



COYOTE LOG

Wing “Suiting Up” for upcoming inspections

By Tech. Sgt. Angela Brees

Coyotes across the wing are working hard to prepare for several inspections this summer and fall – five inspections, in fact.

“We are on short final, and I feel we are prepared for this difficult inspection cycle and anticipate us doing well, as the Coyote team always does,” said 190th Air Refueling Wing Commander Col. Keith Lang.

“Everyone has been focused on the Compliance Inspection, as they should be, but let us not lose sight that there are multiple inspections on the horizon.”

In July, a team of civilians in the 190th Maintenance Squadron will be under the microscope for their Precision Measurement Equipment Lab Inspection. The inspectors will be looking at the quality of their program, facility, environmental control system and conduct proficiency testing.

The Logistics Readiness and Maintenance Squadrons are next in line as part of the Logistics Compliance Assessment Program, which looks at the unit’s ability to perform key logistics processes, which includes maintenance procedures, tool control, foreign object debris program and more.

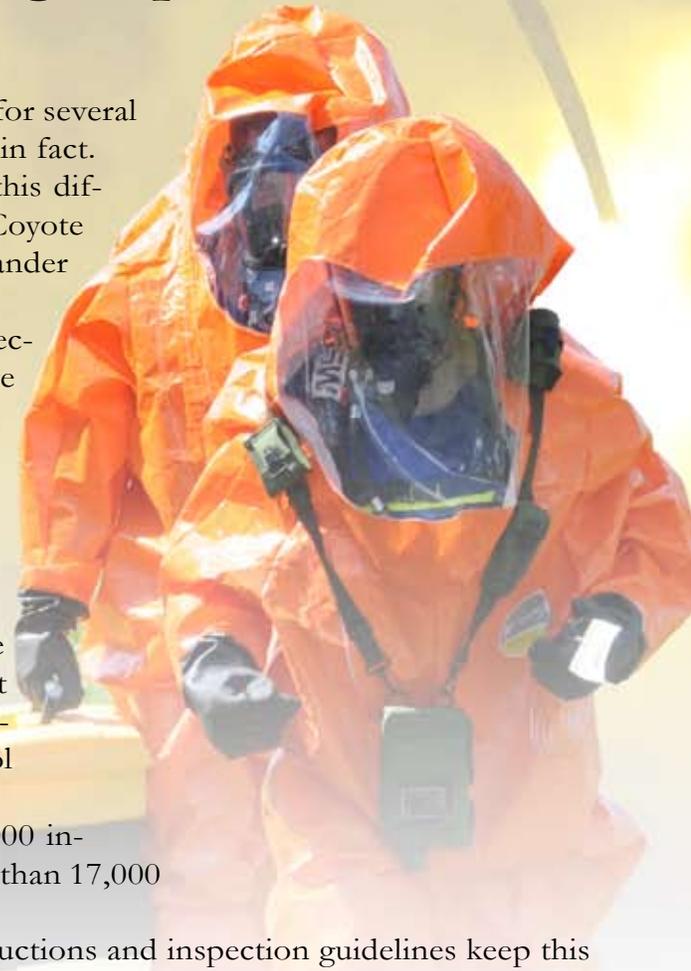
For maintenance, the team must address more than 5,000 inspection questions. Previously, the inspection included more than 17,000 questions.

Updates to their applicable maintenance Air Force Instructions and inspection guidelines keep this team on its toes.

“When we think we’ve completed all the questions, we find we have 50 more new questions to answer – it’s a challenge,” said Chief Master Sgt. Joe Montgomery, the project manager for the LCAP inspection.

Of course the entire wing is prepping for the upcoming Compliance Inspection in September. The CI will look at many mission areas across the unit. There are 20 major graded areas and two special interest item. And, the stakes are high – failure to comply could result in significant legal liabilities, penalties or have significant mission impact.

“The CI is a validation of our self-inspection program. We’re compliant all the time, so it should be business as usual, if we stay focused,” said Maj. Chris Turner, wing project officer for the CI and the exercise evaluation team lead.



Inspections ~ Continued from page 1

Closing out the month in the September, air traffic systems and the medical squadron will be put to the test as part of an Air Traffic System Evaluation and Health Services Inspection, respectively. As the name implies, the ATSE will examine the wing's air traffic system to ensure it meets standards and operational requirements. And the HSI will assess the medical squadron's ability to provide medical care in support of peacetime and wartime missions, and its success in training and equipping deployable personnel.

As the ATSE includes inspection of the runway, taxiway, and airfield lighting, the ATSE is especially challenging for the operations team, said Senior Master Sgt. Rob Bolin.

"It's difficult because we don't own the airfield; we only control our ramp," he said, "but we must still be in compliance."

For the 190th Medical Squadron, its members are preparing for their HSI by

reaching out to other wings, from meeting with other Guard and Reserve units to having other Guardsmen visit the squadron and review their operations.

"We have a Guardsmen in with us this week from a St. Joseph unit working with our medical laboratory," said Lt. Col. Timothy Stevens, deputy commander of the medical squadron. "And, the other units we've talked to have been more than happy to share information."

"The closer it gets, the more anxious we get," he continued. "But, we think we'll pass."

Colonel Lang reminds wing members to stay focused on the finish line and to keep these five things in mind: First impressions are ever lasting; remember your military customs and courtesies; keep a positive attitude throughout the inspection; end the race with the same smile you



started with; and when an inspector has a suggestion – run with it!

Compliance Inspection: 15 Things to know

- 1. Be proactive*
- 2. Understand the grading criteria*
- 3. Use the checklists*
- 4. Maintain strong continuity books in all sections*
- 5. Set deadlines and suspense dates*
- 6. Understand the Wing Inspection Program*
- 7. Monitor self-inspections closely*
- 8. Know your strong programs as well as your weak ones*
- 9. Success is not fixing every discrepancy, but having a working process to identify/ track findings*
- 10. Squadron Commanders own and track findings to closure*
- 11. Research current CI trends ~ See where the CI team has their focus*
- 12. Use customs and courtesies. Looking and being professional goes a long way toward success*
- 13. Don't be argumentative*
- 14. Have all documentation ready*
- 15. Answer what you know and research the rest*



Common sense rules for govt Facebooking

By Senior Airman Chelsea Fox

190th Public Affairs

Ever accessed Facebook from a government computer? In May 2010, the Air Force opened up the network to Internet-based social networking, such as Facebook and Twitter. There is still a need to be mindful when it comes to communicating on the internet though.

The following are some tips received from an Air Force Print News article concerning proper web-based socializing.

First and foremost, there is always the issue of operational and information security. Always be aware of the information you're putting out there. Do not reveal any information that could give valuable intelligence to our enemies. For example, anything suggesting troop movements, information on weapons

and systems or a specific military operation is prohibited.

Not all information is classified as sensitive, but any information could provide smaller pieces to a larger puzzle that would be useful to our adversaries.

Common sense rules apply when it comes to distasteful language, threatening or hateful messages which could be racially, ethnically or otherwise offensive.

Don't forget when posting pictures of military personnel in uniform to make sure all safety and uniform dress and appearance guidelines are respected. Remove restricted area badges and make sure personal protective gear is worn. Also be sure to avoid posting pictures of members in any social situations involving alcoholic beverages or anything capable of bringing discredit to the Air Force.

You should always keep the amount of personal information you post about yourself to a minimum. Be careful when sharing information such as family names and addresses, birthdays and travel plans.

Keep in mind the DOD computer systems are provided for authorized government use and limited personal use. Officials say "limited personal use" is mandated by supervisors.

For further information concerning this matter please see DTM 09-026, AFI 33-100 and AFI 33-129 located on the 190th ARW portal page or contact your supervisor.



190th PA's perspective on oil spill support

By Tech. Sgt. Emily Alley

190th Public Affairs

Growing up in Kansas, the center of the country, beaches seem so exotic.

Shortly after the BP oil spill, about 15 public affairs taskings opened for the National Guard. I put in for the orders to the Gulf Coast.

On my first day in the command center of the 24/7 cleanup operation- two floors of a sleek black office building in New Orleans- I felt a jittery thrill. It wasn't just because chilled cases of red bull stood for the taking every twenty feet. I was so excited to dig into the story, meet the situation in person. It started with a briefing.

New arrivals, mostly Coast Guard, shuffled into the briefing room. A handful of other Airmen, and one pilot, sat around me. In front, several large diagrams of the oil well and ships propped against a marker board. A dark haired BP engineer in a white, short-sleeve button down shirt began to explain the technical aspects of the oil spill. He didn't have a British accent, which I found disappointing since it's a British company, but

I figured he was still credible enough to answer questions. I raised my hand.

"If you did nothing at this point, how long would it take for the oil well to exhaust itself?" I asked.

"Til' the dinosaurs return!" quipped the pilot with stereotypical bravado.

The room burst into laughter until the engineer began to explain that, because oil sponges through layers of rock, he can't accurately estimate the amount.

After the briefing, my public affairs team of five split off to travel to our assignment destination: Pensacola. The beaches were still perfect. The water was still swimmable. For the first few days, it was so surreal to finish work and walk out the door of the hotel onto a pristine sugar-white sand beach. Then the oil hit.

That morning, my team had to cover a visit by Coast Guard Rear Admiral James Watson, the commander of containment and cleanup operations. He toured the beaches. As we stepped onto the sand, helicopters flew overhead. Bewildered looking tourists, who had been snapping photos of the oil splotches, turned their camera phones on us. The dozen Coast Guard, Army and Air Force uniforms

stood among bikinis. Locals were easy to identify; they were the ones crying.

A little boy walked up to me and, in a thick Southern drawl, asked, "Why'd you poke a hole in the oil?"

His father walked up, took the boy by the hand and told him, "They didn't do it. They're here to help."

Cleanup crews, working in white suits with thick, colorful rubber gloves and shoes were already furiously shoveling the sticky mess into bags. By the next day, the sand was clean again and was no longer roped off with yellow tape like a crime scene. Still, tiny tarballs have been consistently washing ashore that kill most peoples' desire to touch the water. Women snap at children not to touch them. I went for a barefoot walk through the surf and later regretted it when the sticky brown blobs, with the texture of rubber cement, had to be scraped off my feet.

One local, who waitresses at night, spends her days on the beach said she was sad to see it happen; however, she added that the community had taken the beaches for granted before the oil arrived. As a Kansan, I was still dazzled to sit and watch the blue water dissolve into sky.

Egly brings home national award

By Tech. Sgt. Angela Brees

190th Public Affairs

On June 19, the Air National Guard medical community honored Maj. Jeremy Egly (Capt Egly at the time of award), of the 190th Medical Squadron, as the 2009 Air National Guard Company Grade Nurse.

At a Guard medical symposium in Minneapolis, Minn., Egly was recognized for his outstanding leadership, job performance and significant self-improvement, said 190th Air Refueling Commander Col. Keith Lang.

During fiscal year 2009, Egly

worked in an intensive care unit, caring for 54 trauma patients and assisted with 66 Critical Care Air Transport Team missions as part of his volunteer 90-day deployment to Joint Base Balad. He also served as shift leader in the largest ICU in the operating area with 60 staff members and 18 beds.

“I was told several months ago and have just been waiting on the results,” Egly said. “So, I was very shocked, a little astonished,” Egly said.

Please send your congratulations to Maj. Egly!



**Major Jeremy Egly - 2009 ANG
Company Grade Nurse of the Year**

190th takes lead in going green

By Tech. Sgt. Angela Brees

190th Public Affairs

Executive Order 13423: Reduce energy intensity 30 percent by 2015.

Who carries out that order for Forbes Field? The 190th Civil Engineering Squadron.

Of course, the executive order talks about a lot more than just energy usage. It outlines targets for greenhouse gas reductions, water consumption and renewable power sources. And, the CE Squadron is building toward that future for Forbes Field today.

“We not only want to meet the executive order goal, but surpass it,” said Lt. Col. Mark Green, CE commander. “We want Forbes to be the example for other bases.”

One project you’ve probably already noticed, the change in temperature in your office. By cranking up the air conditioning just three degrees, CE was able to save the wing \$21,000 in April – that’s a 38 percent reduction from the same time last year.

“We know the temperature has been higher than what people are accustomed to, so we really appreciate the support everyone has shown,” said Chief Master Sgt. Danny Roush, civil engineer manager. “We couldn’t do this without their support.”

Many more changes are on the horizon. As buildings are remodeled or built, the plans will include new energy-saving technologies and incorporate environmentally sustainable design features wherever possible.

Some of the ideas being planned:

--Reduce artificial light usage with more access to day-

lighting in redesigned spaces.

--Use ground source heat pumps to warm buildings in the winter.

--Redesign fresh air exchanges to protect against carbon dioxide while also reducing power usage of environmental controls.

--A literally “green” parking lot. No asphalt or concrete, but open-celled blocks filled with grass seed.

--A partially moss-covered roof application, which will reduce rainwater runoff and provide a cooling effect.

--Buildings to incorporate solar power panels. That feature may be sooner than later for the mobility barn addition and is the reason for its slanted roof.

Beyond the target sustainability percentages, the U.S. Green Building Council’s Leadership in Energy and Environmental Design ranking system is another way the wing will be scored. The ranking systems from low to high are: Certified, Silver, Gold and Platinum. For any new Guard buildings built or for remodels totaling more than \$2 million after 2012, it must meet LEED Silver. Lieutenant Col. Green and team are hoping the operations building remodel will achieve LEED Gold.

190th wing members have a critical role to play to help CE reach its long-term goal, Green said.

“Wing members can do their part too by ensuring light switches are turned off on exiting rooms, report leaky faucets and fixtures to reduce water loss, and minimize personal energy using items such as individual fans, refrigerators and coffee pots,” he said.

Summer safety message

Submitted by: 190th Safety Office

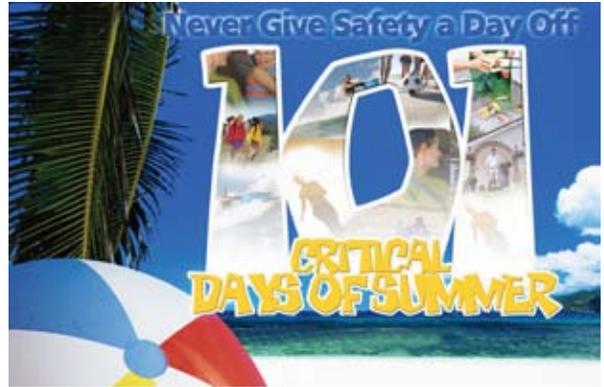
The Critical Days of Summer Campaign is about half way through. The Air National Guard, along with the Air Force, has 41 off-duty mishap fatalities for the year (ANG – 11 & AF - 30). That is 41 deaths too many! This year marks the fifth fatalities free 4th of July weekend for the ANG out of the past seven years. (2004, 2005, 2007, and 2009 being the others)

It is the time when the Air National Guard and Air Force typically experience more mishaps since we are outside more often, and the ANG and AF focus on safety to minimize accidents. Now is the time to intensify our efforts to keep risk management at the top of our list. Between now and the end of Labor Day, our Airmen will

be traveling, water skiing, swimming, cooking out, hiking, and sky and scuba diving amongst many other activities. Good risk management decisions must be the norm rather than the exception. Let's not let our "Guard down."

Please take every opportunity to reach out and remind our Airmen to take care of themselves and each other. We appreciate your hard work and ceaseless efforts in keeping our Airmen alive and well.

Use a wingman, take care of each other, be responsible on and off-duty, and ACT - assess, consider, and take appropriate action when confronting an unsafe situation.



“Learn from the mistakes of others, because you won't live long enough to make all of them yourself.”



190th Members recognize their civilian employers as “Patriots.”



My Boss is a Patriot

TSgt Anthony Harbour (right), 190th Logistics Readiness Sq and ESGR Representative MSgt (Ret) Mark Mertel (left) present Harbour's boss Dennis D'Orviller the Plant Manager of the Topeka Goodyear Tire and Rubber. the "My Boss is a Patriot Award."
(Photo by MSgt Allen Pickert, 190th Public Affairs)



My Boss is a Patriot

TSgt Michelle Givens (right), 190th Civil Engineering Sq and ESGR Representative MSgt (Ret) Mark Mertel (left) present TSgt Givens' boss Ed Shulte the "My Boss is a Patriot Award." Givens works for Midwest Health at Lexington Park Nursing and Scute Care. Shulte is the the Rehabilitation Director.
(Photo by MSgt Allen Pickert, 190th Public Affairs)

Success = Preparation + Opportunity

By Maj. Chris Turner
190th ARW Compliance Inspection Project Officer

By 2010 end, our unit will have met plenty of opportunities, considering the following inspection schedule:

- Communication Security: May*
- No Notice Nuclear ORI: June*
- Precision Measurement Equipment: July*
- Logistics Compliance Assessment: Aug*
- Compliance Inspection: Sept*
- Health Services Inspection: Sept*
- Air Traffic Standardization & Eval: Sept*

Each inspection looks at a different area, but possesses something similar. The inspections take a snapshot of how well our unit performed in that area. Since our unit maintains a high state of readiness and preparation, we continually meet these opportunities with success by positive inspection results. As the project officer for the Compliance Inspection (CI), I wanted to explain the CI and highlight some initiatives our team employed to help our unit prepare.

The Compliance Inspection measures areas mandated by law and critical mission areas important to the health and performance of our unit. Specifically, the CI concentrates on 20 major graded areas and two special interest items (listed in the box below).

Fortunately for the Compliance Inspection criteria, we already have the test answers. Air Mobility Command maintains a database of self-inspection check-

lists for each inspectable area. On a yearly basis, our unit performs a self-inspection to validate whether each area complies with both the checklist and our local guidance. Inspectors use these checklists while evaluating our unit processes. In a sense, our unit conducts a local compliance inspection each year simply through our self-inspection program.

Part of a new wing initiative to assist in our self-inspection validation is our Chief Assessment Visit, chaired this year by Chief Master Sgt. Jeff Appenfeller. This team of senior enlisted personnel visit each inspectable area and ensure that proper documentation exists for each question listed in the self inspection database. The CAV team in a way already completed a Compliance Inspection for our unit.

Although the self-inspection program operates without much notice, our new wing knowledge boards may capture your attention. A team of volunteers, led by Senior Master Sgt. Brian Willard, researched and developed these boards to standardize and update information relevant to the entire wing. Please take the time to locate the knowledge board within your building and study the information because inspectors have historically asked questions that can be answered simply by looking at the knowledge board.

Our team recognized a need to provide additional training material for unit members. Led by Senior Master Sgt. John Evans, a team developed tools for unit members to reference while preparing for the CI.

The following initiatives provide multiple avenues to help understand the CI:

1. SharePoint home page under Announcements, review the "Wing Intro to CI" powerpoint

2. Marquee entering gate displays functional POCs for inspectable areas
3. Video available on CCTV with pertinent CI information

With each inspection completion, our unit proves that when presented with the opportunity, our preparations provide success. The Compliance Inspection provides another opportunity for our unit to shine, and we should be eager to show the inspectors our programs.

Please contact me at ext. 4651 or thomas.turner.2@ang.af.mil with any questions about the CI.

Functional Area

1. *Aircrew Protection*
2. *Antiterrorism / Force Protection*
3. *Civil Engineering*
4. *Command Post*
5. *Communications and Information*
6. *Contracting*
7. *Disease Containment Response*
8. *Emergency Management*
9. *Financial Management*
10. *Fitness Program*
11. *Force Support*
12. *Information Operations*
13. *Installation Security*
14. *Intelligence*
15. *Intelligence Oversight (IO)*
16. *Logistics*
17. *Public Affairs*
18. *Readiness Reporting*
19. *Sexual Assault Prevention and Response (SAPR)*
20. *Trafficking in Persons (TIP)*
21. *SII 10-1 Equipment Accountability Office Management*
22. *SII 10-2 Mission Ready Support Equipment*



The Desert - 20 years ago

By Master Sgt (Ret) Bill Gilliland
190th Historian

On the second day of August, 1990, forces of Iraq under Saddam Hussein overran the country of Kuwait ... things were about to get really interesting for the Kansas Coyotes at Forbes Field. On Aug 3, Col. Charles "Mick" Baier received a call from Strategic Air Command (via the National Guard Bureau). They inquired about how many aircraft and aircrews he might be able to supply should the need arise. It can be said now that the unit's long established reputation for excellence had resulted in the 190th's position as being the first to call. It can also be said that Col Baier was not the sort of a man to let an opportunity like this pass.

Drill weekend was Aug 4-5, and in spite of high expectations, there was no further news about what might be required of the unit. By the following Monday, Col Baier received the call to begin planning for a tanker task force to refuel aircraft headed east. Sometime around midnight, the call went out to maintenance and fuels troops to report to Forbes. The recall was on.

At approximatley 3 a.m., an aircraft was launched to Offutt Air Force Base, and pick up an Air Force satellite communications team and transport them to Milwaukee Wis. This was to be the first Desert Shield, Desert Storm sortie to be launched by any ANG unit. At 4 a.m. the 190th's battle staff was activated. Ear-

ly on Tuesday, Aug 6, the 190th received a verbal tasking to deploy to the United Arab Emirates, and be in place by Aug 12. This was a far different tasking than operating a tanker task force.

Baier and the rest of the Kansas Coyotes now had three problems. First, Stratigic Air Command had refused to release the unit from its alert commitment; second, the tanker task force to refuel aircraft headed east; and third, deploying aircraft, supplies, and personnel to locations to be announced later. (It would simply become known as the FOL, or Forward Operating Location.) This meant that someone would have to improvise. Guidance from the Guard Bureau and SAC was not clear, so Coyotes started to step forward.

Captain Steve Rexer and Capt. Terry Fritz would prove to be invaluable during this time, as would Master Sgt. Nancy Stout. Many other Kansas Coyotes would also step forward and perform near miracles. Unfortunately, not all can be recognized here by name. They know who they are and they can take great pride in their efforts and results.

One of the problems facing the unit

was solved when two tankers from the 141st AREFW, Washington ANG, landed at Forbes to help back-fill the need for the tanker task force. Also somewhere in this time



Col. Charles "Mick" Baier (left) and Lt Col Rufus Forrest chat following the inbrief of 190th personnel to Jeddah

period, it was learned that the 190th would not be alone at the FOL, but would have support from Air Force Reserve units at Mather AFB (940th AREFG) and March AFB (452nd ARW).

By the morning of Aug 8, it was decided that 154 maintenance personnel, standard aircrew ratio, and six jets would be the initial package. Calls went out for deploying troops to be identified, for aircraft to be prepared, and supplies to be gathered and readied for the trip. Aircrews were briefed that losses of KC-135 type aircraft might be as high as 25 percent. This really added to the already nervous attitude that prevailed. The situation was fluid, and about to become even more so.

Later that day a new call came with the news that the deployment location had changed. And the departure date was now Aug 10.

Supplies and equipment were starting to pile up in the hangar, and calls went out to the major commands for assistance in transporting the needed supplies. What wasn't known at this time, was that both SAC and MAC were being overwhelmed with other requests, and that eventually, the 190th would be on its own in moving the essential equipment. Load plans were nonexistent. This would become a growing problem in the hours to come.

By the morning of Aug 9, (which started a 1 a.m. lina and the official history called the longest day in the history of the unit), UTCs



190th Aircraft on the ramp in Jeddah

The Desert ... Cont



A 190th KC-135 in the desert of Saudi Arabia

(Unit Tasking Codes) were being identified, and AFSC's were used to fill the needed slots. 190th personnel were eager to be included on the lists to deploy. In fact, people were turned down.

Planning and loading of equipment began immediately. It wouldn't be until evening that the news came that there will be no airlift support, and pallets built for heavy airlift will have to be rebuilt for transport on the 190th's own tankers. Once this was known, the entire package of equipment and personnel had to be rethought.

The legal office had landslide business that day, as did the chaplains' office. Disaster preparedness was also overwhelmed, conducting refresher training for almost 600 190th people and another 150 others from outside the unit. Services was called to open the dining facility because of preparations extending into and through the night.

At that same time, KC-135Es from other Guard units were landing and being recovered at Forbes. By dawn of Aug. 10, there were 17 tankers on the ramp. They would fulfill the alert commitment and the tanker task force requirements once the 190th tankers were on their way to the FOL.

Just after 6 a.m. on Aug. 10, the first 190th tanker (#631) with Baier aboard, was launched, bound for the FOL, followed in 30 minute intervals by five more 190th jets.

Unit members by this time knew that the actual destination was Jeddah, Saudi Arabia. (This was one of the worst kept of secrets, as the local news was reporting as early as the

Aug 9, that the destination was reportedly Jeddah.) For all of the lack of guidance from higher headquarters, confusion, misunderstandings, false reports, missing supplies, unfulfilled requirements, not to mention that the alert requirement still was to be fulfilled, and the tanker task force was still to be based at Forbes, it was a remarkable feat accomplished by the 190th. Six KC-135E tankers, (which by all accounts were loaded to the gills,) 200 personnel, and 33 short tons of cargo, are launched and on their way to a destination half way around the world - with a three day notice. What a tribute to the Kansas Coyotes. Their dedication and resourcefulness is proven without a doubt. Old fashioned knowhow and elbow grease, mixed with a little stubbornness, a lot of trial and error, and a willingness to "do whatever it takes" were the driving forces behind the successful completion of the mission.

After some delay at Goose Bay for clearance to overfly Egypt, the first jets finally made it to Jeddah by mid morning. Baier was first off the jet, and the first few moments were a little tense, probably because of the Saudi guards and their submachine guns. The heat "hit you in the face like a door," according to one coyote.

Prince Mansour of the Saudi Royal Family and commander of the Prince Abdul-Azuz Air Base at Jeddah met the coyotes at the jet, he and Baier seemed to hit it off almost immediately. Things quickly loosened up, and the Kansas Coyotes were officially welcomed to Saudi Arabia.

Crew chiefs began to recover the aircraft and to prepare them for their next mission, whatever that might be.

But first the tankers had to be unloaded and refueled for possible missions later that same day. Half of the group began to unload the tankers and half began to process through the Saudi receiving line. Once they were finished, the two groups traded places. By 2 p.m., the first of the 190th's jet was ready for its next mission.

The Saudi's had some warning of the pending arrival of the unit, and had arranged for the initial billeting. The first several nights were spent at the Jeddah Sheraton in down town Jeddah. By this time it was beginning to dawn on everyone that this operation was going to grow to a much larger size that just a few Kansas Coyotes flying a few jets around the Middle East.

Amazing is the word that comes to mind after the Coyotes had arrived on the scene in Jeddah in such short notice. In fact, it would be three days before active duty Air Force units were in place and able to provide air refueling support. But it was about to get even more incredible when, just hours after arriving, the Kansas Coyotes were back in the skies of the Middle East, refueling U.S. Navy and Air Force fighters. Once active duty tankers did arrive at Jeddah, Baier and the Kansas Coyotes were firmly entrenched, and they weren't about to give up their position. In fact, over the next several months, there would be several individuals who would be disappointed by that fact. Baier's close working relationship with Prince Mansour would prove to be too strong for that.

This story continues in next month's issue of The Coyote Log



190th Maintenance personnel prepare the KC-135s for an upcoming mission

Virtual Personnel Corner

Online Personnel Services and Total Force Center Support

Do you want to avoid waiting in line at your Military Personnel office? Did you know that you can perform many personnel actions from your home using a variety of online services? For ANG members, the virtual Personnel Center-Guard and Reserve (vPC-GR), the virtual Military Personnel Flight (vMPF), and the Personnel Record Display Application (PRDA) are all online services and available for your use 24/7. Some of the applications available in vPC-GR include: initiate and process decoration nominations; request corrections or changes to your federal awards and decorations; view your duty history and request a correction or change to your duty history; submit a voluntary separation discharge/resignation or retirement application; write, sign, and submit evaluations including LOE's and request a copy of your EPR/OPR forms. Applications for your use in vMPF include: view/print a visual display of your federal awards and decorations; view your data verification brief, access your record review and update some of the data; as well as update your emergency data information. The Personnel Record Display Application (PRDA) allows you to view and print forms from your official military personnel record. You can access vPC-GR, vMPF and PRDA from the AF Portal, www.my.af.mil, under the Top Portal Links section.

Awards and Decorations

Have you just been awarded a federal award or decoration? Well now you can view/print a visual display of your federal awards and decorations using virtual Military Personnel Flight (vMPF). Do you want to recognize outstanding Airmen? You can use virtual Personnel Center-Guard and Reserve (vPC-GR) to initiate and process decoration nominations such as Meritorious Service Medal, Air Force Commendation Medals and Air Force Achievements Medals. Access vMPF and vPC-GR systems from the AF Portal, www.my.af.mil, under the Top Portal Links section.

Each of you must be a mentor

By Chief Master Sgt. Mickel Coffin

190th Maintenance Operations Flight

How often have you heard, or said, "I am mentor for so-and-so, but I've never met him?" How many of us hear mentor and tune out? Unfortunately, this is too common.

There seems to be two schools of thought on mentorship. Either, it's incredibly important, and I want to do all I can to promote it; or, I don't have time for menial stuff, I'm busy enough just keeping track of myself. Most people fall into the second category. I wonder if possibly these people just don't understand mentorship, and that it's a critical asset to today's military.

One definition of a mentor is: an experience and trusted advisor and teacher. A military description is: the voluntary, developmental relationship that exists between a person of greater experience and a person of lesser experience that is characterized by mutual trust and respect.

The Air Force refers to mentorship as the Wingman concept: Airman taking

care of other fellow Airman.

Mentorship is part of the pathway to that trust, respect and support, in that each junior Airman has a senior Airman to lead the way, smooth the path, introduce junior to the ins and outs of life in the Air Force. Mentorship is one way to assure each member of the Air Force is aware of and accepts his or her part in the military as a whole.

This is important to the success of any workplace, to the military and the protection of the United States – it is critical. All personnel must know and understand how they fit into their unit so that each unit can operate at its fullest potential.

The 190th's primary mission is aerial refueling. If we fall short of just one of our missions, the fighter unit will also fail, the ground unit counting on the fighters will go unprotected, and so on. Steps must be taken to avoid this disaster.

Step one is to assure that each member of the unit is working to the best of his or her ability. Step two is to assure that each member is able to do that mentor-

ship. Mentoring requires genuine two-way communication between the mentor and his or her charge on a continuing basis. This results in trust and respect that any Airman will gain and retain throughout his or her career.

Mentoring shouldn't be looked upon as additional tasking. It's a privilege and an honor to be asked to mentor a new member.

In actuality, we are too busy "taking care of number one," and don't take the time to look at the benefits of mentoring. In the field, we all benefit. Both sides of a mentorship can concentrate on the mission at-hand and know that the other members in the unit have had an added benefit of a mentor; thus, each and every unit member is that much safer. Possibly, if we thought of mentoring in this way, it would be a more popular program.

Mentoring is critical to the success of a military. With all of us working toward the common goal of mentoring every new member to our unit, it's really a doable task, and one that's sure to pay great dividends now and in the future.

For Your Information

Enlisted Promotions

Amn

Jeni Douglas, MDG



A1C

Mark Underhill Jr., CES



TSgt

Crystal Crews, HQ



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?"

Dining Facility Schedule

The following list is the Dining Facility meal schedule for units assigned to the 190th Air Refueling Wing and Joint Forces Headquarters:

1100 - LRS, JFHQ, SFS, CES, WEA FLT, MDG

1130 - MXG, MXS, OG, 117 ARS, FSS

1200 - HQ, AMXS, MSG

**No UTA in July!
See you in August**

**There will be a Wing
Commander's Call on Saturday
14 August at 0800 in Hanger 665**

Don't forget telecommuting!

The 190th ARW telecommuting policy that took affect last year was designed to help Traditional Guardsmen fight the rising cost of fuel by allowing them to work away from their official duty location.

With supervisor approval, telecommuters will be authorized up to four Unit Training Assembly (UTA) periods and two annual training days per fiscal year.

Telecommuters, their supervisors and the approving authority must sign a work agreement and a telecommuter checklist before work is started on the project. Only the wing commander and group commanders, or their written designees, have the approval authority for telecommuting and work agreements.

Telecommuters will be compensated in accordance with their duty status and must comply with appropriate pay status regulations. Travel and per diem will not be authorized for telecommuting.

Appointments/Enlistments

TSgt Pamela Russell, FSS
Enlistment/Assignment Date: 15 May 10

SrA Michael Eisner, MXS
Enlistment/Assignment Date: 18 May 10

A1C Andrea Nelsen, MSG
Enlistment/Assignment Date: 27 May 10

A1C Jordan Maxwell, CES
Enlistment/Assignment Date: 14 May 10

A1C Chad Broome, MDG
Enlistment/Assignment Date: 5 May 10

AB Eric Landis, MXS
Enlistment/Assignment Date: 3 June 10

AB Kodi Masarik, CES
Enlistment/Assignment Date: 14 May 10

AB Ross Ackley, FSS
Enlistment/Assignment Date: 21 May 10

Have News to Share?

Unit members are encouraged to submit ideas or stories to the Public Affairs office. Please contact us at (785) 861-4197 or via email at 190arw.pa@ang.af.mil.

Another reason to be a member of the Kansas Air National Guard Credit Union ...

CU Benefits Express is a [discount card program](#) with over 3,000 groups & 16 million members that provides savings on vision & dental care, chiropractic visits, prescriptions, hearing aids, diabetic supplies & more. This plan is not insurance, but a discount program that will save 10% to 60% on services you already use. Come to the credit union or go to ksagcu.com, for a brochure. You choose the program & enrollment is easy!



It's easy to set up an allotment or direct deposit - Routing #301179753. A \$50 balance is required to earn a dividend and every June you'll earn a BONUS dividend!

Kansas Air Guard Credit Union
5920 SE Coyote Drive | Forbes Field ANGB, Bldg 662
Topeka, KS 66619
Phone: 785-861-4093 | Fax: 785-861-4096
ksagcu@yahoo.com

Coyote Heritage



At the end of July 1990, 20 years ago this month, the world was about to change for a lot of people, but members of the 190th Air Refueling Wing would experience it in ways that only a few others would.

The first week of August 1990 would bring about the beginnings of one of the most remarkable periods in the history of the 190th Air Refueling Wing. Saddam Hussein had sent his Iraqi troops across the border into the small neighboring country of Kuwait. It would trigger a strong response from the United States, which would affect the Kansas Coyotes in ways that many could not foresee.

Beginning this month we will bring you the story of how the Kansas Coyotes responded to the call from the National Guard Bureau. For those of you who do not know that story, you are about to hear a remarkable tale, and for those of you who lived that tale, something to remember.



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



The Coyote Log
190th ARW Public Affairs
5920 SE Coyote Drive
Forbes Field (ANG)
Topeka, KS 66619-5370
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**Moving? Don't forget to update your address:
Military Members: visit vMPF to update your address.
Retirees & Civilians: email 190ARW.PA.CoyoteLog@
ang.af.mil. Please allow 2-3 months for updates to
reflect on your log.**

To The Coyote Family of:

