to apply the original paint - whether it will be the blue anniversary paint scheme or the traditional grey colour he has not decided yet.

"As a child, I was always watching the AWACS doing their touch-and-goes," Frank outlines his fascination about the aircraft. Speaking about motivation, "There are lean times, of course. But I have always managed to overcome them relatively quickly," he says with a smile.

Given Frank's extraordinary engagement for his hobby, one will

not be surprised to hear that he is an active member of the bases' international model aircraft club. About 40 model aircraft enthusiasts, most of them external, gather every weekend in order to indulge in flying their own, self-built models and take part in air shows. Models can fly up to 3 km but they should still be visible. Surprisingly, according to Frank, models can reach a weight of 150 kg and will still fly although a low take-off weight is always desirable.

What is most challenging about making a model fly from the constructional aspect is calculating, and, of course, creating the correct angle of the wings with pinpoint accuracy. Otherwise, the aircraft will not fly.

Flying models is very tricky as one can imagine and it needs to be learned from an experienced instructor. The worst thing that can happen is a crash, which usually results in the model being broken.

See AWACS MODEL on page 9

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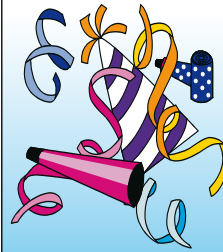
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Phase Inspection checks aircraft from nose to tail

By SMSgt. Johan Hijmenberg

To maintain the airworthiness condition of our E-3A aircraft, a phase inspection is conducted at intervals of 180 days or 460 flying hours, whichever comes first. This inspection is a systematic check and breakdown of every nook and cranny of the aircraft. Every part and piece of equipment is examined, and if necessary repaired, modified or changed. "We inspect the entire aircraft from nose to tail," says CMSgt. Arno Poeschkens, who supervises the multinational branch and its 35 aircraft inspectors.

The main goal of a phase inspection is to simply make the aircraft better than it was prior to the inspection. A typical phase inspection lasts seven to eight working days. It starts with a pre-dock meeting at Hangar 3 involving several organizations from Logistics Wing (LogWing). "A pre-dock meeting takes place before each inspection," says CMSgt. Poeschkens. "At this meeting, responsibility for the aircraft is handed over from the flight line crew chief to the phase dock chief. The discussions cover the phase flow and any special aspects potentially influencing the time frame, such as tasking from Force Command and/or extra maintenance that has to be done on the aircraft. If necessary, the whole work flow and the timeframe have to be adjusted." While the pre-dock meeting is still ongoing the aircraft is already being towed into Hangar 2 for a thorough wash. Late evening this first day the aircraft is 'docked' on its spot in Hangar 1, so that the actual inspection can start next day.

"Before the maintenance stands are placed next to the aircraft, several checks, like hydraulic system leak checks and servicing of the flaps, are performed," says Mr. Karel van't Hoog, who brings 25 years of experience to the branch. "When the stands have been placed the de-panelling starts and the inspection team carry out their checks."

The work performed by Phase Inspection Section includes preparation and inspection (the 'look phase'), lubrication and corrective actions (the 'fix phase'), and finally the bottom-up inspection. The post-dock phase with a series of functional checks concludes the phase inspection.

"The entire phase inspection workflow consists of 500 individual phase tasks and an additional 320 other tasks that are performed by other maintenance trades of the Logistics Wing," explains CMSgt. Poeschkens. "Overall control, monitoring, coordination and supervision are accomplished by the phase dock chiefs."

To help the aircraft inspector and to ensure he doesn't miss a critical part of his inspection, the items contained in a look-phase inspection are generally listed on inspection work cards. That way the items can be tracked as they are inspected.

While the aircraft inspectors and other trades conduct their inspections of the airframe, engines, and all electronic, hydraulic and environmental control systems others are already busy repairing items found not airworthy.

"When we discover something that can't be handled by our section,



we inform the respective specialized section as soon as possible. There are 14 of these specialized branches in Log Wing. In such cases they schedule their work on the aircraft to meet the deadline of the inspection period." Unfortunately the deadline can't always be met. "There are times when a 'major item' is discovered, an item that needs more time to repair," says Mr. Van't Hoog.

While the Structural Repair Section starts dealing with a cracked flap, the Electric & Environmental Control Systems Section is busy exchanging the Avionics Forced Air Cooling System fans near the wheel

suspension. "A Time Compliance Technical Order specifies that this exchange has to be done on all the aircraft within a certain timeframe," says Mr. Patrick Feyen. "Of course, when an aircraft is inside the hangar for a phase inspection we take

A phase inspection is conducted at intervals of 180 days or 460 flying hours, whichever comes first.

advantage of this. This provides a much more comfortable situation than working outside. Nevertheless most of the aircraft have to be fixed on the flight line."

For obvious reasons, personnel working in the Inspection Section are specialists in their own field. Relevant training for new personnel is provided 'in house' by an experienced and qualified principal technician within the section, who also ensures the quality of their work on a daily basis. "The students reach full qualification within a period of six to eight months," says Mr. Jost Schreiber, who is responsible for the training. "When new students arrive, they first receive a 30-day classroom training course on all safety and general administration matters, Technical Orders and documentation, as well as an E-3A familiarization course. After that the actual phase inspector training begins, which consists of some preparatory classroom lessons immediately

MSgt. Nikolaos Drosos (left) and Mr. Tevfik Hesapcioglu exchange the Avionics Forced Air Cooling System fans near the wheel suspension.



ail, keeps E-3A fleet in top condition



During a phase inspection the aircraft is packed with stands.

Photos A1C Nick Baderschneider

followed by quite a lot hands-on-training on the aircraft."

For phase inspections, the aircraft is divided into several work areas which are worked by a team of aircraft inspectors; the forward fuselage, aft fuselage and rotodome form the first area; the flight deck and main cabin, forward lower lobe, aft lower lobe, and the hell hole are combined into the second group; and, finally, the third area consists of the left and right wing. "For each of these work areas, we developed a 7 to 10 day training course covering all general and special aspects of this area," says Mr. Schreiber. "The trainees learn about all carded inspection and lubrication items required by technical orders. After each area training course, trainees will perform supervised work on that area four times in order to become proficient."

Experience shows that this offers several advantages; the trainees gain practical experience, while is already conducting important inspection

The main goal of a phase inspection is to simply make the aircraft better than it was prior to the inspection.

work; and ultimately repetition of the tasks helps to better imprint what they have just learned. The training continues until the trainees have

completed all the necessary work area training and conducted their minimum inspections in each work area. The last inspection in every work area will be accomplished in accordance with task sheets, followed by a written test. This is the final qualification in that area.

"Trainees are required to complete these sheets to show their ability to work on the areas concerned. After all work areas have been completed, a final written test and evaluation in accordance with evaluation check sheets for those areas is required," explains Mr. Schreiber. After evaluation, the person concerned is fully qualified to perform calendar-based phase inspections and mid-phase inspections.

What might sound like overkill in training is actually part of the aircrew's life insurance. "The aircrews trust us with their life to inspect the aircraft, find anything that might impair its airworthiness, and repair it", states CMSgt Poeschkens. "If the aircrews encounter a problem during flight they can't just stop, turn on the warning signals and wait for Road Side Assistance to show up and help them."

To ensure every single part of the aircraft is being inspected regularly each phase inspection includes specific inspection items, which after a complete run of six alternating inspections add up to a complete

and in-depth inspection of all the areas accordance with the inspection technical order. Special attention is being paid to those areas likely to contain defects. The whole process takes three years, after which the cycle repeats once more, before the aircraft is scheduled for depot level maintenance.

In addition, a one-day mid phase inspection takes place every 90 days. At that inspection, all accessible aircraft areas and surfaces are intensively checked for defects and developments of corrosion.

Just recently in December 2008 during the inspection of tail # 452 an inspection specialist detected a crack in the rudder. As a result, the rudder had to be completely dismantled from the aircraft. "This had a huge impact on the inspection programme because it took us a good week before the rudder was repaired and everything was back in place again", says CMSgt Poeschkens, "But if we wouldn't have found that cracked piece, it could have eventually come off the aircraft causing quite some damage in the process."

With the fleet of 17 E-3A aircraft projected to fly approximately until 2035, the aircraft inspection specialists will have to conduct a huge number of phase inspections, each of them guaranteeing the airworthiness of our aircraft.



MSgt. Daniel Fernandez checks the electronics inside the aircraft.



AWACS MODEL

Continued from page 6

In this case, not only a lot of time, but also money is involved: "The AWACS model will probably have cost me around 10,000 Euro once it is finished," Frank estimates. Another reason why the model making sometimes comes to a standstill: parts necessary to carry on are simply over the budget.

Finally, what abilities are needed in order to become a good model maker? In particular, it is essential to have a profound knowledge about motors and electronics, proficiency to appreciate technical feasibility, skilfulness in working with metal and wood -the two most important building materials- and, inevitably, steady hands and a lot of patience paired with fun. Additionally, the eye for details and being creative help a lot when constructing models, of course.

Frank cannot say yet when his masterpiece will be finally exposed. "It will probably still take some time," he says. But he is already certain about what he will do with the model once finished. He wants to fly the AWACS, of course, as well as taking the model to air shows and expositions like the one in Gangelt last year where it could already be admired. On behalf of Frank's family, friends, colleagues, fellow model aircraft club enthusiasts and prospective fans, they are certainly looking forward to seeing the impressive AWACS model and the rotation of the rotodome with their own eyes.

At the Aircraft Maintenance Squadron Wise page you can find a power point presentation about the AWACS model.



German Sports Award Winners 2008

By Fritz Stelten

On 22 January, the Representative of the 'Kreissportbund', Mr. Klaus Frese presented the 2008 German Sports Award to 18 Component members at the E-3A Component Officers' Club.

In 2008, more than 250 bronze, silver and golden awards were won, establishing a new Component record. Unfortunately, not all winners were able to join the presentation. The overall results can be found on the WISE Sports Department website.

If you are interested in joining the above winners and competing to receive one of these awards, the following information will help: The 'Deutsches Sportabzeichen', a program promoted by the Deutscher Sportbund (DSB) is an annual test for men and women to assess their general overall fitness within five different categories. They must achieve satisfactory results in swimming, throwing, jumping, a long distance run and a fast run (sprint), based on their age and gender. The only category without an option is



Component members show their 2008 German Sports awards.

Photo Andrea Hohenforst

the 200 meter swim, which all must complete.

The times, distances, etc. needed to certify for the award are demanding, but can be achieved by the average person with some training. One calendar year, January-December,

is available in which to complete the requirements. Individuals that successfully achieve the DSB award requirements will receive a bronze pin for their first and second year achievements, silver for their third and fourth year and gold for their fifth year on.

For more information, practice and certification, please contact Fritz Stelten, Sports Department, Bldg 206, ext. 4920 or via email.



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Parades in Limburg, the Netherlands

(starting around 1330):

Sunday 15 February, Sittard, Children's parade; Sunday, 22 February, Heerlen, Maastricht, Sittard, Geleen; Monday, 23 February, Roermond, Brunssum, Hoensbroek; Tuesday, 24 February, Landgraaf, Children's parade.



Parades in North Rhine Westphalia, Germany

Thursday, 19 February, Cologne, start 1300; Friday, 20 February, Cologne, start 1800; Sunday, 22 February, Cologne, start 1030, Düsseldorf, Children's parade, start 1411; Aachen, Children's parade, start 1111; Monday, 23 February, Cologne, start 1111, Düsseldorf, start 1235, Aachen, start 1111, Eschweiler, start 1200, Geilenkirchen, start 1311. Tuesday, 24 February, Moenchengladbach, start 1311.



By Maureen Geraets-Head

If you did not grow up with Carnival traditions, the special Carnival fever might not catch you. Although, it is not hard to get hit by this crazy custom at a later stage of life and it might turn you into one of the many Carnival fools too.

First, if you want to get involved in Carnival, what you need is a costume. It does not have to be fancy, yet funny and colourful and important accessories like a wig, a crazy hat and a music instrument complete the look. Don't forget to get some face paint in different colours to apply a creative make-up. Visit one of the many specialized Carnival stores and you find all the accessories that will make the transition into a Carnival fool easier.

For the fanatics, Carnival season begins with a ceremony on the 11th of the 11th (11 November), at 1111, since 11 is after all the fool's number. Numerous carnival committees no matter whether they are from big or small cities, start planning for the crazy months to come: defining the parade's theme, sewing costumes, composing songs and planning the new Prince inauguration. Every year a new Prince is selected and nobody gets to know who it will be, until the moment of the 'unveiling'.

This year, Carnival weekend starts off on 19 February with the 'Old Ladies' Carnival. On this day, all men are warned because the ladies rule and they are entitled to cut off men's ties, also at the E-3A Component! In Limburg, the Netherlands, on this day ladies go out at night, dressed like old ladies, wearing black old-fashion skirts and coats, wigs, hats and a mask, making fun of the male audience but only until midnight, then the masks will be removed.

Right before Carnival starts, the local mayors will hand over a key of

the town to Prince Carnival and his council of 11 men, symbolizing that they will govern during the next three days. From 21 until 24 February you can watch the many Carnival parades in Germany and the Netherlands, live or on TV since big cities like Cologne and Düsseldorf will have their parades broadcasted. You will find people partying in the streets and pubs. It's a fraternizing, fun experience. At midnight on 24 February, the festivities end and the costumes can be put away until next year.

The term Carnival derives from the Latin carne vale (farewell to meat). Carnival was celebrated on Shrove Tuesday, the last day before Lent when everybody could still enjoy consuming meat and beer. For the Catholics, Ash Wednesday announced the 40 days of Lent and no meat but only fish was allowed on the menu until Easter. That's why nowadays on the Wednesday after Carnival many pubs will serve a pickled herring with your beer.



'Old Ladies Party'



The famous 'Old Ladies Party' (Altweiberfastnacht) at the Frisbee Club starts 19 February at 1400.

The bar is open from 1400-2400, the kitchen will be serving snacks from 1400-2200. The International Carnival Association (IKV) from Teveren pays a visit at 1500 with a Tanzmariechen performance. For your entertainment, the music band Ander Kover and DJ Ronnie play Carnival and dancing music. No entrance fee.

A shuttle bus from the Frisbee Club to Geilenkirchen (Bahnhof), Teveren, Gillrath and Niederheid area will be available, starting at 1700.

Upcoming events

Bucky Covington show

Thursday, 19 February, starting 1800 at the AFNORTH International School. Food and refreshments available. Open to all USA & NATO ID Card holders. For more information, please contact MWB at 0031-45-526-2626.

Free Dutch Friendship Gospel choir concert

Saturday, 21 February, at the Schinnen Activity Center. Doors open at 1500, concert starts at 1600. Refreshments will be available. Open to all JFC Brunssum, USAG Schinnen and Geilenkirchen AB personnel and their families and guests. For more information please call 0031-46-4437370.

Free Blues night at the Frisbee Club

Friday, 6 March, 2000-2200.

Featuring Danish Blues musician H.P. Lange. Lange, a professional blues musician who plays in traditional acoustical style, plays more than 100 gigs a year throughout Europe and in the USA. For more information, please contact the Frisbee Club Manager, Mr. Snackers, at ext. 4992 or 4994.

Free concert – Sugarland

Friday, 13 March, 1930 at the JFC Sports Complex. Doors open at 1830. Open to all JFC, US, NATO, USAG Schinnen, Geilenkirchen

AB personnel and the Brunssum community.

Aqua Coach

At the swimming pool JFC HQ Brunssum; aquarobics Tuesday's 0900 and 1730, adult swimming Tuesday's 1000, aqua motin 65+ Tuesday's 1100, hydro-gym Monday's/Tuesday's 1400, trim swimming Monday's/Tuesday's 1430, aqua jogging Thursday's 1730. Sign up at Monique Biermans, www.aquacoach.nl, info@aquacoach.nl, tel. +31-6-10390797.

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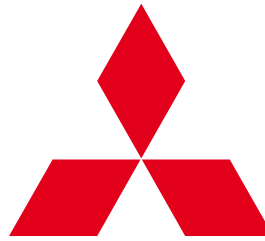
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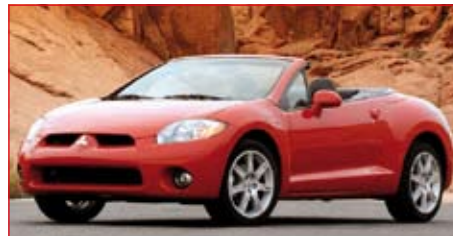


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GKES Students help dedicate Teveren Grundschule's new field

By Cindy Gehrman

Mr. Bruce Ullery's fourth grade students from Geilenkirchen Elementary School (GKES) were invited to the Teveren School (TGS) to help dedicate their new Mini-Soccer Field. '1,000 Mini-Soccer Fields for Schools and Clubs' is a program sponsored by the Deutschen Fussballbundes (DFB). Over 170 schools and clubs in the Mid-Rhine area requested money from DFB to build a soccer field.

Four schools in the area were then chosen. The DFB invested €20,000 in creating the Teveren field. The objective to the '1,000 Mini-Soccer Fields' is to promote youth sports, girls in soccer, and social integration.

According to Mrs. Monika Lichtenberg, principal from the TGS, the long time partnership between the GKES and TGS was one of the reasons why the Teveren school received such a field. The new field is something the TGS can be proud of. The DFB also wants to promote girls in soccer since Germany will be hosting the Ladies Soccer World Cup in 2011.

After the speeches, Camill Hauser, a champion free-style soccer player, entertained the American and German students. The students enjoyed the many tricks Camill performed, such as bouncing a soccer ball off his nose and landing it on his finger. Then it was time for the students to perform. After Mrs. Lichtenberg kicked the first ball on

the field, the American and German boys and girls played two friendly games of soccer. The light snow flurries did not spoil the enthusiasm the students had while playing.

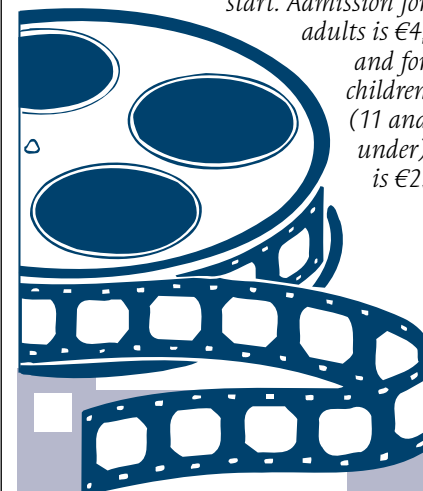
To top off the day, the soccer club FC 1910 Germania-Teveren presented the both the Teveren school and the base's IYA with complete soccer uniforms with the NATO AWACS on front. Also, each child received a T-shirt from the DFB.

With the combined help from Mrs. Lichtenberg, Stephanie Chalmers from the IYA, Walter Marienberg from FC 1910 Germania-Teveren and Cindy Gehrman from GKES, the day was a great success and a day all the students will soon not forget.

