

The COYOTE LOG

September 2008

Volume 50, Number 9



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



Coyotes to participate in unmanned refuelings

By **Col. Derek Rogers**
190th AMX Group Commander



Sometime in FY09, the 190th ARW will partner with the Air Force Research Laboratory (AFRL) and other government and industry team members to advance Automated Air Refueling (AAR) technologies. We will modify one of our tankers with sensors that will allow specially equipped occupied aircraft to fly autonomously in close proximity to our KC-135.

What does this technology have to offer? Just in case anybody is wondering, this doesn't affect our crew compliment. Based on earlier flight testing by AFRL, Unoccupied Aerial Systems (UAS) are capable of autonomous rendezvous and refueling with tankers. This technology will allow Air Force tankers to refuel Unoccupied Aerial Systems (UAS) aircraft, which will increase combat radius, loiter time, reduce the need for forward staging refueling areas and increase in-theater military presence with fewer military assets. It will also lead to autopilot advancements for manned aircraft.

In 2006, Boeing Phantom Works along with the AAR team, successfully flight demonstrated a UAS's ability to autonomously maintain a steady refueling

station behind a KC-135. The goal of the program is to enable UAS's to maneuver around a tanker and successfully refuel using a boom and receptacle.

Previous flight tests were conducted between a 107th ARW KC-135R and a Calspan Corporation specially modified Learjet equipped with a special Boeing flight control system that allowed it to fly as a UAS. With the 107th losing their aircraft as a result of BRAC, AFRL was looking for a new partner in this research and recognized the value of the 190th as a partner. We have a proven track record with other advancing aircraft technologies, great airspace, and our geographical location makes us the perfect fit. Unless Edwards AFB decides to support AAR with a KC-135, Forbes will be part of the AAR test team. The modification to one of our tankers is minimal, doesn't affect our ability to conduct our other taskings, and the tests can be conducted before or after our regularly scheduled refuelings.

We will start the 2nd phase of testing, which should result in the first autonomous wet contact between a KC-135 and a modified receiver (probably the Vista F-16 from Calspan) around the summer of 2012. Another potential benefit from this technology is an autopilot enhancement which could allow both large and small manned aircraft to auto SKE and respond to formation turns, speed chang-

es, etc. In the end, safety for all flying aircraft will benefit.

AAR has had some astonishing accomplishments to date. So far, 85 minutes of "hands-off" station keeping in contact position and 12 hours of "hands-off" formation flight near a tanker have been completed. The Calspan test pilot commented; "The system held contact position better than I could."

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On the cover:

Members of the 190th ARW train at Volk Field, WI, during the August UTA in preparation for the Operational Readiness Inspection. (photo by Staff Sgt. Emily Alley)

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SF Airmen make each shot count

By Tech. Sgt. Amanda Callahan

447th Air Expeditionary Group Public Affairs

The scene is a typical firing range, not unlike what one would find built for a gun club or on an Army post or Air Force base. The line safety officers meticulously watch the novice shooters, holding their weapons properly, aiming at a silhouette target further down the range. “Is the line ready,” shouts one Airman standing among the trainees in prone position. “The line is ready,” echo others, kneeling next to the students. “FIRE!” Each shot disturbs the sand berm behind the targets, putting a cloud of dust in the air. This is not a range filled with airmen in basic training in Texas. This is a vital part of building the Iraqi military.

Training, advising and mentoring Iraqi airmen and soldiers normally falls on the shoulders of the Coalition Air Force Training Team members or members of the Multi-National Security Transition Command - Iraq. CAFT-T members of the 370th Air Expeditionary Advisory Squadron at New Al Muthana Air Base, adjacent to Sather Air Base, have called in reinforcements from the 447th Expeditionary Security Forces Squadron to help train Iraqis to defend and secure their air base.

Jundees can be described as Iraqi army infantry privates who are currently undergoing training. Master Sgt. Charles Rivera, a Security Forces adviser with the 370 AEAS, trains the Jundees in many facets of security, such as base defense and patrols. With that, comes small arms training. Taking about 10 trainees at a time, Sergeant Rivera depends on the 447 ESFS to help at the shooting range to ensure the Iraqi trainees are proficient in their weapons training.

