



COYOTE LOG

'Free State Fueler' takes to skies

By Airman First Class Sara Beth Piland
190th Public Affairs

The 190th Air Refueling Wing recently unveiled a new piece of nose art painted and created by Master Sgt. Michael Chandler, 190th Aircraft Maintenance Squadron. The piece shows the iconic image of John Brown on display in the Kansas Capitol building with the words "Free State Fueler" in flames.

"I like to break the boundaries of the frame. I think it gives the art more personality," Chandler said.

John Brown is known for his opposition to pro-slavery forces in the question of Kansas' slavery status as it entered the union, as well as his raid on the armory in Harpers Ferry, W.Va.

In addition to the reproduction of the famous John Brown painting, he created flames to symbolize the burning of Lawrence, Kan., and a drop of blood on the letter "A" to indicate the label of "Bleeding Kansas," which came out of the border war at the time of John Brown.

Ideas for nose art generally come from the crew chief who "owns" the airplane and oversees its operation. Nose art must go through an approval process and meet certain criteria in order to honor the tradition started in World War II by pilots remembering home. Although the original nose art was often pin-up girls with the names of wives or girlfriends back in the U.S., today the artwork usually has a historical value, which honors the unit, state or community.

"Each example of nose art is generally only seen on a plane for about three to four years without being transferred to

another plane - as a show of respect for the career of the aircraft," said Chief Master Sgt. Terry Kerns, also of the 190th Aircraft Maintenance Squadron.

Aircraft must have a career behind them before they are decorated with nose art. Events or stories associated with the plane's history are often used as inspiration for the artwork they receive, as was the case with "Ol' Lightning," which had been struck by lightning. Brand new airplanes are left pristine to keep their streamlined look, but airplanes with a little history are given a unique painting on the pilot's side of the nose of the aircraft.

In war time, that nose art aids maintenance workers on the ground to distinguish a damaged aircraft before it lands so they can begin repairs with maximum efficiency. The nose art also gives legendary planes their means of recognition as the pilot flies bravely into extreme conditions. The plane that first broke the speed of sound is not recognized by its tail number, but rather the name "Glamorous Glennis," which the pilot bestowed on the aircraft.

Nose art is an important tool for the military when it comes to building morale and showing pride in their equipment.

"Master Sgt. Chandler's work is awesome. I'm glad we have someone with the talent to create something like that," Kerns said. "It's nice to see the process it goes through from the first sketches to the finished product on the plane. Someone special is needed to do that so well."



A
SER
WIT
DET
190

Guidelines for success

By Col. William Hefner

Commander, 190th Medical Group



A few months ago, I was given the distinct honor of becoming the 190th Medical Group Commander. One of my first orders of business was to provide my Airmen with my Commander's Guidance- the keys to success while under my command. What follows is that which I shared with my troops that day.

1. **Everyone is important.** Without "u" there is no "us." Look around you. Every single person you see is important. He or she has a position to play on our team. Whether it's the medic, the crew chief, the boomer, the folks in the mobility barn, the logistician, the firefighter, the heavy equipment operator or the pilot- this base and this Air Force doesn't run without every single one of "u!"

2. **Be Better.** Act and work like you WANT the job, not like you've already got it! Don't settle for meeting the minimum standard- ever!

3. **Excellence is not perfection.** We are human. We make mistakes. It's how we handle those mistakes and what we take away from those moments that define us. You should never expect perfection, but you should always expect excellence. Our core value says "Excellence in all we do," not "Perfection in all we do!"

4. **Life is a buffet table.** You can't sit back and wait for someone to serve you with the necessary tools to be successful. Sometimes you need to elbow your way to the knowledge table and actually help yourself! Before you ask that question: Did you look in the Air Force Instruction? Did you look in the Air Force Manual? Did you check the Tactics, Techniques and Procedures? If you need assistance- ask; if you see where we can be better- tell us; if you have a skill- let us know. Your opinion counts!

5. **Be accountable and hold oth-**

ers to the same. Take this one to heart. I've seen it happen over the years that we as traditional Guardsmen are given tasks or areas of responsibility that ultimately the full time staff "take care of" for us. This isn't how this works. We are brothers and sisters in the profession of arms. Regardless of your rank or your status (traditional or full-time), you are a professional and are expected to perform as such.

6. **Think Critically.** Get the big picture right first, then get the details right. If you don't understand the orders or instructions, ask for clarification.

7. **Own Everything.** This goes back to being a professional. When given a task or job- OWN IT. Take it as your own personal mission to see it through to successful completion.

8. **Be professional, be mature, use your chain of command appropriately.** We are very unique at the 190th in that many of us are second or third generation Coyotes. This is great, but it has the potential for some negativity. Notably, it can lead to circumvention of the chain of command, which is contrary to good order and discipline. As I told my medics several months ago: "I am always willing to listen, but my first question is going to be 'Have you talked to your supervisor?'" Take care of business at the lowest level possible by using your chain of command.

9. **Mentor someone.** This is probably the most important action you can take, not as an Airman, but as a human being. Helping those around you achieve their potential and reach a goal or a dream is the most rewarding thing you will ever do.

10. **Every Airman is a leader.** I sincerely believe this. It's on display every time you put on the uniform. In a crisis, to whom do people look? You, young Airman! They are looking for guidance, reassurance, and help. In short, they are looking for someone to step up and provide leadership.

I hope that you are able to use these

Maxims of Command throughout your career. Cut them out. Put them at your workstation and refer back to them periodically. As you progress through the ranks, push yourself and those around you to reach your collective potential.

Coyote Log Staff

Col. Ron Krueger

Commander, 190th Air Refueling Wing

Capt. Joe Blubaugh

Wing Executive Staff Officer

2nd Lt. Angela Brees

Public Affairs Officer

Master Sgt. Allen Pickert

Visual Information & Communications Mgr

Tech. Sgt. Mandy Johnson

Photo Journalist

Tech. Sgt. Emily F. Alley

Broadcast/Print Journalist

Tech. Sgt. Jake Meyer

Broadcast Journalist

Airman 1st Class Sara Beth Piland

Photo Journalist

Airman 1st Class Tess Brackemyer

Public Affairs Admin. Support



190th Public Affairs / Coyote Log
190ARW.PA.CoyoteLog@ang.af.mil

POC: Capt. Joe Blubaugh
(785)861-4593

www.190arw.ang.af.mil

On the cover:

A graphic illustration of abolitionist John Brown and the new nose art featuring a reproduction of the Topeka

Capitol painting,
(photo illustration by
Tech. Sgt. Jake Myers)

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.

Coyote called to support inauguration

By Tech. Sgt. Emily Alley
190th Public Affairs

Around the world, in places like Syria, violent civil war continues in a fight to change government.

Meanwhile, on Jan. 21, a crowd of more than half a million people peacefully watched the transition to a new presidential term in Washington, D.C.

I attended as an assistant to the D.C. National Guard public affairs office and, among the 30 members of the team, there were a variety of political opinions. To us though, the event was not about politics. Our goal was to document a historical moment in a successful democracy.

Our mission was unique to the National Guard.

Since 1879, the Posse Comitatus Act has restricted the active duty military from certain domestic missions. Around that same time, President Lincoln's inauguration began a tradition of including the National Guard in key roles in the ceremony. This year they provided security, directed traffic and assisted the massive crowds that packed the national mall on inauguration day. About 6,000 National Guardsmen were sworn in and deputized by local police for the 57th presidential inauguration this year. I was one of them.

My mission, however, was to docu-

ment the work of the National Guardsmen supporting the event.

I spoke to a soldier from the Puerto Rico National Guard who beamed with pride when telling me how excited he was to be invited to support the inauguration.

"We don't get to vote," he said. "But we're here, supporting the chief."

His words came back to mind the night before the inauguration. I huddled on a chilly floor in an office building off the national mall with other members of my team, while the smell of MREs filled the hallway. We shared a long, cold night with soldiers and Airmen sprawled on cots to snatch a few hours' sleep before working the massive crowds.

They spilled into the roads of the capital and directed pedestrians who began arriving as early as 4 a.m. By sunrise, the energy was contagious. Visitors



*Tech. Sgt. Emily F. Alley poses in front of the Capitol building the day before the 57th presidential inauguration.
(Photo by Senior Airman Stephanie Carroll)*

danced and sang as sunlight began to peek over the white marble surrounding the national mall.

It was a moment I shared with a handful of National Guardsmen from several states who had left civilian jobs to attend the event. Similarly, it's a reminder that the military ultimately answers to civilian leadership.

The presidential inauguration is a unique mission for a National Guardsman, and it's a symbol of the history and special role divided by the 54 states and territories.

Legislator flight

Members of both the Kansas House of Representatives and the Senate received a first hand look at the work the 190th performs.

As passengers on one of our KC-135s, the legislators observed the aerial refueling of some B-2 Spirit bombers.

Many of the legislators have had real-world experience with the 190th beyond observation flights. Rep. Joe Edwards worked on the ground with 190th members during the Greensburg tornado relief effort. Rep. Edwards said, "This is a phenomenal organization that performed phenomenally for the people of Greensburg."



Kansas legislators ready to begin their observation flight during the February UTA.

Heritage Series: A tale from a B-17 pilot cont.

By **William Gilliland**

190th Wing Historian

Last month, we left off as the journey to Europe was about to begin. Bill Fry, an original member of the 117th Fighter Interceptor Squadron, detailed that journey in a personal memoir. "With a brand new, shiny B-17, we began the first leg of the journey to England, landing in Greenland. After several days waiting on the weather to clear, we proceeded on to England with assurances that the weather was the finest you will ever see in the United Kingdom."

"We, of course thought that meant sunshine and blue sky, not so we later found out," Bill wrote.

"Lousy" is the word Bill used, but "it was the best we ever saw in England." Finally, lining up on two flares fired that shone through the cloud cover, the landing ("with a very high pucker factor") was complete, and Bill had completed his first IFR (flare approach) landing. The next day upon leaving for their duty station, they left the brand new, shiny aircraft as it would now be updated to war specs. "I felt a form of loneliness ... I felt as though we had lost a friend," he wrote.

Traveling by truck, they finally arrived at the 452nd Bomb Group, 730th

Squadron, Station 120, at Deopham Green in England, which was to be their new home. Being told they would not fly missions until they completed orientation flights and a practice mission, they went to the club and proceeded to celebrate "crossing the Atlantic Ocean, making a flare instrument approach under less than minimum conditions, and managing not to kill themselves."

Getting to bed late, it seemed only minutes until they were shaken awake, and told to report to mission briefing.

"We're a new crew; we're not flying a mission," Bill wrote. "(Big Mistake) I was pulled from my bunk to the floor and told, 'New crew or old crew, you are going on a mission. Briefing in 45 minutes!'"

Some hours later while climbing to target in Germany, Bill noticed they had expended two-thirds of their fuel, even before reaching the starting point of the bomb run. "No one had told us that it was all downhill from the target, and that it would not take anywhere near the fuel to get home."

Some missions later, they were to bomb a chemical plant on the river adjacent to Cologne, France, which was defended by a radar-directed, anti-aircraft

gun.

"We took several hits with two of the anti-aircraft shells bursting directly beneath us. It was so close I could hear the explosion and smell the cordite. Unbelievably, the landing was without incident. However, when I taxied into the revetment to park the aircraft, the engines were smoking and one could hear the rocker boxes squeaking.

"The repair crew stopped cold, and as I shut the engines down and got out of the airplane, I heard the maintenance officer telling the crew chief that the bird had so many holes in her, to salvage any parts and scrap the remainder. But she had faithfully brought us home."

One of the hard lessons of war was brought home to Bill when his friend Ed Hood, who we mentioned in last month's article, was killed when his B-17 was shot down. "I watched as the lead plane Ed was in went down in flames over Trier, France, and Ed was one of the crew members killed. Quickly, I learned how unimportant each of us can be, because another B-17 moves right up, takes your place in the formation, and the war goes on."

The conclusion to our story will be in next month's Log.

190TH ARW AIRMAN & FAMILY READINESS

Family readiness calendar

By **Mrs. Adrienne Dickey**

190th Airman & Family Readiness Manager

The Airman and Family Readiness Office in conjunction with the Key Volunteers have been busy! Want to join in all the fun and action, then set-aside the following dates and prepare to serve your community and enjoy some fun too!

Project Topeka canned food drive will run through March 4th. Help the 190th reach its goal of 6,900 cans. Help your squadron by turning in cans or monies to your Point of Contact.

April 7th will be the annual Eas-

ter Egg Hunt. The hunt will begin at 2:30 with refreshments and a coloring contest served in the dining facility until 4:30. Prizes will be awarded for finding the golden eggs and winners of the coloring contest.

Our first community service event will be April 16th from 4:45 pm - 7:30 pm. We will start the evening with a potluck, tour the facilities, and end by packing The "BackSnacks". This program provides a backpack filled with nutritious, child-friendly food for school children to take home at the end of the week. Children ages 6 and up are encouraged to come and volunteer.

Please call the Airman and Family Readiness Office at 785.861.4940 to

register for the event. We will also be working a Saturday event.

Harvesters recommends you wear closed-toed shoes and dress casually. Remember we will be in a warehouse environment so keep jewelry at a minimum.

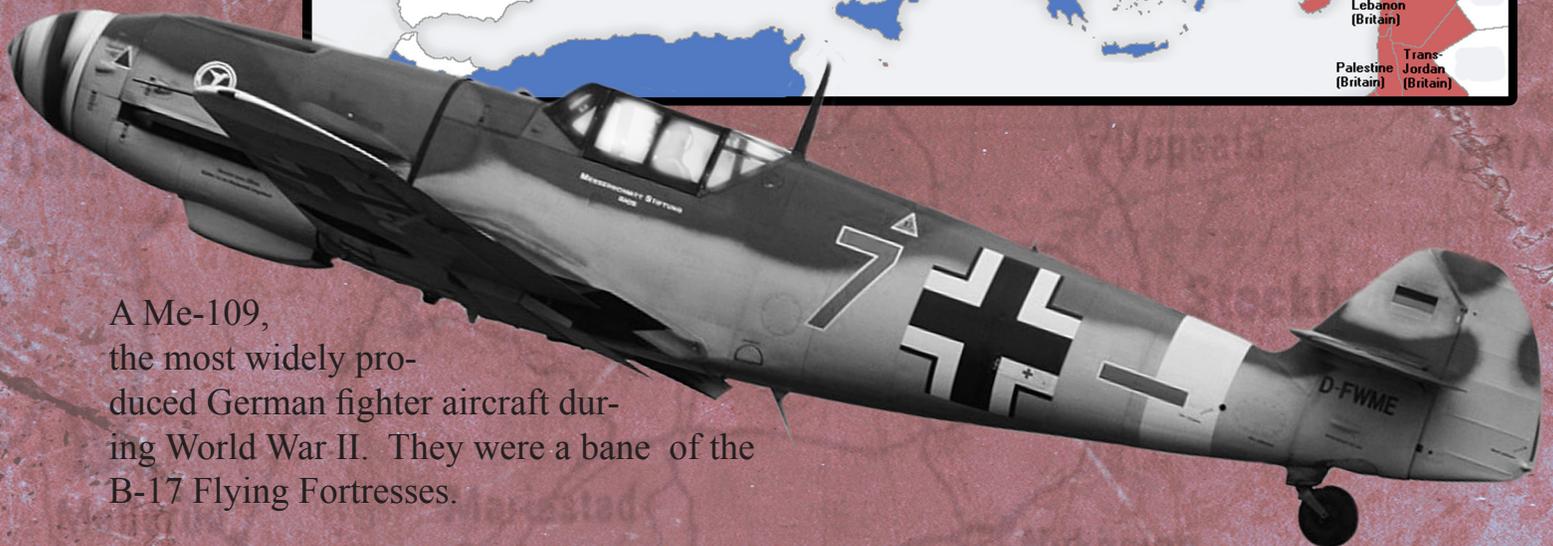
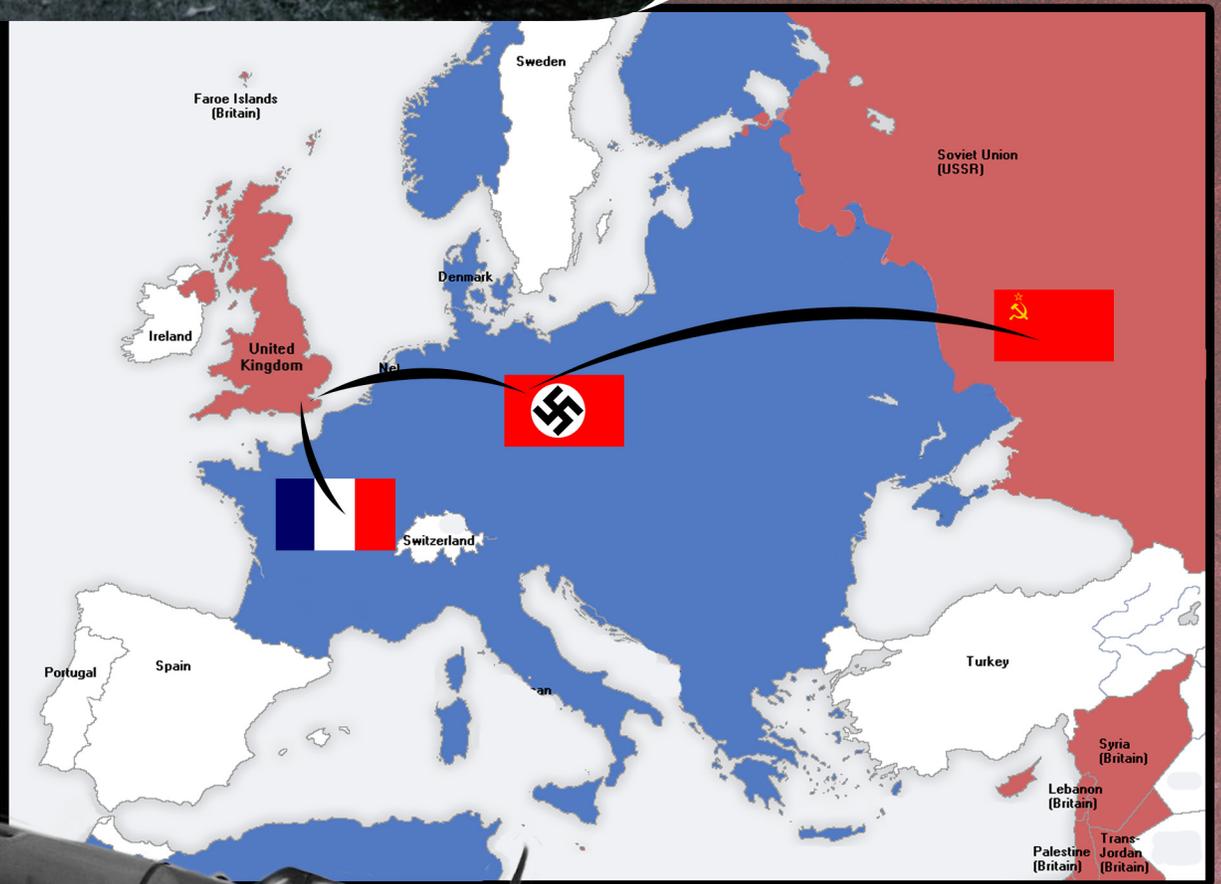
The next Key Volunteer meeting will be Thursday, March 2nd from 5:30 to 6:30 at the American Red Cross in Topeka. Please "Like" the 190th ARW Family Programs office to get up-to-date information about volunteering or events in the area.





A B-17 usually had a crew of 10 on board. When the Fortress was taken down by enemy fire, the crew usually did not survive the impact.

A map of Europe during World War II shows Nazi occupation at the time. The black lines show bombing runs performed by Allied forces.



A Me-109, the most widely produced German fighter aircraft during World War II. They were a bane of the B-17 Flying Fortresses.

—Portrait of an Airman

Airman First Class Jenna Bausch



Organization: Force Support Squadron

Job Title: Personnelist

Main Responsibilities: Making ID cards and assisting customer service

Education: Full-time student at Washburn

Civilian Career: Student

Military Experience: 1 year

Hobbies/Activities: Photography and member of Washburn University's media staff

Goals/Ambitions: Complete degree in graphic design

Most Memorable 190th Moment: Having the opportunity to be sworn in by my mother, Lt. Col. Shelly Bausch.

AF releases new 'vision' document

By Master Sgt. Jess Havey
Air Force Public Affairs Agency

The Air Force released a new Vision document today outlining the force's vision and way forward.

"Focused on 'Airmen, Mission, and Innovation,' I believe this short document captures what today's Air Force is all about and where I think we ought to focus on for tomorrow," said Air Force Chief of Staff Gen. Mark A. Welsh III in an email to all Airmen.

"We are the greatest air force in the world because of our Airmen--Active, Reserve, Guard, and Civilian--to remain the greatest, we must make our team even stronger," the Vision states.

The Vision discusses the Air Force's enduring contributions of air and space superiority; intelligence, surveillance, and reconnaissance; rapid global mobility; global strike; and command and control and the need to strengthen them.

"We already combine our air, space,

and cyber forces to maximize these enduring contributions, but the way we execute these five calling cards must continually evolve as we strive to increase our asymmetric advantage," the Vision says.

"Our Airmen's ability to rethink the battle while incorporating new technologies will improve the varied ways our Air Force accomplishes its missions.

"Every Airman should constantly look for smarter ways to do business. The person closest to the problem is often the one with the best solution. Leaders should empower Airmen to think creatively, find new solutions, and make decisions," ac-



ording to the Vision.

The Vision concludes with a call to action for all Airmen to tell their story, being proud of who they are, what they do, and how well they accomplish the mission.

