

# The COYOTE LOG

August 2008

Volume 50, Number 8

## Inside this issue:

Coyotes preping for Volk  
Coyotes ride to work  
Kansas Starbase

Spaatz Winner for Overall Outstanding ANG Flying Unit  
Air Force Outstanding Unit Award Winner



# Communication key to continued success

By Lt. Col. Ronand Krueger

190<sup>th</sup> AMXS Commander



The 190th ARW now owns 12 KC-135R tankers as directed by BRAC. Although we complete the formal part of our conversion in September, there still remains

a lot to be done to get our aircraft where they need to be.

Two of those aircraft are currently in GATM (Block 40) conversion, two require acceptance/isochronal inspections and one is in Programmed Depot Maintenance (PDM). Four more aircraft will be converted to Block 40 by June, 2009, and another four are scheduled to be Control Column Actuated Brake modified by March, 2009.

It will take a lot of time and effort to get all the aircraft to a standard configuration, but our maintainers will have all our aircraft up to the excellent standards the 190th is accustomed to. In addition, we are still maintaining six E model KC-135s in flyable storage as we await disposition.

The AMXS second shift has been up and running since February. The second shift consists of four crew chiefs and a supervisor. We hope to add some backshop and POL support in the future.

The second shift hours are 1530 - 0030, 1200 - 2100 on Fridays prior to UTA, and normal work hours on UTA weekends. When not launching or recovering aircraft, the second shift conducts inspections, washes and configuration changes as well as routine aircraft repair and servicing. Adding this shift increases the normal flying window by nine hours while reducing our requirements for flexible work schedules and outside coordination. Our major goals with this shift are increased aircraft availability and predictable schedules for the crew chiefs which enhance their quality of life and decrease our supervisors' workload.

One of my emphasis items in the AMXS has been improving communications within the squadron and with the rest of the Maintenance Group and Operations Group. Communication is something that we need think about and do actively. Relating to my aviation experience, one of my objectives for mission success on every sortie is "Clear, Concise, and Correct Communications."

At the risk of stating the obvious, communications have to be "clear". Spend some time thinking about your message to avoid confusion or misinterpretation. When dealing with personnel issues, you will lose respect and credibility if you "sugar coat" it or talk around the issue. Have integrity in your message. People need to hear it straight, especially if it's bad.

Keep it "concise." Important points get lost in long emails or speeches. Short and to the point is more effective.

I can't cover all the facets of "correct" communications but here are a few important points. Established communication standards increase efficiency and ensure essential messages get sent.

A perfect example in the Maintenance Group is the aircraft 781 forms. When we do maintenance or find a discrepancy on an aircraft, it gets written down where everyone will know to look.

However, not all communications will fit into formal channels or established standards. We must actively think about who we need to share information with. Make the communications happen and establish a formal channel if it needs to happen on a regular basis. Make the method fit the message. Face to face is better for an emotional issue; email may be better for a large group or for keeping a record.

Finally, behind the back criticism, unproductive rumors or gossip are easy traps for all of us and need to be avoided. These types of communication are poison to relationships and unit cohesion.

Address your issues with the people that need to know and can do something about them.

Even our routine communications in this business can have significant impacts on our performance, and our performance as a Wing represents our capability to defend our nation. There is always room for improvement. Communicate clearly, concisely and correctly.

Thank you for serving!

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## On the cover:

A KC-135 from the 190th Air Refueling Wing refuels an F-22 during a training mission.

Photo: 190th Public Affairs/Multimedia

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# ORE to take center stage at Volk Field

By Staff Sgt. Emily Alley

190<sup>th</sup> Public Affairs

Dust off your Airman's Manual and pull out your gas mask; it's inspection time!

August's four-day-drill, 21-24, will take place in Volk Field, WI, where members will participate in the Operational Readiness Evaluation (ORE). Lt. Col. John Hutter, ORE Working Group Team Chief, said chocks will be departing throughout the morning of Aug. 21. The ORE is preparation, through classes and simulations, for the Operational Readiness Inspection (ORI) in June of next year.

Members who are unfamiliar with standards should review the ground rules available through the Air Force portal. For instance, cell phone usage is prohibited until after duty hours (12-16 hours each day), and then only outside the play, or evaluation, area.

Inspections have genuine consequences, such as the 5th Bomb Wing's failure during a nuclear inspection in May 2008. An Airman, tasked to guard a restricted area, was found playing games on his cell phone. Nearby, a second Airman was "unaware of her duties and responsibilities," according to the Air Force Times.

To avoid similar issues, learn from mistakes. The Inspector General (IG) provides a publication, 10 ways to dazzle the IG, which is available to everyone participating. Inspection suggestions include competence. Know your job and be ready to perform under pressure. Understand inspection items and know the standards. Review previous inspections and look closely at past problems to avoid making the same mistakes.

Responsiveness is also important. Be flexible and react quickly to inspectors and situations. However, the most important attribute according to Senior Master Sgt. Steve Nelson, is attitude.

"Inspectors pick up on a bad attitude," he said.

However, with competence, there is no reason to begin the inspection with negativity.

Brig Gen. Mark R. Zamzow, Air Mobility Command IG, also encourages a positive approach to the inspections: "when the inspection starts, grab that inspector by the



## Camo in Wisconsin?

Building 932 is one of the many facilities 190th members will be working out of during the Operational Readiness Exercise in August.

*(photo submitted)*

collar and say, 'Follow me...I want to show off exactly why my unit and our people are outstanding!'"

Inspectors, at least during August's ORE, are not necessarily looking to catch mistakes; they want to assure members learn and are prepared for the ORI. Hutter describes the ORE as a combination of classroom explanation and hands-on application.

During the workdays, the ORE is also designed to test sustainability operations. Do not anticipate leaving the base and no outside food may be delivered - services will be responsible for providing meals.

Mornings in Volk Field will be spent

learning, while evenings will evaluate members' responses to interactive simulations. Reference materials, such as the Airman's Handbook, may be used, but are discouraged in favor of a working knowledge. Ideally, members should be able to work competently under combat-like stress. At least 10 percent of members within each Unit Type Code, or groups tasked with specific inspections, will carry weapons while completing their mission.

For traditionals, the ORI will take place nine UTAs after the evaluation at Volk Field. Or, said Hutter with a shudder, "We have 18 duty days to get ready?"



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# —Amelia’s Angels levels the playing field

**By Staff Sgt. Emily Alley**  
*190<sup>th</sup> Public Affairs*

Lt. Gen. Ann E. Dunwoody was recently nominated to the rank of General by President Bush and the Army. If the Senate approves her nomination, Dunnwoody will be the first female four-star general, not only in the Army, but the United States military.

To help younger Kansan’s understand nontraditional female roles like Dunnwoody’s, STARBASE established a girl’s only academy called Amelia’s Angels. The program emphasizes math, science and technology skills with fun, hands-on activities for elementary and middle school students.

“One reason we do Amelia’s Angels is the passive role girls take in a mixed gender setting,” explained Brig. Gen. Deborah Rose, the director of the joint staff and STARBASE advisor. “There is a tendency for boys to take over.”

In late elementary school, boys tend to become assertive, which intimidates their female classmates. Girls develop a fear of criticism and are less competitive; they shy away from demanding the same attention as the boys.

An instructor in the STARBASE Amelia’s Angels academy, Lisa J. Suhr, is quick to clarify that not all girls are affected. Many thrive in an assertive atmosphere. However, she has witnessed girls who become overwhelmed.

“What I see that’s different is a willingness to participate,” said Suhr. “They are hesitant to raise their hands.”

Jeff Gabriel, the executive director of STARBASE, said often times parents and teachers misinterpret girls’ behavior as a lack of interest.

“I had a teacher, who had taught for 25 years, who said ‘I never realized I was discriminating,’” Gabriel recounted. “I was making the assumption they didn’t care about math and science.”

Amelia’s Angels began through an observation during a robotics lecture. The instructor, Dr. Kevin Bacon, challenged several visiting teachers to no-

tice most comments and questions were from boys. Throughout Bacon’s lecture, no girl asked a single question, although boys repeatedly raised their hands.

Mia, a 12-year-old student who attended the STARBASE Amelia’s Angels academy, understands why.

“We get stuck doing what boys want to do,” she said.

During Amelia’s Angels, Mia said she felt more comfortable working on projects and was able to plan and problem solve the activities. She said there was also more time for crafts and tours. In the mixed class, she said the boys were most interested in building rockets, which took more time. Amelia’s Angels, by comparison, is better adapted.

“It’s awesome,” Mia said. “You do more things that fit you.”

The goal of Amelia’s Angels, said Gabriel, is to remove boys from the classroom and to introduce girls to mentors in nontraditional careers.

“The idea is to level the playing field,” said Rose.

Although Rose serves STARBASE through an advisory group to the Adjutant General, she has also volunteered as a mentor to students and regularly speaks at Amelia’s Angels graduations. Rose good-naturedly accepts that many of the students have no idea they are learning from the first female colonel and brigadier general in the Kansas National Guard. Rose keeps a humble perspective of her accomplishments.

“Somebody has to be first,” she says of the many glass ceilings she has shattered. “More important is the second, third, fourth and so on.”



## Future generals?

Members of this summer’s Amelia’s Angels ask Brig. Gen. Deborah Rose questions during a mentoring session.

*(photo by Staff Sgt. Emily Alley)*

# Coyotes save gas by riding to work

**By Chief Master Sgt Don Lee**  
*190<sup>th</sup> Operations Support Flight*

We all talk about the rising gas prices in the world today. Did you know that 16 July was National ride your scooter or motorcycle to work day? This is the 17<sup>th</sup> year the non-profit organization [www.ridetowork.org](http://www.ridetowork.org) has organized the event. [Ridetowork.org](http://Ridetowork.org) advocates the use of scooters and motorcycles for transportation and provides information about the everyday utility of riding to the general public.

The 190<sup>th</sup> enthusiastically supported Ride to Work day this year. We had 22 members ride either scooters or motorcycles to work (some ride year around). To help celebrate the day, many of the riders formed up on their two wheel vehicles in front of a KC-135 for a group photo. Next year we hope to make an even bigger showing.

The unit supports the two wheel community by allowing unit members to attend and teach the required DOD

courses (MSF both basic and experienced courses). We currently have four instructors and over the last few years have provided rider's training to unit and Army guard members. Upon completion of the course, unit member are given a safety vest valued at more than \$50.00 so they are in compliance with all DOD regulations while riding at any base.

Here is a quick look at numbers that riding a scooter or motorcycle can bring to not only you, but our country.

All numbers assume a normal weekday motorcycle commuting day and fuel used.

150,000 commuting motorcycles x 5 mi average commute distance x 2 (both ways) = 1,500,000 motorcycle



commuting miles per day.

1,500,000 motorcycle commuting miles @ 50 mpg (avg) = 30,000 gallons per commuting day.

100,000,000 commuting passenger cars, light trucks and SUV's x 6 mi average commute distance x 2 (both ways) = 1,200,000,000 car, light truck and SUV commuting miles per day.

1,200,000,000 car, light truck and SUV commuting miles at 20 mpg (avg) = 60,000,000 gallons per day.

If every work day were Ride to Work Day, 60,000 gallons saved x 250 work days = 15,000,000 less gallons used per year.

## Blocking & Tackling

Many Airmen know that I enjoy college football. I have been a loyal Ohio State Buckeyes fan since the mid 1960s. Of course, I am also a fan of our own Air Force Academy Falcons. This has been a lot of fun throughout my Air Force career. Many Airmen have taken the opportunity to remind me when their favorite teams have defeated my Buckeyes. In particular, that team up North, the Michigan Wolverines, and recently the Florida Gators and LSU Tigers, who defeated us in the last two National Championship games. There is one thing that is common to all successful teams, they all practice and perform the basics very well; the blocking and tackling.

Our Air Force is no different. We recruit the very best Americans from across our country and sometimes around the world. We then send them to the finest Basic Military Training, OTS, and Air Force Academy we have ever had, and we continue to improve. We then send them to technical training to learn the basics

of their Air Force Specialty. At BMT and technical training they learn the basics, or blocking and tackling. They learn how to properly wear our uniform, military bearing, standards and discipline, customs and courtesies, military justice, following technical data and Air Force Instructions, being followers, being good Wingmen and many more important details and attributes. These basics are embodied in our core values of Integrity First, Service before Self, and Excellence in All We Do.

As leaders, it is our responsibility to ensure those basics our Airmen learned are reinforced every day. We do that by not only living our Core Values, but exemplifying them in everything we do. We must hold our Airmen accountable. Leadership is not a popularity contest. It is difficult. Leaders get commitment from others by being totally committed themselves, by building an environment that encourages creativity, and by operating with honesty and fairness. Leaders never walk by a prob-

lem. If you do, you are now part of the problem. You must never miss the opportunity to provide feedback to our Airmen, positive or negative. When Airmen perform in an outstanding manner, recognize them for it. If an Airman is not following tech data, not properly wearing the uniform, or anything else you recognize as wrong, you must step in and correct it. We don't pick and choose what AFIs or policies we follow. We follow them all. That is Integrity.

For football teams, the season is only a few months long and at the end of the day, it's only a game. However, the Air Force performs its mission every second of every day at locations around the globe, in air, space and cyberspace. What we accomplish is no game - our actions matter for our children, our grandchildren, our Nation and the preservation of democracy.



*Rodney J. McKinley*  
**RODNEY J. MCKINLEY**  
Chief Master Sergeant  
of the Air Force

# —Portrait of an Airman

## Staff Sgt Jared Harter



**Organization:** Wing HQ / Command Post

**Job Title:** Command & Control Training Manager

**Main Responsibilities:** Plan, organize, develop, direct, implement, evaluate, and manage command and control training.

**Civilian / Full-Time Career:** Full Time Military Technician at 190th.

**Education:** BA in Secondary Education/Social Studies (2001); Sabetha High School (1997)

**Military Experience:** 5 years in the command and control career field and 3 years as a full time technician.

**Goals & Ambitions:** To make significant positive contributions to the 190th and KSANG, become a professional expert on command and control related items and complete my master's degree in political science and international relations.

**Hobbies & Activities:** Physical fitness, projects at home and on the farm, spending time with family, reading, following KU athletics and following the KC Royals.

**Most memorable 190th moment:** Flying on an AMC shuttle mission that delivered C-17 crews in and out of stage for OIF.

## —G-RAP available for traditional members; retirees

Traditional members and retirees of the Air National Guard may be eligible to receive a \$2000 bonus for bringing a new recruit into the ANG. The Guard Recruiting Assistance Program (G-RAP) is a contracted program designed for individuals who volunteer to serve as a part time recruiter assistant (RA).

RAs earn \$2,000 for each new recruit who enlists and reports to basic training or for each prior service member who affiliates with a unit for three months and performs three drills

Those interested in becoming an RA must qualify and be hired through a simple online process at [www.guardrecruitingassistant.com](http://www.guardrecruitingassistant.com). The RA's role is to maintain contact with the new recruit and provide encouragement to reinforce the recruit's decision to join the ANG and to document this contact with the potential recruit in your G-RAP account.

Upon enlistment, the RA will receive an initial payment of \$1,000 (approximately 45 days after the enlistment), with a second

\$1,000 payment upon successful shipment of a non-prior service recruit to basic training. RAs will receive the initial payment of \$1,000 upon enlistment for prior service recruits. The second \$1,000 payment will be made when the service member has successfully completed 90 days in their drilling unit.

Payment is made via a contractor issued debit card which will be credited upon each qualified enlistment. The bonus is not taxed up front. RA's will receive a 1099 income statement to report additional income when filing their taxes and you will pay taxes on that amount.

There is no limit to the number of recruits an individual can bring into the ANG. Only ANG Traditional Guardsmen and retirees with 20+ good years in the military are eligible to receive the bonus. Retirees must be retired at least sixty days to participate in G-RAP and after completing an online ap-

plication, they will need to fax their DD 214 or NGB form 22 for retiree verification approval. Airman on active duty, AGR, ADSW, military technicians and immediate family members of full time recruiting staff are not eligible to participate in the G-RAP program.

For more information contact G-RAP at (866)566-2472 or ask one of the 190th recruiters.

Due to a policy implemented by the Air National Guard Readiness Center, all RUTAs/BUTAs must be performed and paperwork submitted on or before 19 Aug 2008. Forms will not be accepted after this cutoff date. AFTPs, PTs and TPPAs are NOT affected by this cut off. Any further inquiries may be directed to Senior Master Sgt. Jeanne Bunting at Ext 4516.

# For Your Information

## Officer Appointments

### Lt Col

Bradley Hinkle, Ops  
Charles E. REmboldt, Ops  
Hans Neidhardt, JFHQ



### Maj

James Findlay, 117th ARS



## 50th Anniversary Print



Gary Filkins has finished the print for the 50th Anniversary unveiled during the Dining Out. The print will be framed and ready to hang. Each print comes with a statement of authenticity.

The cost of the print is \$175.00 unless you request a specific number, if so the cost will be \$190.00. Contact Senior Master Sgt Keith Fulton at 861-4789 or coyotelog@kstope.ang.af.mil for more information or to place your order.

### 190th ARW Officer Vacancy

The 190th Legal Office has a Traditional Officer vacancy, AFSC 51J3. If you are interested, submit your package to 190th MSF/DPMA, MSgt. Martha Ryan by close of business on 6 September 2008.

#### Officer Package consists of:

- Resume
- College and Law School transcripts
- 3 letters of character reference
- Record review rip (if currently in military)
- DD 214 or NGB 22 (if prior service)
- Juris Doctorate degree from an ABA accredited law school
- Proof of admission to practice in Kansas
- Letter of good standing from the Kansas Supreme Court
- Copies of all fitness reports (if currently or previously in the military)

Faxed packages will be accepted.  
Fax Number: (785) 861-4491

If you have an officer package currently on file at 190 MSF/DPMA, please ensure that it is accurate and up to date.



