

Inside this issue:

<i>Commanders Forum</i>	2
<i>Cops Corner</i>	3
<i>Down South</i>	4-5
<i>A Brief History Of Det-3</i>	8-9
<i>Cold Cash Corner</i>	10
<i>Education at Thule</i>	16
<i>Thule Life</i>	19



My name is Old Glory.
 I fly atop the world's tallest buildings.
 I stand watch in America's halls of justice.
 I fly majestically over institutions of learning.

I stand guard with power in the world.
 Look up and see me.

I stand for peace, honor, truth and justice.
 I stand for freedom.
 I am confident.
 I am arrogant.
 I am proud.

When I am flown with my fellow banners,
 my head is a little higher,
 my colors a little truer.

I bow to no one!
 I am recognized all over the world.
 I am saluted.
 I am loved - I am revered.
 I am respected - and I am feared.

I have fought in every battle of every war
 for more then 200 years.
 I was flown at Valley Forge, Gettysburg,
 Shiloh and Appamatox.
 I was there at San Juan Hill,
 the trenches of France,
 in the Argonne Forest, Anzio, Rome
 and the beaches of Normandy, Guam.
 Okinawa, Korea and KheSan, Saigon,
 Vietnam know me,
 I was there.
 I led my troops,
 I was dirty, battle worn and tired,
 but my soldiers cheered me
 and I was proud.

I have been burned, torn and trampled
 on the streets of countries I have helped
 set free.
 It does not hurt, for I am invincible.

I have been soiled upon, burned, torn
 and trampled on the streets of my
 country.
 And when it's by those whom I've served
 in battle - it hurts.
 But I shall overcome - for I am strong.

I have slipped the bonds of Earth
 and stood watch over the uncharted
 frontiers of space
 from my vantage point on the moon.
 I have borne silent witness
 to all of America's finest hours.
 But my finest hours are yet to come.

When I am torn into strips
 and used as bandages
 for my wounded comrades on the battle
 field,
 When I am flown at half-mast to honor
 my soldier,
 Or when I lie in the trembling arms
 of a grieving parent
 at the grave of their fallen son or
 daughter,
 I am proud.

**MY NAME IS OLD GLORY.
 LONG MAY I WAVE.**

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."

QUESTION: As everyone knows the BMEWS road sustained considerable damage in the recent flood. The road in winter is quite often closed due to weather and the present condition of the road will in the winter almost surely result in more road closures. Even with the road in a normal condition you will be stuck at BMEWS for days with no relief. There has been plenty of opportunity to work on the road, but very little has been done to date. When

Well done Team Thule

Team Thule received an *Excellent Rating* from the Headquarters Air Force Space Command Inspector General Operational Readiness Inspection last month. The evaluation report states: "The 12 SWS is performing its mission in a superior manner." We were also recognized as a *Professional Team*. "Teamwork and strong leadership by members of Team Thule in response to Greenpeace, Boxtop and Brilliant Ice, and flood disaster activities were exceptional. From bed down of over 200 personnel, to flood cleanup and recovery operations resulting from five times the normal amount of rainfall and melting polar ice, the dedicated members of Team Thule pulled together to ensure the resupply of critical fuel and materials for Station Nord, Canadian Forces Station Alert, and Thule AB. These exemplary efforts resulted in no impacts to the operational missions and will enable continued operations throughout the winter."

Additionally, Alpha Crew, Bravo Crew and Operations Training were identified as *Professional Teams*. And, seven of our members were designated as *Professional Performers*: Captain Miquel J. Lezaun, 1st Lt Rachel L. Orosz, TSgt Donald A. Harazak, TSgt Thomas Rosser, SSgt Keith B. Faglier, Jr., SSgt Jason A. Dell, and A1C Michael Lopez.

Well done Team Thule--the "Excellent Rating" was deserved and it took a lot of hard work on everyone's part.

they had the army engineers here why didn't they work on the road?

ANSWER: The recent flood in early August resulted in substantial damage to many parts of the base's infrastructure including water supply, fuel supply, power supply, and roads and bridges. The limited amount of heavy equipment and operators limited Greenland Contractors Civil Engineering (GC/CE) to responding to the most critical repairs first. Despite such limitations, GC/CE did quite a bit to fix critical damages, keep the base running, and help the base fulfill its missions.

Regarding the Army bridge team, it would have been perfect if they helped to reconstruct our roads. However, the limited amount of heavy equipment again served as the limiting factor. The base just did not have enough dump trucks, front end loaders, and graders required to simultaneously attend to every damaged site and run the rock crushing plant where we produced our road repair materials.

The entire length of BMEWS Road is now open and in good condition. In preparation for winter, GC/CE has rebuilt the crossing at the BMEWS/Det-3 Junction at Shelter 1 to allow for snow removal equipment to pass. While we cannot control winter weather, we can try to make the most of our situation after the recent natural disaster. The patience and understanding of the base population is very much appreciated.

Contact Us

MSgt William Kelley—Editor 3613
SrA Gregory Morris—Assistant Editor 3234

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.



FORCE PROTECTION TIP

By TSgt Michael Loveland
12SWS/SF

By SrA Anthony Vazquez
12SWS/SFAP

Traveling on Commercial Airlines

WHAT SHOULD YOU DO, WHEN LOSING YOUR RESTRICTED AREA BADGE???

IN THE EVENT A RESTRICTED AREA BADGE IS LOST OR STOLEN, THE INDIVIDUAL WHOM THE BADGE WAS ISSUED TO MUST IMMEDIATELY NOTIFY THEIR UNIT SECURITY MANAGER (USM) OR COMMANDER. THE USM, IN TURN, WILL NOTIFY PASS AND REGISTRATION AND OBTAIN A WRITTEN STATEMENT FROM THE INDIVIDUAL. THIS STATEMENT MUST IDENTIFY THE CIRCUMSTANCES WHICH LED TO THE LOSS OF THE BADGE AS WELL AS EFFORTS MADE TO LOCATE THE BADGE. THE INFORMATION IS PROVIDED TO THE USM, WHO WILL SUBMIT A WRITTEN REPORT INCLUDING A RECOMMENDATION FOR REISSUE, IF REQUIRED, TO THE NCOIC, PASS AND REGISTRATION WITH THE ORIGINAL AF FORM 2586 (UNESCORTED ENTRY AUTHORIZATION CERTIFICATE) ATTACHED. THIS IS DONE BEFORE THE INDIVIDUAL IS REISSUED ANOTHER BADGE, IF THE INDIVIDUAL REQUIRES A NEW RESTRICTED AREA BADGE...

In the past it has been authorized and even recommended for Air Force personnel to wear their uniform while using commercial air travel. We all take great pride in our uniform, as well we should. Wearing the uniform as we travel displays our pride to the general public. In light of current events, the Chief of Staff of the Air Force has seen fit to make a change to policy. Effective immediately and until further notice, all Air Force personnel are directed to wear civilian clothes while traveling on commercial flights. The wear of the uniform is prohibited. It is an unfortunate fact that while the uniform displays our pride in service, it is also a beacon for those who would do us harm. Here are a few additional tips for making yourself a "Hard Target" for terrorists.

- Don't wear clothing that identifies you as military (i.e. Unit caps, shirts or jackets emblazoned with military specific insignia)
- Don't carry briefcases, suitcases or knapsacks with military symbols, insignias or decals. Also avoid using military issue A-Bags and duffle bags as luggage.
- Don't discuss military operations, installations, or military specific information while in public areas where you might be overheard.
- Do keep your eyes and ears open for suspicious activity. If you spot something suspicious notify airline security personnel immediately.
- Do watch for packages or luggage left unattended inside an airport.

In other words, always be aware of your surroundings. Be a good observer, practice good OPSEC, and try not to stand out in the crowd. By keeping in mind these few simple rules you can significantly decrease your chances of being specifically targeted while you are flying.

Keep on Chargin'

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

DOWN SOUTH BW-1 NARSSARSSUAQ, GREENLAND

**By Ted A. Morris
LTC, USAF, Ret.**

Fun has to start somewhere. And you think it's at the top of the world, Thule, Greenland!.

Several years before the Air Force built its ski resort at Thule in the early 1950s, they started one about 1,500 miles to the south at NARSSARSSUAQ during World War II. Finding the name difficult to pronounce, they code named it BLUIE WEST 1. Or just BW-1.

In its prime it was a pretty bleak resort, so I'm glad to see the efforts being made to improve "creature comforts" for those at the TOP OF THE WORLD. So that you don't think you are having all the fun, I'm enclosing some black and white photos taken in 1944 along with some color photos of 1985 for contrast.

Flying into BW-1, you approached from the West. After finding the mouth of the fjord at SIMIUTAK, you tried to stay about 50-100 feet above the water putting you about 100 feet below the mountains on each side of the fjord, hopping the fog was thin and your radar working. It was sort of like the fighters in the movie "Star Wars". It also helped to have a change of clean underwear for after the flight.

After having flown about 70 miles into the fjord, the aircraft had now to make a 90 degree left turn followed immediately by a 90 degree right turn, then touch down right away. The runway was 5500 feet long, one hundred-fifty feet higher inland than at the water's edge. This was to help you slow down on landing and to speed up on take off.

If you missed your first landing attempt, you applied full power, pulled up, and hoped you had spare AVGAS on board to make the 350 mile flight around for another try. During the winter the fjord was full of mean looking ice. Located at the East end of the base was a nasty looking glacier, always moving. In the summer it melted and flowed around the north end of the

base out into the fjord.

In the Coast Guard during 1944-45 I had the opportunity to approach BW-1 on board ship, and then by PBY aircraft in 1947-48. Departing Greenland, I stated that I hoped my next overseas tour would be warm. Leaving the Coast Guard to enlist in the Air Force, I got my warm tour. Flight "D", 7th Air Rescue Sq., Dhahran Air Field, Saudi Arabia, 1949-1951. They even gave me a brand new aircraft to take care of -- an amphibious SA-16A "Albatross" tail number 49075. After flying back stateside, we picked up the aircraft, and made our way back to Saudi Arabia, stopping on the way at BW-1. The photos show our aircraft flying up the fjord, just before landing. Notice the ice in the water and the glacier just over the land end of the runway. The next morning as we took off on the rest of our trip, I thought it was to be my final look at Greenland.

And it was. Until the mid 1950s, when I became a crew member on a B-36-J (III), and went north to Greenland again, this time to spend some time at Thule. But, that is another adventure.



Entering the fjord for the approach to BW-1. Photo taken July 1950 from USAF SA-16A 49075 en route to Flight D, 7th Air Rescue Squadron, Saudi Arabia. Taken by TSgt. Ted A. Morris, USAF, crew chief and flight mechanic on 49075.

Continued Page Five

DOWN SOUTH BW-1 NARSSARSSUAQ, GREENLAND



Lined up for landing at BW-1, July 1950.



NARSSARSSUAQ in 1944. During WWII, this US Army Air Base was a major emergency and refueling stop for aircraft on their way to Europe. While Denmark was occupied by Germany during the war, the US administered and protected Greenland for the Danes.



A postcard showing the wartime constructed buildings converted into the Arctic Hotel operated by the Greenland Government in 1985.



BW-1 in 1944. It was home to US Coast Guard Patrol Bombing Squadron Six (VP6CG) using PB5Y-5A aircraft. They patrolled North Atlantic shipping lanes and approaches. The runway is 5500 feet long and 150 feet higher at the land end than at the water end. Landings were always made from the water/ice end; takeoffs were made "downhill" toward the water/ice.



Another 1985 postcard showing NARSSARSSUAQ, looking out into the fjord.

A Moment of Silence

Mr. Sorensen,

Your heartfelt words, the moment of silence and the wonderful turnout by the base population touched all of us today. On behalf of every American assigned to Thule AB, "Tusinde Tak." The act of terrorism against the United States on 11 September 2001 was a coward's attack against all decent people. Although our lives, in many ways, will never be the same, the "Thule Spirit"--characterized by strong friendship, a sense of teamwork and international cooperation was strengthened today in a very special way. Please accept my personal thanks for the kind and thoughtful service you organized. Also, every Danish, Greenlandic, and Canadian person assigned should know we appreciate the obvious and sincere display of condolence and support.