Read the new four-page vision document at <http://www.af.mil/shared/media/document/AFD-130110-114.pdf>.

For Your Information

Appointments/Enlistments

Airman 1st Class Kimbre Marsh, FSS
Enlistment

Airman Basic James Braden, SFS
Enlistment

Airman Basic Logan Means, OSF
Enlistment

Airman 1st Class Brandon Singleton, MXS
Enlistment

Airman 1st Class Rebecca Homan, LRS
Enlistment

Airman 1st Class Abraham Anwar, FSS
Enlistment

Airman Basic Grant Dalrymple, MXS
Enlistment

Airman Basic Jacob Rogers, MXS
Enlistment

Promotions

Airman
Chancellor Orton, LRS

Senior Airman
Bryan Tripp, MXS
Neal McKinzie, MXS

Staff Sergeant
Michael Storrer, MXS
Christopher Moore, MXS
Jessie Reid, MXS
Tyler Vaughn, MXS
Nels Anderson, MDG
Adam Bowman, MXS
Sarah Molstad, MDG
Mary Remboldt, MDG

Technical Sergeant
Ryan Sipes, LRS
Grayden Tressler, ARS
Michael Zeller, LRS



DFAC Schedule

MXG (A)/SFS/LRS (A)	1030
CPTF/MDG/ARW/MSG	1100
OG/JFHQ/WF/LRS (B)	1130
MXG (B)/CE/CF	1200

Pilot Opening

Become a pilot for the 190th ARW. Submit the following items by April 9, to either Maj. Rob Sanders or Lt. Col. Michael O'Brien.

Submit:

Cover letter, resume, college transcripts, three letters of recommendation, pilot license with flying hours, AFOQT scores, past two fitness tests (if applicable) and AF Form 24

Misc. items to include:

Letters of appreciation, community involvement and extracurricular activities
Current physical and photo are optional

Retirements

Brig. Gen. Keith Lang, ANG HQ
Retirement Date: January 1, 2013

Lt. Col. Scott McGregor, ARW
Retirement Date: February 1, 2013

Senior Master Sgt. Mark Moulden, MSG
Retirement Date: December 31, 2012

Senior Master Sgt. Mark Sweeney, ARW
Retirement Date: February 14, 2013

Master Sgt. Judy Reynolds, MSG
Retirement Date: December 6, 2012

Tech. Sgt. Kristopher Penzig, MXG
Retirement Date: February 5, 2013

Staff Sgt. Daniel Owens, MXG
Retirement Date: December 7, 2012

Coyote Grill March 217A Menu



Saturday, March 2 Main Line

Coyote Grill

Sunday, March 3 Main Line C

Coyote Grill

Tickets are on sale and going fast for the 2013 Dining Out featuring Gen. (ret) Richard Myers, former Chairman of the Joint Chiefs of Staff. The event will be held at Saturday, March 2nd at the Capitol Plaza Hotel. The social starts at 1800 and dinner service will start at 1900. The uniform for the Dining Out is mess dress or semi-formal (service coat, white shirt, blue tie/tab, no hat and no nametag.)

Rules of the Grog Reminders:

1. Post yourself in front of the grog bowl facing the President of the mess and then salute President.
2. Do an about face, grab a cup, and fill to the level of prescribed punishment with grog.
3. Do another about face, raise cup and toast "TO THE MESS," then drink the entire contents.
4. Then turn the cup upside-down above your head in full view of the Mess.
5. Do an about face and return the cup to the table. Do another about face, salute the President and return in silence to your seat.

190th ARW Dining Out

Capitol Plaza
1717 SW Topeka Blvd

March 2
2013

**SAVE
THE
DATE**

Featured Speaker
Gen. (Ret.) Richard Myers
Former Chairman of the Joint Chiefs of Staff

**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:



Coyote Heritage

Shown below is the patch unit members would have worn from 1972 to 1974.

During that time, the unit was flying EB-57s, pictured here. This version of the Canberra was packed with the bomb bay mission was of U.S. air de- lations, and then surprise bases by penetrating U.S. air space.



This was to test the ability of the U.S. to defend its borders from outside attacks. In other words, we were the bad guys trying to put one over on the good guys.

Mostly, they won, but every once in a while, there was a very embarrassed active duty pilot with a score to settle. One of our crew chiefs was buzzed by a very low flyover in Alaska once. He asked his pilot what was going on. Pilot's reply, "He's just P.O.'d because we beat him pretty good today."



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