## Promotions

### A1C

Andrew Braden, SFS  
Derek Lopez, MXS



### SrA

Michael Garner, MXS  
Sharilyn Mathews, SFS



### TSgt

Stephen Agnelli, LRS  
Francis Zeller, SFS



## First Sgt Vacancy

### First Sgt Vacancy Mission Support Grp



Submit application packet to CMSgt Ivan Perez (MSF) by COB 24 Aug 2008.

Application package must include a current RIP, resume and cover letter.

Individuals submitting a packet for consideration must be a Master Sergeant or promotable Tech. Sergeant.

## 190th Chapel Services

The Base Chapel is located on the 3rd floor of Hangar 662.

Latter Day Saints:  
1100 - 1130 Sun

Protestant:  
1330 - 1400 Sat

Catholic:  
1345 - 1415 Sun



Please feel free to contact the base chaplain, 1stLt Jorge Arvelo, on his cell at (785)806-1254.

## Coyote Cafe August UTA Menu

Thursday  
Box lunch

Friday  
Box lunch

Saturday  
Box lunch

Sunday  
Box lunch

### Hotel of the Month Capital Plaza

190th Services Flight requests that room reservations be submitted the UTA prior to the requirement. You must check in prior to 1800 hours or your reservation will be canceled.

## Enlistments

SSgt Alisha Rousselo, MDG  
Enlistment Date: 24 Jul 08

SSgt Clint Saline, CES  
Enlistment Date: 12 Jul 08

SrA Derek Powelson, SFS  
Enlistment Date: 8 Jul 08

SrA Patrick Heptinstall, SFS  
Enlistment Date: 30 Jun 08

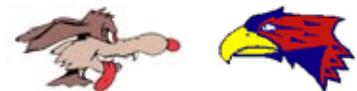
SrA Ashley Hodge, SFS  
Enlistment Date: 26 Jun 08

A1C Justin Kruger, 127th WF  
Enlistment Date: 11 Jul 08

A1C Joseph Mollenkamp, MXS  
Enlistment Date: 8 Jul 08

A1C Steven Grant, SFS  
Enlistment Date: 3 Jul 08

## 190<sup>th</sup> Vs. 184<sup>th</sup>



### Air Guard Golf Tournament

Saturday, September 27, 2008  
Rolling Meadows Golf Course:  
Junction City, KS  
Showtime: 8:30 a.m.

Tee Time: 9:00 a.m. (Shotgun start)

Cost: \$50  
(includes cart, green fees, lunch, prizes)

To register contact MSgt Troy Abel  
(861-4163)

**Registration Deadline: Sept 24, 2008**

### Bruce Whaley Spirit Ride

The 13th annual Bruce Whaley spirit ride will take place on Sept 13, 2008, at 8 a.m. at Lake Shawnee, Shelter House #2 in Topeka. Bruce Whaley worked as a 190th crew chief from 1989 until his untimely death in March 1995 from Leukemia.

The ride is 6.5, 25 or 50 miles. All proceeds go to the Leukemia Society for financial patient aid in our area. Cost is \$20 plus \$5 for a t-shirt if wanted. The cost is \$25 and \$5 for a t-shirt if wanted after Sept. 4. Lunch is included. There will also be many giveaways from area merchants.

For information please contact Tech. Sgt. (ret) Darrell Whaley at 785-379-0534 or www.kvbc.org.

# Coyote Heritage



Lt's Gary Albright (left) and Madison Jones perform a preflight check on their B-57 during summer camp in 1962. This is shortly after Albright returned from one of the more interesting missions members of the 117th Tactical Reconnaissance Squadron had ever been involved in.

Although it is difficult to see, Albright is wearing the patch of the 1211th Test Squadron (Sampling), which was worn by several 117th members during the escalation of the Cold War. In response to a Soviet Union nuclear test in 1961, the U.S. authorized the resumption of atmospheric nuclear testing. The test took place in the Pacific at Christmas Island.

The Air Force, including aircrews from the 117th, would fly into the mushroom cloud of the nuclear blast to sample the air. Their ground crews were tasked with taking care of the aircraft, including decontaminating the B-57's. They also served as ground observers for the test. Be watching for more information about the unique chapter of the 190th in the September issue of the Coyote Log.



Please record your story and send it to the historian's office at: 190<sup>th</sup> Historian, 5920 SE Coyote Dr., Topeka, KS 66619-5370.



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To The Coyote Family of:

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Retirees & Civilians: email coyotelog@kstope.ang.af.mil**

