



COYOTE LOG

190th completes 2010 inspections

By Tech. Sgt. Emily Alley

The 190th ARW ended the fiscal year with a round of inspections. About twenty areas from the wing underwent a Compliance Inspection, concluding with an overall Satisfactory rating.

“You guys did fantastic,” said commander Col. Keith Lang, who acknowledged the hard work across the base and stressed that it was a ‘strong satisfactory.’ “We got eight excellents and that’s incredible.”

Several unit members were recognized for their teamwork, professionalism and job knowledge. Among them was Senior Airman Gabe Ramirez, who was complimented by the inspectors for being more knowledgeable in his position, after eight months, than some who have been in the position for years.

However, Lang added that it was a team effort and, “we’re not done until all the inspections are over.”

For several sections of the wing, the CI was just the beginning.

Within a few days of the CI out brief, the Medical Group began their Health Services Inspection. Lt. Col. Tim Stevens, Medical Group Deputy Commander, acknowledged some inspection fatigue.

“It’s a lot of work,” Stevens described, “but a chance for recognition of the good job our people already do.”

The Operations Group also completed an Airfield Inspection, which examined flight line maintenance, wingtip clearance, flight line driving and a few other areas. Senior Master Sgt. Rob Bolin, the flight line manager, works closely with the civilian airport that shares the base’s runway. It’s a relationship that Bolin says has worked very well and still allows him valuable maintenance experience examining markings and lights. For the inspection, however, he was primarily graded on the ramp, where the aircraft are parked.

One month prior to the CI, the Maintenance Group and the Logistics Readiness Squadron completed the Logistic Compliance Assessment Program. For Lt. Col. Fran Oleen, the LCAP was her first inspection as LRS commander.

LRS Operations officer Maj. Michael Robinson indicated that as a whole LRS’ performance on this inspection was better than in the past. LRS received three outstandings, one of which was a perfect score, and one excellent within a single point of outstanding.

“Overall,” concluded Robinson, “The squadron sat comfortably within the excellent range.”

The best value in America!

By Lt Col Tony DeJesus

190th Maintenance Group Commander



All of us are always looking for the best deal we can find when shopping for groceries, electronics, clothes, cars, etc. However, have you looked in the mirror and realized that YOU, as a member of the Air National Guard are the best value for America?

Recent articles and reports by the General Accounting Office, the Commission on the National Guard and Reserves, the Heritage Foundation and others have noted that the National Guard is a cost-effective source of trained manpower.

Air National Guard members provide *full-time* readiness at a *part-time* cost. There is a minimal burden on the taxpayer unless called for duty.

Here is some information on the Air National Guard. We currently

have approximately 107,000 members serving in 54 states and territories. The USAF active strength is approximately 360,000. All the members of the ANG would fit in Pennsylvania's Penn State Foot Ball Stadium which holds 107,282 people.

Of that 107,000 approx 37,000 are Technicians or AGRs. This leaves over 70,000 members of the ANG that are not full-time.

We are almost 1/3 the strength of the USAF, but we provide over half of the USAF's tactical airlift support, combat communications functions, aeromedical evacuations and air refueling. In addition we are 100% responsible for the air defense of the US.

In fiscal year 2006, the General Accounting Office found that the total amount budgeted for a reserve component member was approximately \$51,000 compared to \$223,000 for each active component service member.

Most ANG units are "dual use"

facilities with civilian airfields; this saves on infrastructure costs and also provides economic impact on local economies. (i.e. no on base housing, etc.)

By now you can see that you are part of an organization that provides a federal and state mission that is always ready to respond to national and domestic emergencies and yet very minimal cost.

As commanders we appreciate the sacrifices our traditional and full-time personnel who volunteered to join the Air National Guard make. As a Taxpayer and budget minded consumer, I also understand the value of the National Guard. Although we would like to say cost is not an issue when it comes to the safety and defense of America, at least we can say we are, the best value for America!

Note: Much of the information for this article was taken from the Air National Guard website and from information presented at the air breakout session of the 2010 NGAUS conference in Austin, Tex.



From the Shirt

MSgt Shad England, MXS

As we deploy worldwide in support of the global threat, we neglect to follow up on any awards or decorations that our host unit may receive. As members attached to those units, you are also eligible for those awards and decorations as long as you were attached to the unit during the awarding time period. For example, you deployed from 1 April 2009 to 8 June 2009 and were attached to the 001 Air Expeditionary Group. Subsequently, the 001 Air Expeditionary Group is awards the Air Force Outstanding Unit Award (AFOUA) from 1 January 2009 to 31 December 2009. That Airman is now eligible to be awarded the AFOUA.

How do you receive the AFOUA? It is your responsibility to show proof by copies of CED Orders, Pay Orders or

any certificates you may have received during the deployment. Your awards and decorations monitor or Force Support Squadron (FSS) can assist with completing an AF Form 104. The AF 104 and copies of the orders are submitted to Air Reserve Personnel Center (ARPC). Once approved, you should see the update on Virtual MPF (vMPF).

If you would like to research any past deployments to see if any units you were attached to may have received an award or decoration go to <http://www.afpc.randolph.af.mil>. Drag over the "LIBRARY" tab and click on *Awards and Decorations*. At the top click on *View Unit-DoD-Devices*. You will have two search options. The first is *Search DoD Awards*. This search is by operations (Example: Enduring Freedom). The second search function is *Unit Awards*. This search can be made by unit designator, year, and award type or order number.

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On the cover:

Col Lang addresses the members of the 190th ARW prior to the start of the Wing's Compliance Inspection
(photo and photo illustration by Master Sgt. Allen Pickert)

The *Coyote Log*, published monthly, is a US Air Force funded newspaper for members of the U.S. Military Services. Contents of the *Coyote Log* are not necessarily the official view of, or endorsed by, the U.S. Government, the Department of Defense, or the Department of the Air Force. The editorial content is edited, prepared and provided by the 190th ARW Public Affairs Office.

Inspections: Continued from page 1

As soon as the results of the inspection were released, Oleen said she received calls from all over the wing from more experienced commanders asked what they could do to help.

For the areas that required improvement, the Maintenance Group, Civil Engineering Squadron, Communications Flight and several others jumped at the chance to help LRS succeed in the CI.

“Almost every shop on base helped out, from setting up technical orders to just making the place look pretty,” added Chief Master Sgt. Jay Pine from the LRS’ Vehicle Management Flight, which received a perfect score on the LCAP.

“I’m so grateful to the wing,” Oleen declared.

In addition to her gratitude for the support around the base, Oleen was impressed with the quality of

her members. She was consistently complimented, by inspectors, on their good attitudes. During the CI, Lang received similar comments about the wing’s professionalism.

For a performance-based inspection, like the LCAP, Oleen recognized the work of members themselves as pivotal.

“I’m not there with the checklist, they have to know their job,” she described.

Technical Sgt. Matthew Wisner, from Maintenance, was also recognized by inspectors for his work. His advice to others, who would like to be successful, includes contacting recently inspected counterpart units; however, he stresses that inspection shouldn’t be a matter of severe preparation- only performing well, like you would any other day.

Airman 1st Class Holly John-

son, from LRS, echoes Wisner’s advice.

“It was just a normal day,” she said nonchalantly.

When asked why vehicle maintenance had done so well, Pine takes almost no credit; although he observed about 20 inspections prior to the LCAP and CI in order to prepare, according to Robinson. Rather, Pine attributes it to the hard work of the people in his shop.

“These people know what they’re doing,” Pine described, while discussing his plans for retirement. “My hope is, whoever my replacement is, they’ll understand the quality people here and just let them do their jobs.”

“Success validates that we’re a good, healthy organization,” said Robinson. “It shows the direction we’re heading is spot-on.”



The Desert: Part three

By Master Sgt. (Ret) Bill Gilliland
190th Historian

Prior to the Dec. 20 activation order, almost all unit members in Jeddah were brought home for Christmas and to prepare for federalization. Colonel Charles "Mick" Baier, 1701st Strategic Air Refueling Wing (Provisional) commander and 190th member, and five others remained.

The unit was tasked to provide 10 tankers, all that were assigned. But since two were not available due to maintenance problems, two tankers from the 168th Air Refueling Group, Eielson Air Force Base, Alaska, were assigned to fill their slots. Two tankers belonging to Arizona were still at Forbes filling the ongoing alert commitment from which the Kansas unit had never been released.

Beginning Dec. 27, the first two jets left Forbes for the now familiar air base at Jeddah, with three more on Dec. 28. An ice storm delayed the next group, but on Dec. 30, the next ones launched. The last group left Jan. 2.

Two-hundred-sixty Kansas Coyotes (along with 12 Airmen from the 151st) were on their way to the Gulf to become part of the thousands of American servicemen and women who would be part of "Operation Desert Storm."

Desert Storm was different from Desert Shield in that tension and security were much tighter. And now that the Kansas Coyotes were federalized, there were no more rotations home. No one knew just when combat operations would begin or how long they would last, but everyone knew it was coming.

Manning increased to the point that billeting was in short supply, and the facilities became crowded. Gone were the trips for shopping in downtown Jeddah, the beaches, and all of the other things that made life in Jeddah somewhat tolerable during Desert Shield. Everyone was restricted to the base or compounds. But the Coyotes were up to the task at hand.

Operations and maintenance tempos took on new urgencies. At one point, the number of tankers assigned to the 1709th was 103 with more than 1,250 assigned personnel, making it the largest air refueling wing ever assembled. Aircraft came not only from the Guard, but also from the Air Force Reserve and active duty units. Aircraft included KC-135A models,

KC-135E models, a few KC-135 R's, even a few KC-135Q models along with KC-10's, all assigned to the refueling wing.

The fact that combat operations had not yet officially begun didn't mean there wasn't much to keep the officers and Airmen of the wing busy as the maintenance records for the early part of January show. The number of sorties flown had not decreased to any great degree, and certainly the tankers had to be kept ready to go at a moment's notice. Planning for the coming war was picking up pace.

About the middle of January, things really began to pick up as the war was about to start. On Jan. 17, the Gulf War began at shortly after midnight. On that day, the 1709th flew 75 sorties for a total of 338.6 flying hours. But it would get busier in the days to come.

"As the air war continued, our flying schedule became less and less predictable, according to Lt. Col. Larry Dillon.

"Scud launches would create a flurry of activity, which would require KC-135 support," he said. "Sometimes they would need 60 or more sorties before sunrise, and the next day the surge would occur in the late afternoon or evening. As a result, our aircrews had no schedule to live by. One day they would sleep days and fly nights, the next day vice versa."

It would be like this for the next 38 days. It was a terrific pace to keep up. But as usual, the men and women that make up the United States Air Force, and especially the Kansas Air National Guard can take pride in the fact that they made it happen. It took the cooperation of thousands of individuals from many units to bring this off, all under the leadership of the Kansas Coyotes.

One incident that stands out is the outstanding airmanship by a Kansas Aircrew. Lieutenant Col. Kevin Sweeney (pilot), Capt. Jay Selanders (co-pilot), Capt. Greg Mermis



Members of the 1709th review the damage to the KC-135 that the 190th crew of Sweeney, Selanders, Mermis and Stucky successfully returned home following the loss of both engines on the left side of the jet.

(navigator), and Senior Master Sgt. Steve Stucky (boom operator) were the crew aboard a Grissom tanker, known as "Balls 13." Shortly after takeoff they encountered jet wash (the turbulence behind a large aircraft). This unexpectedly pitched them so violently from side-to-side, that somewhere in the process, both engines on the left side of the tanker were torn free, leaving the fully loaded tanker with very serious control problems. In fact, no one had ever encountered this problem outside of a simulator.

It took great skill and great cooperation between the crew to save the jet, and since there had never been a successful bailout from a KC-135, quite probably their lives in the process.

Just maintaining control of the tanker itself was a tremendous problem, putting maximum strain on the pilots, who had to physically manhandle the tanker to get it to fly. The fuel had to be dumped, a course back to base plotted, and most significantly, gear to be lowered. To accomplish this, Sgt. Stucky had to manually pump the gear down. And with that accomplished, the big tanker landed with no further damage. Great Flying! The crewmembers would each earn a Distinguished Flying Cross for their actions that day.

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

Fraud, Waste and Abuse

By Maj. Brian Riniker
190th Inspector General

Why do people do the wrong thing? Why do they do an action they know is wrong? One of the primary areas of interest to the Inspector General is ensuring that people do the right thing. The more people are doing what is right, the less stresses the unit has and the more capable it is to do its mission and to take care of its people.

To explain why people do the wrong thing, let's look at the triangle of abuse. According to the criminologist Donald R. Cressey, the triangle has three sides: Opportunity, Motivation and Rationalization. To explain this I'm providing an example of a simple white collar crime.

Opportunity is basically saying the target is available. For example, a person working in an office may notice that no one ensures that gear delivered to the office is actually used properly. He also notices that the company is accepting orders for large flat screen TVs. There is likelihood that no one will ever check

the proper accountability of an office TV.

Motivation is basically saying there is reason why the individual wants to commit the wrong act. In our example, the person above also wants a new large flat screen TV for home and does not want to pay for it.

Rationalization is how a person can live with themselves after committing the deed. In our example, the person decides that if the company is to "stupid" not to check the accountability of items, then it deserves to be ripped off. The person may also feel that the crime empowers him over the company.

Of course, the false purchase of this TV would cost the company a lot of money. If he starts with this act of fraud, what else would he do? What about the people this person supervises? If they see this pattern of abuse happening and nothing is done about it, why wouldn't they start doing it themselves?

So how do we stop the triangle of abuse from happening in the first place? The primary step is to prevent the op-

portunity for abuse from happening. Accountability of items purchased for the office would have prevented the crime from occurring in the first place. This is why we have inventories and account managers. Methods to reduce the motivation of the individual to commit the act could be positive and negative actions. A positive action would be efforts to improve a person's morale to the point that they do not want to harm the company. A negative action could be the possibility for punishment if they were caught doing the crime. If the motive is reduced then the rationalization for committing the crime is also reduced.

In the end, it's up to all of us to ensure that we do the right thing. If you see vulnerability in the system or if you see someone doing the wrong action, fix it or report it, depending on the situation.

Who do you report a vulnerability or wrong action to? The first step is your chain of command, but if you feel uncomfortable going there, then the IG office will be glad to help.

Krueger promoted to Colonel

Lt. Col. Ronald Krueger, 190th Air Refueling Wing, Kansas National Guard, was promoted to the rank of colonel during a ceremony on Saturday September 18, 2010.

Krueger is the Vice Wing and Air Commander of the 190th Air Refueling Wing. He began his military career in 1990 with a commission from the United States Air Force Academy and then attended Undergraduate Pilot Training at Reese AFB, Texas. After pilot training, he earned his graduate degree at Colorado State University. He flew B-1B aircraft with the 28th Bomb Wing at Ellsworth AFB and the 366th Composite Wing at Mountain Home AFB. In March of 2000, Col Krueger joined the 184th Bomb Wing, Kansas Air National Guard at McConnell AFB where he was instrumental in converting the 184th from B-1B to KC-135R aircraft. In December of 2006, he moved to Forbes Field where he served as the 190th Aircraft Maintenance Squadron Commander and the 190th Maintenance Squadron Commander before moving to his current position in July 2010.



—Portrait of an Airman

SENIOR AIRMAN AUSTIN REED

Organization: 117th Air Refueling Sq

Job Title: Boom Operator

Main Responsibilities: Aerial Refueling

Education: I graduated from Jefferson West High School in Meriden KS in 2006. I am now attending Allen County Community College in order to finish my associate degree in Communications.

Military Experience: I started out in Comm/Nav Avionics, then cross trained to the 117th in the fall of 2008.

Hobbies & Activities: I enjoy going to school and flying out here at Forbes.

Goals & Ambitions: I hope to graduate from the University of Kansas.

Most Memorable 190th Moment: Getting to know people from the 190th during our AEF rotation.



CE settles in to new digs on base

By Tech. Sgt. Angela Brees

190th Public Affairs

Nothing says “welcome to your new home” more than the smell of fresh paint and a scattering of boxes.

But, the 190th Civil Engineering Squadron wrapped up their move pretty quickly, which began during the August Unit Training Assembly. By September, only a few boxes remain and squadron members are caring out their day-to-day business in a new 14,690 square-foot facility.

Previously split between two homes, CE maintenance and administration space is now centrally located. With 3,000 additional square feet at their disposal, CE members are finally able to stretch their legs a bit.

“The space is just wonderful,” beams Master Sgt. Lucretia Williams, CE unit training manager. “The layout is the work of a genius.”

Construction began 12 months ago and provides significant daylighting, and features ground source heat and cooling

systems, which will reduce energy costs. In addition to providing the various shops with individual maintenance and administrative areas, the facility features a full kitchen and training room with 10 desktop computers.

“Efficiency and workflow are a lot better now,” said Staff Sgt. Paul Harper, engineering technician.

Lieutenant Col. Mark Green, CE commander, agrees.

“The new facility will allow our in-house and Prime Beef teams to respond with greater efficiency and enhanced capability,” he said. “An example is our new pavement and grounds shop, which is conducive to inside maintenance on engines and generators. It now has a manifold exhaust system and safety features such as eye wash station and utility sink.”

The new facility is located at the southeast corner of the base, building 760.



For Your Information

Enlisted Promotions

A1C

Chelsea Dennison, MXS
Travis Fulghum, MXS
Aaron Cuadra, AMXS
Alec Wroten, AMXS



SrA

Mitchell Bleil, CES
Brent Garrison, MDG



SSgt

Brian Beatty, SFS
Kyle Brabb, SFS
Adam Turk, SFS
Carolyn Tatum, LRS



TSgt

Kimberly Knouf, LRS



MSgt

Chad Gunderson, CES
Alike Peterson, FSS
Anthony Harbour, LRS
Sarah Ragan, MDG



Col

Ronald Krueger, HQ



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.

Coyote Cafe October 21st Menu

**16 Oct
Boxed Lunches**

**17 Oct
Boxed Lunches**

(Issued at uke tunnel, Hangar 662)

Squadrons 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.

Dining Facility Schedule

The following list is the Dining Facility meal schedule for units assigned to the 190th ARW & JFHQ:

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

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

1200 - HQ, AMXS, MSG

The Coyote Den Needs You!

Are you looking for a new organization to get involved with? How about The Coyote Den! The Coyote Den is the organization on base who coordinates the purchase and sale of items with the official Coyote logo. If you are interested in joining please contact LtCol Tony DeJesus, TSgt Gordon Cole or MSgt Tina Perkins

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/or 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

SrA Erin Bieganowski, FSS
Enlistment/Assignment Date: 3 Aug 2010

SrA Sean Fryman, CES
Enlistment/Assignment Date: 9 July 2010

SrA Andrew Krzanowsky, MXS
Enlistment/Assignment Date: 6 July 2010

SrA Mark Lapier, CES
Enlistment/Assignment Date: 9 July 2010

SrA Brian Roberts, MDG
Enlistment/Assignment Date: 2 July 2010

A1C Aaron Cuadra, AMXS
Enlistment/Assignment Date: 5 Aug 2010

A1C Chelsea Dennison, MXS
Enlistment/Assignment Date: 26 Aug 2010

A1C Travis Fulghum, MXS
Enlistment/Assignment Date: 13 Aug 2010

A1C Alec Wroten, AMXS
Enlistment/Assignment Date: 3 Aug 2010

Maj Mark Wilkes, MDG
Enlistment/Assignment Date: 28 July 2010



Commissary Case Lot Sale

*190th Family Programs and
Fort Leavenworth Commissary
Invites You To
the Fall Case Lot Sale*

Where: Building 665/Forbes Fld

When: October 16, 2010

Time: 0900-1800

Come Shop and Save!!!

*We Will Have Games
and Crafts for the Kids!*

Coyote Heritage

Chief MasterSergeant Duane Becker, shown in this picture taken in 1968 when he was a Master Sergeant (First Sergeant) recently passed away. Chief Becker was a long time member of the unit and retired as Senior Enlisted Advisor for the Kansas Air National Guard. He was also the Chief of Vehicle Management, or the Motor Pool as it was known in those days.

He was the superintendent of the Motor Pool when it won the “Best in Strategic Air Command (SAC) Reserve Forces Transportation Squadron.” Becker was also recognized as the best reserve force enlisted transporter in SAC. Both the squadron and individual award went on to win at the USAF level as well.

According to the Aug. 1984 Coyote Log, these awards resulted from the Transportation Squadron being the first ever Air National Guard unit to receive an overall outstanding rating during an Operational Readiness Inspection that had been conducted the year before. That ORI was a particularly good one for the 190th, as the unit as a whole scored an overall excellent.



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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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:

