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STRATEGIC AIR COMMAND AT THE TOP OF THE WORLD

By Ted A. Morris LTC, USAF, RET.

Believe it or not, Thule Air Base Greenland was not built for remote tours in a winter wonderland. And it was not built so that the Strategic Air Command (SAC) would have a place to transfer personnel who had failed a no notice Operational Readiness Inspection (ORI). Or any of the many other exercises and inspections which seemed the SAC way of life during that era called "the Cold War".

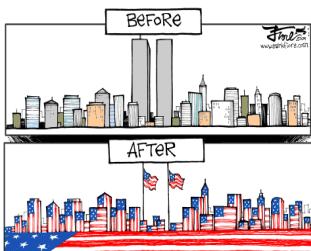
At that time the USSR was the most probable opponent facing the United States . The Strategic Air Command was our country's major deterrent for keeping the world at peace. In the late 1940's and early 1950's, SAC's primary weapon was the threat by the United States to use Atomic and Thermal Nuclear bombs delivered from specially configured aircraft. The B-29 aircraft left over from World War 11, B-50 aircraft (an improved version of the B-29) and the B-36 (called an intercontinental bomber). The latter could carry 10,000 pounds of bombs 10,000 miles. At least that is what someone said. Later would come the B-47 and the B-52.

The B-36 was a formidable aircraft. As the models developed from A to J, the aircraft had six R-4360 air cooled reciprocating engines, developing over 3800 horsepower each, four J-47 jet engines with 5200 pounds of thrust each. For defense each aircraft had 16 MK24 20mm cannon with an ammo load of 9200 rounds. Fifteen crew members working together could get the B-36 going 400 miles per hour, and up to

43,500 feet altitude. The key word here is "work". It was quite an aircraft, but only when everyone did his job. As an Aircraft Performance Engineer, my responsibility involved the engines, electrical and hydraulic systems, fuel management, and why this, that or the other did or did not work.

The 6th Bomb Wing Heavy was based at Walker AFB, Roswell, New Mexico. Our crews' primary target was about 7500 miles away. The target route would take us up and over the North Pole and back (we hoped). If we were going to carry 10,000 pounds of bombs and go 10,000 miles, that put us ready for landing somewhere in the Arctic Ocean on our way back home. And if we could go full out 400 miles per hour all the way, just to get to the target would take us almost twenty flying hours. Despite all the Convair Aircraft Company and Pratt and Whitney Engine Company propaganda, we were not going to be able to do that. About six more flying hours had to be added. Just as your automobile, the faster you go and the further you go, the more gas you use. Same with the B-36. The aircraft carried about 30,600 gallons of AV-GAS and to get any more than that meant stopping at a gas station. For the B-36 during the dark ages, aerial refueling was not state of the art.

Today we read of truly intercontinental bombing missions with aircraft such as the B-52, B-1 and B-2 bombers. This accomplished by multiple aerial refueling from KC-135 and KC-10 refueling tankers. Of course, those tankers must be



Commander's Forum

Col Craig C. Whitehead
12 SWS/CC



The Commander's Action Line, x-3400, is your direct link to me. It provides an avenue for you to voice your concerns over unsolved problems, share good ideas or provide some constructive criticism. As a reminder, the Action Line is not a replacement for using your chain of command or raising concerns directly with the office or activity that is the source of your concern. Commander's Action Line questions and comments can help make Thule Air base and the 12 SWS a better place to live and work."

Diamond Notes

By MSgt Craig Lincoln
12SWS/CCF

A milestone in Thule history was achieved recently when, for the first time ever, spouses were given clearance to fly Space-A to Thule to visit active-duty members stationed here. So far, four spouses have taken advantage of this new program and arrived for one-week visits in September and October.

The window for spouse visits in 2001 closes on 15 November, but it isn't too late to start planning for your spouse to visit in 2002. The process is simple and easy. The TABI (24-104) is on line at [\prancer\TABI\instructions\24series\24-1\24-104](#) and includes all of the attachments needed to complete the process. There are two periods of time during the year when spouses are allowed to visit Thule – 15 March through 15 May, and 15 September through 15 November. Travel isn't allowed during storm season – primarily due to the increased risk that flights will be cancelled or diverted due to Arctic storms. Summer travel isn't allowed because few space-A seats are available due to increased travel by the contract personnel. Both of the above situations increase the risk that a spouse may be bumped from a flight and miss the trip to Thule entirely. Unless what they really wanted was a week's vacation in Baltimore, missing the flight is a bad outcome. The travel windows were chosen to increase the likelihood of a good outcome. The installation commander can approve exceptions to these travel restrictions on a case-by-case basis.

Spouses must have a valid passport (even if they are also active duty military) and a DoD identification card in

order to travel. The wait for passports can be lengthy, so any spouses interested in visiting Thule next Spring should apply for a passport now.

A medical clearance must be accomplished by the spouse before arriving. There are a few medical conditions that will disqualify a spouse from visiting Thule. These are listed in paragraph 5 of the TABI.

Where will your spouse live while they're visiting Thule? If you can't figure this one out, we need to have a talk. Seriously though, if your suitemate objects to your spouse sharing the bathroom, then you'll have to arrange for your spouse to stay in lodging at your own expense. I'd like to think that no suitemate would deny that permission, but if your spouse is planning on visiting, be nice to your suitemate.

Also, spouses can dine in the dining halls at their own expense. And if you are a TOW Club member, your spouse shares membership privileges while they're here.

Currently, only spouses are authorized to visit Thule under this program. We're looking to see if others who have space-A privileges (e.g. parents who are retired military, friends who are active duty) can be allowed to visit in the future.

If your spouse is interested in visiting during your tour, see me and I'll give you a checklist we've developed that outlines the whole procedure step by step.

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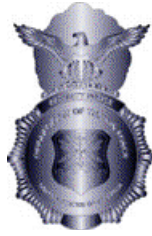
Articles for the Thule Times and requests to be added to the email list should be submitted to: thuletimes@thule.af.mil

Disclaimer

Opinions expressed herein are those of the contributors to this paper and are not to be considered an official expression by the 12th Space Warning Squadron, Department of the Air Force, Department

Cops Corner

The Security Forces Flight is located in Bldg 363, across from the Recreation Center.



By TSgt Michael Loveland
12SWS/SF

The Five Steps

Do you know what Force Protection Condition we are in at the moment? Do you have any idea what a Force Protection Condition is? Since September 11, we have all become accustomed to seeing it flash across Channel 4 and have seen the signs on all the buildings, but when was the last time you really considered what it all means? Well, here's another chance for you to get familiar with the exciting world of Force Protection.

The Force Protection Condition Program is a Joint Chiefs of Staff (JCS) approved program which standardizes all of the military services identification of and recommended responses to terrorist threats against U.S. personnel and resources.

OK, that's what the book says. What does it mean in layman's terms? A while back, *(there's no test so don't worry about exact dates here)* our Bosses *(that would be the JCS)* recognized a need for all military branches and installations at home and abroad to respond rapidly and uniformly to situations such as what happened on September 11. They produced a broad set of guidelines known as; you guessed it, Force Protection Conditions (FPCon). These FPCon's assist us in recognizing what level of security we need to assume in any given situation at any given location. So, our leadership can in effect simply direct which level to go to and we know what actions to take.

There are five of these FPCons, each with its own definition and parameters. So, let's get down to it.

FPCon NORMAL: Applies when a general threat of possible terrorist activity exists, but warrants only a routine security posture. In other words, we are maintaining a regular day-to-day security posture. One simple fact of life is that we will always be in FPCon NORMAL or higher.

FPCon ALPHA: Applies when there is a general threat of possible terrorist activity against installations and personnel. The nature and extent of the threat is unpredictable and circumstances do not justify full implementation of FPCon BRAVO. At this level,

something has got our attention. It probably means tensions are high somewhere in the world, such as when Iraq expelled the U.N inspectors a few years ago, it increases our security to some degree. We don't know where or when something may happen but the possibility that something could happen is present. We must be able to sustain this level of security indefinitely. We are starting to look harder at the things going on around us.

FPCon BRAVO: Applies when an increased and more predictable threat of terrorist activity exists. Units must be capable of sustaining FPCon BRAVO for weeks without causing undue hardship, without affecting operation capability, and without aggravating relations with local authorities. Assuming this posture could mean that we have reason to believe that a particular group or region may be at a higher risk than normal. We still don't have any real specifics at this point but we are starting to get a picture of who might be in harms way. The reason it addresses the aggravation level of local authorities is primarily because at this level is where the general public starts to see some of the more stringent security measures. Considering the fact that we may be required to maintain this level for weeks on end, we need to be aware that our actions may in fact effect the community around us. Longer processing time into the installation can cause traffic tie ups outside our gates, personnel who have conducted business with the base for a long time are suddenly being looked at harder when they come on base. These are things that can, and unfortunately do, cause frustration levels of everyone to rise. We must be aware and ready to deal with this.

FPCon CHARLIE: Applies when an incident occurs or when intelligence is received indicating that some form of terrorist action against installations and personnel is imminent. When this

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In the event you require emergency Police/Fire/Medical assistance, call 911.
For routine matters, call one of the following numbers:
Security Forces: 3234 Medical Appointments: 3409
Fire Department: 2860 Emergency Ward: 2877

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pre-positioned at forward operating bases. I recall that, during the cold war well into the 1960's, KC-97 tankers from the 380th BW, Plattsburgh AFB, NY, supported B-47 bombers using Sonde Stromfjord BW-8 just south of Thule as a forward base.

Another minor problem. The 10,000 pounds of bombs we could carry. The main atomic bomb of those days weighed pretty close to 7000 pounds. The B-36 was the only aircraft capable of carrying the only thermal nuclear bomb in the US Arsenal. The MK17, our primary offensive weapon in use at that time, was about 24-feet long and weighed 43,500 pounds.

The take off weight limit for the B-36, which normally had an empty weight of 167,000 pounds, was about 410,000 pounds. Fuel weighed in at about 200,000 pounds. The MK17 43,500 pounds, 20mm ammo 10,000 pounds, crew and gear 4500 pounds. For something like 256,700 pounds, leaving about 153,000 basic weight for a very large aircraft. So, you might begin to see some of the problems in getting a bomb on a far distant target in the dark ages.

During the cold war Thule was a very important gas station for many an aircraft. You didn't think all those fuel tanks were to hold fuel for the aircraft so you could get back to the States for R&R, did you? How about all those underground ammo bunkers? Maybe you thought they were for the Greenlanders to use instead of igloos. We flew to Thule without a bomb, picked it up there for the rest of the mission.

During those years there were six Bomb Wings and four Reconnaissance Wings. A normal B-36 bomber wing had thirty aircraft assigned. In the early days, the atomic and thermal nuclear bombs were very complicated, requiring much upkeep and monitoring. Because of this they were not kept on the same base as the bomber aircraft. Before going off to war the aircraft must fly from its home base to the weapon storage base for its weapon. However in the mid-1950s, for faster response time, the bombs were moved to the aircraft base. It wasn't practical for every aircraft to fly over the North Pole to get to its target, so several forward deployment bases were built. North Africa, Guam, Alaska, England and finally Thule. In this way we could attack from nu-

merous routes, spreading the enemy defenses thin.

Strategic Air Command began deploying entire Bomb Wings to these forward SAC bases for 90 to 120 days at a time. The entire wing and much of the supporting units packed up everything and went to these forward bases. Called "unit deployments", the operations were quite large and complicated. The bomb wing ran numerous exercises along with all its routine training missions including a Unit Simulated Combat Mission (USCM) during these deployments. The USCM, as the name implied, simulated going to all out war. Deployments lasted until the late 1950s. This operation was replaced by "reflex alert" which involved placing a number of individual bombers, loaded with live war reserve nuclear bombs, on alert at forward operating bases. This began with B-47 bomber aircraft and KC-97 tankers, and lasted many years.

More often, in the B-36 days, the bomb wing would stage a USCM from its home base wing using one or more SAC forward bases. In early 1955 the 6th Bomb Wing, Walker AFB, New Mexico, staged a USCM to Thule. Often a Cell mission would perform a sort of mini-USCM using only three aircraft but still simulating a real targeting mission. SAC also flew individual aircraft on these realistic training missions.

In early 1955, newly assigned to the 6th BW, I quickly checked out in the aircraft as a flight crew member. The powers to be decided that in May, my having missed the full USCM to Thule AB earlier that year, I would fly to Thule in a three aircraft Cell USCM. We loaded all our flying gear, 30,600 gallons of AVGAS, and flew a 15-hour mission to Thule at 25,000 and 35,000 foot altitudes. As you recall, the month of May there at the Top of the World is practically Summer, but to us from the lower-48 it felt pretty much like winter!

Thule ground personnel performed the required maintenance upkeep. The performance engineer was responsible for refueling the aircraft to complete, the practice target attack. During the 30 hours on the ground, the 26th Aviation Depot Squadron brought out a live war reserve MK 17 TN bomb, loaded it into the aircraft then downloaded it and returned the bomb to storage in one of the underground munitions storage igloos mentioned earlier. In those days SAC did not fly training missions with a live weapon on board. However in later years, using B-52 bomber aircraft SAC did fly airborne alert missions with

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live war reserve bombs. Code named "Chrome Dome", the operation was done 24 hours a day, 7 days a week, 365 days a year, for nearly 20 years. It was not done in 1955.

After the bomb uploading/downloading practice, the complete aircrew assembled at the aircraft to begin the "meaty portion" of the USCM. A 15-hour mission, much at a bombing altitude of 43,500 feet. Flying east towards Spitzbergen Island, then reverse direction and fly towards our simulated target of Point Barrow, Alaska, then turn back to Thule. Our course was tracked by USSR radar and fighter aircraft, which this type of mission was designed to do. We sort of "walked softly while 'simulating' carrying a big stick, showing the Flag, to rattle their cages.

At our Thule "post strike", maintenance personnel once again put the aircraft back into condition for the return to Walker AFB. The B-36 was a rugged aircraft, but for every hour of flying time it took many hours of ground maintenance. The 26th ADS also got to practice another upload/download operation. Everything completed, we boarded the aircraft to make a 20-hour flight back to Walker AFB, ending a 7-day USCM.

While at Thule we didn't get to see much other than our own work areas. No sled dog races. No climbing Mt. Dundas. No sun bathing on the beach. Not a whole lot of sleep. And I'm sure that is pretty much how it is for all of you there now at the Top of the World.

I salute you. And I wish each of you all the very best for the job you are doing for all of us today at Thule AB, Greenland.



Dear Archie

Dear Archie,

How did Mt. Dundas get its name?

Signed: Just want to know

Dear JWTK,

Dundas was a former trading station founded in 1910 by Knud Rasmussen. He used the place as a base for several of his expeditions. To honor the location he named this rock formation Mt Dundas. Mt. Dundas is an interesting formation as it is the core of an extinct volcano. Over time the cone wore away leaving this very beautiful landmark. Thanks for asking!



Dear Archie,

Where does it say that those SF guys can wear their berets inside of buildings?

Signed: Hatless Inside

Dear Hatless,

You raise a question that seems to come up a lot. Well, I had a friend check this out for me and this is what was found: AFI 36-2903, Table 2.7 (When to wear head gear-indoors) NOTE 1 Exception: Armed Security Police Personnel or others bearing arms while performing duties. It's found on page 75 of the AFI. Now that leaves a lot to interpretation you think. Well, maybe. If he or she is in the food service line to eat then maybe they don't need to be wearing their beret. On the other hand, when they are conducting a "walk-through" of facilities on their "beat", they should be covered. If you happen to come upon a member of your Thule Police Department who just might be in a questionable circumstance, please be courteous if you approach them. Remember, they're here to protect you and they too are part of our Thule family. Hope this helps.

Archie

Dear Archie,

How do we determine what is a professional relationship and an unprofessional relationship up here at Thule?

Signed: Unsure

Dear Unsure,

Good question, I am glad you asked! AFI 36-2909 Professional and Unprofessional Relationships, under chapter 2, Policy, states the following:

Professional Relationships. Professional relationships are those that contribute to the effective operation of the Air Force. The Air Force encourages personnel to communicate freely with their superiors regarding their careers, performance, duties and missions. This type of communication enhances morale and discipline and improves the operational environment while, at the same time, preserving proper respect for authority and focus on the mission. Participation by members of all grades in organizational activities, unit-sponsored events, intramural sports, chapel activities, community welfare projects, youth programs and the like can enhance morale and contribute to unit cohesion.

Unprofessional Relationships. Relationships are unprofessional, whether pursued on or off-duty, when they detract from the authority of superiors or result in, or reasonably create the appearance of, favoritism, misuse of office or position, or the abandonment of organizational goals for personal interests. Unprofessional relationships can exist between officers, between enlisted members, between officers and enlisted members, and between military personnel and civilian employees or contractor personnel. Fraternalization is one form of unprofessional relationship and is a recognized offense under Article 134 of the Uniform Code of Military Justice (UCMJ).

Section 3 goes on to explain General Guidelines for All Military Personnel for Avoiding Unprofessional Relationships, Including Fraternalization. Military experience has shown that certain kinds of personal relationships present a high risk of becoming unprofessional. Personal relationships that are not initially unprofessional may become unprofessional when facts or circumstances change. For example, a close personal relationship between officers or between enlisted members can easily become unprofessional if one member becomes the commander, supervisor or rater of the other. Air Force members, both officer and enlisted, must be sensitive to the formation of these personal relationships, as well as

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Dear Archie

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the possibility that relationships that are not initially unprofessional may become so due to changed circumstances. The rules regarding personal relationships must be somewhat elastic to accommodate differing conditions and operational necessities; however, the underlying standard is that Air Force members are expected to avoid those relationships that negatively affect morale, discipline, respect for authority and unit cohesion. When economic constraints or operational requirements place senior and junior members in close proximity with one another (such as combined ranks or joint use clubs, joint recreational facilities or mixed officer/enlisted housing areas) military members are, nevertheless, expected to maintain professional relationships. The mere fact that maintaining professional relationships may be more difficult under certain circumstances does not relieve a member from the responsibility to maintain Air Force standards.

I know that using the AFI to answer your question may not have been what you were expecting, but it gets right to the meat of your question. At Thule, the rules are no different then they would be at home. In short, everyone in the community has a duty to maintain professionalism in all that they do. Professional does not mean that you have to avoid someone because they are an officer, enlisted or even a contractor but what it does mean is that you treat others with the respect of their position and authority as well as the courtesy that you too would like to enjoy.

Archie

Dear Archie,

Why is the drinking age 18 here, and the drinking age is 21 in the states, when we still fall under the UCMJ? Why does it have to be 18 and not 17?

Signed: Legal all over NOW!

Dear Legal,

Within the United States, the federally mandated drinking age for alcoholic beverages is 21. Since it is a federal law, the military is compelled to uphold and enforce the statutes as written within the United States. Now, in Denmark, the age of suffrage is 18 and so one may consume at that age in Denmark. Since the "law of the land" here is Danish, American military personnel

may enjoy the rights of other citizens within this country. In other parts of Europe, the ages may be different and so the laws would be upheld to that age of responsibility. Since this is the law of this land, your UCMJ cannot make it less stringent because of the union made in the Status of Forces Agreements. Therefore, one must wait until their 18th birthday. Now if you get caught, your commander could charge you under Article 92 of the UCMJ, Failure To Obey Order Or Regulation in that you were derelict in the performance of your duties by consuming alcohol when you were not of an age to do so. Finally, if one is not responsible in their drinking habits, the commander still has the duty and responsibility to maintain good order and discipline and may take action to stop behaviors that detract from the Air Force image and standards. Be responsible!

Archie

Dear Archie,

What is the major income for Greenland? Is anything bought from this country?

Signed: Interested

Dear Interested,

The economy remains critically dependent on exports of fish and substantial support from the Danish Government, which supplies about half of government revenues. The public sector, including publicly owned enterprises and the municipalities, plays the dominant role in the economy. Despite several interesting hydrocarbon and mineral exploration activities, it will take several years before production can materialize. Tourism is the only sector offering any near-term potential, and even this is limited due to a short season and high costs. The industries include fish processing (mainly shrimp and Greenland halibut), handicrafts, furs, and small shipyards. Great question, it is always good to know something about the countries you visit or live in.

Archie

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Dear Archie

Dear Archie,

I have a question concerning Fun & Fitness. Why is it called Fun & Fitness yet, it is mandatory. Shouldn't they call it Mandatory Fitness? Also, why do just the people who want to play volleyball always out vote everybody else's vote on other sports on the big floor. It could only be two people volleyball vote compared to eight say indoor football votes. Whadup wit dat?

Sincerely,
An upset, but concerned individual

Dear Upset,

Please understand that I take your question as serious as you wrote it, but lets look at the whole picture. First, the "Fun and Fitness" handle is supposed to denote just that. Have some FUN and compliment your normal FITNESS routine. It was never designed to force you to smile and get healthy on one selected Friday of every month. I'm sure when the program was first drafted, it was hoped that folks would come out together and enjoy an opportunity to relieve a little stress and share some good healthy time together. However, it appears that people chose to do something other than what was intended and there became no value added. Thought to be a good program, the pros must have out weighed the cons, and thus, it became mandatory. What was achieved? Well, you have to get out of your office, interact with others and do something that you probably could not do by yourself. I would suspect that a smile or slight grin might have slipped out when no one was looking. I really think the program continues because the boss wants you all to have interaction together and what better way to do it than on the courts and alleys? Now for the second part of your question. The decision on what to play on the main floor is left entirely up to you and your fellow Thule-ites. The Sports Rep asked all to vote on what is to be played and the majority rules. Even a simple majority is a majority. You might approach your own rep and ask them to address the issue at the Sports Council meetings and maybe a rotation might be worked. Things cannot be improved upon if people do not know there are problems to be addressed. Sounds to me that you want to see some changes made. You take the lead by becoming a member of the Sports Council and get your voice heard!

Archie

Continued from page three

FPCon is used for more than a short period of time, hardship will probably occur and the peacetime activities of the unit and its personnel will be affected. Uh-oh, things are getting serious now. At this point we know something is about to happen. Worse yet, something somewhere else may have already happened and it looks like we may fit the target picture. At this point we are probably as alert as possible, our palms are sweating, and the hearts are pounding. Security is really tight and certain peacetime functions go on hold as we prepare to defend ourselves. We still may not be entirely sure WE specifically are going to get hit by terrorist attack at this point, but by gosh we're ready if we do.

FPCon DELTA: Applies in the immediate area where a terrorist attack has occurred or when intelligence has been received that terrorist action against a specific location or person is likely. Normally declared as a localized warning. "Circle the Wagons!!" "Prepare to repel Boarders!!" Folks, this is it, this is the real deal. We know without a doubt that an attack is coming, where it's going to hit and who is the target. At this point we may actually be under attack and fighting to protect personnel and resources. As the definition says, normally this is localized in the immediate area of an attack. It can be wider spread initially, as it was on September 11, but that normally is for a very short period of time. At this level, we are in effect performing our wartime mission.

So there it is, we have transitioned from normal day-to-day peacetime mission all the way to war in five "simple" steps. Keep in mind these are broad guidelines. Not every installation performs the same mission so therefore, not every installation is going to have the same actions to perform. Even though they may be in the same FPCon. Also, just because we may be in a certain FPCon here doesn't mean that every other place is at that same level either. So today, we have had a little fun with a very serious subject, which is OK, but remember this; Force Protection truly is Everybody's business. We should always know what FPCon we are in and what it means to us.

KEEP CHARGIN'

Anthrax

By Sven Wolff TAB Hospital

HOW TO HANDLE ANTHRAX As BIOLOGICAL AGENT THREAT

What is Anthrax

Many facilities in communities around the country have received anthrax threat letters. Most were empty envelopes; some have contained powdery substances. The purpose of these guidelines is to recommend procedures for handling such incidents.

Anthrax is a disease normally associated with plant eating animals (sheep, goats, cattle, and to a lesser degree swine). It is caused by the bacteria *Bacillus anthracis*. Anthrax has been recognized as an illness for centuries. Once common where livestock were raised, it is now controlled through animal vaccination programs. Anthrax still occurs in countries where animals are not vaccinated, mainly Africa and Asia. It does occur infrequently in many countries, including United States.

Human infection with anthrax usually results from direct contact with infected animals, or animal products such as wool, meat, hides. However, when anthrax is used as a biological weapon, people become infected by breathing the anthrax spores that are released into the air. Inhalation anthrax is the disease that results from breathing anthrax spores.

Symptoms of inhalation anthrax can begin as early as 24 hrs after inhalation of the spores, and includes initial symptoms as fever, cough, weakness and usually progress to breathing problems and require hospital treatment. The cutaneous version of the disease will show ulcerating wounds after an incubation period of 7 - 60 days.

DO NOT PANIC

1. Anthrax organisms can cause infection in the skin, gastrointestinal system, or the lungs. To do, so the organism must be rubbed into abraded skin, swallowed, or inhaled as a fine, aerosolized mist. Disease can be prevented after exposure to the anthrax spores by early treatment with the appropriate antibiotics. Anthrax is not spread from one person to another person.
2. For anthrax to be effective as a covert agent, it must be aerosolized into very small particles. This is difficult to do, and requires a great deal of technical skill and special equipment. If these

small particles are inhaled, life-threatening lung infection can occur, but prompt recognition and treatment are effective. Thule Air Base is not recognized as a High Threat Area for this type of transmission.

3. Thule Air Base Hospital stock different types of drugs for treatment of Anthrax.

SOME COMMON QUESTIONS ABOUT ANTHRAX :

- **Q: Does the government have a plan in place to make Cipro available if there were mass exposure to anthrax?**
- **A:** Yes. Under emergency plans, the Federal government would ship appropriate antibiotics from its stockpile to wherever they are needed.
- **Q: Should individuals ask the hospital physician to write a prescription for Cipro, so they have it on hand in case it's needed?**
- **A:** No. Any needed antibiotics from the current stockpile will be made available if they are needed. In the meantime, Cipro should not be prescribed unless there is a clearly indicated need, so that the drug will be available as the need arises for the standard infections for which it is used.

Other sources of information on anthrax:

www.hhs.gov/news and

www.cdc.gov/ncidod/dbmd/diseaseinfo/anthrax

THE LADY

By TSgt Michael Loveland
12SWS/SF

*A nation borne of mingled souls
Divided lives and separate goals
Mute strangers pass on paths of stone
A neighbor's name 'til now unknown
Pay daily homage to mighty gold
Earn fortune now before grown old
Forefathers' faith agonized by sin
Turmoil caused by ignorant men
Leaders fight over mismarked blocks
Children raised by a glowing box
Position earned by sex or race
Hatred seethes o'er a colored face
Young guns fighting for city blocks
Trade learning for mind numbing rocks
Teachers and pupils wrought with fear
The Eagles path becomes unclear
As fingers point to place the blame
The Lady cries in silent shame*

*Tuesday dawn just another day
'Til terror draws us to the fray
Birds of prey dive from the sky
Stealing life before tearful eye
A thousand heroes rush the gloom
Differences forgone as fires bloom
As towers crumble from the shock
A Shepard falls amidst his flock
The Fortress stands against assault
While Falcons search for those at fault
Evil cheated by honor aloft
Steel wills displayed by those thought soft
Loved ones receive a mournful call*

*Final good-byes before the fall
Staring through ash in disbelief
A Nation joins to share the grief
And from the bay upon her stage
The Lady screams in righteous rage*

*In the aftermath, sirens blare
Churches echo with sounds of prayer
Neighbors rush from across the land
Searching for ways to lend a hand
A tired leader calms the nation
Shedding tears of true emotion
Lifelines formed of human chains
Besiege the mount that now remains
Newfound brethren scour the slope
Driven on by their endless hope
Color fades along the way
All faces now are shades of gray
Haunting smoke fills the skies above
As families search for those they love
Bright candles lit to guide the way
As moonrise ends the frightful day
Forced to face her darkest fears
The Lady sheds heartbroken tears*

*Awakened from a peaceful sleep
The Giant roars from wounds cut deep
The hunt is on to find the Knave
Who uses terror to enslave
Stalwart hearts set a rhythm
As voices rise to sing the Anthem
Every home displays the Banner
The Stars and Stripes fly with honor
As one the Nation takes a stand*

THE LADY

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*"We must force evil from our land"
The Eagle once again takes wing
The call to arms "Let Freedom Ring"
With friends beside us we will fight
To rid the Globe this awful blight
We shall not falter, shall not yield
Our best and brightest take the field
The strength of Freedom brought to bear
The Lady whispers silent prayers*



*For thousands lost we owe a debt
To forge ahead and not forget
We sought to build a home so free
Oppressed could come from 'cross the sea
And those who traveled to our shore
Should fear repression nevermore
Though some may say the vision blurred
That what was done was well deserved
The truth instead is much more clear
The rights we have is what they fear
To shape our own lives right or wrong
Does not weaken, it makes us strong
Now that we're joined in common cause
Foregoing one another's flaws
Our strength lies not in how we fight
It's in the way we can unite
Her flame burns bright for all to see
The Lady's name is Liberty*



*Never Forget,
"The Artic Night"*

BIO-lamp

If anyone would like to get more information regarding the BIO Lamps and/or the symptoms of Seasonal Affective Disorder (SAD) that they can contact myself or TSgt Allen at 2696 or 2782 respectively.

How often should I use the BIO-lamp?

If you have any symptoms of SAD, you should use the BIO-lamp daily for about 14 days following the Directions for Use on the front page.

At what time of the day should I use the BIO-lamp?

The time of the day does not have any influence on the effect of the BIO-lamp.

What should I do, if I still have SAD-symptoms after 14 days use of the BIO-lamp?

You should contact the Base Hospital for an appointment with a doctor. Dial 3409 between 0700 and 0800 in the morning.

DIRECTIONS FOR USE OF BIO-LAMP TYPE 10000

1. Measure the distance from your face to the front of the BIO-lamp. In the diagram below you will see the exposure time:

DISTANCE IN CENTIMETERS	EXPOSURE TIME	LUMINOUS INTENSITY
30 cm = 12"	20-30 min.	10,000 lux
50 cm = 20"	30-50 min.	6,000 lux
80 cm = 32"	100-150 min.	3,000 lux

During the exposure, it is not necessary to look directly into the BIO-lamp to get an effect. You may read a book, newspaper etc.

2. Turn on the BIO-lamp on the left side of the front.
3. Turn it off after use and annotate your use on the calender provided

Seasonal Affective Disorder (SAD) By Uffe Gren, MD, Base Hospital

"Canned daylight" – not only for those with SAD, but also for those who simply would appreciate having artificial daylight.

What is Seasonal Affective Disorder (SAD)?

SAD is a state of mind with one or more of the following symptoms:

- | You feel very tired
- | You go to bed earlier, but still have difficulty getting up in the morning
- | You are in a bad temper
- | You feel sad and depressed
- | You have no energy, not even for what you usually like doing
- | You do not have the energy for socializing with others
- | You retire into yourself
- | You get a significantly sweeter tooth – both day and night
- | You lose interest in sex

What causes SAD?

With a normal amount of daylight, a gland in the brain (pineal gland) is stimulated through the open eye to produce less sleeping hormone = melatonin.

With a reduced amount of daylight or with none at all, the pineal gland produces more sleeping hormone, and SAD may arise.

How can you counteract SAD?

SAD may be counteracted by means of artificial daylight from the BIO-lamp.

Is the BIO-lamp harmful?

No, the BIO-lamp is not harmful. The BIO-lamp contains special fluorescent tubes giving a white, full spectrum light comparable with natural daylight.

But the BIO-lamp does not send out the harmful, ultra-violet rays, which natural daylight does. The only possible side effect might be slightly irritated eyes or a feeling of pressure in your head.

Do I suffer from SAD?

Answer the questions on the questionnaire. Count your points and see what group you belong to.

SAD TEST

1. Socializing

- A. I have an unchanged interest in socializing with other people.
- B. I feel the same by socializing with others, but I am less interested in it.
- C. I socialize less with others outside my "home" than normal.
- D. I socialize less with others both at work and at home than normal.
- E. I am pretty isolated both at home and at work.

2. Weight

- A. I do not gain weight.
- B. I gain a little weight (1 kg).
- C. I am sure to gain weight (min. 1 kg).

3. Appetite

- A. I have a normal appetite.
- B. I need and feel like eating a little more than normal.
- C. I need and feel like eating a lot more than normal.

4. Quantity of Food

- A. I eat a normal portion.
- B. I eat a little more than normal.
- C. I eat a lot more than normal.

5. Sweet Stuff

- A. I have no urge for carbohydrates (sweets, spaghetti, potatoes, white bread, wieners, cookies etc.)
- B. I can control my urge for carbohydrates.
- C. I have an irresistible urge for carbohydrates.

6. Sleep

- A. I sleep as much as or less than usual.
- B. I sleep at least 1 hour more than usual.
- C. I sleep at least 2 hours more than usual.
- D. I sleep at least 3 hours more than usual.
- E. I sleep at least 4 hours more than usual.

7. Tiredness

- A. I am not more tired than normal.
- B. I am more tired than normal, but my work output is almost the same.
- C. I am more tired than normal (at least three days a week).
- D. I am more tired than normal most of the day and almost all week.
- E. I am more tired all the time.

8. Mood

- A. Generally, my mood does not change during the day.
- B. My mood changes during the day so that I feel better in the evening.
- C. My mood changes during the day so that I feel worse in the evening.

Value of the Sentences:

A-sentences: 0 point
 B-sentences: 1 point
 C-sentences: 2 point
 D-sentences: 3 point
 E-sentences: 4 point

Count your Points

- 1. Socializing
- 2. Weight
- 3. Appetite
- 4. Quantity of Food
- 5. Sweet Stuff
- 6. Sleep
- 7. Tiredness
- 8. Mood

Result of Test:

0-8 points:

You do not suffer from SAD.

9-12 points:

You suffer slightly from SAD. Try the BIO-lamp daily for 14 days.

> 12 points:

You suffer from SAD and should try the BIO-lamp daily for 14 days.

ARTIC SPOTLIGHT

Greetings Team Thule,

This is the newest edition of the Thule Times called the Artic Spotlight. This gives all of Thule a chance to get to know everybody a little better. This article will feature a new individual every month and lets you know where they are from, their last base, what are their hobbies, favorite things, long and short term goals. Without further adieu' our feature Spotlight is TSgt Michael Loveland from Security Forces.

NAME: Michael S. Loveland

HOME TOWN: Springfield, Missouri

JOB TITLE: NCOIC Installation Security

YEARS IN SERVICE: 17 glorious years

LAST BASE: Wright-Patterson AFB, Ohio

NEXT BASE: Wright-Patterson AFB, Ohio

WHAT YOU LIKE ABOUT YOUR JOB: Presently, it's learning. I have been teaching for the last several years as NCOIC of Training and I really love to teach. Now, I find myself in a job I have never held before and am learning new things every day. Just goes to show you can teach an ol' dog new tricks, and sometimes they even like it.

FAVORITE BOOK: There really are too many to narrow down to just one, but I'll try. If I have to pick I'd say "Boys Life" or "Swan Song" by Robert R. McCammon. Sorry that was two, I told you there were too many.

FAVORITE MOVIE(S): "Legends of the Fall" because I was rooting for the bear, "Armedgeddon" because Steve Buschimi was hilarious, and "Braveheart" because I have a thing for swords.

SHORT TERM GOALS: You mean besides my laundry? Doing the absolute best that I can in this job and leaving it better than I found it for the next person. No seriously...I mean it.

LONG TERM GOALS: Success, Happiness, and Fortune. What else?

HOBBIES: Reading, Writing, and being a Dad

WHAT YOU MISS ABOUT THE STATES: First, foremost, and always; my family. I also miss being able to jump in the car and drive somewhere, anywhere, anytime.

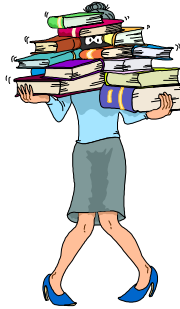


New BX Operation Hours beginning Oct. 7



Mon-Fri. 1030-1330 reopen 1600-2000
 Sat. 1000-1800
 Sunday 1300-1800

Thule Library Hours
OPERATION HOURS:
 Monday: Closed
 Tue – Fri: 1400 – 2200
 Sat – Sun: 1100 – 2200
 Holiday: 1100 – 2200
 Bldg. # 362
 Ext. # 2539



Your base library provides professional library services fulfilling the informational demands required for the Air Force mission, as well as leisure time recreational and educational needs from the military and civilian community here at Thule

Bowling Center



Opening Hours:
Monday: Closed
Tue-Fri: 15:30 - 22:30
Sat – Sun: 10:30 – 21:30

Bldg. # 608 Ext.# 2435



Monday:	Closed	
Tuesday:	1915-2215	<i>League Bowling</i>
Wednesday:	1530-2215	<i>Non Smoking Bowling</i>
Thursday:	1915-2215	<i>League Bowling</i>
Friday:	1530-2215	<i>Red Pin Bowling</i>
Saturday:	1030-2115	<i>Half Price Bowling</i>
Sunday:	1030-2115	<i>Open Bowling (look for flyers)</i>

Special Events

Sat Oct 06 & Sat Oct 20 – Cosmic Bowling @ 1600 hrs.
Sun Oct 14 & Sun Oct 28 – King of the Hill @ 1300 hrs.

Operation Julemand

It all began in 1959. "As long as we cannot be home with our own children, let's bring a little happiness to the children of the area". These were the sentiments of the base Service officer, Captain John McTamney, and A1C Delbert Cox, CBF clerk, in 1959 when they began "Operation Julemand". In the years to come, Thule's Danish, American, Canadian and Greenlandic residents have raised thousands of dollars that have gone to make the Christmas season a little brighter for thousands of children.

Julemand (Danish) is equivalent to "Santa Claus", and "Operation Julemand" is a program where donations are collected from Thuleites and used to bring the meaning of the Christmas season to the children of Northern Greenland, Denmark and the United States.

The money earned are divided in thirds:

- Ø Gifts purchased for children in neighbor villages in the Thule District (Qaanaaq, Moriusaq, Savissivik and Siorapaluk)
- Ø The Danish charity Projekt Fulton (sends delinquent youths to sea for rehabilitation)
- Ø The American children charity organization is to be decided from year to year by the Julemand Committee.

Operation Julemand consists of several events:

Gift-wrapping

People meet at the Hospital and wraps gifts for the Greenlandic children in the Thule District. The gifts are sponsored from the Operation Julemand .

The event takes place

Thursday 08 November 2001 1900-2100hrs at the Hospital

Julemand Festival

The Julemand Festival will take place @ Sports and Fitness Center

Saturday 17 November 2001 1400-1700hrs

For raising money there will be multiple activities as: Julemand booths and sales items, Christmas cookies and cheer, gløgg & æbleskiver (danish traditional serving), jail your friends, pie throwing competition – only imagination sets the limits for activities making money for the Julemand Festival. Some activities can take place both before or after the Festival ex. Casino Night, sales of raffle tickets, sales of christmas cards etc.

Julemand Festival

Do you have items/donations for the annual Thule auction - please contact:

Rec. Services # 2242

We accept almost everything!

Julemand Festival
Sat 17 Nov @ Base Gym
1300-1700hrs

Gløgg and æbleskiver, Pie-in-the-face throw, Send someone to Jail and a lot more Fun....

SEE YOU



WHEN: Sat., 17 Nov 01
(1300 -1700 hrs)

WHERE: Base Gym

Sponsored by: 12 SWS/SF



POCs: SSgt Tamara Landenberg, SSgt Jason Dell and SrA Brian Hillard ext. 3234
 (Recommended Donation: \$5 for 15 mins in Jail or \$5 to Bail)

Honorable Stuart Bernstein



The Honorable Stuart Bernstein, American Ambassador to Denmark visited Thule AB from 2-4 Oct 01. Mr. Bernstein was accompanied by his wife, Wilma and members of his staff from the United States Embassy in Copenhagen, Denmark. The ambassador and his staff toured several service facilities on main base and visited BMEWS and Det 3. A dinner, which was open to everyone on Thule AB, was held in the ambassador's honor on 3 Nov and he addressed members of the 12 SWS during a commander's call the following morning. This visit enabled the ambassador to meet members of Thule AB and understand the mission of the 12 SWS.



SAFETY SLANT

By TSgt John Martella
“Safety Dude”
12SWS/SE

HELP! “I’ve fallen, and I can’t get up.” Most of us “older folk” remember that silly, yet comical TV commercial.

Let’s take a moment to discuss *Slips, Trips, and Falls*.

Here at Thule, it’s not a matter of if you slip, trip, or fall; it’s a matter of when. Even in our best efforts to keep entrances to facilities free of ice and snow, it remains a reality that one day, as I have done myself on many occasions already, you are going to fall down. What can you do to prevent these frequent and often embarrassing episodes from occurring (trust me on that one—nothing like seeing the Safety Dude crumple to the ground in a heap...twice, within seconds of each other)? In my travels researching this topic, I came across some tips from so-called “Safety Professionals.” I found it to be quite the humorous read. After laughing to the point of nausea, I honestly sat back and seriously contemplated some of the suggestions. Maybe some of these will work for you... keep in mind; some of these contradict each other. You must decide what may work for you...

Russell C. Smith is Safety and Environmental director for Maine Public Service Co., a small electric utility in Northern Maine. He shares this tip for walking on slippery, icy surfaces. “Shuffle your feet along in small steps and never let your feet lose contact with the ice (no heel/toe regular stepping),” suggests Smith. “It helps to keep your balance and it really does work. Try it sometime on a hockey rink, and you will see and feel the difference. Of course, we do wear ice cleats in the wintertime up here too. The brand is Stabilizers, and of course, they are made in Maine!”

Jo Kane is a safety specialist with the Lexington-Fayette Urban County Government in Lexington, KY. They employ 3,000 personnel, many of whom have to be out regardless of the weather such as drivers of the salt trucks and snow removal vehicles; police, fire, and detention personnel; sanitary sewer workers, garbage collectors, personnel who clean off government sidewalks, etc. She suggests pointing the feet outward and taking small steps, adding that the walker’s momentum is reduced if they do slip. “We call this the duck walk and practice it with new employees during orientation,” she adds.

John Hamshare, writing from England, admits that “we do not get the severe weather you experience in the U.S., but I hope someone will find the tip useful.” He said his tip, which is exact opposite of the other two mentioned, has saved him “from many a slip when the ground has been icy and slippery underfoot.” He was told this tip many years ago, he says, and was led to believe it was an old Native American practice. “When walking normally, the instinct is to point your toes outwards. If you do this on ice and slip, your feet tend to spread apart and you lose your stability,” John points out, adding, “This usually results in a fall, and possible injury. If, however, you point your toes inwards, it’s much easier to maintain your balance and remain upright. You may feel foolish doing it, but there’s no fun in lying on the cold ground with broken wrists, or any other injuries.”

Ken Tyler with M-Flex now hails from sunny Anaheim, CA, but says one of the problems he had to deal with in the past is slip and falls on icy surfaces. He says, “I searched around for a long time for a practical solution and finally found one -- on the golf course of all places. The sporting goods industry manufactures golf overshoes with short spikes for golfers who play on wet grassy surfaces. These rubber overshoes are great because they are made to fit over regular shoe ware and slip on and off with ease. I have had people using these on icy roofs, issued them to tow truck drivers, and to loading dock personnel who are required to walk on slippery loading docks. I highly recommend them to anyone who must work in icy conditions and need a better grip that normal shoes will allow.”

I’m not sure if any of these suggestions will help you stay vertical. Maybe continually realizing that falling down at Thule is a reality will put you in a better frame of mind to protect yourself. The bottom line here is the mindset. When you enter and exit facilities at Thule, be prepared to fall down.

Hey, let’s look out for one another out there!

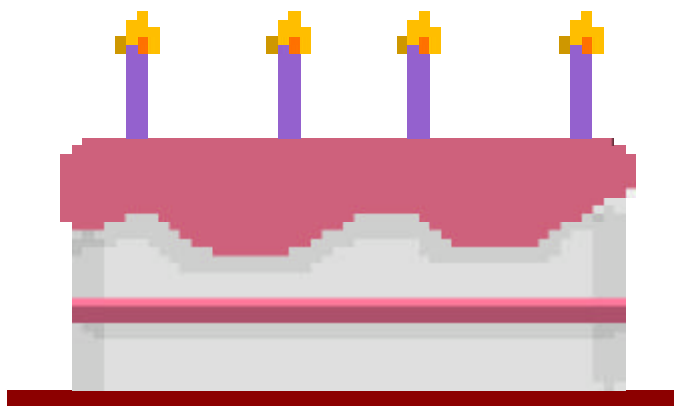
THULE PROUD!



One Last Time

Happy Birthday

SSgt Scott Orbeck	9 Nov 69
SrA Marsha Patillo	19 Nov 77
TSgt David Holmes	16 Nov 66
MSgt Craig Lincoln	9 Nov 56
TSgt Michael Pinski	21 Nov 60



WANTED!!!

Writers and Photographers
for the Thule Times.

If you are interested, contact
MSgt Kelley at 3613 or via e-mail.

Sports

BY SSgt Steve DiEgidio 12 SWS/Sports Rep.

THE ARCTIC ATHLETES

No matter how you look at it, we're all competitive at heart, but who says competition can't be done with pure fun and excitement. The athletic opportunities at Thule are overwhelming and full of variety. The competition ranges from a simple game of foosball to an intense game of floor hockey with the Danes. No matter what your fancy, the recreation center and the fitness center can provide you with plenty of team sports, along with individual sports.

During the fitness center's recent floor hockey tournament on Columbus Day, we had many players out there for the pure fun of it. It did not matter how good we were, but how well we played with others. Of course, you are going to find those few and far between competitive individuals in the mist, but they can't deny the fact that they too, had plenty of fun just watching those who gave it a hearty attempt. Out of 5 teams on the floor, 2 teams were Danish, 2 teams were from DO and 1 team was from MA. We all know that the Danes play on a regular basis, and they even have their own special sticks and special t-shirts, but we did not let that deter us from giving it our best. The Danes won the tournament for the past 3 years, and I believe that we are able to show them that we did not go down that easy. So, an American team did not win this year, but more floor hockey tournaments are scheduled in the near future. As for the final results, they are as follows:

"Chickens"	GC	4-0
"Nuggets"	GC	3-1
"Knockleheads"	MA	2-2
"Undependables"	DO	1-3
"Last Minutes"	DO	0-4

Even though the Chickens were undefeated during the battles, they lost the war to the Nuggets in the finals. Unfortunate for them, but that's the ways things go sometimes. Better luck next time Chickens. Speaking of next time, the next floor hockey tournament will be held during the next holiday, which will be in November during the Thanksgiving season. This should give us the time to regain our composure and hopefully go out and show the Danes that we are not out of the game just yet.

The upcoming months holds many more

opportunities for us to get out and participate in Thule sports. With the new Thule Proud Bowling League, which started up in early October, many people are getting involved in making sure that the much anticipated "dark season" will not hinder us from having a good time. More opportunities await us in November with basketball, badminton, squash, table tennis, and dart tournaments arranged for everyone to enjoy. Be sure to check your latest sports e-mails about upcoming events to get the latest (and greatest) scoop in Thule sports.

The Commanders Trophy

The commanders trophy is a little known thing here in Thule. Everyone's section is competing for it with out knowing. If you are out playing a game of basketball (with people from your section) you are competing for it at that moment in time. You win the commanders trophy by earning points. Every time you go out and play raquetball with your section you earn points. You must, this is a must, you must tell Max or Kim what your event was. Then Max rights it down and it goes towards the Trophy.

These are the current points as of 31 Oct 01.

MA - 890.5

DO - 742.5

SF - 495

DET-3 - 125

ATTENTION ALL TRAVELERS

**By SrA Faith Fix
12SWS/FM**

Do not buy airline tickets from other than a Contracted Commercial Travel Office (CTO)! You must purchase tickets from a CTO, unless you receive a statement that a CTO is not available. For personnel assigned to Thule AB, our CTO is the passenger service representative - Isle Hessner. She, or another representative, arranges all official travel to and from Thule AB. They make commercial airline reservations through the Scheduled Airline Ticket Office (SATO) in San Antonio, Texas. It has come to our attention that some travelers may be unsure of the steps you need to take regarding the tickets you receive from SATO.

- If you are TDY and run into a problem with the tickets you were issued, you must call the toll free number that passenger service gives you to fix the problem. Do not go through the airlines yourself, you must go through SATO. Going through the airlines instead of SATO may result in you not getting reimbursed for the cost you incur. For future reference, the SATO toll free number is 1-800-827-7777.

- If you are about to PCS, you must also buy your tickets through a CTO. If you buy your tickets directly from an airlines, travel agency, or on-line, you will not be reimbursed for the tickets you bought.

The reason for this is that the government has a contract with many airlines. This is called the Airline City Pair Program. Joint Federal Travel Regulation (JFTR) paragraph U3145 states: "Federal and military travelers on official business are required to use the contract carrier unless a specific exception applies. This required use is the incentive necessary to obtain airline participation in the city pair program and allows the airlines the business volume necessary to offer discounted rates. Choosing not to use the contract carrier because of personal preference, frequent flyer clubs, etc., is a violation of the contract." GSA has developed an extremely successful Airline City Pair Program. This service originally covered only 11 markets, but over the last 20 years, it has expanded to over 5,000 city pairs. The airfares offered under this program average a 72% discount off comparable commercial fares; saving the Federal Government approximately \$3.0 billion annually. In addition to the tremendous price savings, the Airline City Pair Program has many features which allow Government travelers all the flexibility possible in planning official travel. The benefits of this service include:

- Fares are priced on one-way routes permitting agencies to plan multiple destinations.
- No advance purchase required.
- No minimum or maximum length of stay required.
- Tickets are fully refundable.

- No charge for cancellations or changes.
- Last seat availability.
- No blackout periods
- Non-stop service was awarded in 95% of the markets where non-stop service was offered.

For additional information on the Airline City Pair program please visit: <http://www.fss.gsa.gov/citypairs/>

Now, some of you may be thinking to yourselves that you never had to do this before. You are partly correct. Federal travel regulations were updated on 9 Jun 00 to enforce an already existing requirement to use the CTO. Before then, you could buy your tickets from whoever you wanted to and you would be reimbursed up to the government cost for the directed travel. Another stipulation of the travel regulations is states: "A member may not use contract airline/rail passenger service provided under contract with the General Services Administration (GSA) for that portion of an indirect route traveled for personal convenience. Government procured transportation or a contractor-issued Government travel charge card may be used only for that portion of a trip properly chargeable to the Government. Any additional expense must be paid by the traveler. All time not justified as official travel must be charged as leave."

If in doubt and to prevent yourself from incurring an expense which you will not receive reimbursement, following this guidance:

1. a. Call Thule passenger service at extension 2155.
 - b. Call SATO at the toll free number.
 - c. If you are at or near a military installation check with their CTO (every base has one).
2. Call the Thule AB Finance office at extension 2680.
3. Finally, before you pay for anything, always get verbal approval (orders) from your orders approving official.

If you have any questions on this matter, please contact the Finance office at either 2680 or 2681.

Close your eyes....And go back....

Before the Internet or the MAC
 Before semi automatics and crack
 Before SEGA or Super Nintendo...
 Way back.....

I'm talkin' bout hide and go seek at dusk.
 Red light, Green light.
 Playing kickball & dodgeball until your porch light came on.
 Mother May I? Red Rover, Hula Hoops, Running through the sprinkler and Happy Meals

Wait.....
 Watching' Saturday Morning cartoons: Fat Albert, Road Runner, Smurfs,

Picture Pages, G-Force & He-Man
 Wonder Woman & Super Man Underos.
 Playing Dukes of Hazard,
 Catchin' lightning bugs in a jar,
 Christmas morning.....
 Your first day of school,
 Bedtime Prayers and Goodnight Kisses,
 Climbing trees,
 Getting an Ice Cream off the Ice Cream Truck
 A million mosquito bites and sticky fingers
 Jumping down the steps,
 Jumping on the bed.
 Pillow fights
 Running till you were out of breath
 Laughing so hard that your stomach hurt
 Being tired from playin'....

Your first crush.....
 Rainy days at school meant playing "Heads up 7Up" in the class room.
 Remember that?

I'm not finished yet....
 Kool-aid was the drink of summer
 Toting your friends on your handle bars
 Wearing your new shoes on the first day of school
 Class Field Trips
 When nearly everyone's mom was at home when the kids got there.
 When a quarter seemed like a fair allowance, and another quarter a miracle.

When any parent could discipline any kid, or feed him or use him to carry groceries, and nobody, not even the kid, thought a thing of it.
 When your parents took you to McDonalds and you were so cool.
 When being sent to the principal's office was nothing compared to the fate that awaited a misbehaving student at home.

Basically, we were in fear for our lives but it wasn't because of drive by shootings, drugs, gangs, etc.
 Our parents and grandparents were a much bigger threat! And some of us are still afraid of em!!!
 Didn't that feel good, just to go back and say, "Yeah, I remember that!"

There's nothing like the good old days!
 They were good then, and they're good now when we think about them.

Share some of these thoughts with a friend who can relate, then share it with someone that missed out on them.

I want to go back to the time when.....
 Decisions were made by going "eeny-meeny-miney-mo"
 Mistakes were corrected by simply exclaiming, "do over!"

"Race issue"; meant arguing about who ran the fastest.
 Money issues were handled by whoever was the banker in "Monopoly"
 Catching the fireflies could happily occupy an entire evening.

It wasn't odd to have two or three "best" friends.

Being old, referred to anyone over 20.

The worst thing you could catch from the opposite sex was cooties.

Nobody was prettier than Mom.

Scrapes and bruises were kissed and made better.

It was a big deal to finally be tall enough to ride the "big people" rides at the amusement park.

Getting a foot of snow was a dream come true.

Abilities were discovered because of a "double-dog-dare"

Spinning around, getting dizzy and falling down was cause for giggles.

The worst embarrassment was being picked last for a team.

Water balloons were the ULTIMATE, ultimate weapon.

Older siblings were the worst tormentors, but also the fiercest protectors.

If you can remember most or all of these, then you have LIVED!!!!