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Air Force Outstanding Unit
2009 Distinguished Flying Unit

THE COYOTE LOG

Greensburg EMEDS returns after three years of service

By Tech. Sgt. Angela Brees

Pack' em in, ship' em out. That was the recent mission for eight members of the 190th Air Refueling Wing, who traveled to Greensburg, Kansas, to pack up and return home its Expeditionary Medical Support (EMEDS) package after nearly three years of service.

Since the May 4, 2007, tornado disaster in Greensburg that leveled the town and local hospital, the EMEDS facility, a self-contained mobile hospital, filled a critical void for the community while a new hospital was being constructed.

"Growing up in a small town, I know how important it is to have a local medical care facility," said Lt. Col. Tim Stevens, deputy commander of the 190th Medical Group, who recently traveled with a team to Greensburg to remove the facility. "The original hospital was one of the major employers in town when it was destroyed, but they've been able to keep almost all their employees. It's been very rewarding to help them preserve their community."

Initially, the 190th estimated that the temporary facility, which consists of a series of hardened tents, would only be in place for a little over a year. But the tan, RV-sized tents withstood the fickle temperatures and howling prairie winds of the Midwest for three seasons.

"The tents are indeed worn out, with small holes and tears now, but it did the job it needed to do - well beyond what it was designed for," Stevens said. "The community is so grateful for what the medical group and wing has done for their recovery efforts."

This was the first time 190th personnel utilized an EMEDS for an in-state disaster. The staff of the Kiowa County Memorial Hospital managed the day-to-day operation of the makeshift hospital. A team of 190th medical personnel provided initial training to local staff in operating the mobile medical equipment.

"Kansas is currently the only state in the country to have a homeland security deployable EMEDS facility and when we saw the needs in Greensburg we determined this was a perfect place to use this tremendous National Guard resource," said Maj. Gen. Tod Bunting, The Adjutant General, in a statement shortly after the Greensburg disaster. "While we never want something like this to happen to any community, it's gratifying to know that our Guard members were able to help people in need with the EMEDS."

Lt. Col. Mark Green, commander of the 190th Civil Engineering Squadron and the officer in charge of erecting the Greensburg EMEDS in the days after the tornado, worked closely with the community to find a suitable site for the facility. A church demolished in the tornado proved to be the most beneficial site for the temporary hospital. The church's concrete slab floor was the only remnant after all the debris had been removed.

"Based on the needs of the hospital, we made modifications that we don't use in a field environment," said Green. "We had never built an EMEDS on a concrete slab and we were able to tie into the church's existing water and sewer

see "EMEDS" page 5

23 temporary years later ... Thanks Bob!

By Col. Kerry Taylor
190th Vice Wing Commander

Ten years ago... I turned my face for a moment and it became my life.

I never intended to make a career of the Guard. I enlisted to go to pilot training. I was fully immersed in preparing a parallel "real life" outside of the Guard. I was going to get a degree in biochemistry and keep my real career different from my hobby, flying, and maintain two very different skill sets for a wide base to operate from. What happened was far different. Joining the Guard was the best single life's decision I've made. I don't understand why everyone doesn't join. There are so many benefits and opportunities.

I remember my many chats (rants would be more accurate) with Chief Bob Ford on the flight line where I was a crew chief. One of my gripes was that I didn't think it was fair that the technicians moved themselves in to slots that were occupied by qualified traditionals to get promoted. He didn't disagree but said "Taylor, one day you'll be running this place and you can fix all that" and I would tell him he was full of it. Although he didn't live to see it, turns out he was right. *When I was a child, I spoke like a child, I thought like a child, I reasoned like a child. When I became a man, I gave up childish ways.*

I was equally frustrated as a new officer. Only it wasn't necessarily the technicians that were the problem. The decisions of the folks in leadership positions seemed random and arbitrary. I was pretty vocal about my frustrations with some of the decisions but I was unable to articulate them in a way that was useful. I'm sure my rants were as unreasonable to them as their decisions were to me. I've told many people since, had I worked for me back then, my butt would have been fired. *Organizations don't make decisions, people do.*

For sanity checks I would go chat with the personnel chief, Major Todd Bunting, and he would explain to me in terms that made much more sense what the leadership in operations was trying to do. He assured me that the folks in the organization try to do the best they can with what they have to work with. It's not always pretty and there are many ways to do things and just because I don't understand it doesn't make it wrong.

It was on a drive home to Manhattan when I had a blinding flash of the obvious; I was the cause of most of my frustrations! It struck every nerve in my body. I was indeed responsible for much more of my life than I had ever imagined. At the same time the feeling was very liberating. I decided from that point on I would do what I could to carry out the wishes of my superiors. I might ask for clarification, but would no longer question their motives. *If you see stupid people doing stupid things calling them stupid won't make them smart*

My formative years as a pilot taught me a lot about life, communications and organizations. You see, I joined to be a pilot but fell in love with supervision, coaching, and organizational behavior. I figured out early that being a pilot was what I did, not who I was. I was enrolling in graduate school when a full time opportunity became available. I told myself it would be temporary. That was 23 years ago.

Not long after, an opportunity for advancement came along and I took it. I found myself as a supervisor with two people working for me. I was not comfortable with that. They were both hard workers and already trained so little supervision was required and it gave me a chance to address my initial fears of supervision. I voraciously studied everything I could find on leadership, communication, and interpersonal behavior. There was tons of material but very few veins of gold. I narrowed my search and became actively involved in studying human behavior in organizations. I spent months of personal leave and thousands of dollars to educate myself with the leading experts around the country.

The single most useful skill I learned was how to distill complaints, problems, issues, concerns, etc. down to their essence, and articulate them in a way that was actionable or useful. Furthermore, when distilled down this way most are self-referential. Meaning the problems are most fully solved by the presenter. If only I had this ability early in my career. For more information on this, than you could possibly stand, search "well formed outcome".

The Guard was providing the springboard - income, a laboratory, and generous leave opportunities in preparation for my "real life" next career. I began to expand my comfort zone in management. My personal toughest lesson, you can't keep all the people happy all of the time. Sometimes you've got to be the bad guy. An interesting corollary came from that lesson. People are pretty tough, if you have bad news to deliver, do it as soon as possible with as much information as you have. If you do this continuously instead of only during the crises, you would call it transparent leadership.

At several points over the years I would hire a professional development coach to launch my escape into the "real world" and each time I would find what I was looking for right here at the 190th. I became a coach myself and worked with members of the Kansas Guard on personal and professional development. It's the aspect of my job that I enjoy the most. *We shall not cease from exploration. And the end of all our exploring will be to arrive where we started and know the place for the first time.*

Chief Ford was right that I would be running this place and fixing what I thought were inequities in our culture. It's only fitting that I retire as the Vice Wing Commander supporting a traditional Wing Commander, the top Wing slot occupied by the top qualified person. I wouldn't have it any other way.

Thanks Bob.

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On the cover:
Overhead photos of EMEDS sites in Greensburg and Huricane Katrina as well as a photo of EMEDS setup and operational at Greensburg.
(photo and photo illustration by Tech Sgt Angela Brees

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Yellow Ribbon Program prepares Airmen and families

By Tech. Sgt. Emily F. Alley
190th Public Affairs

The new GI Bill can pay for 100 percent of your college tuition after you serve 36 months on Title 10 orders (after only six months, 50 percent can be paid).

During a deployment of six months or more, family members are eligible for free flights on Space-A.

During 90 days or more of orders, hundreds of dollars are available in subsidies for child care.

Benefits and services such as scholarships, counseling, legal advice and much more are available for deployers. Tax breaks are available for vehicle registration. The Department of Defense has invested in fantastic resources, but if no one knows how to use them, or even if they exist, they are useless.

The Yellow Ribbon Reintegration Program is a package of briefings that inform you on the benefits and services you earn through deployment. (A program by the same name focuses on scholarships for military members, however the two are distinct.)

The unique challenge of Yellow Ribbon Air is to adapt what has historically been an Army program to Air Force deployment structure. Soldiers deploy for a year or more at a time, but they easily have that much notice prior to departure. Airmen work in fragmented amounts of time, some leaving before they've received formal orders, often lacking the clearly defined pre and post deployment phases on which the Yellow Ribbon program was previously based.

To compensate for unpredictability in Air National Guard deployments, Yellow Ribbon Air will maintain predictable quarterly events. This can also benefit Airmen who are considering volunteering for deployment independent of the rest of their office. Airmen can select an event, at the discretion of their commander, one to three months prior to departure.

"I'd known I was leaving for a long time," said Staff Sgt. Barbara Dipoli, who attended the Yellow Ribbon event in April. "But that program made it a reality. It made me think of things I need to do, need to take care of before I leave."

Attending a premobilization brief benefits not only Airmen, but the people who are left behind. Parents, children, spouses, significant others, even roommates may have a difficult time adjusting and are welcome to attend. Life continues while you're gone.

"You get orientated to your mission. Not just the job you have overseas, but you also have a mission at home, " Dipoli described. "You might not even know the questions you want to ask."

Representatives from Tricare, financial planners, counselors and many others present their programs. Dipoli appreciated the opportunity to meet a person who represented those resources and who was eager to help her use them.

"Tricare is a huge organization, but to see someone who knows about it and who takes questions brings understanding," she explained.

General Craig McKinley, chief of the National Guard Bureau, mandated Yellow Ribbon events for deployers who have, or will have, over 90 cumulative days on title 10 orders.

If you plan on deploying , be sure to talk to your commander about signing up for Yellow Ribbon training. If you have dependents, Yellow Ribbon can reimburse their travel as well as reserve a hotel for them.

Make the most of your deployment. Resources are available, but only you can choose to use them.

Coyotes refuel Egyptian fighters

By Capt. Joe Blubaugh
190th Public Affairs

More than 30 personnel from the 190th Air Refueling Wing recently returned from a unique deployment to refuel Egyptian F-16s. The two-week mission in the northern African country was to provide aerial refueling training to the entire Egyptian Air Force fleet of F-16s.

The Egyptian Air Force, which has no AR assets, contracts with Air Mobility Command twice a year for a tanker, crews and maintenance personnel in order to receive the training. In turn, AMC tasks a tanker unit with the mission. In this instance, the 190th volunteered for the tasking.

One challenge the aircrews had to face was communicating with the Egyptian pilots. "Communication was a significant obstacle," said Maj. Brian Budden, Chief of Off-Station Missions. "Obviously, English is their second language and many of the pilots did not use standard terminology for aerial refueling."

During the deployment, the aircrews flew 12 sorties and made nearly 600 separate contacts with almost 300 receivers. Maj. Stacy Moore, who served as one of two Tanker Mission Directors, said it was a very successful mission.

"This was a phenomenal accomplishment, not only for the size and scope, but the fact that we provided the service safely and with no maintenance cancels," said Moore. "This mission is a great example of how the 190th ARW, autonomously, accomplishes missions that are at the national level and assists the United States and our allies."

An Egyptian F-16 makes contact with a 190th KC-135 with the Mediterranean Sea and the Nile River in the background. (photo by Maj. Brian Budden)

Despite the work done overseas to complete the mission, it was the preparation done before the crews left Kansas that really stuck out in Budden's mind. "This is a unique mission that requires support from multiple organizations on base, from Maintenance who configures the aircraft, to Logistics who assembles the WRSK kits, to the Force Support Squadron who ensured visas were delivered on time, to Finance who ensured funding for the mission flowed from the right sources. This was truly a Wing effort."

Help agencies standing by to assist you

By Maj. Brian Riniker
190th Inspector General

Everyone at one time or another will need to seek some help for a problem. Often that problem will not require the attention of the Inspector General (IG) office, but problems will still occur. So what channels can you use to get help? At the 190th we have several different channels for helping you resolve your issue.

The first place is often your chain of command. Your supervisor, first sergeant or commander can often resolve a small problem before it grows into a bigger problem. They also have the direct power to quickly resolve many issues.

However, sometimes a member may feel uncomfortable with seeing their chain of command, so here are some other options, which are the help agencies on base.

For issues involving your family or your personal life, there is the Wing Family Program Office. Mrs. Denise Winton runs the office and has a large amount of information and referal agencies she can contact to help you.

If your problem involves an issue of harassment, discrimination or other EO related matters, there is the Equal Opportunity Office. Maj. Barnes, 2nd Lt. Ahlstedt and Master Sgt. LaTessa will be glad to assist you.

If the problem is personal or involves spiritual issues, there is the Chaplains Office. Lt. Col. Bergeron and his staff of chaplain assistants can aide you.

The Judge Advocate General (JAG) office can assist you with almost any legal issues and questions. Maj. Maag, Maj Bellquist, Master Sgt. Selby and Tech. Sgt. White can help you with almost any legal issue and answer questions.

The Sexual Assault Prevention and Response Office (SAPRO) is your single point of contact for integrating and coordinating sexual assault victim care from an initial report of sexual assault, and resolution of issues related to the victim's health and well-being. Maj Hill serves as the Wing's Sexual Assault Response Coordinator (SARC).

And finally there is also the IG Office, which can help you involving issues involving unfair treatment (not EO related), reprisal, fraud, waste and abuse or any other issue that you feel the other help agencies and your chain of command may not be able to solve.

Of course all of the listed agencies and offices can refer you to the proper place to go for help, if you are confused about where to go to. Just remember if you need help, your chain of command or help agencies should be able to assist you in almost any situation. If you need a reminder where to go for assistance, several help agencies have placed posters around the base, which list the contact information you need.

Critcal Days of Summer, 2010

As we approach the summer months, it is important to reiterate the importance of safety and risk management as we increase participation in outdoor sports and recreation, whether at home or deployed. Every year, we lose Airmen in summer-related mishaps, many of which are preventable. This summer, our goal is ZERO preventable mishaps. Help us accomplish this objective by exercising good personal judgment and by being a good Wingman, both on and off-duty.

Last summer we lost 21 Airmen. Eighteen of those died in private motor vehicle crashes, and 71% of summer related fatalities involved reckless behavior. This summer, please enjoy the warm weather with family, friends and fellow Airmen. As you do, consider the following issues and put them into practice.

- Reject Reckless Behavior. Drinking and driving, speeding, inappropriate alcohol use and extreme maneuvers are "sure-fire" ways to get hurt. Four of the six auto fatalities this fiscal year have been alcohol related. Set a high standard for yourself and your Wingman, and remember that our actions have consequence.

- Use the Right Equipment. Protective equipment and clothing can minimize injury and increase your chances of surviving a mishap. Three out of the six auto fatalities this fiscal year were attributable to a decision not to wear a seatbelt. Always use your seatbelt, helmet, life jacket, and other appropriate safety equipment, and expect your Wingman to do the same-it may save a life!

- Engage in Risk Management. Carefully take stock of your experience level, condition of equipment, weather, and other key factors necessary to identify and mitigate risk.

- Act, Care, Escort (ACE). Recognize and respond to distress in your own life and the life of your Wingman. This year, there have already been more suicides than private motor vehicle fatalities; we must be vigilant for our own well-being and that of our Wingman.

Thank you for your contribution to freedom across the globe. You are the vital ingredient of our combat capability. Have a great summer, but be safe and remain alert for your Wingman!

Michael B. Donley
Secretary of the Air Force

Norton A. Schwartz
General, USAF
Chief of Staff

James A. Roy
Chief Master Sergeant
of the Air Force

Boomers Volunteer

The 190th ARW boom operators volunteered their time and pancake cooking abilities for a good cause - The American Cancer Society's Relay for Life.

For the last 7 years, participants completing the all-night fundrasiing walk at Hayden High School have enjoyed pancakes cooked by the 190th boomers.

The cooking begins around 6am and usually lasts about an hour, cooking enough pancakes for approximately 50 participants.

Sr Airman Austin Reed (left) and Staff Sgt. Brandon Gray volunteer at the annual Relay for Life event in Topeka.

Greensburg EMEDS returns - Cont. from page 1

were able to tie into the church's existing water and sewer systems."

Green says the success of the facility provided a solid foundation of experience for future operations. "The long-term success of the Greensburg EMEDS has provided us with credibility that has benefited us in more recent operations, including building the EMEDS earlier this year in Haiti," said Green. "Incident commanders and medical personnel know we have extensive experience building EMEDS in disaster operations and tend to value our input more based on that experience."