Thank You So Much,

Colonel Craig Whitehead



Safety Slant

By TSgt John Martella

“Safety Dude”

12SWS/SE

There is a regular column that appears in a Naval Safety Center Publication called *The Admiral's Corner*—some of you may be familiar with it. Why am I inviting you to take a gander at it? The answer is quite simple; it's hilarious! At the same time though, it's “eye-opening.” I personally admire the Navy's candidness when it comes to sharing these “true stories.” So sit back, relax, and enjoy the read. Pay particular attention to the last line where the Admiral asks us to look out for one another. I would ask us all to do the same. Enjoy...

It was three o'clock in the morning and things were really quiet in base housing. Actually, things were worse than that -things were boring. So, having little else to keep himself occupied, the Petty Officer decided that this would be the perfect time to clean his .380 caliber hand gun. Rubbing the sleep from his eyes, our hero grabbed the gun in his right hand, pressed the release and plopped the magazine onto the coffee table. Now it was a simple enough task to clear the piece by pulling back on the slide to check for a chambered round. But . (there's always a but, isn't there?) this "but" turned out to be a balky slide that just wouldn't cooperate; it would need additional force, that much was clear. Now you see, it's right about this point that any cogent, rational, human being who finds himself cleaning a gun at, let's say, two in the afternoon (rather than three in the morning) would say to himself, "hmmm, this is weird, I'd better be careful, lest I hurt myself." And this guy applied very little thought and a whole lot of muscle to the problem. After much tugging and heaving, the slide broke free and slid aft. "Risk management? We don't need no stinking risk management!" Only problem was, it didn't stay aft very long. No, in fact, it slid forward again, instantaneously. And, when it did, the business end of the bullet that was jamming the slide in the first place exited out through the barrel of the gun. Blam! But even that wouldn't have been too bad had not our hero managed, through all the tugging and pulling on the slide, to end up with the muzzle of his gun pressed tightly against the palm of his left hand at that most inopportune moment. The slug tore through his hand, then it punched through a wall, zipping mere inches above the head of the guy next door who was zonked out on the couch, finally coming to a stop deep in the bowls of his neighbor's VCR. But base housing has always been fertile hunting ground for these irregular forays into folly of ours. Take the story of the marine who unknowingly left a leaky propane tank from his

bar-b-q grill sitting in the store room of his government quarters. For the longest time, it just sat there, oozing gas, which seeped into the low points, the unknown nooks and secret crannies around the house. It pooled up and lay quietly in the crawl space under the floor and ebbed and flowed into all manner of unexpected crevices until one little bubble of gas got too close to the hot water heater, and exploded. There was a tremendous blast that destroyed not only the storage shed, but a nearby bed room as well and knocked the rest of the house right off its foundation. Luckily no one was hurt, but housing officials strongly suggested the marine take his housing allowance, his business and his bar-b-q grill elsewhere.

Unable to fight off a fit of overpowering exuberance engendered when he unexpectedly found himself well in the lead at the moto-cross, the marine gunned it going over the last jump to get some air and do a little trick for the appreciative crowd at the track. Alas, his trick, like so many of man's best laid plans, "Gang aft a glay" and, when he was at the apogee of his arc and began looking around for his ride, it was clear that he and his motorcycle were no longer in the same zip code. All those guys he was ahead of moments before managed to steer around the crumpled body and rider less-bike so that a ruptured spleen and a bruised kidney were all that the doc's could find wrong with him after they dragged him off the track.

But marines aren't the only guys who exhibit an almost pathological need to be "number one," to take a victory lap waving their index finger in the air, to give the clenched fist, "Jam it" Tiger Woods victory salute. Sailors are no less susceptible. A case in point is this story of the corpsman who, in the middle of a race to see which team could set up a command post tent the fastest, grabbed a tent stake with his left hand and a big old sledge hammer with his right. Racing against time, he stuck the stake in the ground, wrapped his hand around the stake, placed his index finger on top of the stake and smashed it as hard as he could with the sledge hammer. The kid raced around with his finger in the air for about ten minutes. But, somehow, with all that blood running down his arm it didn't look much like a victory lap. On his very first ride as a driver of a motorcycle, the borrowed 600cc bike got away from the seaman apprentice. Flying across the parking lot at break-neck speed, he smashed into a parked car, ricocheted off, bounced over the curb with such force that he was bucked off the bike and thrown through the plate glass window of a nearby restaurant. The gash in his

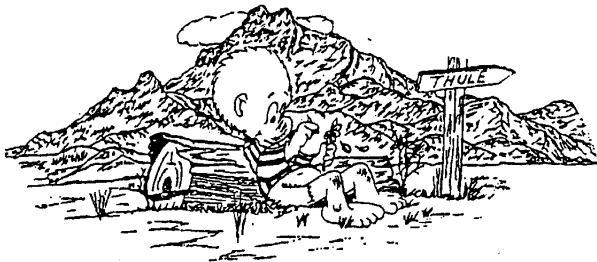
Continued Page Eight

A Brief History of Det 3

By Susan Iversen
22 SOPS/DET-3

Det 3 was originally designated by Air Force Systems Command as Operating Location 5 (OL 5), 6594th Test Wing (Satellite) on 15 October 1961. At that time, designating an organization meant the facilities were mostly complete, unit administration and personnel assignments were in progress, and initial command of the unit was thereby commissioned. Originally a classified location, OL5 later became more widely known as Thule Tracking Station (TTS) and has been fully operational since 30 March 1962. In its first configuration, TTS was nothing more than radar vans parked in an old bomb assembly building with a van-mounted generator providing station power. In 1964, the vans gave way to a permanently mounted antenna and since that time, the bomb assembly building has become the home of TTS.

Because Det 3 was originally envisioned as supporting the Polar Orbiting Geophysical Observatory, it adopted POGO as its Air Force Satellite Control Network (AFSCN) call sign. Walt Kelly gave permission to use the name of his trademark cartoon character, Pogo Possum. Although the Polar Orbiting Geophysical Observatory has long since been retired, the call sign POGO remains.



Det 3 has belonged to two different major commands and has had six organizational designators. Organizational designations include:

- 1) Operating Location 5, 6594th Test Wing Satellite effective 15 Oct 1961
- 2) Operating Location AA, 6594th Test Wing, effective January 1974
- 3) Detachment 3, Air Force Satellite Control Facility, Air Force Systems Command, effective 1 October 1979
- 4) Detachment 3, Air Force Satellite Control network, 2d Satellite Tracking Group, Air Force Space Command, effective 1 October 1987
- 5) Detachment 3, 750th Space Group, 50th Space Wing, Air Force Space Command, effective 30 January 1992
- 6) Its current title, Detachment 3, 22^d Space Operations Squadron, 50th Operations Group, 50th Space Wing, Air Force Space Command became effective 1 June 1997

TTS has always been operated, maintained and logistically supported by contractor personnel. Contractors have included:

- 1) Lockheed Missiles and Space Co. (LMSC)
- 2) Philco-Ford
- 3) Ford – Western Development Labs (WDL)
- 4) Ford Aerospace
- 5) Loral
- 6) Lockheed Martin (LMTS)
- 7) Harris Technical Services Corp. (HTSC)

The unique northern location is ideally suited for contacting polar orbiting satellites and this capability has made Det 3 the biggest and busiest remote tracking station in the Air Force Satellite Control Network (AFSCN). The operations force conducts nearly 20% of all satellite contacts in the AFSCN. Det 3 holds the AFSCN's records for the greatest number of satellite contacts conducted in one day, one week, one month, and one year.

In 1993, the National Aeronautics and Space Administration chose POGO as the site for an antenna dedicated to the Total Ozone Mapping Spectrometer. This antenna was removed from POGO in 1999.

Equipment and facility modification, installation/upgrade and removal have been a constant throughout the history of Thule Tracking Station. In 1999, a brand new A-side antenna was installed, after unsuccessful attempts each of the previous two years. The current site has four active antennae, with one (the old A-side antenna) held in reserve for use during replacement and modernization of the other antenna systems. The 10-meter Data Link Terminal (DLT) was the second antenna, added in 1976. The B-side 46-foot antenna was added in 1980 and the 10-meter C-side was a 1988 addition. The three telemetry, tracking, and commanding (TT&C) antennas are a part of the Common User Network of the AFSCN and are used to transmit commands to, and receive telemetry from, over 120 DoD and allied nations' satellites. The DLT antenna is used in support of a dedicated satellite communications mission.

As an integral part of the AFSCN, TTS has been relied upon by the U.S. Space Program, DoD, Non-DoD and allied foreign governments since early in the space program. The skills of network personnel, military and civilian, with the diversity of physical resources continue to support our mission to perform tracking, telemetry and commanding functions for the US and allied government satellite programs.

The importance of Det 3's mission is underscored by the

Continued Page Nine

Continued from page eight

increasing number of operational satellite supports required for existing, as well as, satellite programs coming over the horizon in the future.



Photograph by Poul Norgaard, 1974



Appox 1989



Det 3 from South Mountain 1999

Please join Det 3 in Celebrating our 40th Anniversary



Activities Include:

Monday 15 October
1830 Ice Breaker at TOW Club

Tuesday 16 October
1300 Mission Briefing and Det 3 Tour
1830 Cocktail Hour
1900 Formal Dinner

Cost for dinner is \$30.00
R.S.V.P. by 10 Oct
TSgt Abraham at extension 6231



Cold Ca\$h Corner

Every Nickel Important in 2002 DoD Budget Request

By Jim Garamone
American Forces Press Service

WASHINGTON, Sept. 6, 2001 -- DoD "needs every nickel" to address and arrest the near decade-long decline in America's military, Defense Secretary Donald H. Rumsfeld told the Senate Appropriations Subcommittee on Defense Sept. 5.

Rumsfeld asked the senators to approve DoD's fiscal 2002 budget request so the department can reverse the effects of a decade of "overuse and under funding" and to fund the transformation of the military to combat the threats of the 21st century.

The 2002 request is the largest increase in defense spending since the mid-1980s. "This is an important first step to get the department out of a hole that the long period of under funding has put us in," Rumsfeld said.

The request includes money for military quality of life programs, pay raises, housing improvements and TRICARE. In addition, the request bolsters readiness accounts.

Rumsfeld told the senators DoD's priorities in the budget. "As we prepare for the new challenges ... certainly U.S. homeland defense takes on an increasing importance," he said. Asymmetric threats are the more likely threats in the period ahead, he said. These threats include terrorism, attacks by cruise missiles, ballistic missile threats and cyber attacks, and DoD must address these issues.

"The proliferation of weapons with increasing range and power in the hands of multiple potential adversaries means that the coming years will see an expansion of the risks to U.S. population centers as well as our allies and friends," Rumsfeld said. "We will face new threats. Today we're vulnerable to missile attack. That's a fact. And as has been suggested by the chairman, weakness is provocative. It invites people into doing things that they otherwise would avoid."

He said the proposed budget begins funding the transformation of the military necessary to address these threats. "As we work to transform the armed forces, we're working at the same time to transform the way the Department of Defense functions," he said. DoD must encourage a "culture of greater innovation to turn waste into weapons, to show respect for the taxpayers' dollars and to speed the utilization

of new technologies into the decades ahead."

Rumsfeld said that even though the world is at peace, it makes sense to increase funding for the American military. "If you think about it, the world economy is what enables the American people to go about their business and have economic opportunities and provide for their families," he said. "If we see an instability interjected into the world economy, because of war or conflict or the fear of war or conflict, the American people lose that.

"We have to remember that what underpins a prosperous economy is peace and stability," he continued. "And what provides peace and stability at this time in the history of the world is the United States of America's military capabilities."

He said the United States spends less than 3 percent of its gross national product on defense. When he first came to Washington in 1957, the country spent 10 percent of GNP on defense. "The idea that we can't afford 3 percent of the GNP to provide peace and stability that makes prosperity and economic opportunity across this globe possible is not debatable: We can," he said.

Employee/Member Self Service

By SrA Faith M. Fix
12SWS/FM

Employee/Member Self Service (E/MSS) Information: The Defense Finance and Accounting Service (DFAS) introduced the E/MSS system, which allows customers to access their pay record and update certain payroll information directly, without having to fill out any paper forms at Finance in May 2001.

Access to the system is available via the Internet at www.dfas.mil/emss. E/MSS provides the convenience of accessing the system either at home or in the office nearly 24 hours a day 7 days a week. Initially, Air Force members will only be able to change their direct deposit/EFT and Federal taxes. Later this year, they will be able to process allotments and address changes. In addition, E/MSS will allow you to

Continued page Eleven

Cold Ca\$h Corner

Continued from Page Ten

make state tax changes; start, stop, or change savings bonds; and view and print their wage and tax statement (W-2).

E/MSS also gives the customer the option of turning off the mailed hardcopy LES, saving Defense Department funds. The LES sent via E/MSS virtually mirrors the existing hardcopy LES. E/MSS will display your current statement plus the prior two LESs, so you may print it at your convenience. In most cases, the electronic LES will be able to be accessed up to 2 days prior to the pay date.

Designed to be a user-friendly system, E/MSS has a help feature to ensure customers can view or make the desired changes with little or no difficulty. E/MSS allows users to go back into the system a few days later and actually see that their payroll record has been updated. Customers who prefer the existing method of doing business can still visit their local Finance office to submit hardcopy forms.

To use E/MSS, you will need to use a Personal Identification Number (PIN). A temporary pin was provided to you through the mail in February. If you do not have the letter that was mailed out, please stop by Finance with your military identification card to get your PIN reestablished. The first time a user signs onto the system, they will be required to customize the temporary PIN for future use. E/MSS offers an online PIN change capability so a member can change their PIN as often as they wish. E/MSS has also developed an online validation process in the event a member forgets their PIN. This allows customers to obtain another PIN immediately, rather than having to wait while a new PIN is being generated and mailed to them.

For more information on E/MSS click here [\prancer\public\finance\emss.pdf](#)

Thrift Savings Plan (TSP)

By SrA Faith M. Fix
12SWS/FM

Is your idea of saving money for the future a piggy bank on your dresser? Does the thought of stocks and funds make your eyes glaze over? Do you think that retirement is something that only old people do? If you answered yes to any of the above, I have a plan that will help you.

Starting 1 Oct, you will be able to enroll in the Thrift Savings Plan (TSP). TSP is similar to a 401K, the one difference is that the government will not match your contributions. What's the difference between TSP and retirement pay? Well, your retirement pay depends on your rank and how many years you were in the military. For TSP, the amount you receive all depends on how much money you put into it. In 2002 you are able to contribute up to 7% of the base pay you receive each month. Also, if you will be receiving a SRB or any other special pay, you are able to put that money into your TSP account.

Your contribution will be deducted from your military pay each month so you will not have to worry about writing out a check. Your contribution can be invested in 5 different funds. The funds are: Government Securities Investment (G) Fund, Fixed Income Index Investment (F) Fund, Common Stock Index Investment (C) Fund, Small Capitalization Stock Index Investment (S) Fund, and the International Stock Index (I) Fund. When you first join, you will automatically be enrolled in the G Fund but you will be able to change that when you receive your Personal Identification Number (PIN). Once you receive your PIN, you will be able to go to www.tsp.gov and move your money between the 5 different funds.

If you plan on either separating or retiring in a couple of years, you can still participate in TSP. Once you get out of the military, you can withdrawal your money in 5 different ways. You can either receive a single payment, request a series of monthly payments, request a TSP annuity, leave your money in TSP to grow, or transfer your money into an IRA or other eligible retirement plan. If you decide to receive the single payment or monthly payment, you are subject to a 10% IRS penalty as well as income tax.

Continued on page twelve

Cold Ca\$h Corner

Continued from page eleven

Enrollment starts 9 October 2001 and ends 31 January 2002. The money will not start to be deducted from your pay until 1 January, 2002. If you do not sign up in the above time frame, you will be able to enroll in one of the two "open seasons". The open seasons currently are 15 May through 31 July and 15 November through 31 January.

If you have any questions about TSP, please contact with TSgt Schultz or SrA Fix at ext 2680/2681.

Gov. Travel Cards

The attached links talk about travelers who are more than 120 delinquent on their GTC travel cards and the involuntary deduction out of one's pay record. Although none of our people are in this situation, as supervisors or potential supervisors, you should be aware of the policy. At your leisure, please peruse the attached links to know each member's rights.

Basically, a person is allowed due process. Once someone becomes at least 90 days delinquent, then an additional notification letter is sent to the address listed on their LES, besides the individual bills already mailed. They will be given two options- to settle their bill in full at that time, or enter into a written agreement with Bank of America (BOA) to make voluntary monthly payments. If the member defaults on agreement or does not make the arrangement in the first place, then involuntary payroll deduction will occur by BOA submitting the request to the necessary Defense Finance & Accounting Service (DFAS) payroll department. One point that is important to know at this stage is "deduction from pay owed an employee may occur only after reimbursement of the employee for the expense of the Government travel". If this has not occurred, or any other extenuating circumstance is pertinent (I.E. expenses are being disputed), then the squadron Agency Program Coordinator (APC) needs to contact BOA to terminate the involuntary payroll deduction and help resolve the matter. Remember that at 120 days delinquent, the GTC charge card is permanently terminated and will not be reestablished by BOA, no matter if the bill has been paid off or not. DFAS will send out an additional letter of notification once they receive the request to start involuntary deduction. If a member has not been afforded these due process rights, they may respond

back to DFAS stating such, and the debt will be sent back to BOA for proper due process at the correct address.

<\\Prancer\PUBLIC\Finance\GTCdeductions.htm>

<\\Prancer\PUBLIC\Finance\BOAdebtsfinal.doc>

\\Prancer\PUBLIC\Finance\delinq_stages.ppt

A lot of information to absorb, but its important to know your rights. Remember to pay your bills in a timely manner and keep your unit visa APC informed of any problems, then you will never have to go through this detailed scenario.

Morale Calls

Thule's morale call policy directs that all permanent party personnel be given 3, 15 minute calls per week. Each person is assigned time slots and days which they may call out. Time slots and days are assigned in order to help guarantee that the person assigned them will get an outside line. It also prevents the operator from being overloaded with calls and ensures that there are always lines available for mission related business. Callers may have these time slots and days changed or adjusted as needed.

In practice, nobody has ever been limited to the 3 scheduled times assigned to them. Anyone who wishes to make a morale call can do so after 2000 on a duty day or anytime during a weekend or federal holiday. All you have to do is dial "0" and ask the operator if he/she has a line available for an extra morale call. In most cases the operator will put you through. Morale calls should not exceed 1 hour in duration.

In the near future we will be getting 4 additional off-base lines. We don't foresee any changes to the morale call program because of these additional lines. Days and times will still be assigned and people wishing to place extra morale calls will be allowed to do so.

If anyone has a question about this policy please calls MSgt Mike Shapiro at Ext. 2535.

Cover the Bases and Strike Out Fire.

By TSgt James Dismuke 12SWS/CEF

A year has come and gone. That's right, it's here again— Fire Prevention Week, October 7th through the 13th. The last few years the theme has been "The Great Escape." It is still very important to have an escape route out of your home for you and your family, so please continue to practice this. Our new theme is "Cover the Bases and Strike Out Fire." We are going to give you a few safety tips on how to strike out fire.

We are heading for first base. On first base we have Kitchen Safety. According to the National Fire Protection Association (NFPA), cooking fires are the number one cause of home fires and home fire injuries. Additionally, unattended cooking is the leading cause of home cooking fires. To help eliminate home cooking fires we offer a couple of suggestions.

1. Never leave food cooking on the stovetop unattended and always keep a close eye on food cooking inside the oven.
2. Turn pot handles inward to prevent them from being bumped and children grabbing them.

It looks like this is a double! On second base we have Heating Safety. The NFPA reports that heating fires are the second leading cause of home fires. Space heaters not central furnaces cause most of the heating fires. Heating safety is simple. Space heaters need space. We recommend that space heaters be at least three feet from walls, furniture, and anything that can burn. All portable space heaters should be turned off every time you leave the room or go to sleep. A lot of space heaters are electrical, a fact which sends us streaking toward third base.

Electrical Safety is on third. The United States averages 38,400 home fires per year associated with wiring, switches, cords, plugs, and other electrical distribution equipment in the home. Cords and plugs cause up to one-sixth of electrical distribution fires. To try and reduce the number of fires caused by electricity you should replace or repair any electrical device that has a loose or frayed cord. Never run an extension cord across doorways or under carpets and rugs. If there are small children in the home, it is very

important to have plastic covers for all unused receptacle outlets. With all the bases loaded we are headed home.

You'll be safe at home if you follow the basics. The basics start with smoke alarms and detectors. Smoke alarms and detectors can give you precious minutes to escape safely. Install them on every level of your home, especially outside sleeping areas. Test and vacuum detectors monthly since dust can impair their effectiveness. Change detector batteries when you change your clock in the Spring and Fall. Having a smoke alarm or detector in your home reduces by nearly half the possibility of you dying in a home fire!

You should also plan and practice an escape plan. Remember The Great Escape mentioned earlier? Plan two ways out of every room. Select a meeting place outside of the home where everyone will gather in case of a fire. Learning how to use an extinguisher is also a great idea. Place extinguishers at every level of your home, especially the kitchen and garage areas where there's the greatest danger of a chemical or electrical fire. You should inspect them monthly to make sure they are in proper working condition. In the event there is a fire and you must go through smoke to escape, keep low! The cleanest air will be 12 to 14 inches above the floor. Crawl on your hands and knees to get to the nearest safe exit. If possible cover your nose and mouth with a damp cloth or handkerchief.

We strongly urge you to keep matches and lighters away from children. Teach children that matches and lighters are dangerous and should not be played with. Matches and lighters are tools, not toys. Teach your children that if they find matches or lighters, to not touch them and to go get an adult. We request that you try to incorporate fire safety into your daily lives and begin "Covering the Bases and Striking Out Fire".

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 first feature Spotlight is SMSgt Gregory Shepard from Security Forces.

Your Name: Gregory J. Shepard

Job Title: Security Forces Operations Superintendent

What you like about your Job: Molding the mind of our future NCO Corp leaders, Incorporating Community Policing philosophy internationally , Making improvements across the spectrum of our work environments, Creating a winning team spirit and attitude, and being in a position to help.

How long in service: 19 yrs, 9 months

Last Duty Station: Pentagon

Last Job: Operations Superintendent, Air Force Pentagon Security

Short Term Goals: Making this Squadron/Flight the "Best Small Unit in the Air Force."

Long Term Goals: Taking over as the HQ USAF Security Forces Functional Manager.

Hobbies: Coaching any youth sports, pitching in the Men's Senior Baseball League and fishing.

Favorite Movies: Othello, Saving Private Ryan, any Spike Lee and Mel Brooks movies.

Favorite Books: The Leadership Challenge, "How to Get Extraordinary Things Done in Organizations" and Geoffrey Chaucer's "The Canterbury Tales."

What you miss about the States: Being with my family, relatives, friends and not fishing.

What you don't miss about the States: National Capitol Region traffic jams.



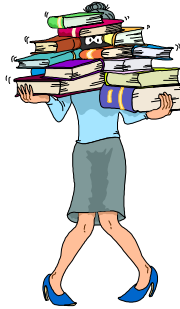
PHOTOGRAPH WANTED: Capt Donald Taub, USCG, Retired (former commanding officer of the US Coast Guard Station LORAN from 1959-1960), requests a photograph of the building that still remains from the Ex US Coast Guard LORAN Station building at Cape Atholl. This station was located on the coast south of Thule AB in a small valley called Quarautit, about 6 miles south of geographical Cape Atholl. Capt Taub is writing an article on the former station and would like a photo to accompany the article. If anyone has such a picture, please contact Capt Geiger at 2711.

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.

Education at Thule

By Lt Rachel Orosz
12SWS/CSF

Although, educational opportunities are minimal here at Thule.....here's what I have for you.

1. There is a college that can offer classes here at Thule. This college, Lake Region, needs an administrator (a duty that I have been unable to perform) and instructors to teach the classes here. I have solicited those whom I know have degrees to coordinate with Lake Region to be the administrator. If I get anyone willing to do same, they can recruit instructors to teach the classes that Lake Region offers.

2. In the mean time.....in my humble opinion, everyone's best bet (pursuing a bachelors or masters) is to take on-line courses. I have researched some of the better Universities that offer on-line courses. I can and am very willing to proctor any exams for correspondence or on-line courses (I can only do this on the weekends or after 1900 on the weekdays--mission permitting). I will have to fill out paperwork from the univ. or college.

The top four (all accredited) that I have found are:

- Kaplan College (the same organization that offers courses for standardized tests)
- go to www.kaplan.com to find out more.
- University of Phoenix (this university caters to those in the military)
- go to www.uopmilitary.com/index.asp to find out more. This is the direct link to their military site.
- Regents College
- go to www.regents.edu to find out more.
- University of Maryland University College
- go to www.umuc.edu/mkting/ to find out more.

**Note: I am not endorsing any these institutions but identifying on-line opportunities for Thule.

3. I can arrange for Tuition Assistance (TA) at Thule. I have the forms to fill out. However, if you have specific TA questions you will be able to get more educated answers from the Peterson Education Office. They can be reached at DSN: 834-4064. For specifics on GI Bill information call DSN: 834-7392.

4. Any questions that I might be able to help you with or to schedule test proctoring call me @ 2335, or e-mail me, or just hunt me down. Any of those options are acceptable.

Continued Safety Slant story from Page Seven

thigh was so deep he severed his sciatic nerve and nearly bled to death before help arrived.

J'ever see one of these "SPIE RIG" thingies that the marines do? I mean, I don't have a clue what the acronym stands for, but I've always suspected it was French for "stalk du banana" cause that's what this thing always reminded me of when ever I saw a passel of marines dangling from a clothes line underneath a helicopter. Can you imagine? "Sorry guys, but all our seats are filled. However (he leers and leans closer) we are offering these super-saver accommodations with an unrestricted panoramic view of the passing countryside. Just tie this rope under your armpits. A granny knot will do fine." That must be like a bungee jump with no "sproing!" at the bottom. Anyway, what brought all this to mind was a report I just came across that told of a stringer of marines being dragged through a field at the end of one of these spie rig exercises. Seems the pilot of the helo got a touch too low and dragged these guys across a hundred yards of sagebrush before he chopped the line then disappeared over the horizon. That's why, whenever the marines on my amphib offered me a ride on that thing, I'd always ring up the tooth fairy and schedule a root canal in its place. Only one marine needed any real serious medical care. The other eight beat feet out to the airport to form a welcoming committee. They figured that helo pilot's gonna have to land some time. That's all I know for now. Until we're together again, take good care of one another, won't you?

The Admiral's Corner

Courtesy of the Naval Safety Center

Addressed to terrorists

By L. Pitts

They pay me to tease shades of meaning from social and cultural issues, to provide words that help make sense of that which troubles the American soul. But in this moment of airless shock when hot tears sting disbelieving eyes, the only thing I can find to say, the only words that seem to fit, must be addressed to the unknown author of this suffering.

You monster. You beast. You unspeakable bastard. What lesson did you hope to teach us by your coward's attack on our World Trade Center, our Pentagon, us? What was it you hoped we would learn? Whatever it was, know that you failed. Did you want us to respect your cause? You just damned it. Did you want to make us fear? You just steeled our resolve. Did you want to tear us apart? You just brought us together.

Let me tell you about my people. We are a vast and quarrelsome family, a family rent by racial, cultural, political and class division, but a family nonetheless. We're frivolous, yes, capable of expending tremendous emotional energy on pop cultural minutiae – a singer's revealing dress, a ball team's misfortune, a cartoon mouse. We're wealthy, too, spoiled by the ready availability of trinkets and material goods, and maybe because of that, we walk through life with a certain sense of blithe entitlement. We are fundamentally decent, though -- peace-loving and compassionate. We struggle to know the right thing and to do it. And we are, the overwhelming majority of us, people of faith, believers in a just and loving God. Some people -- you, perhaps -- think that any or all of this makes us weak. You're mistaken. We are not weak. Indeed, we are strong in ways that cannot be measured by arsenals.

Yes, we're in pain now. We are in mourning, and we are in shock. We're still grappling with the unreality of the awful thing you did, still working to make ourselves understand that this isn't a special effect from some Hollywood blockbuster, isn't the plot from a Tom Clancy novel. Both in terms of the awful scope of its ambition and the probable final death toll, your attacks are likely to go down as the worst acts of terrorism in the history of the United States and, indeed, the history of the world.

You've bloodied us as we have never been

bloodied before. But there's a gulf of difference between making us bloody and making us fall. This is the lesson Japan was taught to its bitter sorrow the last time anyone hit us this hard, the last time anyone brought us such abrupt and monumental pain. When roused, we are righteous in our outrage, terrible in our force. When provoked by this level of barbarism, we will bear any suffering, pay any cost, go to any length, in the pursuit of justice.

I tell you this without fear of contradiction. I know my people, as you do not. What I know reassures me. It also causes me to tremble with dread of the future. In days to come, there will be recrimination and accusation, fingers pointing to determine whose failure allowed this to happen and what can be done to prevent it from happening again. There will be heightened security, misguided talk of revoking basic freedoms. We'll go forward from this moment sobered, chastened, sad. But determined, too. Unimaginably determined. There is steel beneath this velvet. That aspect of our character is seldom understood by those who don't know us well. On this day, the family's bickering is put on hold. As Americans we will weep, as Americans we will mourn, and as Americans we will rise in defense of all that we cherish. Still, I keep wondering what it was you hoped to teach us. It occurs to me that maybe you just wanted us to know the depths of your hatred.

If that's the case, consider the message received. And take this message in exchange: You don't know my people. You don't know what we're about. You don't know what you just started.

But you're about to learn.



Tribute to the USA by a Canadian

Widespread but only partial news coverage was given recently to a remarkable editorial broadcast from Toronto by Gordon Sinclair, a Canadian television Commentator. What follows is the full text of his trenchant remarks as printed in the Congressional Record: "This Canadian thinks it is time to speak up for the Americans as the most generous and possibly the least appreciated people on all the earth. Germany, Japan and, to a lesser extent, Britain and Italy were lifted out of the debris of war by the Americans who poured in billions of dollars and forgave other billions in debts.

None of these countries is today paying even the interest on its remaining debts to the United States. When France was in danger of collapsing in 1956, it was the Americans who propped it up, and their reward was to be insulted and swindled on the streets of Paris. I was there. I saw it.

When earthquakes hit distant cities, it is the United States that hurries in to help. This spring, 59 American communities were flattened by tornadoes. Nobody helped. The Marshall Plan and the Truman Policy pumped billions of dollars into discouraged countries. Now newspapers in those countries are writing about the decadent, warmongering Americans.

I'd like to see just one of those countries that is gloating over the erosion of the United States dollar build its own airplane. Does any other country in the world have a plane to equal the Boeing Jumbo Jet, the Lockheed Tri-Star, or the Douglas DC10?

If so, why don't they fly them? Why do all the International lines except Russia fly American Planes? Why does no other land on earth even consider putting a man or woman on the moon? You talk about Japanese technocracy, and you get radios. You talk about German technocracy, and you get automobiles. You talk about American technocracy, and you find men on the moon - not once, but several times - and safely home again. You talk about scandals, and the Americans put theirs right in the store window for everybody to look at. Even their draft-dodgers are not pursued and hounded. They are here on our streets, and most of them, unless they are breaking Canadian laws, are getting American dollars from ma and pa at

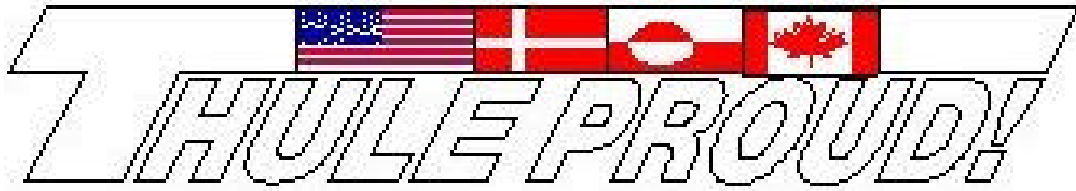
home to spend here.

When the railways of France, Germany and India were breaking down through age, it was the Americans who rebuilt them. When the Pennsylvania Railroad and the New York Central went broke, nobody loaned them an old caboose. Both are still broke.

I can name you 5000 times when the Americans raced to the help of other people in trouble. Can you name me even one time when someone else raced to the Americans in trouble? I don't think there was outside help even during the San Francisco earthquake.

Our neighbors have faced it alone, and I'm one Canadian who is damned tired of hearing them get kicked around. They will come out of this thing with their flag high. And when they do, they are entitled to thumb their nose at the lands that are gloating over their present troubles. I hope Canada is not one of those."

Stand proud, America! Wear it proudly!! This is one of the best editorials that I have ever read regarding the United States. It is nice that one man realizes it. I only wish that the rest of the world would realize it. We are always blamed for everything, and never even get a thank you for the things we do.



THULE PROUD!



Happy Birthday

TSgt Jeanette Abraham	2 Oct 57
SrA Anthony J. Vasquez	7 Oct 77
SSgt Stephen DiEgidio	15 Oct 76
SrA Mechael Runkle	24 Oct 79
TSgt Diann Ritter	29 Oct 64
Lt. Rachel Orosz	30 Oct 75
TSgt Patrick Schultz	31 Oct 66



WANTED!!!

Writers and Photographers
for the Thule Times.

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

Thule Life

Team Thule Quality of Life Roundtable Process

By MSgt Craig Lincoln
12SWS/CCF

Have you ever looked around Thule and thought “There *has* to be a way to make things better around here.”? Of course you have. Some of you probably thought it before the DC-8 rolled to a complete stop. But better questions are “Where do we start?” and “How do we start?” Well, ask no longer.

Last month, 27 members of Team Thule—representing all military and civilian sections—developed a systematic method to identify, initiate, and realize quality-of-life improvements at Thule. During three one-hour brainstorming sessions, more than 70 Quality of Life initiatives were identified, assigned to an OPR, and given an estimated completion date. Some have relatively easy solutions, such as issuing rubber over boots to keep the mud off of our boots and our floors (Now why didn’t I think of that?) Others require more intricate coordination and higher approval, such as opening a Burger King or Taco Bell kiosk at Thule.

Regardless of their simplicity or complexity, all initiatives are being worked through a roundtable process whereby the assigned OPR (the “Knight of the Roundtable”) schedules a single meeting to staff and coordinate the initiative. Every section that has a direct interest in the initiative sends a representative to the meeting and the issue is staffed in a matter of hours; as opposed to the weeks and even months that some projects have taken to reach a decision. Of course, the initiative itself won’t be complete at this time, but a workable plan will be in place and we can press forward from there. Already, 12 of the original initiatives have a workable plan in place and six of those are complete.

So what about those of you reading this who have great quality-of-life ideas but weren’t part of the original meetings? The process is ongoing. If you have an idea to improve the quality of life at Thule, submit it to MSgt Pilawski or me and we’ll add it to the list. It will be assigned an OPR who will convene a roundtable to determine how to accomplish the initiative. Updates to the entire list will be briefed at the Tuesday morning staff meeting and you can view the status of all of the initiatives in the meeting minutes which can be accessed at [\\prancer\meetingminutes](#).

The process is already working. The sooner you submit that idea you’ve been thinking about, the sooner you can watch it become a reality.

JULEMAND

JULEMAND, THE DANISH WORD FOR “CHRISTMAS MAN” OR SANTA CLAUSE, AS CELEBRATED AT THULE. IS A TRADITION THAT IS NOW OVER THIRTY YEARS OLD. IT BEGAN AS AN EFFORT TO MAKE CHRISTMAS ESPECIALLY BRIGHT AND MEANINGFUL FOR GREENLANDIC CHILDREN IN THE IMMEDIATE VICINITY OF THULE.

TODAY, MONEY IS RAISED BY THE VARIOUS ORGANIZATIONS HERE AT THULE THROUGH SPECIAL PROJECTS AND AT THE JULEMAND FESTIVAL (A CARNIVAL TYPE FUNCTION) THAT WILL TAKE PLACE THIS YEAR ON NOVEMBER 15TH FROM 1400 TO 1700 AT THE BASE GYM.

THE MONEY IS USED TO PURCHASE TOYS FOR GREENLANDIC CHILDREN OF THE SEVEN VILLAGES WITHIN A HUNDRED-MILE RADIUS OF THULE, AS WELL AS CHILDREN’S CHARITIES IN BOTH DENMARK AND THE UNITED STATES.

A REPRESENTATIVE FROM YOUR ORGANIZATION SHOULD ATTEND THE REGULAR MEETINGS. YOUR ORGANIZATION’S PARTICIPATION IS IMPORTANT. I HOPE YOU WILL EXPLAIN JULEMAND TO YOUR PEOPLE AND HAVE A REPRESENTATIVE PRESENT AT [THE FIRST MEETING ON 11 OCTOBER AT 1500 IN THE HEADQUARTERS CONFERENCE ROOM.](#) MAY GOD BLESS YOU FOR YOUR HELP TO BRIGHTEN THE LIVES OF CHILDREN.

The following link is for more background information concerning Julemand:
[<\\PRANCER\PUBLIC\Chapel\JULEMAND 2001\Background OJ.doc>](#)