

## End of an era

### Last Legacy mission simulator ready for NMT retrofit

By Heidi Soerensen

**18 December 2007 marked another important date in the Component's journey towards NATO Mid Term (NMT), as Legacy mission simulator II was running its very last mission crew scenario. Members of Squadron One mission crew were being challenged with a demanding Offensive Counter Air (OCA) scenario. Legacy mission simulator II was officially handed over to Boeing on 8 January 2008 and is expected to be fully NMT retrofitted in six months. Legacy mission simulator II has been operational since 1985.**

The Training Wing Mission Simulator Branch (TWMS) is responsible for the Component's two mission simulators. The first mission simulator was NMT retrofitted in 2006, and that task was quite a challenge. "We learned a lot from the first mission simulator retrofit. We are not talking about a small update, rather building a complete new simulator, including new hardware and software. The 'Simulation for Training and Test' (STAT) software was the biggest challenge. To improve functionalities, an additional contract was made with Boeing in order to improve the STAT simulation software. We expected to have all the software updated for both simulators in six months. Things did not go



*Members of Squadron One mission crew during the very last Legacy mission crew scenario session.*  
Photo Claus Cohnen

perfectly, but we gained invaluable experience and can improve the process when retrofitting mission simulator II," explains chief TWMS Major Steven Ovens.

Mission simulator II is quite different from Mission simulator I, as it also contains the Radar Simulator, Electronic Support Measures Simulator and the Real Time Simulation System. Mission simulator II is also the live test facility, which means that the simulator can exchange data via link with an on-station E-3A aircraft. "Back in 1988 we used Mission simulator II to test the crews that were on alert. An E-3A was scrambled and ordered to contact a specific ground control unit somewhere in Europe. That ground station was Mission simulator II simulating a Tactical Control agency. For the E-3A on station, the training realism was outstanding, they could not tell any difference," says Jan Meyer-Karlsen, who has been working as a mission

simulator supervisor since 1990. "During the first Gulf War in 1990 the Component's E-3As were flying Operation Anchor Guard in an orbit north of Iraq, and at the same time we could link up with the E-3A from Mission simulator II. As a result of this, we were able to display on the simulator's Situation Display Consoles the same actual Link picture seen by the mission crewmembers flying in this crucial real world operation."

In order to develop realistic simulated mission crew scenarios, the people working in TWMS have participated in several real world operations in the past, thereby bringing back information of great value to be incorporated in the scenarios. TWMS constantly builds new simulated mission crew scenarios. In addition to the scenarios used in the Legacy simulator, TWMS will have to rebuild the legacy scenarios using the NMT simulator's software.

Although mission simulator II will be out of use for six months, business has to go on as usual. TWMS has quite a list of customers, all eager to use the valuable mission simulator time. Training Wing (TW) is conducting Basic Qualification (BQ) training for all the student crewmembers, and Operations Wing (OW) needs the mission simulator for the operational Combat Ready Training (CRT) and Continuation Operational Training (COT) for all the mission crewmembers in the flying squadrons.

To ease the transition from Legacy to NMT simulation, some CRT and COT can be accomplished by flying similar live missions until the second simulator retrofit is complete.

In addition to the much-needed training for crewmembers the mission simulators are also important to Information Technology Wing (IW) for developing and testing new operational software. Last but not least, Logistics Wing (LW) needs to conduct hardware maintenance and technician training.

"We are very well aware that taking away one of the two simulators for six months will have a remarkable impact on the entire Component. We will try to compensate for the extra burden as best we can, and right now we are also considering extended operating hours to meet the training demands. Furthermore, the handover plan has been prepared in great detail for almost a year, with the overall aim of making the retrofit of simulator II as fast and smooth as possible", says Major Steven Ovens.



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**25 January 2008**

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**Sign up:** New Gym between 09.45 hrs and 10.45 hrs  
**Start:** 11.00 hrs  
**Open to:** All NATO ID-card holders  
**Cost:** Voluntary donations for the Chernobyl children  
**Also for donations:** Dresdner Bank: 0288350801

This is a great opportunity to help the children from Chernobyl and burn off some Holiday pounds.

**POC:** Heidi Soerensen ext. 2476, Public Affairs Office

## Brits donate 25th Anniversary profits to 'Klinikclowns' & cancer research

By Carol John

**In the end of last year a red-nosed kilt-clad Scotsman, alias Flt. Lt. Al Graham, presented a €1,000 cheque to Mr. Rainer Deutsch, representative from 'Circus Schnick Schnack' in Herne, Germany. This donation, stemming from profits raised at the 25th Anniversary British stand, was given to Mr. Deutsch as a contribution to their 'Klinikclown' programme.**

'Klinikclowns' are already very popular in the Netherlands and are now also catching on in Germany. The clowns, both male and female, visit approximately 3,500 children per year in hospitals and clinics throughout Germany. In co-ordination with doctors and nurses, the clowns determine the type of entertainment suitable for each individual child and surprise them on a one-to-one basis, bringing a little cheer into their lives whilst under medical care.

Just to make it clear, the Scotsmen in the photograph did not get their red noses from the gusty cold winds blowing under their kilts on the flight line and also not from drinking too much whisky. The red noses were actually given to them by Mr. Deutsch to represent the clowns who could not attend because of their busy schedules. What a pity they couldn't make it because Mr. Deutsch



thoroughly enjoyed his afternoon at the Component. He expressed his appreciation for the kind donation and the warm welcome given to him by Component personnel during a PAO orientation tour on base.

In addition to the 'Klinikclowns' contribution, the British Delegation also donated a smaller sum to a Children's Cancer Research organization in the UK.

On behalf of the British delegation, Flt. Lt. Al Graham would like to extend his appreciation to the NATEX for donating the whisky for the 25th Anniversary event. This contributed greatly to the financial success of the British Stand, thereby giving them the possibility to donate to the above charity organizations. He would also like to thank all volunteers who willingly helped out over the two days of the event.

*A €1,000 check was presented as a contribution to the 'Klinikclown' programme.*

*Photo courtesy Carol John*

**Should you wish to receive more information about the 'Klinikclowns', please visit their website: [www.schnick-schnack.de](http://www.schnick-schnack.de)**



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# Antonov 225 lands on E-3A Component Unusual aircraft handling for Cargo Movements Section



*The Antonov 225 landed on 14 December for the first time on base.*

Photo Michael Balter/MBAviation-Images

By A1C Florian Hueftle and SMSgt. Johan Hijmenberg

**KC-135 Stratotankers, C-130 Hercules, Antonov's 124, Ilyushin's, C-160 Transall's, C-5 Galaxy, Airbus and Tupolev's are just some of the aircrafts the E-3A Cargo Movements Section handles on a regular basis. "At least once a week an Ilyushin or an Antonov lands here to load equipment in support of the NATO International Stabilisation Force," says SMSgt. Paul Brochu, Chief Cargo Movements Section.**

On Friday, 14 December, an Antonov 225, NATO reporting name Cossack, landed at Geilenkirchen Air Base to load cargo for the International Security Assistance Force (ISAF) in Afghanistan. "This was the first time this type of aircraft visited the NATO Airbase and it was a real treat for me and my Section to get an opportunity to load the biggest airplane in the world with cargo for Afghanistan," says Brochu.

The Section's primary task is to support the Trainer Cargo Squadron. They receive all material that has to be shipped, build up the pallets and load them aboard the Component's 707 aircrafts. Outside agencies also know how to find the Section and make use of its vast expertise in air transportation in order to move their freight worldwide.

They processed in 2007 233 TCA flights, 93 ISAF flights, 54 SFOR/EUFOR flights and KC-135 flights. In 2006 they processed 3,615,165 kg of cargo. "The Geilenkirchen Airbase is also an ideal location to provide Airlift support to many NATO Nations, i.e. Belgium, The Netherlands, U.S., Canada or Denmark, shipping materiel to sustain their ongoing operations in Afghanistan." says Brochu. "NATO rents the aircrafts and unused cargo space is sold to the different countries."

## Aviation enthusiasts

Comparable to the 'Flight-In' of the 25th Anniversary aircraft display, such as the B-52, again more than 100 aviation enthusiasts were waiting outside the fence at the east side to watch the arrival of the An-225 in the early morning of 14 December when it landed. The plane spotters from all over Germany, the Netherlands and Belgium were attracted to get nice pictures of the heaviest and largest aircraft in the world. "The Antonov 225 is definitely one of the top-5 in a plane spotters ranking. It is really treasured due to the fact that it is a unique event. Therefore I came the whole way from Frankfurt", says Thorsten Brokuf.

The strategic airlift transport aircraft is the largest flying airplane ever built by the most commonly

accepted measure maximum gross take-off weight. The design, built to transport the Buran orbiter, was an enlargement of the successful An-124 Ruslan.

With a maximum gross weight of 640 tonnes (1,411,000 lb), the An-225 is the world's heaviest and largest aircraft, also larger than the Airbus A-380 airliner, and considerably bigger than the Antonov An-124.

The type's first flight in commercial service departed from Stuttgart, Germany in 2002, and flew to Thumrait, Oman with 216,000 prepared meals for American military personnel based in the region. This vast amount of ready meals was transported on some 375 pallets and weighed 187.5 tons.

Since then, the An-225 has become the major workhorse of the Antonov Airlines fleet, transporting objects once thought impossible to move by air, such as locomotives and 150-ton generators, and has become a valuable asset to international relief organizations for its ability to quickly transport huge quantities of emergency supplies during disaster relief operations.

## General characteristics

**Crew:** 6  
**Payload:** 250,000 kg (550,000 lb)  
**Door dimensions:** 440 x 640 cm (14.4 x 21.0 ft)  
**Length:** 84 m (275.6 ft)  
**Wingspan:** 88.40 m (290 ft 2 in)  
**Height:** 18.1 m (59.3 ft)  
**Wing area:** 905.0 m<sup>2</sup> (9,743.7 ft<sup>2</sup>)  
**Empty weight:** 175,000 kg (385,800 lb)  
**Max takeoff weight:** 600,000 kg (1,322,773 lb)  
**Powerplant:** 6× ZMKB Progress D-18 turbofans, 229 kN (51,600 lbf) each  
**Takeoff run:** 3,500 m (11,500 ft) with maximum payload

## Performance

**Maximum speed:** 850 km/h (460 knots, 530 mph)  
**Cruise speed:** 750 km/h (400 knots, 465 mph)  
**Range:**  
**With maximum fuel:** 14,000 km (8,700 mi)  
**With maximum payload:** 4,000 km (2,500 mi)  
**Service ceiling:** 10,000 m (33,000 ft)  
**Wing loading:** 662.9 kg/m<sup>2</sup> (135.5 lb/ft<sup>2</sup>)  
**Thrust/weight:** 0.234



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# Supply Squadron reaches new heights with improved

By Graham Sault

Since the NATO fleet of aircraft first began operations at the Component in 1982, the base's Non-Mission-Capable: Supply (NMCS) rate has always been less than 5%. This means that for more than 95% of the time aircraft have been available at the E-3A Component to fly missions, the Supply Squadron was able to provide the spare parts that Maintenance needed to repair and maintain the aircraft as soon as they were required. The Supply Squadron is also justifiably proud of the fact that for most of 2007, the NMCS rate achieved was only 0.62%! This is truly a superb NMCS rate that any operational base, in any air force, anywhere in the world would be very proud to achieve!

The resources committed to keeping the AWACS operational are extensive. Few may be aware of the far-reaching involvement by so many people behind the scenes who support the airframe. Proven industry formulas are applied and numerous statistical reports are generated, interpreting performance information that contributes to credible decisions in managing the repair and replacement of aircraft parts.

Furthermore, the annual budget for the repair of investment items and procurement of the component spares that are required to keep the NATO fleet flying represents millions of Euros. In 2007 alone, the budget for the repair of investment items was around €11 million and for the procurement of component spares, a further €9 million!

This article highlights the efforts of the team at Stock Control, Log Wing Supply that is required to make the best possible use of these funds and that contributes directly to keeping the NATO AWACS in the air.

The NATO fleet of E-3As is now 25 years old, which means the aircraft's repairable, mechanical and structural parts, are failing more often due to wear and tear and corrosion. The piece parts required to repair them are becoming scarcer, even obsolete, while funding reduction pressures increase. One of the most challenging aspects of effective spare parts support is ensuring that the E-3A's several thousand highly technical and expensive aircraft repairable spares (known as "investment spares") and spare parts components are available for use from the warehouse shelf as soon

as they are needed. Due to the very high cost of these items, a limited number of spares can be stocked by Supply. The challenge is in the skill in managing the schedule for those parts destined for the repair facilities using a complex formula of expected failures and usage rates as guidance. The greater the technical complexity of the repairs, the greater the average depot-level repair times can vary. The longer the base's investment spares are actually undergoing repair (and thus unavailable for issue to Maintenance), the higher the overall number of spares the E-3A Component is required to hold. So, it follows, that everything possible must be done by Supply Squadron to reduce the 'turn around time', or duration, of depot-level repairs.

Currently, the E-3A Component ships its unserviceable investment spares to 28 commercial, depot-level repair facilities throughout Europe and Canada. The seven, NATO Civilian 'Item Managers' that work

in Supply's Stock Control Section is each responsible to manage a specific range of investment items belonging to the various aircraft sub-systems.

Each year the Item Managers have a contractual obligation to provide an accurate forecast of the number and specific type, by part number, of repair inductions that will be made to each of the repair sources over the next two years. Commercial repair facilities will base their resource planning using these inputs: the repair facility will assign the appropriate level of manpower, plan for the availability of test equipment and lay in the necessary repair piece parts etc. to support the requirements. Should the repair requirements exceed the forecasted levels, the turn around time for these extra repairs will take much longer as resources will not have been allocated for the unplanned repairs. Two ways in which forecasts can be improved in order to ensure repair companies are not over-stretched,

is through very close coordination with the applicable Maintenance technicians regarding the nature and cause of investment item failures and, where possible, through the careful timing of repair inductions over each calendar year.

Despite the logistical challenges that an aging fleet presents, by doing these things and generally maintaining a very high degree of management control, Stock Control's team of investment Item Managers have consistently improved the accuracy of their depot level repair forecasts year after year over the past 5 years culminating, in 2006, with an outstanding 74% of all depot-level repair inductions that were forecasted correctly to the commercial companies that repair them!

To acknowledge the continuing improvements to the repair induction forecasts and to present the 2008 forecast to industry, a meeting was



Left to right, top to bottom: Joachim "Snoopy" Radtke (LWSGK Item Manager), Jan Steen (Chief, LWSGK), Peter Westerlaken (LWSGK Item Manager), Josef Virt (LWSGK E-3A Peculiar Systems Unit), Max Zonneveld (NATO Account Manager at Planner at KLM), Fabio Vio (IAMCO E-3A Component Sub-Contract E-3A Component Sub-Contracts Manager), Wiel Smeets (LWSGK Technical Officer), Peter Peschel (LWSGK Item Manager) and Major Karen Heinzl (Chief, Materiel Management Branch). Not present: Stein Gammelmo, (LWSGK Item Manager).



# repair support

ert (LWSGK Item Manager), Peter De Coster (Item Manager), Graham Sault (Chief, KLM), Arent Hulscher (AWACS Materiel Manager), Gabriel Solina (IAMCO Item Manager), Andreas Zuschke (NAMSA



Photo courtesy Graham Sault

hosted by Supply Squadron at the E-3A Component on 26 October 2007. Represented at the meeting were Item Managers of Supply Squadron's Materiel Management Branch, the NATO Maintenance and Supply Agency (NAMSA) that manages NATO's Depot-Level Maintenance MG 2002 Contract, the International Aerospace Management Company (IAMCO) being NATO's prime contractor and the Dutch national airline KLM, IAMCO's highest volume sub-contractor. During the meeting, Mr. Andreas Zuschke of NAMSA stated "the hard work and determination that the Item Managers have shown over the past five years to improve the accuracy of the repair forecast to its current, impressive level is both very commendable and very much appreciated by NAMSA, and IAMCO and its sub-contractors and will certainly lead to significantly improved repair support to the E-3A Component which will, in turn help to keep the NATO fleet flying."



The Spanish community pose together with Padre Lorenzo Aparicio and Padre Manuel.  
Photo courtesy Lt. Col. Arturo Perez Cuartero

## Spanish community celebrates 'Our Lady of Loreto'

By Lt. Col. Arturo Perez Cuartero

The Spanish Air Force community in Geilenkirchen is the biggest in Central Europe. For this year celebration of 'Our Lady of Loreto' on Saturday, 15 December we managed to congregate about 100 people coming from very different places but mainly Brunssum, and of course Geilenkirchen.

The Pope Benedictus XV, in 1920, established Our Lady of Loreto as the protector of all flying personnel. Later, in Spain, during that same year his Majesty the King Alfonso XIIIth, grandfather of the actual King Juan Carlos the first, recognized Our Lady of Loreto as helper of the incipient Spanish Air Force. Since then, all Spanish Airmen and their families come together to commemorate and be merciful to Our Spiritual Mother.

The original house in which once lived Jesus, Mary and Joseph was composed of a cave and a small house close to it. The cave remained in Nazareth and the angels, flying to Loreto Italy during the year 1291, moved the rest of the house, according to the tradition.

To help all the Spanish military personnel working for the Alliance and other organizations outside Spain, the Military Bishop has created a new assignment. This position in Spain is now occupied by Padre Pablo Panadero, who sent Padre Lorenzo Aparicio especially for this local celebration. Padre Manuel, from Aachen, who has been helping the Spanish community since their establishment in 1999, also helped him.

## Female softball team looks for players

By Martina Pelzer-Elbert

The Wassenberg Magics, a ladies fast pitch softball team, is looking for Ladies of all ages who are athletically talented and team players, committed and interested in playing with the Magics.

The Magics play in the NRW Landesliga Conference. Opponents are for example the Cologne

Cardinals, Brauweiler Raging Abbots, Eifel Hot Shots and Bonn Capitals. Training and home games in Spring/Summer are played on the Ash-Sportfield in Wassenberg-Mhyl.

In Autumn/Winter the Magics train in the Wassenberg Sports Gym on Wednesdays from 1800 to 2000 & Saturdays from 1300 to 1500. A pitching clinic is scheduled for February. Training games will be

arranged before the start of the season. Games are played on Saturdays.

All are welcome to come by, visit the team and take part in our training to begin your softball experience! For more Information about the games & training, call team captain Martina Pelzer-Elbert, tel. 02452-939421 or look on our Homepage [www.bsv-wassenberg.de](http://www.bsv-wassenberg.de)

**Thursday, 31 January – from 1400 to midnight**



## “It was like a journey back into the history of World War II”



Seven Component members with their 'Belgian/German Friendship Team' participated in the Bastogne Historical December Walk.

Photo Lt. Col. Jan Schraudy

town of Bastogne is waking up to beautiful winter scenery with a cold, harsh wind and frost covering the landscape. More than 4,000 people are ready to start the “Bastogne Historical December Walk” around the perimeter of Bastogne to commemorate the sacrifices that were made in the cause of freedom. The first walk took place 30 years ago, initiated by the Belgian World War II veteran Maurice Sperandieu as a salute to his fellow comrades in arms. Today, at the age of 80, he still leads the ‘Bastogne Historical December Walk’, and among the participants are also seven Component members with their ‘Belgian/German Friendship Team’.

“While walking the 20 kilometers in this weather you can really imagine how it would have been 63 years ago. The whole set-up for the Bastogne Walk is very authentic with original American and German uniforms and original vehicles of that era. The highlight was when the paratroopers were coming down from the sky after being dropped out of a Dakota aircraft. It was like a journey back into the history of World War II. and now the German and Belgian soldiers can march side by side in friendship,” says Lt Col Jan Schraudy, who together with the ‘Belgian/German Friendship Team’ participated for the first time in the Bastogne Historical December Walk.

By Heidi Soerensen

*Sunday, 16 December 1944.*

Everything is quiet and the people of the Ardennes have their mind set on celebrating the first Christmas since the liberation of Belgium. Suddenly all hell breaks loose. Hundreds of German artillery weapons, a total of 250,000 soldiers and 1,000 tanks unleash huge destructive power to try to take the American positions in the Belgian

Ardennes. The U.S. 101st Airborne Division defends the besieged town of Bastogne, and for a total of six days Bastogne undergoes a terrible ordeal in which numerous soldiers are killed in the cold, snowed-under hills of the Ardennes. Despite this bloody scenery, surrender is never an option. In the meantime help is on the way: General Patton sends more troops to relieve the 101st Airborne Division in Bastogne, but the German forces are also reinforced to launch new attacks

on the city. Thousand of soldiers engage in man-to-man combat in the woods around the city. Finally, the German forces, weakened by this effort, have to abandon their plan to re-take Belgium via the Ardennes. On 14 January 1945 the Germans retreat from Bastogne, leaving behind thousands of dead and a completely destroyed city.

*Saturday, 15 December 2007.*

It is early in the morning and the

### IYA Christmas Colouring Contest Winners

The prizes for the IYA Christmas Colouring Contest were awarded at the IYA Christmas Party on 11 December 2007.

Again young artists of many different nationalities participated, and submitted beautiful pictures. These are the winners:

*Ages 3-5*

1. Laetitia Frinzel, 5,
2. Erik Meier, 4,
3. Elif Cetinkaya, 5.

*Ages 6-8*

1. Isabel Kiser, 6,
2. Martine Redgwell, 8,
3. Ole Bruist, 7, and Lorenzo Veltri, 6.

*Ages 9-12*

1. Mara Santana-Soto, 10,
2. Abigail Villanueva, 10,
3. Giancarlo Reyes, 11, and Ecem Kavas, 9.

**Congratulations!**



Design Isabel Kiser





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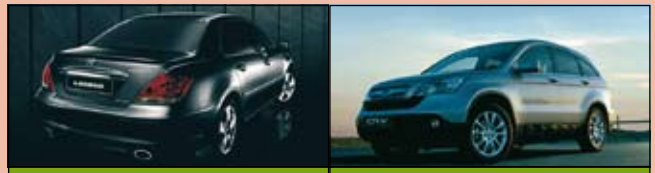
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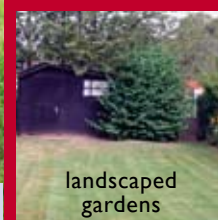
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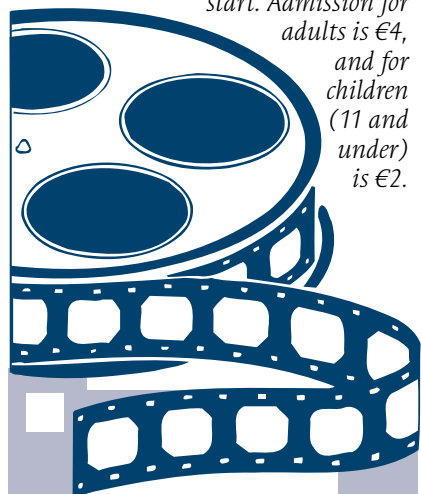
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### **Martian Child (PG)**

Friday, 18 January, 1930  
John Cusack,  
Amanda Peet

### **Mr. Magorium's Wonder Emporium (R)**

Saturday, 19 January,  
1300  
Dustin Hoffman,  
Natalie Portman

### **Fred Claus (PG)**

Saturday, 19 January,  
1600  
Vince Vaughn,  
Paul Giamatti

### **Lion's for Lambs (R)**

Saturday, 19 January,  
1900  
Tom Cruise,  
Meryl Streep

### **30 Days of Night (R)**

Friday, 25 January, 1930  
Josh Hartnett,  
Melissa George

### **Bee Movie (PG)**

Saturday, 26 January,  
1600  
Annette Bening,  
Chris Rock

### **American Gangster (R)**

Saturday, 26 January,  
1900  
Denzel Washington,  
Russell Crowe

## Go for Body Fitness or a Nordic Walk



Photo PAO archive

### **Total Body Fitness**

Due to the success of the Total Body Fitness classes, there will be one extra session.

The extra class is on Friday mornings from 1100 to 1200. Total Body Fitness is a variety of aerobic high/low impact exercises with emphasis on fat burning and firming stomach, legs and buttocks.

Pre-registration is not necessary, just show up. The sessions are free of charge and also open for dependants. Dates and times: Mondays, Wednesdays and Fridays from 1100 to 1200. For more info please call Recreation Specialist Bert Hendriks at ext. 4921.

### **Nordic Walking**

The Nordic Walking course for beginners started on 15 January.

The course days are Mondays, 1530-1630; Tuesdays, 1030-1130; Wednesdays, 1530-1630 and Thursdays, 1330-1430. You have to bring your own sticks and it is open to all Component members and their dependants.

For registration and information please call Sports Department at ext. 4946, 4987 or 4921.



Photo Andrea Hohenforst

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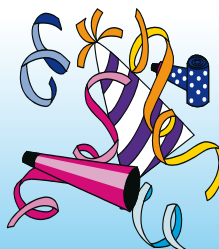


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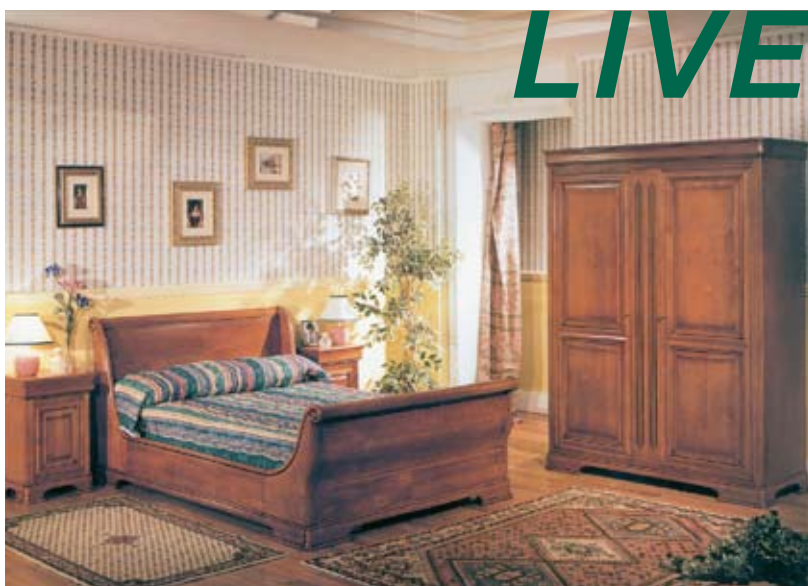
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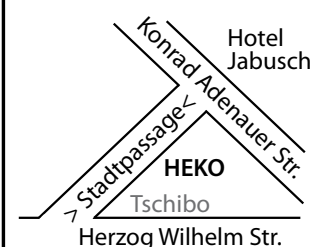
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