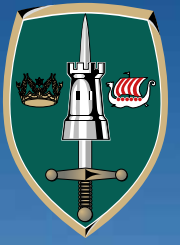


NORTHERN STAR

MAGAZINE FOR HQ JFC BRUNSSUM - NOVEMBER 2016



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HOW DO MODERN
NAVIES NEUTRALIZE
MINES AT SEA?

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ABOUT THE COVER

Belgian Frigate BNS Leopold I (F930) is reflected in signal light glass of Spanish Frigate ESPS Almirante Juan de Borbón (F-102), during Exercise Noble Mariner.

NATO photo by CPO FRA-N C. VALVERDE

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COLOPHON

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COMMAND GROUP CORNER

Composed By: Major General Scott Smith



Fall is an incredible time of year. It is simply amazing to feel the dramatic shift to cool temperatures, stronger winds and watch the fantastic explosion of color in plants and trees. But it's not just an environmental dynamic. Indeed, at this time of year professional baseball playoffs are underway and American football is well-into the season, both of which spell happiness for a sports fan. Add to this the fact that the children are back at school and Octoberfests are plentiful, and you find yourself in a great setting!

Indeed, Fall is a time of rampant change - new dynamics in motion across multiple categories. Undoubtedly, change can be challenging. But it is also exciting and loaded with opportunity.

I submit that JFC Brunssum is a "Fall" HQ, for it is at this time when our energy and progress is at its highest pace. Think about it...the beginning of October marks a point when Summer rotations and long vacations are done, and we are infused with a huge number of new members. With these arrivals (and rested / re-fitted veterans), the HQ experiences a wave of new ideas, creative thinking and additional expertise.

Each year at this time we bring new folks into the HQ processes through a Battle Staff Training (BST) exercise - the recently completed Bold Bonus II. Next year we'll follow the BST with a complex NATO exercise (Trident Javelin 17). However, while we don't have a big exercise in front of us this year, we are hardly relaxing. In fact, the intellectual challenges we are beginning to address now are in some ways more difficult than moving through an exercise.

You see, while we continue to devote significant efforts toward enabling the Resolute Support mission in Afghanistan; planning for additional Graduated Response Plans; helping partner nations with expert training teams; engaging in visits to the HQ, conferences abroad, exercise planning, budget close-outs and on and on and on...there are also new, incredibly important lines of effort.

Bold Bonus II concentrated our collective awareness on 3 key topics. First, we all achieved a greater understanding of the GRP. However, in that clarity, we uncovered areas to improve. In addition, the forthcoming enhanced forward presence (eFP) forces offer intriguing questions on how to incorporate / integrate this capability.

Second, we began the journey to understand what a static warfighting HQ looks like. Moreover, what decision-making processes are best and at what battle rhythm? I suggest we're only at the beginning of the effort to get the model right. And third, we have (at least) two fascinating concepts to work through: In this new environment ("hybrid"), what deters? What elements of deterrence theory remain valid, and are there new ones to consider? Then, with such understanding, we can explore how to most effectively employ the eFP and / or the VJTF(L) in a deterrence setting.

Like the radically changing foliage and importance of game victories as sports seasons mature, the Fall idea explosions and operational challenges for JFC Brunssum are upon us. None of the above efforts are / will be easy. But that's what I hope will generate extra energy across the HQ...because the canvass for each of these is largely blank and every person in this HQ has their own brush to add color. That is challenge. That is opportunity. That will be JFC Brunssum at her best.



VISITS AND ACTIVITIES

Prepared by Adj Shirley Ham – ter Haar

Lieutenant General ADAMCZAK Addresses JFC Brunssum Personnel

Today, the Chief Of Staff, Joint Force Command Brunssum, Lieutenant General ADAMCZAK, addressed the staff and provided guidance on matters such as: Commanders' Directives; Key Activities; the Fostering of an Operational Mind-set; Challenges; and the Way Ahead.

In welcoming newcomers to the Headquarters and thanking others for their contribution to a successful 2016 exercise-cluster, Lieutenant General ADAMCZAK reminded everyone that their contribution to the success of the HQ will be equally valuable during the post-Warsaw Summit adaptation period, most notably concerning: forthcoming changes to the Resolute Support Mission; the Enhanced Forward Presence; the Functional Assessment to the NATO Command

Structure; and Exercise Trident Javelin 2017.

The period between now and the end of the year will be particularly busy as the staff engage in development of a static warfighting HQ organisation, aligning the Battle Rhythms of peace and crisis in the Headquarters, the development of Graduated Response Plans and the conduct of readiness testing.

In confirming the challenge ahead, Lieutenant General ADAMCZAK stated: "In light of the current environment, we need to find the best way to operationalize our Headquarters processes".

23 SEP 2016



Comprehensive Approach Workshop at JFC Brunssum

JFC Brunssum hosted a Comprehensive Approach Workshop 27 and 28 September. In addition to Headquarters' staff, the workshop was attended by personnel from the Norwegian Joint & Defence HQs together with colleagues from the Norwegian Directorate for Civil Protection, the Estonian Security and Defence Coordination Office, NATO HQs' Civil Emergency Preparedness Branch, Multi-National Corps Northeast, the Joint Warfare Centre, the Lithuanian NATO Force Integration Unit and the NATO Civil/Military Cooperation Centre of Excellence.

The workshop provided an excellent opportunity for participants to present on their current and planned Civil Military Interaction activities and, in parallel, develop a broader comprehension of the perspectives of other stakeholders working in similar organizations in northern Europe.

28 SEP 2016



28 & 29 SEP 2016



Commander JFC Brunssum, General Salvatore Farina, visited Sweden in order to meet the Supreme Commander of the Swedish Armed Forces, General Micael Bydén, as well as other high-ranking officials from the national Defence structure of this NATO partner nation.

The main aims of this meeting were to enhance the established working relationship and ensure aware-

Commander JFC Brunssum Visits Swedish Chief of Defence

ness on matters of mutual interest. General Farina and General Bydén discussed the Swedish Armed Forces contribution to Headquarters JFC Brunssum and to NATO operations and missions - both underlining the importance of the bilateral cooperation between this Scandinavian country and the Alliance at all levels.

In particular, General Farina expressed his personal appreciation to General Bydén for the significant contribution of Swedish troops to Resolute Support in Afghanistan and KFOR, in Kosovo, as well as in other crisis areas such as Mali and Somalia. Other issues discussed, within the framework of cooperation that exists between the Alliance and Sweden, included recent and upcoming training opportunities between NATO and Sweden's forces, in particular in Northern Europe.

During the 2-day visit General Farina seized the opportunity to meet the Swedish Chief of Joint Operations, Vice Admiral Jan Thörnqvist, and his operational component commanders, together with the Home Guard representative. The programme also included a visit to operational units of the Naval Forces of the 4th Naval Warfare Flotilla and the Amphibious Regiment, during which he was shown a practical demonstration of an amphibious assault and operational manoeuvres of combat boats and hovercraft. A briefing and an operational demonstration on board a corvette of the Swedish Navy concluded the visit.

29 SEP 2016



Lieutenant General Fernando Alejandre, Deputy Commander Allied Command Joint Force Command Brunssum, attended the 9th Annual Baltic Conference on Defense (ABCD) in Tallinn, Estonia. 23 NATO member nations and 7 non-NATO nations were in attendance.

Deputy JFC Brunssum Commander Attends ABCD Conference

Main speakers were:

- HE Toomas Ilves: Estonian President
- HE Hannes Hanso: Estonian Minister of Defense
- AMB Douglas E. Lute: US Permanent Representative to NATO
- General Sir Gordon Messenger: Vice Chief of Defense Staff of the British Armed Forces
- Lieutenant General Michel Yakovlev: Vice Chief of Staff SHAPE

Commenting on the role/responsibilities of JFC Brunssum and the security situation in northern Europe Lieutenant General Alejandre stated:

'Our headquarters at Brunssum in the Netherlands has the lead for what we call the 'northern implementation area'. That means we are responsible to Supreme Allied Commander Europe (SACEUR) for

the detailed planning and coordination of NATO military activity from Norway, through the Baltics and Poland, to Hungary. I think an escalation of hostility in the so-called 'war of narratives' is almost certain. Countries to the East will seek to exploit, or engineer, events to suit their narratives; to justify their actions; and, potentially, to distract us from their activity elsewhere'.

He continued: 'at the operational level, we have to be agile, coordinated and innovative enough to make the most of our military activity in communicating a message of deterrence. This necessitates an operational mind-set among communicators, which is not easily established, but is nonetheless demanded in the current security environment'.



VISITS AND ACTIVITIES

American Ambassador & Military Representative to NATO Visit JFC Brunssum

The US Permanent Representative to NATO, Ambassador Douglas E. Lute, accompanied by the US Military Representative to NATO, Vice Admiral John Christenson, were hosted by General Salvatore Farina at JFC Brunssum. A wide ranging exchange of views followed a series of briefings designed to articulate the evolving roles and responsibilities of the Headquarters and the status of work triggered by this year's NATO Summit, in Warsaw, Poland.

Much discussion focused on the way in

which NATO is enhancing its forward presence in the eastern part of the Alliance establishing four battle groups in Estonia, Latvia, Lithuania, and Poland. These multinational, rotating battle groups demonstrate the strength of the transatlantic bond and make it clear an attack on an Ally would be considered an attack on the entire Alliance. These units are purely defensive in nature, proportionate to the threat, and in-line with NATO nation's commitments.

3 OCT 2016



Exercise Bold Bonus II Draws to a Close

Exercise Bold Bonus II – conducted 26 September to 7 October at Headquarters JFC Brunssum – comprised routine Battle Staff Training. This form of activity takes place at least once a year in each Headquarters in NATO's Allied Command Operations.

The exercise focused on internal staff processes and the development of an essential comprehension of JFC Brunssum's area of responsibility; an area that encompasses Central and Northern European allied nations. In keeping with NATO's commitment to its core tasks of Collective Defence, Crisis Management and Cooperative Security, the conduct of Bold Bonus was purposely

designed to be as realistic and challenging as possible, so as to best prepare the JFC Brunssum staff. Bold Bonus II was one element of a robust annual training cycle designed to constantly improve and adapt processes and products within the Headquarters. It was also an excellent opportunity to integrate personnel who have recently joined the Headquarters and develop their familiarity with the NATO Command Structure, NATO working processes and the unique working conditions of a large multinational organization.

An in-depth review of the outcomes of this exercise is underway. However, early indications are that Bold Bonus II not only

7 OCT 2016



maintained, but improved, JFC Brunssum's ability to execute Command and Control responsibilities associated with both a Joint Deployable Operational-level Headquarters and a static Joint Operational-level Headquarters.

General Salvatore Farina Attends NATO Strategic Direction South Conference

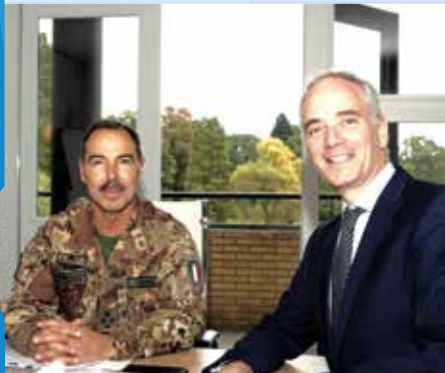
General Salvatore FARINA, Joint Force Command Brunssum Commander, attended a two-day NATO Strategic Direction South Conference. Responding to an invitation from General Curtis M. SCAPARROTTI, Supreme Allied Commander Europe, General FARINA was delighted to participate in an event hosted by his fellow JFC Commander, Admiral Michelle HOWARD, Commander Allied Joint Force Command Naples, Italy. Discussion focused on NATO's strategic direction in southern Europe. To help shape attendee input General FARINA provided the audience with Joint Force Command

Brunssum's experience in the North-East region. He particularly emphasized that, in the North-East, JFC Brunssum's Regional Focus initiative has successfully established a family of operational headquarters, resulting in a powerful network. This strong bond helps sustain a high level of regional understanding of security challenges amongst member and partner nations and, importantly, assists in the identification and prevention of security-related risks, provides a platform for consultation amongst the various stakeholders and generates a 360 degree synergy of effort.

11 & 12 OCT 2016



17 OCT 2016



General Farina & Mayor Winants Discuss 50th Anniversary Plans

Next year, on 31st May 2017, the 50th anniversary of a NATO Headquarters located in the Netherlands and hosted by the town of Brunssum, will be celebrated. To mark this milestone a military parade is being planned and, the security situation at the prevailing time permitting, bus tours of the base accompanied by briefings outlining the role and responsibilities of the headquarters now called Allied Joint Force Command Brunssum.

The JFC Brunssum Commander, General Salvatore Farina, and Mayor Luc Winants meet regularly to discuss

planning progress and provide direction to the teams working the detail of the event. Both are fully committed to this activity and view the impending milestone as an opportunity to further enhance the already excellent relationship the HQs, and its people, enjoy with their host town.

Formal celebratory activities will be supplemented by a day of sports, music and refreshments centred on the Vijverpark. Details of both events will be published nearer the time.

18 OCT 2016



Siblings Engineering a NATO bridge over the Atlantic

General Alejandro, to HQ SACT. As engineers, we are quite used to building bridges, but a bond that bridges the Atlantic Ocean as part of the NATO family is very special," said Colonel Alejandro.

"This is my first visit to the Headquarters of the Supreme Allied Commander Transformation, since taking up my position as Deputy Commander of the Joint Forces Command. As an operational Command, it is vital that we are ready, capable and trained to lead NATO's Response Force when called upon and our integral involvement in the NATO Exercise programme, run by HQ SACT, is critical to success," said Lieutenant General Alejandro.

"I am delighted to have the opportunity to visit [Colonel] Javier while I am here. The miles of ocean may separate us, but we are a very close family and I thoroughly enjoy every opportunity to re-connect", he said.

Both of these fine NATO officers are Engineers in the Spanish Army and have served their country for a combined 83 years, including numerous operational tours in Afghanistan, Iraq, Kosovo, and Bosnia during their service.

As the third generation of military service in the Alejandro family, they are very proud of their long family tradition of service and each has children that have continued that tradition. Lieutenant General Alejandro has two sons who are infantry company commanders, while Colonel Alejandro has one son who is serving with the Spanish Special Forces and one daughter, maintaining the engineering tradition as a company commander in the Spanish Airborne Brigade.

The Deputy Commander of the NATO's Joint Forces Command in Brunssum, Netherlands, Lieutenant General Fernando Alejandro met up with his younger brother, Colonel Javier Alejandro, during a visit to Norfolk on 14 October. Colonel Javier Alejandro is the Branch Head for Strategic communications at NATO's Supreme Allied Commander Transformation Headquarters (HQ SACT) and was delighted to welcome his eldest sibling to the Headquarters. "It is a privilege to welcome my brother, Lieutenant

18 OCT 2016



Director NATO Centre of Excellence for Stability Policing visits JFC Brunssum

On Tuesday 18 October Colonel Andrea Paris, Director of the NATO Centre of Excellence for Stability Policing (NATO COE SP), delivered a presentation to Joint Force Command Brunssum (JFCBS) personnel. After being introduced by the JFCBS Provost Marshal, Colonel Harm IJzermans, Colonel Paris shared his experience and explained the value of Stability Policing to NATO and, especially in the context of NATO's Resolute Support mission (Afghanistan) and future operations wherever they might be.

Stability Policing (SP) is a set of civil police-related activities conceptually framed within the process of stabilization and reconstruction of destabilized areas. SP aims to bridge the security gap in a Theatre of Operations in order to establish a safe and secure environment.

Over two decades NATO nations have been engaged in Stability Policing as it is considered central to the so-called comprehensive approach.

DEEP CURRICULUM DEVELOPMENT WORKSHOP

Composed By: Ms K. Smith, (USA C)



One of the three tenets of the NATO Strategic Concept is Cooperative Security. In Joint Force Command Brunssum, a major line of effort is Engagement which supports NATO's Strategic Concept. J9 and the Military Partnership Branch are tasked with delivering engagement activities and, one such activity was the hosting of the DEEP Curriculum Development Workshop from 16-21 Oct 2026. DEEP is the Defense Educational Enhancement Program run by NATO headquarters with select Partners to enhance their educational systems and promote cooperative security. This particular workshop is a follow on to last year's Afghan Seminar on Interagency Coordination. Last year, we had the practitioners of various ministries here in Brunssum to learn how to interact in a productive and effective manner. This year, members of the Marshal Fahim National Defense University were brought here in order to develop curriculum so that they may conduct a

seminar similar to last year's in Afghanistan with an Afghan perspective. This workshop is a medium that promotes our special Afghan-NATO relationship, the Enduring Partnership, and the ongoing Resolute Support Mission.

Today's complex strategic and operational security environment requires capacities and synergies that only a "comprehensive approach" and a "whole of society" mentality can generate. This year marks a transition from executive seminars for senior Afghan officials to workshops aimed at enhancing the capacity of the Marshal Fahim National Defense University to provide long-term professional education and development. Education is the investment in the future.

Interagency approaches and mentality do not happen by themselves. They are often hard to cultivate in all of our nations. Achieving unity of purpose, unity of effort, and full potential is dependent upon committed and educated leadership within the defense sector institutions. This workshop

is especially important because it is essential for the Interagency and Inter Ministerial apparatus of our democracies to work as a team. Nations are stronger with a Comprehensive Approach. Efficiencies and effectiveness are outcomes of such a mentality of the coordination and cooperation, and this particularly essential given the challenges faced and the finite resources that are available.

The members of the Marshal Fahim National Defense University made the most of this opportunity being away from the distractions of their offices and daily routine in Afghanistan. Critically listening, critically thinking, engaging, and reflecting - what is required for the long term is a mature educational base that identifies and professionally develops those who demonstrate the potential to advance in rank and position in a complex world and in joint interagency, intergovernmental, and multinational setting and this workshop is a major step in that direction.



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HOW DO MODERN NAVIES NEUTRALIZE MINES AT SEA?

Composed By: MARCOM Public Affairs Office



Sea lanes are key to the movement of goods for everyday life. Around 90 percent of world trade is carried by ship. The same is often true for military forces on the move, while aircraft can fly in some amount of fuel, dry goods, food and ammunition; the majority of the supply chain often requires movement by sea.

To stop that movement, in wartime, naval mines may be laid to hinder access to a port or close off a channel or strait. Modern navies must be prepared to clear paths

through these minefields and ensure open sea lanes to transport goods and people.

Mine countermeasures vessels are usually small ships, but specifically designed with the task of keeping the sea lanes open in mind. They are often built from the keel up to allow them to safely navigate near minefields and have the equipment and personnel to locate and neutralize the mines aboard.

Mine countermeasures ships are often designed to minimize the sound they produce (their acoustic signature) and the amount of magnetic material (ferrous) in their de-

sign. Mine countermeasures ships can be built of wood or glass-reinforced plastic. If steel hulls are used, the ship is demagnetized, or degaussed, before heading out on missions, all in an attempt to make the ships less noticeable to naval mines.

Modern mines come in multiple types with many different triggering mechanisms. Triggers can be set off by contact with the mine, detection of magnetic material, sound traveling through the water or pressure changes in the water to name only a few. Some may be tethered to or placed on the sea floor, while others float freely or are





tethered to other mines in various configurations.

In order to counter this variety of mines, mine countermeasure ships also have a variety of techniques and equipment to find, identify and neutralize naval mines. Some ships are specialized to sweep for mines, dragging a wire or other equipment through the water to cut mine tethers and bring them to the surface to destroy, while others are specialized to hunt mines directly by using sophisticated sonar and remote controlled vehicles to find the mines. Still others can do both mine sweeping and

mine hunting.

Keeping personnel out of the mine field is preferred as far as possible. Some systems like MCM Denmark use drones to locate the mines then remote vehicles to detonate the mine. Some mines require a more personal approach and require sending divers in to neutralize it once identified.

The men and women of the mine countermeasures force are trained and capable and practice using these skills on a regular basis. Standing NATO Mine Countermeasures Groups regularly practice their skills on live mines by conducting “historical ordinance

disposal,” neutralizing mines from previous conflicts in the waters in and around NATO nations.

During exercise Noble Mariner, the intent is to work with practice mines, to train and work as a team, but if the group was to identify live historical ordinance, they would be ready.

Story taken from MARCOM website www.mc.nato.int





FIRST INTERNATIONAL VETERANS DAY IN BRUNSSUM

Composed By: JFC Brunssum Public Affairs Office

The first International Veterans Day took place in the town of Brunssum on Saturday 01 October. Commencing with a memorial service at the site of the WWII American Soldier in Dorpstraat, the programme embraced a Veterans Parade through the town (Dorpstraat to Linderplein), a static military vehicle display, a number of stalls selling military memorabilia, a range of attractions / activities for children, and an evening concert with proceeds being donated to local veterans charities.

Amongst others, wreaths were laid in recognition of the sacrifice and ongoing contribution made by veterans to global peace and security by: Mayor Luc Winants (Brunssum Mayor); General Salvatore Farina (Commander JFC Brunssum); Lieutenant General Bart Hoitink (Inspector General of the Dutch Armed Forces); and Wing Commander James Lafferty (on behalf of the British Embassy in the Netherlands). This was an outstanding event in every respect. The day was a fitting tribute to veterans and its success was firmly attributable to dedicated and conscientious planning of the organizers.



THIRD RAMSTEIN ALLOY EXERCISE HONES NATO ALLIED AND PARTNER NATIONS' INTEROPERABILITY

Composed By: HQ AIRCOM Public Affairs Office



Baltic Air Policing quick response aircraft from the deployed German and French detachments, along with NATO and Partner aircraft and ground crews from Poland, Finland, Sweden, Estonia, Latvia and Lithuania, trained aircrews and controllers Sept. 27-28 during the third Ramstein Alloy exercise.

Through scenarios, air and ground crews across the Baltic region honed their skills and enhanced interoperability to support NATO's air policing mission.

"Ramstein Alloy enables continued refinement and blended training of Alliance and Partner quick reaction forces, which helps ensure safe and secure skies in the region," said NATO Allied Air Command (AIRCOM) Chief of Staff, Major General Erich Siegmann.

"The term 'alloy' underlines the essence of what this event represents -- solid cooperation of NATO and Partner members together, just as a metal alloy mixes and combines two components together to produce a stronger, improved substance," General Siegmann added.

The Ramstein Alloy training series -- previously called Baltic Regional Training Events, or BRTEs -- exercises the newest rotation of aircraft and personnel supporting NATO's BAP mission in the region. France and Germany currently serve as the BAP detachments, based in Amari, Estonia, and Siauliai, Lithuania. Alliance Partner Finland and Sweden also participated, providing interceptor aircraft for quick reaction scenarios and live flying activities. A Lithuanian C-27, a Latvian Search and Rescue helicopter and a NATO E-3A Airborne Early Warning plane also flew in support of Ramstein Alloy 3.

According to AIRCOM's RAMSTEIN AL-

LOY planner, Spanish Maj. Ildefonso Martinez-Pardo, all training objectives for the third iteration of the training event were met.

"Some of the scenarios we executed included air-to-air interception, dissimilar aircraft training, search and rescue training, and airborne controlling from the NATO E-3A. Close Air Support missions were also scheduled and conducted by Joint Tactical Attack Controllers from Latvian Armed Forces on the Adazi shooting range," said Major Martinez-Pardo.

The Ramstein Alloy series, executed through AIRCOM at Ramstein, Germany, and the Allied CAOC Uedem, Germany, helps assure and train NATO Allies and Partners in the Baltic region. The event is designed to enhance relations among regional air and ground forces and to further develop interoperability through defensive practice drills.



BALTIC AIR POLICING AUGMENTING NATIONS PASS THE BATON AT ÄMARI, ESTONIA

Composed by HQ AIRCOM PAO



The incoming German Air Force detachment augmenting NATO's Baltic Air Policing mission out of Ämari Air Base, Estonia, led by their commander Lieutenant Colonel Swen Jacob. Photo by Niels Juhlke, German Air Force

For the third time this year, the task of augmenting NATO's Baltic Air Policing (BAP) mission was handed over at Ämari Air Base, Estonia, today. In a ceremony attended by senior civilian and military guests the British Royal Air Force passed the baton to the German Air Force. The Minister of Defence of the Republic of Estonia, Mr. Hannes Hanso, the Royal Air Force Typhoon Force Commander, Air Commodore Ian Duguid, the Chargé d'affaires of the Embassy of the Federal Republic of Germany to Estonia, Mr. Reinhard Wiemer, and the Commander of NATO's Combined Air Operations Centre (CAOC) at Udem, Belgian Air Force Major General Thierry Dupont, represented their respective Nations and organisations.

Four United Kingdom Typhoon Euro-

fighter jets are being replaced by German Eurofighter aircraft; the jets from Tactical Air Wing 74 at Neuburg are deployed to the Estonian air base the 42nd BAP rotation and will augment French Mirage 2000-5 jets leading the mission out of Šiauliai Air Base, Lithuania, where the task passed on the same day.

During the short ceremony, Minister of Defence Hanso underlined the relevance of this time-honoured example of solidarity among Allies saying: "I would like to remind us all that merely three years ago there were no Allied members rotating in Ämari and we lived in a different security environment. Let me assure you that your presence here is not taken for granted and it sends a strong signal that NATO is able to adapt to the new security environment and we are all united. I am grateful for your contribution and the feeling of security – what is sometimes rather loud - you have provided to the NATO and people

of Estonia. Actions speak louder than words."

In the margins of the ceremony, the commanding officer of the Royal Air Force detachment, Wing Commander Gordon Melville said "I would like to offer the sincere thanks of the Royal Air Force to our Estonian hosts and Latvian and Lithuanian neighbours for the excellent support provided to us during this deployment, which has enabled the UK to successfully play our part in securing NATO's Baltic skies. Responding to more than 20 scrambles and approx. 40 aircraft intercepted, I congratulate my whole team and NATO colleagues on their teamwork and professional approach to this important mission."

The UK started executing its fourth BAP deployment in May, utilising Royal Air Force Typhoon fighter aircraft for the third time. Germany is assuring safety



and security in the Baltic skies for the eighth time since inception of the mission in 2004; five times as the lead nation five times, three times as the augmenting nation.

“It’s a pleasure to be back at Ämari again, feeling the warm welcome of the Estonian nation,” said the commander of the German Air Force detachment, Lieutenant Colonel Swen Jacob. “We’re well prepared and ready to accomplish our mission.”

NATO’s Air Policing mission in the above the Baltic Sea started in 2004 with the accession of Estonia, Latvia and Lithuania to the Alliance. Since these Allies do not have the full range of Air Defence assets in their own militaries, other Allies take turns in providing fast jet assets to ensure a single standard of security within NATO’s Area of Responsibility.

“The handover-takeover ceremony of the Allies augmenting NATO’s Baltic Air Po-

licing mission is a great example of Alliance solidarity, and the Royal Air Force and the German Air Force have been dedicated to this principle,” said CAOC Uedem Commander Major General Dupont. Since the spring of 2014, Amari has provided excellent support to the augmenting BAP detachments. NATO, under its assurance measures, started to deploy additional assets underlining its resolve to continue the success story of maintaining the same level of safety and security across Allied airspace. As the representative from Allied Air Command and, at the same time, the Commander of CAOC Uedem, charged with BAP command and control, I am very pleased with the professional and strong-minded approach by all to implementing our common mission.”

Seventeen Allies have so far contributed to the mission which – just like NATO Air Policing in the rest of Alliance members’ airspace – is overseen by Head-

quarters Allied Air Command (AIRCOM) at Ramstein, Germany. With 24/7 command and control from the two CAOCs, AIRCOM launches scrambles within minutes in response to military and civilian aircraft that do not follow international flight regulations or approach NATO airspace. The sole aim of Air Policing is to preserve and safeguard the integrity of NATO airspace.



WAR MUSEUM EYEWITNESS. FACE TO FACE WITH THE SECOND WORLD WAR

Composed By: Merijn Bevers MA



In what way is it possible for a new museum to differentiate itself from the already existing museums about the Second World War? That was one of the main questions Wim Seelen, founder and director of War Museum Eyewitness (located in Beek, the Netherlands), asked himself when he decided to make a new career out of his lifelong passion and interest: the Second World War in Europe.

For over thirty years Wim Seelen established an impressive and exclusive collection of original uniforms, equipment, weapons and documents. In 2013 he was able to fulfil every collectors dream: to open a museum in which his collection would be open to the public. But that was not the only reason he wanted to build a museum.

Wim Seelen always felt that the south of the Netherlands lacked a good World War II museum in which visitors, and especially children, learn about war and peace. By remembering the Second World War, the last armed conflict in western Europe, visitors of the museum learn that peace should not be taken for granted.

Many war museums take pride in having an impressive collection of large weaponry. Of course, a study of war cannot be made without studying the means by which wars are fought. But tanks, fighter planes and guns don't fight wars, humans do. In War Museum Eyewitness the people who had to live through five years of war are the main element of the storyline.

Wim Seelen therefore invested in hu-

manlike mannequins which bring the entire collection to life. In dioramas depicting the large events of the Second World War in Europe visitors can stand face to face with soldiers and civilians from both sides of the conflict. Historical information is given in each diorama explaining the different scenes. Each diorama is sure to make a long lasting impression.

To enhance the storyline throughout the museum, Wim Seelen chose one mannequin as the main character of the museum. After long and careful consideration a German paratrooper was chosen: August Segel. Although being a fictional character paratrooper August Segel provides visitors, young and old, with a realistic and historically correct story which they can follow throughout the war. Through the eyes of August



visitors can learn what war did to the millions of men fighting in the largest war the world has ever seen.

Wim Seelen explains why a German soldier was chosen as the main character: 'If you want to follow a single soldier throughout the war, fighting on the different battlefields of Europe, that can only be a German soldier. And there is a reason why I want the visitors to be able to follow a single soldier during the entire war. From expecting that all will come well at the beginning of the war, August tries to make the best of it as the war progresses but he ends up being faced with total destruction and misery. Following the story of August, only one conclusion can be made: war only leads to terrible human suffering and losses.'

By focussing on the experiences of the

people during the war and the unique presentation of the outstanding collection Wim Seelen achieves his goal of not only providing every visitor with a good and powerful impression of the Second World War but also to make them think about war and peace in the past and present.

War Museum Eyewitness is located at the Maastrichterlaan 45 in Beek (the Netherlands). For more information about the museum visit their website www.eyewitnesswo2.nl. The museum is opened on Tuesday till Friday from 10h00 to 17h00 and on Saturday and Sunday from 12h00 to 18h00. Military personnel get a 60% discount on the entrance fee.

Guided tours are possible after reservation. Reservations can be made by sending an e-mail to info@eyewitnesswo2.nl.



LANCASTER BOMBER R5701 SERVICE OF REMEMBRANCE

Story by Barry Mellor, JFC Brunssum Public Affairs Office



Wednesday 05 October 2016 a service of remembrance was held at the crash site of Lancaster Bomber R5701, of 97 Squadron Royal Air Force, which crashed in Brunssum on 5th October 1942.

Lancaster R5701 took off from RAF Woodhall Spa at 19.11 hours 5th October 1942 for a bombing raid on Aachen. Her crew was experienced, having flown

numerous missions over the preceding year. The least experienced crew member had flown 21 missions, whilst the pilot had 35 to his name. All, apart from the wireless operator, had flown at least 16 missions with their pilot.

The night of 5th October 1942 saw very poor weather conditions, with thunderstorms and heavy icing. Heavy flak and night fighters were an added hazard over the Netherlands. R5701 and her crew never made it home, but came down in the Leeuwstuk neighborhood

of Brunssum at approximately 22.45 hours, the exact cause of the crash never being established. None of the crew members, six of whom were British and one Australian, survived the crash.

Alderman Carolus de Rijck (representing the Brunssum Mayor) led a service with its congregation drawn from local people and the British delegation of JFC Brunssum represented by Wing Commander James Lafferty RAF and Warrant Officer Simon Marsh RAF.



Due tribute was paid to the Lancaster's crew comprising:

Flying Officer: Neville Briant DFC

Flying Officer: Leslie Dorward DFC
RAAF

Flying Officer: Kenneth Harrison
DFM

Sergeant: John Dawson

Sergeant: Augustus Desmond

Sergeant: Kenneth MacKay DFM

Sergeant: Albert Musgrave

The crew is buried in the Jonkerbos military cemetery in Nijmegen. However, a monument has been erected in Brunssum at Platanendreef, on the corner with Eikenlaan. This monument bears the title 'Verstoorde Huisraad' (household furniture in disarray).

It was designed in 1994 by the Maastricht-based artist, Marco Juriën, and consists of three elements: two inverted chairs stacked on top of each other; a table on three 'wobbly' legs; and a propeller. The objects are made from bronze. A stone representation of an aircraft wing symbolizes the impact of the crash.



AMSTERDAM-SCHIPHOL CELEBRATES ITS 100TH ANNIVERSARY

Composed By: Ed Frieser (NLD C)

Sources: Presentation by Ruud Wever, Schiphol, Wikipedia, website Schiphol.



From a small military airstrip to one of the world's largest airports.

Undoubtedly many of you have used Amsterdam-Schiphol airport either to enter the Netherlands or to take off to one of the 322 destinations abroad, like some 60 million other passengers do annually. This year on, 19 September, Schiphol reached its 100th anniversary and the airport was granted the title “Royal Airport”.

The Beginning

Schiphol is one of the few airports that exist since the start of military and civil aviation in the Netherlands. In the beginning it was not much more than a wheat field that was made suitable for aircraft to take off and land. The airstrip was named ‘Schiphol’ and derived from the name ‘t Schip Holl, a piece of land in 1447 within the Dutch city of Aalsmeer, which merged the words ‘Skip’ which means ‘wood meant for chopping’

and ‘Holl’ meaning ‘coming from low land’; East Gothic words. Halfway through WW I the grass strip was taken over for military use as it was strategically well positioned within the Dutch Hollandic Waterline and the water defence line ‘de Stelling van Amsterdam’ (See Northern Star July 2015). On 19 September 1916 a small plane, a Farman double-decker belonging to the aviation division of the Royal Dutch Army, the precursor of the Dutch Air Force, landed at this airstrip. The working conditions at this military airstrip were tough. Staff had to clean themselves in a canal and their accommodation was a few simple wooden barracks. The local farmers were no big supporters of this military airstrip, and often potatoes were thrown at the soldiers in those days.

KLM

Post-WWI, in 1918, there was a surplus of aircraft so it was decided that these

aircraft could be used for passenger-carrying aviation. Albert Plesman established the Royal (Dutch) Aviation Company or ‘Koninklijke Luchtvaart Maatschappij’, KLM, in 1919. Half a year later, on 17 May 1920, the first civilian airliner landed at Schiphol, a Havilland 16. Onboard there were two passengers, both journalists, from the British newspaper ‘The Times’. The aircraft at the same time delivered bags of airmail. Although the aircraft was rented from the British air company ‘Aircraft Transport and Travel’, it flew under the flag of KLM. Albert Plesman was present to welcome the first passengers together with another well-known person of the time, Anthony Fokker, (see Northern Star of October and November 2015) who opened the first airmail bags containing newspapers. You can imagine though that the conditions at this small grass strip were far from ideal. Heavy rainfall sometimes changed the strip into a complete quagmire such that the aircraft undercarriage often





sank deep into the mud. KLM then hired some strong men to carry passengers on their backs to the aircraft. Meanwhile, the founder of KLM, Albert Plesman, requested Jan Dellaert to become the first harbour master for the airstrip. The history of Schiphol goes hand-in-hand with the drive and vision of Jan Dellaert who also achieved a military pilot license in 1918. He understood how a small country like the Netherlands could become a world player in commercial passenger-carrying aviation.

Civil Aviation History

Civil aviation develops at a fast pace. In 1920 440 passengers were handled at Schiphol, this is as much as the number of passengers in one Boeing 747 today. But, in 1926, this figure increased rapidly to 10,000. In 1926 it was also decided that the Olympic Games would be held in Amsterdam. Consequently, the municipality Amsterdam invested 1 million Dutch Guilders and bought the civil aviation part of Schiphol. The town quickly started to build access roads, a brick passenger terminal and an air traffic control tower. The terminal was opened in 1928; a full-size replica of which can still be seen at the Aviodrome aviation theme park in Lelystad. Schiphol was then re-named the Municipal Airport Amsterdam and brought under the authority of the Municipal Trade Organisations Division just like the

Amsterdam ship harbours. Schiphol then, over time, became a hub, essential for trade, passenger and commercial cargo transfer. And, only ten years later, Schiphol already owns a separate waiting room for transfer passengers. This was particularly insightful once you realise that today 40% of the nearly 60 million passengers at Schiphol are transfers to other destinations. From the beginning the number of passengers rapidly increased. This development made it necessary to improve the infrastructure of Schiphol and its direct vicinity. Plans are made for a new municipal hangar. And, in 1932, Hangar B is completed. The airfield now includes six military hangars, a hangar made of steel, a terminal with an apron and a flight hangar owned by Fokker, a major player at Schiphol. Schiphol's surface area increased from 79 to 210 hectares.

Further Development

In 1933 Hangar C is built. Access to the airport has further improved because of the construction of the A4 Highway between The Hague and Amsterdam. But still Schiphol remained a grass airstrip at this time. In 1937 Schiphol commenced building a system of asphalted runways and taxi-tracks that is completed in 1938. In parallel a night flight system and a radio beacon are installed. Schiphol is now the second airport in Europe with such a system and hardened

runways like Stockholm's Airport Bromma. Plesman and KLM, together with the Dutch State, consider moving their aviation activities to a more centralised location near Leiderdorp. The population however reacts rather resilient and under pressure of public opinion KLM drops the plans.

WWII

At the end of the 1930's the threat of war becomes eminent. Nazi-German planes attack the Netherlands on 10 May 1940 and the Nazi's capture Schiphol almost intact. This was an important hub for the Nazi's to reach England with the availability of an airport with 4 asphalt runways at 45 degree angles. The airport was renamed 'Fliegerhorst 561' by the Germans but, of course, being strategically situated it was frequently bombed by the British and Americans. The final blow came on 13 December 1943. Within half an hour 208 American Marauder bomber-aircraft drop 400,000 kilos of bombs on Schiphol, rendering the airport unusable as an active base for the Nazi's.

Post WWII

After WWII Schiphol is in chaos. However, under the direction of Jan Dellaert, the Netherlands start rebuilding. On 28 July 1945 the first post-war aircraft, a DC-3 of





the Swedish aviation company ABA, landed at Schiphol, on a temporarily constructed runway. According to Dellaert the airport is not only important for the Netherlands but for the entire Western Europe and the aviation industry witnessed fast growth during the fifties. In 1958 Amsterdam officials announced that it is difficult for the city to continue financing the airport on its own and requested financial help from the Dutch Government. This was provided, however, under a new organisational structure and the introduction of a government voice in future developments. The airport gets three shareholders: the Dutch State owns 76%, the city of Amsterdam 22%, and Rotterdam 2%. Now Jan Dellaert is able to continue airport expansion, with 4 runways covering all wind directions. He even plans a highway and a railroad through the area. In 1959, for the first time, more than one million passengers used Schiphol.

Schiphol-Centrum

The reconstruction of the new Schiphol started in 1963. Before the outbreak of WWII the total number of passengers annually using Schiphol

amounted to 102,000. But, in 1964, this number increased to 316,000. KLM flies, as the first company, with the DC-4 and opens a route to New York in 1964. In the 60's the cheap charter flights market booms and two well-known companies in the Netherlands, Transavia and Martin Air, were pioneers in this niche. In 1965 the highest point is reached of Schiphol-Centrum, but all these activities were still at the 'old Schiphol', today referred to as Schiphol-East. The big move to Schiphol-Centrum took place 10 years later, on 28 April 1967. May 8th, 1967, all civil aviation activities are transferred to the new Schiphol Centrum. In 1965 Schiphol reached a level of 2 million passenger transfers per year and only 5 years later, in 1970, Schiphol passes the 5 million passenger mark. Since then, between 1960 and 1970, air traffic doubled and the number of passengers tripled so it was time to expand Schiphol again. New hangars for the maintenance of Jumbo Jets had to be built. Hangar 11, built in 1971 and named after Jan Dellaert, is so big that the entire Feyenoord football stadium would fit inside.

One Terminal Concept

In 1973 the 'one terminal' concept was started, where all facilities would be located under a single roof, radiating from the central plaza. New expansions bring more office space, freight buildings, hotels and shopping facilities. The terminal was divided into three sections or halls designated 1, 2 and 3. To all of these halls, piers or concourses are connected. However, it is possible, on both sides of security or border inspection, to walk between piers, even those connected to different halls. Border control separates Schengen from non-Schengen areas. Schiphol Airport now has approximately 165 boarding gates.

Main Port Schiphol

In 1981 former Queen Beatrix officially opened the second part of the Schiphol railroad so passengers could travel by train from Schiphol to The Hague and Rotterdam. And, since 1986, travellers have been able to take the train from Schiphol to Amsterdam Central Station. Also new modern underground luggage handling facilities were established in





the new E-pier in 1986. And, for the first time, the 1988 Schiphol annual report speaks of a Main port concept - an air, rail and road junction with the status of a world city. From this point on all initiatives and plans should come from the idea that the airport should not only have a function for the Netherlands but should also be the Gateway to Europe. During the 80's Schiphol annual passenger transfers increased to 16 million in 1990 and a freight capacity of 1 million tons of cargo per year. The subsequent extension of the D-pier with 13 more new gates, construction of terminal West and the G-pier in 1993 allowing a capacity of 32 million passenger transfers annually were inevitable. Queen Beatrix opened a new air traffic control tower in 1991 to oversee the entire airfield. At that moment this was the highest control tower in the world being 101.17 m high. In 1995 the Schiphol Plaza was opened and this building incorporated an underground railway station. In 1996 the first high velocity train (Thalys) entered the railway station.

Present

At the end of the 80's planners assessed that in the year 2000 some 28 million passengers would use Schiphol per year. This figure, however, became 40 million and served to spur more development. In 2004 Air France took over KLM, giving Schiphol a better perspective to remain and consolidate her position as one of the most important hubs in Europe. In 2008 Schiphol and Aéroports de Paris started cooperating and took 8% of each other's shares. Today Schiphol uses 6 runways, in the compass directions 18L-36R, 18R-36L, 18C-36C, 24-06, 27-09 and 04-22 but lay 3 meters below sea level. The airport has become an exemplary example of the so-called Airport City Concept copied by many airports in the world. It is now the 5th largest airport in Europe transferring 58.2 million passengers per year and is the 3rd airport in Europe in cargo volume, transferring 1.6 million tons of cargo annually. The surface of Schiphol today spreads over 2,787 hectares. It is one of the largest employers in the Netherlands with some 65,000 jobs that make it an important instrument for the Dutch economy.

Future

This year a temporary terminal will be completed to keep up with the enormous growth of passenger transfers to the so-called Schengen countries. It is planned to use this until 2019 when the new terminal should be ready. But, already, plans are underway to extend it in 2023 to enable the handling of 70 million passengers per year. As His Majesty King Willem-Alexander, a pilot himself, stated at Schiphol's celebration: "Schiphol is one of the best equipped airports in the world and this centenary is a milestone for the entire Nation. Schiphol belongs to all of us! It is very special what has been built here. Schiphol, KLM and other airline companies connect us to the entire world." Hence the mission and motto of Schiphol: "Connecting to compete and to complete."



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WHEN DID YOU ARRIVE IN THE NETHERLANDS AND WHICH POSITION HAVE YOU TAKEN?

I arrived in Netherlands on February 18th, 2016, to take the position of “Aide de Camp” (ADC) to the JFC Brunssum Commander.

TELL US ABOUT YOUR MILITARY CAREER.

I attended the Military Academy (1996-1998) in Modena (Italy) where I was appointed a signal Second Lieutenant. In the following two years my military career followed at “Scuola di Applicazione” in Turin. At the end of this school I was promoted Lieutenant and sent to command a signal platoon in a Signal Regiment in Milan. There, I had the opportunity to have many experiences not only in Italy but abroad as well, both for training and on operations. Meanwhile, I was promoted Captain and after commanding a company, I attended the Basic Staff Course, in Italy. At the end of this course I was assigned to the “Plans and Policy Department” of the Defence Armed Forces, in Rome. There, I spent two years before being deployed to Kosovo for one year. At the end of this tour of duty, I attended the Second Section of the Staff Course I had started earlier and, following that, I was assigned again to the “Plans and Policy Department” of the Defence Armed Forces. After about one year I received the order to serve at JFC Brunssum as ADC to the Commander.

DO YOU HAVE ANY EXPERIENCE WITH OTHER INTERNATIONAL MISSIONS?

When I was a Lieutenant assigned to a deployable regiment, this regiment supported NATO's Rapid Deployable Corps. Thus I had the opportunity to join many international missions with different assignments and responsibilities. My first international experience was at the NRDC-ITA HQ. Then I had the honour to serve my country in other international missions abroad overall in peacekeeping missions. I started in Bosnia (SFOR mission) where I commanded a signal platoon. Then in Afghanistan (ISAF mission) three times: the first time as company signal commander, the second time as liaison officer between NATO-ISAF HQ and seven Afghan Ministries, and the third time as ADC to the ISAF Chief of Staff. In 2013-2014, I served in Pristina (Kosovo) as ADC to the NATO Kosovo Force Commander (mission Joint Enterprise).

TELL US ABOUT YOUR JOB AND WHAT KIND OF CHALLENGES YOU HAVE TO FACE.

I am the ADC to the Commander and among the formal tasks performed every day, I have the possibility to spend almost all my time with the Commander, to attend meetings, to travel with him, etc. All that gives me the possibility to have a favourable overview, an open and special window overlooking NATO, the worldwide security situation, and important international dynamics. I face different challenges every day. Among these, one of the most important is conciliating my job and my family life because at the same time I would like to be the perfect soldier, the best ADC my Commander has ever had, a good husband and a good father for my children.

IS YOUR FAMILY HERE WITH YOU?

My family (my wife Elena and my baby-twins, Arcangelo and Michela) have moved here to the Netherlands about one month ago. I am so grateful to them for their continuous support and for the smiles they reserve for me when I come back home after a demanding working day.

WHAT ARE YOUR HOBBIES?

Due to my job and my family commitments I have very little spare time to devote to my hobbies and interests. Anyway, I like reading, writing, listening to music, riding my motorbike, running, spending time with my friends and travelling.

WHAT DO YOU LIKE IN YOUR JOB?

Every day is different from the day before and this gives me the chance to improve my skills and to compare myself with new situations and new challenges. Furthermore, I have the opportunity to meet a lot of interesting people and this assists my development, not only in the military field, but more broadly as a human being.





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1900

THE BROTHERS GRIMM SPECTACULATHON

Doors open @ 18:30



05 NOV
2016 SAT
1200

THE BROTHERS GRIMM SPECTACULATHON

Doors open @ 11:30



05 NOV
2016 SAT
1600

TROLLS

Anna Kendrick
Justin Timberlake

92 min



05 NOV
2016 SAT
1900

DOCTOR STRANGE

Benedict Cumberbatch
Chiwetel Ejiofor

115 min



11 NOV
2016 FRI
1900

THE BROTHERS GRIMM SPECTACULATHON

Doors open @ 18:30



12 NOV
2016 SAT
1200

THE BROTHERS GRIMM SPECTACULATHON

Doors open @ 11:30



12 NOV
2016 SAT
1600

TROLLS

Anna Kendrick
Justin Timberlake

92 min



12 NOV
2016 SAT
1900

HACKSAW RIDGE

Andrew Garfield
Sam Worthington

131 min



18 NOV
2016 FRI
1900

BILLY LYNN'S LONG HALFTIME WALK

Joe Alwyn
Kristen Stewart

110 min



19 NOV
2016 SAT
1600

ALMOST CHRISTMAS

Kimberly Elise
Omar Epps



19 NOV
2016 SAT
1900

ARRIVAL

Amy Adams
Jeremy Renner

116 min



25 NOV
2016 FRI
1900

LOVING

Joel Edgerton
Ruth Negga

123 min



26 NOV
2016 SAT
1600

FANTASTIC BEASTS AND WHERE TO FIND THEM

Eddie Redmayne
Katherine Waterston

132 min



26 NOV
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1900

THE EDGE OF SEVENTEEN

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Answer: Division:

Full name: Extension:



Winners

Bolero & Le Sacre du Printemps

The Northern Star congratulates the lucky winners of the last contest.

Tickets won by:
Chad Denaughel (DOM/BIM)
Dierk Hansen (J6)



FILM REVIEW TROLLS



From the creators of Shrek comes the most smart, funny, irreverent animated comedy of the year, DreamWorks' Trolls. This holiday season, enter a colorful, wondrous world populated by hilariously unforgettable characters and discover the story of the overly optimistic Trolls, with a constant song on their lips, and the comically pessimistic Bergens, who are only happy when they have trolls in their stomach. Featuring original music from Justin Timberlake, and soon-to-be classic mash-ups of songs from other popular artists, the film stars the voice talents of Anna Kendrick, Justin Timberlake, Russell Brand, James Corden, Kunal Nayyar, Ron Funches, Icona Pop, Gwen Stefani, and many more. DreamWorks' TROLLS is a fresh, broad comedy filled with music, heart and hair-raising adventures. In November of 2016, nothing can prepare you for our new Troll world. Written by 20th Century Fox

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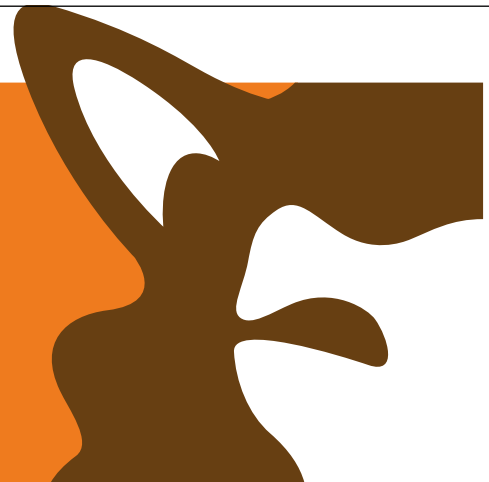


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¹ the former Yugoslav Republic of Macedonia. Turkey recognizes the Republic of Macedonia with its constitutional name.

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