JFC HQ Alliance Theatre presents

The theatre is located in Building #406, JFC HQ Brunssum, the Netherlands. Doors open 30 minutes prior to film start. Admission for adults is €4,

and for children (11 and under) is €2.



Four Christmases (PG-13)

Friday, 13 February, 1930
Reese Witherspoon, John Facreau

Nothing like the Holidays (PG-13)

Saturday, 14 February, 1600
John Leguizamo, Debra Messing

The Day the Earth stood still (PG-13)

Saturday, 14 February, 1900
Keanu Reeves, Jennifer Connelly

College (R)

Friday, 20 February, 1930
No actors mentioned

The Tale of Despereaux (G)

Saturday, 21 February, 1300
Matthew Broderick, Emma Watson

Delgo (PG)

Saturday, 21 February, 1600
Jennifer Love Hewitt, Michael Duncan

Cadillac Records (R)

Saturday, 21 February, 1900
Adrien Brody, Jeffrey Wright

MWA Opening Hours Carnival

Officers' Club

19 Feb: Club closed as of 1500 hrs
20 Feb: Normal operating hours
21-22 Feb: Closed
23 Feb: Closed (Component holiday)

Frisbee Club

19 Feb: Opens at 1400 hrs for Carnival Party
20 Feb: Closed for cleaning
21-22 Feb: Closed
23 Feb: Closed (Component holiday)

Sentry Club

19 Feb: Opens 0730-1400 hrs (last call for food and drink orders: 1330 hrs)
20 Feb: Normal operating hours
21-22 Feb: 1000-1800 hrs
23 Feb: Closed (Component holiday)

International Dining Hall

19 Feb: Normal Operating hours
20 Feb: Normal Operating hours
21-22 Feb: Normal Operating hours
23 Feb: Weekend opening hours, i.e. Breakfast 0730-0930 hrs and Lunch 1100-1330 hrs. No Dinner.

Billeting

19 Feb: Closed as of 1045 hrs
20 Feb: Normal operating hours
21-22 Feb: Closed
23 Feb: Closed (Component Holiday)

VAT/Disbursing Offices/Building 80

19 Feb: Closed as of 1045 hrs
20 Feb: Normal Operating hours
21-22 Feb: Closed
23 Feb: Closed (Component Holiday)

International Youth Activities (IYA)

19 Feb: Normal operating hours
20 Feb: Normal operating hours
21-22 Feb: Closed
23 Feb: Closed
24 Feb: 0900-1730 hrs : IYA trip to Kinderstad Indoor Playpark for children aged 6+

International Pre-School (SWPS)

19 Feb: Early release for all children at 1111 hrs
20 Feb: Normal operating hours
21-22 Feb: Closed
23-27 Feb: Carnival break – No school

Sports Department

19 Feb: 0600-1330 hrs
20 Feb: Normal operating hours
21-23 Feb: 0800-1700 hrs
24 Feb: 0800-2200 hrs

Sauna & Tanning Beds

19-23 Feb: Closed

Library

19 Feb: Normal operating hours
20 Feb: Normal operating hours
21-22 Feb: Closed
23 Feb: Closed (Component Holiday)

Thrift Shop

19 Feb: Normal operating hours

MWA Store

19 Feb: Closed as of 1100 hrs
20 Feb: Normal operating hours
21-22 Feb: Closed
23 Feb: Closed (Component Holiday)

Extended sauna opening times

As of 2 February, the sauna is open Mondays-Fridays 1100-1400 (mixed), Mondays-Thursdays 1400-2030 (mixed), Tuesdays 1400-2030 (men), Wednesdays 1400-2030 (women).



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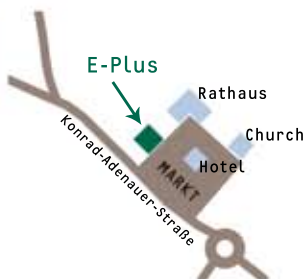
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