“I usually have enough volunteers from [security forces] to work with the Jundees one-on-one,” said Sergeant Rivera, deployed from Lackland Air Force Base, Texas. “Sometimes their skill level is really low, but we spend the whole morning working with them on the fundamentals to get them where they’re consistently hitting the target. By the end of the day, you see the joy at how much they’re able to fire, how much they’ve improved just with the practice.”

Tech. Sgt. Christopher Doherty, 447 ESFS deployed from the 107th Airlift Wing, Niagara Falls, N.Y., explained why volunteering at the range was so important to him. “It’s a chance to see first hand why we’re here. We’re here for the Iraqi people, and if this is how I can help, it’s

what I’ll do,” he said. “If we can get these guys to shoot on target by the end of their training, we’ve accomplished what we set out to do.”

Getting them to the point that they’re hitting the target isn’t necessarily an easy task.

“It is a challenge, with the lan-

guage barrier, to try to tell them how to hit the target where they should,” said Master Sgt. Harold Cox, 447 ESFS, deployed from the 190th Security Forces Squadron, Kansas Air National Guard. “We have to use an interpreter out there to tell them what to do, and they’re shooting a different type of weapon.”

The AK-47s used by the Iraqi soldiers and airmen posed new difficulties for the Airmen responsible for training them due to the ESFS’ inexperience with the weapon, but the 447 ESFS and 370 AEAS worked together to overcome them. Many security forces members go through additional training prior to deploying to become familiar with different types of weapons, but as a refresher, Sergeant Cox has an AK-47 he shows the helping ESFS Airmen before they head to the range with the Iraqis and Sergeant Rivera. The familiarization with the weapon helps Airmen explain weapon discipline and safety while on the range.

“The weapons handling and training they [the Iraqis] have been provided [in the past] is nothing to the standard we have, so safety is not as big a consideration for them as it is for us. I’ve got to spend some time on safety,” Sergeant Rivera said.

Echoing the attention to safety, Sergeant Cox explained that the weapon itself isn’t conducive to a safe environment due to the lack of imbedded functions. The sergeant explained that the bolt of an AK-47 doesn’t automatically lock to the rear when the magazine is empty. “So we have to really double check that they’re cleared before we walk down in front of the weapons,” he added.

In addition to the AK-47, the Jundees receive training on M-9 pistols and familiarization training with the M-4 rifle.

The trainers don’t plan to stop making their Iraqi brethren proficient anytime soon.

“As long as we’ve got personnel out there [at NAMAB], we’ll keep going down and helping them,” Sergeant Cox said. “It’s great to watch how excited some of them [the Iraqis] get after they get done shooting.”



Training Iraqis

Master Sgt. Harold Cox (right), 447th Expeditionary Security Forces Squadron and member of the 190th SFS, watches an Iraqi Jundee as he fires at a target during training at a firing range near Sather Air Base June 25.

(photo by Airman 1st Class Leandra Hernandez)

The Coyotes' role in the Cold War

By Master Sgt Bill Gilliland
190th Historian

Late in 1961, after only four years as a military unit, the 117th Tactical Reconnaissance Squadron (TRS) would play a vital role in the Cold War, America's standoff with the Soviet Union. The U.S. and the Soviets had an earlier agreement to limit testing of nuclear devices, but the Soviets', at least partly in response to the Bay of Pigs invasion of Cuba, began to resume atmospheric testing of their nuclear weapons during the summer of 1961.

The Kennedy Administration responded to this expansion of the Cold War by authorizing the largest nuclear weapons testing program ever conducted by the United States. By midyear, the USAF was beginning to organize a new squadron of High Altitude Nuclear Sampling aircraft and the people and resources to support "Operation Dominic I," the United States' answer to the Soviet threat. This new squadron would be known as the 1211th Test Squadron and was based at Kirtland Air Force Base, New Mexico.

Because of the B-57's ability to climb high enough, it would become the primary aircraft of the unit. The squadron's mission was to take samples of the cloud

of the Atomic blast. It was initially made up of regular Air Force personnel, but the USAF soon found that it didn't have enough B-57 qualified people, so the Air National Guard was called on to provide support to the new unit. Units from Kansas, Arkansas and Nevada were flying B-57's and could provide flight and ground personnel quickly.

For the 117th, the Cold War was about to become pretty hot. It all began late in the summer of 1961, when Lt. Col. Boggs called all of his flight crews and maintenance personnel together for a meeting to ask for volunteers for a top secret mission on foreign soil. After many questions, most of which were answered with the words, "I can't tell you that," a group of men volunteered for the extra duty, from which Boggs and his staff handpicked a group of 21 for the initial phase of the operation.

In October 1961, the volunteers reported to Kirtland and began the preparations for the journey. Flight crews received extra training, and the maintenance people made sure that everything else was ready for the long trip. About the middle of December, the group was released with the provision that they would be called when needed.

In January 1962 the call came, and

this time 14 members of the 117th, including 4 aircrew and 10 maintenance troops, reported back to Kirtland to make final preparations, and soon found themselves on their way to Hickam AFB in Hawaii. The aircrews flew B-57's they had picked up at Kirtland, and the maintenance crews flew out on a Navy C-118.

Upon arrival at Hickam, one of the B-57's declared Low Fuel, and actually dead stuck a landing after a glide of about 80 miles. After spending several days at Hickam, it was on to a place called Christmas Island. Christmas Island, which at the time was under British control, is actually an atoll, a circular island surrounding a central lagoon, and is the largest atoll in the world. It comprised about 250 square miles with the lagoon making up about half of that. It had previously been used by the British for the testing of their nuclear program, and as such was a natural for the project.

It would be the job of the aircrew and their B-57's to fly through the cloud left by the blast and collect air samples to determine the kinds and amounts of radiation. They had instruments mounted to the jets to tell them if the cloud got "too hot," along with personal dosimeters on a chain around their necks and another that they swallowed in the form of the pill, the recovery of which no one looked forward to.

Upon landing, the jet taxied to a decontamination area, the crew was extracted in a way that they would not have to touch the exterior of the jet, and then they proceeded to a shower area where their flight suits were shed and they showered until a Geiger counter confirmed they were clear of radiation. It was not uncommon for aircrew members to take multiple showers to remove the radiation.

For the men left on the ground, some had the unenviable job of cleaning the jets of the aftereffects of the flight through the cloud, others acted as observers and all experienced some of the effects of the blast.

According to Retired Col. Bill Crow (then A1C Crow), the first test the 117th participated in immediately got their attention. They were mustered in a hanger with no doors and little protection from

- continued on next page -



Fourteen of the men pictured were from the 117th - Capt. Robert Keeley, Capt. Bill Workman, 2nd Lt. Gary Albright, 2nd Lt. Ellis Brady, Tech Sgt. John Evans, Tech Sgt. Kenneth Mackey, Tech Sgt. Jim Hughs, Tech Sgt. Jack Walker, Tech Sgt. Norm Spillman, Tech Sgt. Carl Muers, Staff Sgt. Larry Watson, Airman 1st Class David Fletcher and Airman 1st Class Bill Crow.
(190th archive photo)

What is a Unit Career Advisor?

By Senior Airman Erin Burden

190th Retention Office

The Retention Office has revised a program previously designed to assist unit members with career decisions. The Unit Career Advisor (UCA) program is designed to assist unit members by focusing on each member's career goals, incentives, benefits and possibilities available to 190th members.

In order to do that, we have enlisted the help of peers from your individual shop or section. Your Career Advisor's picture should start showing up on posters in your area.

UCAs will be visiting with you in your shop as well as addressing squadrons to inform you of the benefits that the Kansas Air National Guard offers. UCAs are members of your shop who work closely with the Retention Office, Commanders and First Sergeants to make your experience with the 190th Air Refueling

Wing the best it can be.

UCAs have current information and guidance available to them from the Retention Office on many factors that can directly effect and enhance your career within the unit. They are all volunteers who are working to better serve you, and in turn, help to create a better atmosphere in your workplace.

UCAs receive quarterly training on the most current programs available to you and the best way for you to utilize them.

Why did the Retention Office decide to bring a heightened awareness to this program? The Retention Office, Unit Commanders, Chiefs and First Sergeants value your continued service in the Guard. Because of all that you do for the Air National Guard, it is important to know what the Guard can do for you in return.

Did you know there are programs

such as tuition assistance, reenlistment incentives, career and guidance counseling and possible scholarships for members with more than 20 years of service that can benefit you? This is why we have the UCAs working so hard to assist the Retention Office and you. As members in the shops, they have a unique perspective, which allows us to see what kinds of issues are facing our members, and the best way for us to find a satisfying resolution to those needs and concerns.

So please utilize these dedicated fellow members. Whether they are part-time or full-timers, they are there to help and work with you. Please get to know and talk with them. Let them know how they can be of service to you.

If you have questions, comments or suggestions, ask them. The Retention Office will continue to work with the UCAs to make your Guard experience the best that it can be.

Cold War (cont).

exposure. They were mandated to wear old style flying goggles with black lenses for extra eye protection. The men were told to face away from the direction of the detonation and were warned to not turn around until told to do so to avoid painful eye damage.

Following the detonation, but prior to the fireball dissipating, the first of two shock waves collided with the hanger, which screeched and shook from the shock wave and from flying debris. They were told to abandon the structure fearing it may collapse.

During subsequent detonations, the crew was mustered on the parking ramp with their backs to the blast. They were also instructed to keep their mouths open to equalize the pressure in their lungs and the ambient increased atmospheric pressure to prevent their lungs from collapsing.

During a typical detonation, the initial blast would immediately change

the demographics of the ambient conditions surrounding the detonation area. The tests were almost always conducted at night, but at the moment of the detonation the sky would immediately light to a noon-day level. In seconds, the temperature would rise to near 120 degrees. Seconds later the heat wave would penetrate the area and increase the temperature another 10-20 degrees and then quickly return to the previous ambient temperature or slightly above.

Most of the initial shock waves the crew experienced contained enough power to knock anybody standing to the ground and roll them across the ramp. Many of the detonations had multiple shock waves, decreasing in power with each shock wave cycle.

The light from the dissipating fireball was so intense that observers could see the bone structure through the pink tissue of their hands.

The 117th was released in early July 1962, concluding one of the most interesting chapters of 190th history.



A part of history

A B-57 sits in the foreground during a nuclear test at Christmas Island in 1961.

(photo submitted)

—Portrait of an Airman

Staff Sgt. Doyce Manz



Organization: 190th Medical Group

Job Title: Surgical Technician

Main Responsibilities: Prepares patient for surgery, sets up the surgical sterile field and surgical instruments, gowns the surgeon, assists by handing instruments to the surgeon and holds the camera during arthroscopic/laparoscopic procedures.

Civilian Career: Surgical technician at Stormont-Vail in Topeka.

Education: Working towards a registered nurse degree.

Military Experience: Joined the 190th Medical Group in June 2003.

Goals & Ambitions: I would like to complete my degree and work as an operating room nurse.

Hobbies & Activities: Reading and any outdoor activity.

Most memorable 190th moment: My deployment to Balad, Iraq in 2007.

Coyote receives national recognition

By 1st Lt. Joe Blubaugh

190th Public Affairs

The manager of the 190th ARW Ground Safety Program is the latest in a string of Coyotes that have been recognized at the national level for outstanding achievement. Chief Master Sgt. Dena Swisher was recently awarded the Air National Guard Director of Safety Outstanding Safety Achievement Award, commonly referred to as the Safety Heisman.

The prestigious award recognizes a field unit individual for outstanding ANG safety program management contributions or achievements during the fiscal year. It is the top award given in the safety field in the ANG. The award is open to officers, enlisted personnel and civilian employees assigned or detailed to an ANG field unit.

"I was pleasantly surprised and very humbled to receive this prestigious award," said Swisher.

The award is selected by the ANG Director of Safety with consultation from the ANG Safety Staff. The Director con-

siders special accomplishments in all areas of mishap prevention, applicability of mishap prevention value outside the individual unit of assignment and community involvement or service. Special consideration is given to mishap prevention execution that crosses disciplines, functional areas, MAJCOMS, services or nations.

The award was presented to Swisher by the Director of the ANG, Lt. Gen. Craig McKinley at the ANG 2008 Leadership Summit. Swisher was surprised by the award as she wasn't aware that Lt. Col. Chris Gnagi, 190th ARW Chief of Safety, had submitted her for the award.

"It is widely known that Chief Swisher is the resident expert for all things safety at the 190th," said Gnagi. "This award validates her expertise at the national level."

"We are very fortunate to have the commander's support, unit members who get involved and a team that likes to have fun with our campaigns," said Swisher. "Whether it's making a funny safety video or handing out safety incentives at the

main gate, we strive to come up with new ideas to promote safety both on and off duty."



Heisman Winner

Chief Master Sgt Dena Swisher receives the ANG Outstanding Safety Achievement Award (AKA the Safety Heisman) from ANG Director Lt Gen Craig McKinley. *(photo submitted)*

For Your Information

Officer Appointments

Lt Col

Eric Hamilton, 117th ARS



Retirements

Col Gregg Burden
Retirement Date: 31 Jun 08

50th Anniversary Print



There are still a few of the 50th Anniversary Prints available. Each print will be framed and ready to hang, and 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 Mission Support Flight has a Traditional Officer vacancy for a Manpower Personnel Officer. If you are interested, submit your package to 190th MSF/DPMA, MSgt. Martha Ryan by close of business on 19 September 2008.

Officer Package consists of:

- Resume
- College transcripts
- 3 letters of character reference
- Record review rip (if currently in military)
- DD 214 or NGB 22 (if prior service)
- 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

Matthew Dillon, AMXS
Jacob McCaffrey, CE
Jesse Reid, MXS



SrA

Adam Turk, SFS
Shawn Allen, LRS
Jacob Perez, LRS



SSgt

Zuleika Cruz-Pereira, LRS
Kimberly Knouf, LRS
Aaron Robinson, LRS



TSgt

Richard Eastridge, MXS
Joshua Gorski, MXS
Daniel Knudtson, MXS



SMSgt

Jill Jantz, LRS



190th Chapel Services

The Base Chapel is located on the 3rd floor of Hangar 662.
Protestant:
1330 - 1400 Sat

Catholic:
1345 - 1415 Sun

Latter Day Saints:
1100 - 1130 Sun



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

Coyote Cafe September 21st A Menu

Saturday

Baked Chicken, Chicken Fried Steak, Mashed Potatoes, White Rice, Green Beans, Corn, Salad Bar, Taco Bar, Chocolate Pudding, Tapioca Pudding, Oatmeal Cookies

Sunday

8 oz rib eye steak, Baked Potato w/butter & sour cream, Buttered Corn, Tossed Salad w/ dressing, Dinner Roll & Butter, Dessert

Hotel of the Month Capital Plaza/Holidome

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

SrA Michelle Pinkerton, MXS
Enlistment Date: 1 Aug 08

A1C Chris Weller, SFS
Enlistment Date: 5 Aug 08

A1C Cory Sprecker, MXS
Enlistment Date: 11 Aug 08

SSgt David Mabery, LRS
Enlistment Date: 12 Aug 08

Upcoming Events

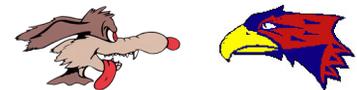
Wing Commander's Call ~ Hanger 665
Saturday 4 October 2008 ~ 0800

Officer Prof Development ~ Bldg 2005
Friday 5 December 2008 ~ 0830

Wing Holiday Party ~ KS History Museum
Saturday 6 December 2008 ~ 1800

190th ARW Dining Out ~ Ramada Inn
Saturday 7 February 2009 ~ 1800

190th Vs. 184th



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



117th Firefighters prepare their truck during Summer Camp in Alpena, Michigan, during the summer of 1960. This was the first time that the members of the 117th had been to Alpena, and most of the Kansas men had never been to that part of the country, which made it something of an adventure.

The fire truck shown here is a 1952 International, and even by 1959 standards, it was already becoming obsolete, but that didn't bother the men of the 117th, and training went on as normal. Almost the entire unit participated in summer camp in those days, and it was critical that good training be accomplished.



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



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To The Coyote Family of:

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Military Members: visit vMPF to update your address
Retirees & Civilians: email coyotelog@kstope.ang.af.mil**

