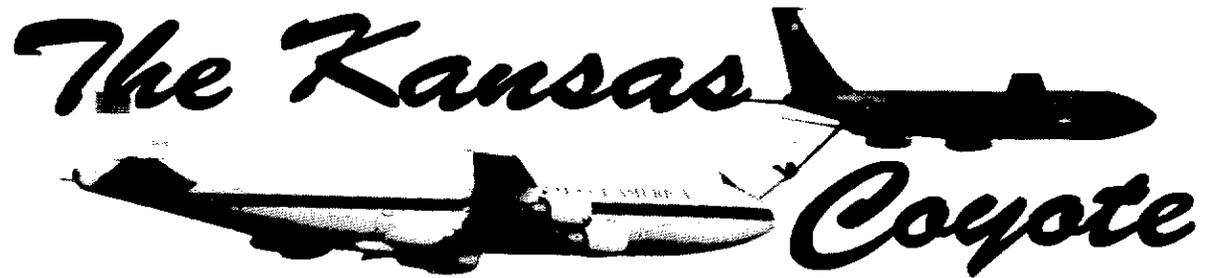


The Kansas Coyote



Vol VI Issue 8

190th Air Refueling Group, Topeka, Kansas

1 November 1980

Gov. Carlin Writes President About KC-135 Re-engining

In a letter to President Jimmy Carter, dated Sept. 15, 1980, Kansas Governor John Carlin asked for the President's support in regard to the KC-135 tanker re-engining project.

The letter stated in part, "I am informed that action is pending to eliminate or reduce the scope of the project for re-engining the KC-135 tanker fleet currently assigned to the active Air Force, the Air National Guard and the Air Force Reserve. Further, it is my understanding that this proposal is in consideration of added KC-10 aircraft procurement.

"While certainly I can agree that there is credibility for the follow-on KC-10, I cannot support rationale which degrades the effective utility of the KC-135 which is programmed to be an active weapons system in our inventory well into the next century. Enhanced operational capability, reduced fuel consumption rate and environmental enhancement derived from reduced noise levels are all essential elements in this equation which would seem to support the re-engining proposal for the KC-135.

"My position in this matter is dual in nature. The 190th Air Refueling Group, Kansas Air National Guard, based at Forbes Field, Topeka is equipped with the KC-135 and they enjoy a fully operational ready status as measured by Air Force standards. Too, the Boeing Company, Wichita Division has provided me with data which certainly supports my stated position in this matter.

"Thus, I join Congressman Dan Glickman in his zealous effort to preserve this credible and vital proposal which, in my view, is in our Nation's best interests."

Traction Improved On Runway

Story by SSgt. Rich Curry

The Forbes Field runway got a good bath during the October UTA, its first one in eight years!

According to 1st Lt. Robert Burk Jr. of the 190th Civil Engineering Flight, a semi-tractor trailer owned by Robert White, Inc., of Florida, was working to remove built up rubber deposits left on the landing strip.

Rubber build-ups are caused during take-offs and landings of large aircraft, mainly at either end, Burk said. A built-up deposit can cause an aircraft to hy-

trailer bed, sprayed a high pressure blast at the runway to complete the job.

"This is a pretty exacting science," Burk said, "since the water is sprayed out at a pressure of 6,000 pounds per square inch, the company has to make sure they remove only the rubber and not the cement."

Burk said the cleaning process pulverizes the rubber into dust-like particles that, when dry, blow away. The entire project is expected to be complete after only 24 hours of work.



Insurance Benefits Outlined

Did you know that by law you can only carry a maximum of \$20,000 coverage in the Servicemen's Group Life Insurance (SGLI) and/or Veterans' Group Life Insurance (VGLI) programs?

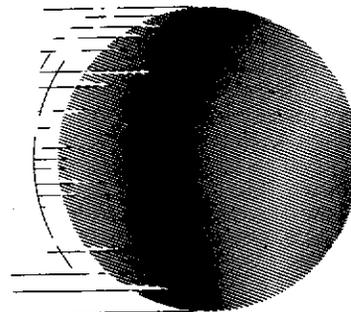
There are, however, times when you can be eligible for coverage under both programs. If you are eligible for coverage in both programs, you must choose to be either covered by one program for the full amount of coverage or covered in both programs for a combined amount not to exceed \$20,000.

You should carefully consider the premium amounts as well as the length of time your coverage will last before you make your decision. Remember if you do choose to retain the VGLI coverage, you must complete a VA Form 29-8286, Servicemen's Group coverage for the amount of VGLI you wish to keep.

Any VGLI coverage you wish to replace with SGLI may be converted to a commercial plan of insurance within 60 days after being insured by SGLI. If you are in doubt whether or not you are covered by SGLI by virtue of your ANG membership, just check your Earning Statement.

SGLI coverage will show a \$3 monthly deduction or a lesser amount if you have elected coverage less than the \$20,000 maximum. Remember, if you have any questions please contact your CBPO Customer Service for the answers.

Keep the ball rolling!



Kansas Guard Hall of Fame Induction Planned For Nov. 9

Col. Jack Strukel, Chairman of the Kansas National Guard Hall of Fame Board of Governors, recently announced that induction ceremonies for the newest members will be held Sunday, Nov. 9.

Ceremonies will start at the Kansas National Guard Armory, Topeka, at 2 p.m., with music provided by the 42nd Army Band.

Picture presentations will be held in the Hall Of Fame, located in the State Defense Building, adjacent to the Armory. All members of the Kansas National Guard, families, and other interested persons are invited to attend.

Two of the inductees, Col. George T. O'Connor and Capt (1st Sgt) Edwin S. Young, plan to attend the ceremonies.

Three of the new members are deceased. They include Brig. Gen. John W. Breidenthal, Brig. Gen. Charles H. Browne Sr. and Col. John A. Martin.

The five new members join nine others in the Hall of Fame, established in September, 1978.

The Hall of Fame was established by the National Guard Association of Kansas to commemorate and recognize individuals who have served in the Kansas Army or Air National Guard or its predecessor the "Kansas State Militia"; and who made a significant contribution to the National Guard achievements, tradition, or history.

Colonel Strukel advised that nominations for the selection process to name the 1981 recipients will be accepted until Dec. 1, 1980.

He stressed that Army and Air Guard members should send their nominations in narrative form to: National Guard Association of Kansas, P.O. Box C-300, Topeka, KS 66601.



Aircrew Badge Approved By SAC

A new aircrew member badge has been approved by the Air Force for non-rated officers.

Instructions for award of the new badge have been distributed to all Strategic Air Command units, according to Lt. Col. George F. Hoes, chief, force management division, Directorate of Personnel Programs, Headquarters SAC.

The new badge may be worn on a permanent basis only when an officer aircrew member fulfills the following criteria: basic badge—24 months operational aircrew duty; senior badge—60 months aircrew duty and seven years total military service; and master/chief badge—120 months aircrew duty and 15 years total military service.

"Officers with creditable service time as enlisted aircrew members may apply the time toward award of officer air-

Secretary Brown Urges Voters

1980 marks a year when over two and one-half million military personnel and their dependents have the opportunity to make their voice heard in a General Election.

Thousands of public officials are running for office on the State, local, and Federal level. These officials make decisions affecting your way of life, your home, and your country.

For more than 200 years members of our military have been ready to fight and have fought to defend our right and our freedom. As a member of the military and as a defender of America's freedom, you have a unique responsibility to exercise your right to vote. A representative democracy is what America stands for, and the vote is the most powerful tool we have to guarantee that democracy will not fail.

I have directed commanders to insure

Unit History Part IV: The Canberra's

Enlistments

TSgt	Sharon D. Juedes	SP
SSgt	Stephen C. Freeman	RMSq
SSgt	Archie N. Hansen	CAM
SSgt	Paul N. Koski	CAM
SSgt	David D. Rector	CEF
Sgt	Kenneth L. Bates Jr	CAM
Sgt	Clark T. Huffer	CAM
Sgt	John N. Dailey	CAM
Sgt	Russell F. Harrap Jr	CAM
Sgt	Gerald A. Mills	CSS
Sgt	Robert E. Wilburn	CEF
SRA	Dennis P. O'Kelley	CAM
A1C	John E. Burris Jr	CEF
A1C	Jeffrey W. Knight	CEF



Reenlistments/ Extensions

MSgt	Dennis E. Godsey	CEF
MSgt	Edward N. Henderson	SP
MSgt	William R. Hirbour	CAM
MSgt	Frederick W. Wehrli	Hq KSANG
TSgt	Robert D. Eddy	Clinic
TSgt	Glenn J. Haverkamp	CAM
TSgt	Gonzalo Ramirez Jr	CAM
TSgt	Charles E. Robbins	CAM
TSgt	Billy G. Sloan	CAM
SSgt	Gary B. Cox	Group
SSgt	Harold E. Riggs	RMSq
SSgt	Charles E. Stowers	CAM
SSgt	Elzie T. Willis	CAM

The Canberra was originally designed to replace the world's last wooden combat aircraft, the De Havilland Mosquito Bomber. In March of 1945, the RAF drew up the specs for a jet replacement for the famous light bomber. The Mosquitoes had done well enough during the war, but the advent of the jet engine clearly rendered them obsolete. Besides, the design had posed certain difficulties. Not least was the tendency of the plywood bomber to come unglued — literally! — in tropical bases. This happened to the men, of course, but when it happened to the machines, changes clearly were in order.

There was no immediate response to the RAF specification. By March of 1945, it was evident that a new design could not be put into production by the end of the war, so attention focused on current production.

The immediate post-war years involved little urgency in aircraft design and production. Aircraft manufacturers began acquiring a lean and hungry look. Among the leanest and hungriest was the English Electric Company, which had been existing for years by producing other companies types. In fact, it hadn't designed an aircraft itself since the 1920's.

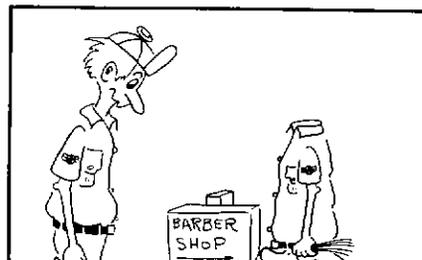
Nonetheless, with contracts terribly

much the child of the Mosquito bomber it was intended to replace. First, it was light, fast, and highly maneuverable — the classic Mosquito characteristics. Second, it had good range for a medium bomber. Third, it could take off and land in a remarkably short field. It could, in fact, climb on one engine.

All in all, it was a well-designed aircraft, and met with much-deserved commercial success. Within months, four firms were involved in Canberra production, and many of the commonwealth air forces were expressing an interest. Here it must be pointed out that the timing was perfect. The first Canberra flew at the end of the Berlin Blockade, and operational production (8 October 1950) was just after the outbreak of the Korean War. When the big aircraft orders of the Korean conflict were placed, there were already factories tooled up to produce the Canberra.

It was Korea which brought the Canberra to the USAF. The war had caught the Air Force preparing for a strategic nuclear exchange, and not really oriented toward tactical support, especially night interdiction.

The primary aircraft for such a mission was the old B-26, a World War II veteran, clearly not up to another war. Besides, they were long out of produc-



UTA Schedule

November 1-2
December 6-7
1981

January, 10-11
Feb 7-8
March 7-8
April 4-5
May 2-3

The times for UTAs are from 0730 to
1600 daily

Clinic Closing Early To Train Staff

Because of an upcoming inspection, until further notice, the 190th Clinic will be closing on weekend UTAs from noon to 4 p.m. Sunday afternoons for inhouse training. All routine matters, except emergency care cases, should be conducted prior to that time.

Decals Required

All vehicles entering the base will be required to display AF Form 66 (Base Vehicle Decal) on their front bumpers. Vehicles not displaying the decal will be stopped and checked for identification. The decal may be obtained from the Security Police Pass and ID section.

Newcomers Orientation

There will be a Newcomers Orientation conducted by the Group Commander at 1430 Saturday, 1 November in the Operations Briefing Room. All personnel who have joined the unit since 1 April 1980 are encouraged to attend.

Menu

Saturday

Grilled Pork Chops
Mashed Potatoes w/gravy
Stewed Tomatoes
Tossed Salad w/dressing
Assorted Breads w/butter
Chilled Fruit
Coffee, Tea, or Milk

Sunday

Roast Turkey
Sweet Potatoes
Cranberry Sauce
Green Beans
Apple Crunch
Tossed Salad w/dressing
Assorted Breads w/butter
Coffee, Tea or Milk

190th AREFG
Forbes Field, Topeka, KS
66620

Official Business

BULK RATE
POSTAGE & FEES PAID
USAF
PERMIT NO. G1