After three years and hundreds of patients, it was time to close another chapter on the rebuilding efforts of Greensburg. A team of volunteers from the 190th finally packed the worn tents and gathered the aging equipment in April. The equipment is now destined for permanent retirement, but the impact to the community and 190th members remains.

"What we did was a wing effort. And, it's been a great honor to serve the Greensburg community," Stevens said. "It makes you feel really good to wear the uniform and help your fellow Kansans."

Portrait of an Airman

SENIOR AIRMAN MELANIE NELSON

Organization: 190th Force Support Squadron

Job Title: Formal Schools Specialist

Main Responsibilities: Scheduling basic training and tech school for unit members.

Civilian Career: Full time technician in the same position.

Education: AAS in Marketing and Management.

Military Experience: I was a traditional in the LGRDX office for two and a half years and had a temp tech position in the Safety office for six months. I've been in my current position in FSS for a year and a half.

Hobbies & Activities: Working in the yard, reading, and computer gaming.

Goals & Ambitions: Continue to become more efficient and knowledgeable in my current position and be promoted to SSgt.

Most Memorable 190th Moment: Taking a Space-A trip to Washington D.C.

Changing lens, changes perspective

By 2nd Lt. Susan Ahlstedt
190th Equal Opportunity Office

The definition of privilege according to Merriam-Webster's dictionary: "A right or immunity granted as a peculiar benefit, advantage, or favor." I always thought such a word applied to those in the upper echelon of tax brackets – people with power or money. I never thought about putting "white" before the word privilege.

While attending the Defense Equal Opportunity Management Institute course for my Air Force training, one particular day will remain in my memory forever as "white privilege day."

I had no idea how much that particular class would change my view of how I see the world. I remember feeling uncomfortable being a white person in the class. Looking back, the instructors did a great job of explaining how to look at the world from different viewpoints.

Growing up in a small Kansas town where the majority of the population was white, it was just natural for me to see demographics with a narrow vision. The DEOMI class helped me truly understand just how much of the world I experienced through a "white lens."

A class member cited the example of hair care items available in hotel rooms. Those items provided are typically formulated for Caucasian hair and not suited for the hair styles of other ethnic groups.

Another example had to do with driving or walking in an unfamiliar area, especially at night. When I drove to Mississippi for an Air Force course, I drove straight through, arriving in the early morning. The last part of my trip was in a sparsely populated area with few places to stop should I have had car trouble or other issues. I was a bit dubious about continuing my drive at that time of night but felt pretty confident that it was okay to do so.

A few months later, a female peer of another race was preparing to make the same trip. When I advised her that it might be best to drive that area at the end of the route during the day for safety reasons, they quickly told me they would definitely not be driving it at night due to the color of their skin. They were not sure how they would be received by people in that part of the country should they have to stop at night for assistance.

Yet again, I caught myself looking through a white lens on something as simple as a road trip within the United States. For a peer of mine, however, it was a huge concern that she dealt with constantly.

Based on your ethnicity, what comes to mind when you think of privilege?

For Your Information

Enlisted Promotions

SrA
Mary R Remboldt, MDG

SSgt
Christopher A Kieffer, LRS
Brian C Rapplean, CES
John M Barnes JR, CES
Max W Ellis, MOF

MSgt
Douglas R Kroll, MOF

SMSgt
Chad J Bellquist, FSS

CMSgt
Clark A Hansen, SFS

190 ARW Officer Vacancy

The 190th Medical Group has a traditional officer vacancy for a Clinical Nurse, AFSC 46N3. For entry into this specialty a Bachelors Degree in Nursing is preferred. Associates Degree in Nursing will be accepted with the understanding the candidate will complete their BSN prior to pinning on the rank of captain. Candidate must possess a current nursing license that is in good standing. Maximum age for initial appointment is less than 47 years old.

If you are interested, submit your package to the 190th MDG/SGN, Major Tamra Buettgenbach, by close of business on Sunday, 15 Aug 2010.

Faxed packages will be accepted. Secure fax number (785) 861-4510. Confirm receipt by e-mail or phone.

Officer Package consists of:

-Resume
-College transcripts (copy)
-Record Review RIP (if currently in military)
-Current fitness report (if currently in the military)
-AFOQT not required for this position
-Applicant essay (one page) answering two questions:
1) "Why do I desire to become a Nurse Corps (NC) Officer?"
2) "What do I have to offer the United States Air Force and the Air National Guard Medical Service?"

Retirements

SMSgt David Gogian, 127 WF
Retirement Date: 16 Apr 2010

TSgt Maggie Large, LRS
Retirement Date: 10 Apr 2010

First Sergeant Vacancy Civil Engineering Squadron

Submit application packet to Chief Master Sgt Ivan Perez (FSS) by COB 30 July 2010. Application package must include a current RIP, resume and cover letter. Applicants must have a passing fitness assessment and have a 41 administrative or 62 general ASVAB score.

Individuals submitting a packet for consideration must be a master sergeant or promotable tech. sergeant.

190th Outstanding Performers

CDCs

SrA Brandt Becker 2A652 90%

TSgt David Salinas 2R071 90%

Top Graduates

A1C Tyler Hultgren - Top Graduate award for superior academic achievement in the Aerospace Apprentice (C-135) course on 12 May 10.

TSgt Joshua Smith - Top Graduate in the Maintenance Management Production course on 23 Mar 10. His final grade in the class was 100%!

A1C Collin Vaughn - Distinguished Graduate for outstanding academic achievement in the Aerospace Apprentice (C-135) course on 11 Mar 10.

Appointments/Enlistments

SSG Kevin S Maynor, CES
Enlistment Date: 15 Mar 10

SSG Jason A Comstock, MXS
Enlistment Date: 5 Apr 10

A1C Bo J Hartford, MXS
Enlistment Date: 25 Mar 10

A1C Waylon E Jones, 117th
Enlistment Date: 13 Apr 10

A1C Zachary M McGhee, AMXS
Enlistment Date: 12 Feb 10

AB Terence J Gallagher, MDG
Enlistment Date: 10 Apr 10

AB Brittany M Jacobson, MDG
Enlistment Date: 12 Apr 10

AB Ryan C Romine, CES
Enlistment Date: 6 Apr 10

Coyote Cafe June UTA Menu

24 June
Boxed Lunches

25 June
Boxed Lunches

26 June
Boxed Lunches

27 June
Boxed Lunches
(Issued at uke tunnel, Hangar 662)
Sqaudrons picking up multiple boxed lunches will be served from 1030 - 1100. Individuals will be served from 1100 - 1200.

Hotel of the Month
Singles - Capitol Plaza
Singles pay - Ramada Inn
Doubles - Holidome/Comfort Inn
Friday night - Hyatt Place
All reservation requests must be submitted to FSS by 1000 on Saturday of the UTA.

Coyote Heritage

Preparing for the worst, hoping for the best. If it is not the motto of Forbes firefighters, maybe it should be. They spend large amounts of their time training for aircraft and ground scenarios that could result in life threatening injuries and loss of property to the 190th ARW.

190th firefighter Will Hicks (front-left) and others prepare their truck for any possible emergency that might take place at Forbes Field. Chief Master Sgt Mike Smith, Fire Chief is also pictured in background of the photo.

All of the trucks assigned to the Fire Station go through a daily function check to be sure that there are no problems and to allow for the quickest possible response if a situation arises. Shown is an Oshkosh P-4 Truck, Airport Rescue Fire Fighting (ARFF). The P-4 6x6 truck had a 1,500 gallon capacity and a 1,200 gallon per minute pump. The U.S. Air Force bought more than 500 P-4s in the early 1970s.

This Oshkosh P-4, with a call sign of Crash 3, was a fire truck that belonged to the 190th Air Refueling Group sometime in the late seventies or early eighties. The firefighter in front is retracting a handline. Each of the others is performing part of the function check. Above the cab, the two nozzles shown would mix water and foam for an aircraft fire, or a fire that needed foam suppressant. Only one nozzle would be needed for "water only" fires. Some of the names of the firefighters shown are unknown. Please contact the unit historian at 785-861-4280 if you can provide this information.

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: