



COYOTE LOG

Coyotes help keep tradition marching on

By Tech. Sgt. Emily Alley
190th Public Affairs

Several members of the 190th Air Refueling Wing Medical Group and legal office recently followed in the footsteps of their World War II predecessors.

Three teams from the 190th ARW, along with a few participants from Joint Force Headquarters, completed the 26.2 mile annual Bataan Death March in New Mexico.

"After mile 15, you hit a wall. You don't think you can go any further, and you have to dig down inside yourself to keep going," said Tech. Sgt. Ana Tavares from the 190th Medical Group.

As a medic, Tavares found the event historically meaningful. Her team marched with medical kits to treat injuries along the way. Seventy years ago, American military medics did the same. With few, if any, supplies, the medics treated thousands of prisoners of war as they were marched to death in the Philippines.

This year, official medics sat every few miles along the route with food and water stations.

"We took our own medical supplies and treated our blisters," said Tavares. "We were ready to treat others, but in the end it is a competition."

In addition to thousands of other participants, Tavares and her team competed against a group from the 190th ARW's legal office. The two medical teams were jokingly taunted by the legal office, but performed well.

"We beat them!" announced Tavares. "We beat them by an hour and a half!"

"We passed the JAG (Judge Advocate General) at the seven-mile marker," said 1st Lt. Eric Easey, a member of the Medical Group who marched carrying 35 pounds of sand on a "heavy" team.

Both of the medical teams placed within the top finishers of their categories.

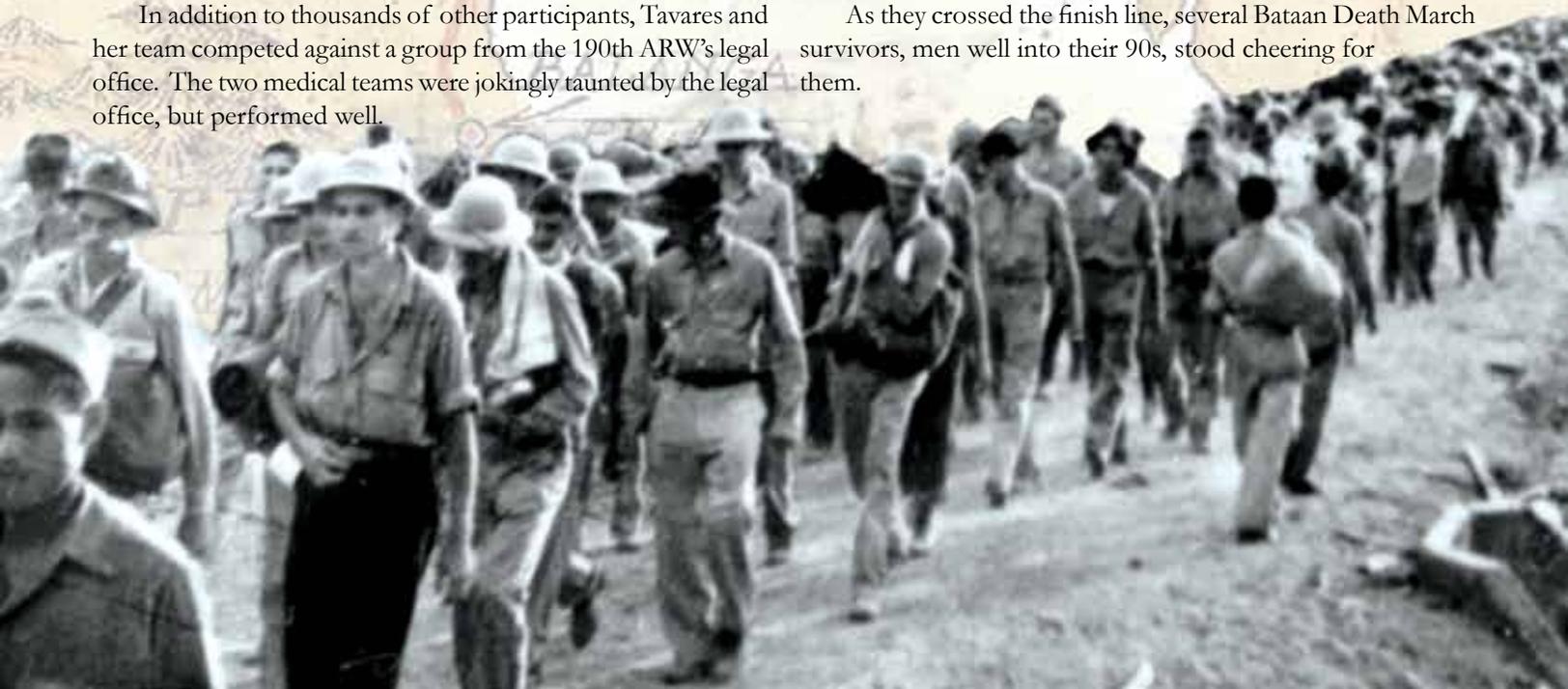
"I'm pretty sure they were on steroids," joked Lt. Col. Jared Maag, Air Force JAG. "We'll be filing a writ to get them tested."

All of the participants found the march to be a tremendous personal challenge. In addition to being a physical and mental accomplishment, completing the course was also a tribute to the military members who served before them.

For example, Maag was inspired to march for his uncle, who was taken as a World War II prisoner of war in the same region of the Pacific.

"I was going to crawl to the end if I had to, or be carried out on a helicopter," he said.

As they crossed the finish line, several Bataan Death March survivors, men well into their 90s, stood cheering for them.



Security America can afford

By Lt. Col. Jarrod Frantz

Commander, 117th Air Refueling Squadron



The growing national debt has both sides of the political aisle taking a close look at what our nation can and can't afford, and rightly so. Everyone has some skin in the game, and while acknowledging cuts are necessary, they hope their interests survive to keep on playing.

Stressful as the uncertainty may be, we are fortunate to represent the best bang for the buck when it comes to the Department of Defense and America's security. However, we do ourselves a disservice if we leave the full burden of promoting our cost effectiveness to senior leaders and elected officials. At the grass roots level, in our homes, neighborhoods and civilian workplaces, we all need to get the word out about what we provide to our community and nation, and the savings we provide the taxpayer.

How often when asked by friends or neighbors about what you do, you reply simply with, "I work out at Forbes"? Unless they continue to inquire, you leave it at that. Whether being humble or simply not wanting to carry on a conversation about "work," which you assume they'll find boring, you sell your importance short.

Likewise, I often hear misinterpretations of what the Air National Guard provides. Comments ranging from, "Don't you all just work one weekend a month, two weeks a year," or "You guys never go anywhere dangerous. I heard you just fly to Hawaii to play golf and Germany to buy beer," and "Why should you get four days of pay for only working two?" The contributions of the 190th in the world are too important to be silenced by humbleness or degraded by misrepresentation.

Next time you get the opportunity, mention that the 190th is the best ANG unit in the nation, proven repeatedly by numerous awards. We've deployed security forces to Iraq and Afghanistan to defend airbases and support detainee operations; medical personnel to man intensive care units in Iraq, and provide medical treatment in rural villages of

Armenia and El Salvador; and stood up temporary hospitals in the wake of Katrina and the Greensburg tornado.

We've sent civil engineers to support reconstruction efforts following the earthquake in Haiti; supplied manpower and equipment to Kansans following devastating ice storms; flew counter drug missions in South America, leading to the seizure of \$130 million worth of illegal drugs in one month; we continue to fly combat missions over Afghanistan 365 days a year; provide emergency medical evacuation of critically-wounded troops from combat zones to hospitals in Europe; and support the local community through STARBASE, blood drives, food drives and charity work. Make sure to emphasize that this was all accomplished voluntarily.

After you share just a fraction of what the 190th has contributed, add that for 6 percent of the Air Force budget, the ANG provides 19 percent of the Air Force's personnel, and 30-40 percent of its fighter, tanker and airlift capability. Be sure to mention that for less than two cents of every dollar spent on defense, the ANG provides 35 percent of the Air Force's capability. And since 75 percent of ANG facilities operate from civilian airports, we have access to \$12 billion in community infrastructure, resulting in 89 ANG wings operating for the same cost as one active duty wing.

The Air National Guard trains in one-quarter the space at one-tenth the cost of an active duty installation. It has the best retention and inspection grades in the Air Force. Air National Guard retirements offer a 90 percent savings over active duty retirement. And thanks to high retention rates, the ANG has the most experienced personnel in the Air Force. Air Guard maintenance personnel average 15 years experience with 50 percent at a 7-plus-skill level. Active duty averages seven years of experience with only 25 percent at or above a 7 level.

We're truly an "as needed" force with roughly 85 percent of the National Guard serving part-time. For the same dollar amount you can have 6.5 qualified traditional ANG members versus one active duty member. In fiscal year 2012, of the 56,000 manpower requests,

volunteers filled 89.5 percent. The list goes on.

The ANG needs a strong voice to compete and survive in the DOD budget-cut arena. Our representatives in Washington fight for what they think is right and for their constituents. Let's do our part to make sure that constituency is well informed, and aware of the enormous contributions of the 190th and what a value we are to the taxpayers. Our long-term survivability could one day depend on their support.

Make sure our sacrifices are accurately represented. It only takes one unfavorable news report of wasteful spending, accurate or not, to have a devastating impact on our credibility. Share your story proudly and accurately with your family, friends, neighbors and civilian co-workers. Visit www.nationalguard.mil/features/ngps for great information on the affordable security the ANG is providing America. And thank you for making the 190th an organization I'm excited and proud to talk about.

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

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What we do: Fuels Systems shop

By Airman 1st Class Sara Beth Piland
190th Public Affairs

The 190th Air Refueling Wing Fuel Systems shop is a critical cog in the machinery of keeping the wing's KC-135s flying and supplying fuel to other aircraft. No gas. No mission.

The fuels shop comprises 13 people working to repair fuel system components of the KC-135. They work in a "feast or famine" situation, where there is no work or seemingly overwhelming amounts of repairs, said Tech. Sgt. Nathaniel Brown, fuels technician.

"We face confined spaces and the certainty of minor scrapes and bruises as we work, but you just get in there and do it anyway," he said.

They work under a constant time crunch - because as long as they are working, the plane is not flying. On a typical day they need to purge, or get rid of the fuel fumes, and take multiple readings to ensure the safety of the Airmen, before using a bubble solution and pressure hose to discover the source of any leaks. In reality, the job they do is much more dangerous, difficult and skilled than the average person might expect.

Working in teams of three, they accomplish the tasks set before them. The

entrant works from the inside, climbing through at least one surprisingly small hole in an effort to reach the necessary area.

Senior Airman Stephan Westermann claimed his favorite part of the job is seeing people's reaction when they realize a human has to fit into such a small space.

Standing outside that hole is the attendant, who relays messages between the entrant and the worker investigating the leak from the outside of the wing. The attendant also watches out for the safety of the entrant, ready to assist should anything happen to harm or endanger him or her. The team is rounded out by the runner who monitors equipment and controls access to the hangar.

"The best thing about fuel systems is working with a team you know you can depend on," said Tech. Sgt. Brandon Hossain. "It is satisfying to complete an intricate, detail-oriented job, especially



on deployment when you know the mission is so important."

Master Sgt. Daniel Mangiaracino said, "Fixing a leak and helping a plane complete its mission is very rewarding, especially knowing that I'm doing a job most people don't want."

The shop is excited at the prospect of a \$1.7 million renovation, which is planned to take place in nine months. The hangar will be upgraded with new, safer hangar doors and greater accessibility to start. This will create an even better work environment for the technicians and traditional workers in fuel systems, said Mangiaracino.

Maintenance Group Outstanding Performers

Airman 1st Class Cody Stallbaumer, Superior Performer award for outstanding academic achievement during tech school and the "Thunderbolt" recognition for fitness score of 90 percent or above.

Staff Sgt. Tyler Vaughn, Distinguished Graduate Award

Airman 1st Class Tyler Pruett, 2A651N 91 percent

Force Support Sustainment Exceptional Performers for the Disney Evaluation

Airman 1st Class Micah Harman, Airman 1st Class Amaury Varquez-Vazquez, Senior Airman Andrew Ginzal, Staff Sgt. Jason Dolan and Tech. Sgt. Danielle Peavler

Tech. Sgt. Peavler also received the "Hennessy Travelers Association 2013 Air National Guard Disney Nominee."

Airmen of the Quarter 2nd Qtr 2013

Airman Category

Senior Airman Camrey Gayer

Noncommissioned Officer Category

Staff Sgt. Erin Oatley

Senior Noncommissioned Officer Category

Master Sgt. Sarah Sell

WANTED KNOWLEDGE OPERATIONS MANAGER

The 190th Operations Group is looking for interested individuals (Airman-Tech. Sgt.) for the Traditional Knowledge Operations Manager position.

3DOX1 Air Force Specialty Code is preferred. Submit current Record of Individual Personnel, resume and passing fitness score by May 3, 2013 to Col. Joel Darbro.

Top Three Council

Submit agenda items to:

President Master Sgt. Dan Mangiaracino or Vice-President Senior Master Sgt. Jessie Wolfe

NEXT MEETING

Sunday, May 5, 1:30 p.m.
Civil Engineering Classroom next to the Base Exchange.

Heritage Series: A tale from a B-17 pilot conclusion

By William Gilliland

190th Wing Historian

The story draws near its end with Capt. Bill Fry and his crew looking for options to land their damaged B-17 bomber. Having completed a bombing run over Germany, the crew now heads for Sweden. Fry was a member of the 117th Tactical Reconnaissance Squadron, which was the predecessor of the 190th Air Refueling Wing.

The aircraft was steadily losing altitude, running on only one fully operational engine.

"I knew we had one thing in our favor - we had enough altitude to turn into distance," Bill wrote.

"While over the Baltic, I instructed the crew to prepare all guns, ammo and anything heavy for jettison overboard, and to also prepare to drop the ball turret, which was very heavy, and keep only the guns and ammo for the upper turret and tail guns since the Jerries loved to attack us from the tail.

"At about 6,000 feet, we encountered a lower cloud deck, so I elected to make 360 degree turns until we broke out over the Baltic. We went lower and lower until we were 400 feet below sea level. At last I spotted some waves, but still no forward visibility practically.

"I asked Chris (the navigator) where he thought we were in relation to the coast and Malmo, a small city at the southern tip of Sweden. Definitely east of Malmo was the reply, so I said, 'We'll find a beach and beach this baby.' No one had ever told me the southern coast of Sweden was cliffs with no beaches. Again, Chris assured me we were east of Malmo, so I turned due west in search of it.

"As I rolled out of the turn, we received a burst of anti-aircraft in front of our nose and off each wing tip. We could not drop our wheels to signify neutrality for we would fall out of the sky, so

I said, 'Open the bomb bay so they can see we have no armament.' Apparently this worked since we received no more ground fire.

"I told the crew to prepare for a crash landing. We were about 200 feet above the ground and almost hedge jumping when one of the crew exclaimed, 'I think I see a runway off the left wing!' Sure enough as I turned to the south, I saw what appeared to be a farm house with a wind sock and a partially snow-covered runway. I made a circling approach to land to the north, and as I tried to slow I realized I was fast - We jettisoned so much equipment and were very low on fuel.



A photo illustration of a restored B-17 bomber. (Illustration by Tech. Sgt. Jake Meyer)

"As I approached the short runway it looked no longer than an aircraft carrier deck. I knew I had one chance to land this baby and no go-around was possible. As I got closer to the runway, I could see at the far end about 50 civilians lined up across the end of the runway, most holding machine guns.

"As I touched down the two main landing gear, pushed the control wheel full forward, and pulled the throttles all the way off, the number one engine burst into flames. I called to Russ (the co-pilot) to give engine number one both fire bottles. He responded quickly as I was making the wheel landing, pumping the brakes. I can still hear the hydraulic pump screaming.

"The engine fire turned to smoke.

And here, lined up across the end of the runway, was about 50 civilians with machine guns, which I just knew I was going to kill several of them, and then they would shoot all of us. Fortunately, as I got close, they scattered, and I managed to ground loop the airplane to a full stop. The dust was flying, and our airplane was smoking.

"We had created some real excitement for these people at what appeared to be a harmless farm house... As we came to a smoking, noisy stop, we all jumped out and were confronted by armed civilians. When I realized we had left George on the floor of the radio room, and that

the airplane could still burn, I pushed the guards aside and jumped back into the airplane. Why the guards did not shoot me I will never know. When they realized we had a bleeding, injured man on the floor of the plane, they immediately assisted in lifting George out of the airplane and onto the ground. Very soon a small ambulance arrived and took George to the hospital.

"After a short interrogation of name, rank and serial number, they decided we were not subversive and later that night we're invited to dinner in the Officers

Dining Room. It became apparent we had landed at a Swedish Army Airfield, of which we had no idea when we first sighted it as it had been well camouflaged.

"During the meal, the officer in charge informed me they had been tracking us as we came across the coast. They had no idea we would spot their airfield since it was so well camouflaged, and the runway was too short for large airplanes. Therefore, it was a surprise when we turned and approached them. We learned later they stored a large explosive supply there.

"The next morning we were awakened by a middle-aged man who spoke very good English. He advised us he would take us for a walk around the area

Family Day provides meal and fun

By Adrienne Dickey

190th Airman & Family Readiness Manager

Family Day will be Friday, May 3, from 3 – 6 p.m. at Going Bonkers. For the price of \$5 per person you will receive two slices of pizza, drink, and your choice of dessert. However, the fun does not stop there. You can also enjoy Going Bonkers' indoor playground. Whether you're two or 102, you can climb, jump, bounce, slide, and weave your way through hours of fun exercise and play. There's even a separate toddler area for the little ones three and under. Kids of all ages can challenge their speed, wit, and gaming expertise on more than 60 arcade games. (Not included in ticket price)

But that is not all. Our Family Day will include a balloon sculptor and face-painting artist. Operation Military Kids will have the birthday rooms set up for all types of hands-on activities including sand art and

other arts and craft projects.

Don't worry, your fun doesn't have to stop at 6. Going Bonkers will allow anyone who has purchased a ticket to remain on site until they close at 10. You must enter by 6 p.m. to enjoy the extra activities.

Tickets will be available at the Dining Facility on Friday, or you may purchase them at the door. We look forward to seeing you at Family Day in May!



if we promised to stay with him. I have no idea where he thought we would go. Hell, we didn't know for sure where we were. As we walked around, I counted seven well-camouflaged anti-aircraft guns. Our guide informed me these guns had been aimed at us throughout our approach and landing. He reminded me that we had come very close to a full attack by their guns, and more so when we landed so fast; they feared we might blow up their ammunition dump, which was camouflaged in the hill at the end of the runway. That was why the armed guards lined up at the end of the runway to stop us, even though they scattered at the last minute for fear of their lives.

"We were later taken to a prisoner of war camp, interrogated and spent the rest of the war interned in Sweden.

George Clark, the man wounded by the flak on our final mission, was taken to a Swedish hospital and received excellent care. However, he did not survive. He was a true and loyal Airman, wounded several times, but never lost his spirit. He always did his job well, and I could really depend on him."

Captain Fry survived the war and returned to Wichita, but never lost his love of flying. Upon reading about a new Air National Guard unit being formed near Wichita, at Hutchinson, Kan., he became

the first man to sign up for the new unit. In fact, Fry was the officer in charge Feb. 23, 1957, on the official first day of the unit's existence. The new commander, Maj. Carl Boggs, was still at Air War College and would not return to the unit until July. In 1969, he retired from the 190th as a Lieutenant Colonel, having served as commander of the 117th along with numerous other positions in the operations section.



Lieutenant Col. Bill Fry from the 190th Air Refueling Wing historical archive.

MOTORCYCLISTS

The annual mandatory rider safety briefing will take place immediately following the May Commander's Call. All riders are welcome to then ride in the Mentorship Ride from 2-4 p.m. To sign up for the ride, please see your motorcycle safety rep.

Mission Support Group
1st Lt. Brunkow, Master Sgt. Sinkhorn

Maintenance Group
Master Sgt. Powelson, Tech. Sgt. Woodman

Operations Group
Chief Master Sgt. Lee,
Senior Master Sgt. Clampitt

Medical Group
Tech. Sgt. Senior

Wing
Master Sgt. Jackman

BASIC RIDER COURSES

BRC2: May 2
Mentorship Ride: May 4
BRC: June 5-7
BRC2: Aug. 1
BRC: Sep. 4-6

—Portrait of an Airman

Airman First Class Brittany Jacobson

Organization: 190th Medical Group

Job Title: Medical Technician

Main Responsibilities: Take height, weight and blood pressure. Perform electrocardiograms and physical fitness testing, and assist in the infection control program.

Education: Nursing student at Kansas University

Civilian Career: Starbucks barista

Military Experience: Three years in the MDG

Hobbies/Activities: Dancing, working out, knitting/crocheting.

Goals/Ambitions: Complete my nursing degree.

Most Memorable 190th Moment: While attending training at Alpena, Mich. in January 2012, I sprained my ankle a few days into our stay. I acquired the nickname hop-a-long. Having to use crutches in the snow was a blast.



MOVE Council promotes readiness through diversity

By Chief Master Sgt. Gary Holliday
190th Human Resource Advisor

Valuing and embracing diversity is directly tied to mission readiness. When we foster an environment that values the contribution of every Airman, and create a workplace in which individuals are unencumbered by traditional barriers, we help ensure all Airmen develop to their full potential.

The Air Force Core Values of Integrity, Service Before Self, and Excellence In All We Do continually point to mutual strength. The core values are much more than minimum standards. The values remind us what it takes to get the mission done, and inspire us to do our very best at all times. It is the common bond among all Airmen in arms, and it is the glue that unifies the Air Force and ties us to the great warriors and public servants of the past.

To help ensure the wing maintains a culture of diversity and inclusion, the 190th Human Resource Office facilitates the Maximizing Opportunities Valuing Everyone council. The MOVE council's emphasis is to work with leadership in carrying out their responsibility to identify barriers in the recruitment and advance-

ment of all Airmen, devise solutions and draft plans to implement solutions.

The council's vision is to ensure current and future 190th members are empowered, not just in the physical dimensions, but also cultural dimensions, socio-economic status, skills and life experiences. One specific focus of the MOVE council is the quarterly Community Diversity Flights, aimed at introducing members of the surrounding communities to the diversity of the 190th, while at the same time allowing them to experience our mission first-hand on a flight.

Other MOVE Council initiatives includes diversity training, 4 Lenses, Student Flight Support and mentoring.

Genuine respect involves viewing another person as an individual of fundamental worth. This means that a person is never judged on the basis of his or her possession of an attribute,

which places him or her in a racial, ethnic, economic or gender-based category.

Working together, valuing and embracing each other's differences, makes each of us stronger and more effective, more satisfied with our work, and will help ensure the mission is successful.

If you would like to be a part of MOVE or Enlisted Force Development Councils, please contact the HRA office.



For Your Information

Appointments/Enlistments

1LT Rudy Belew
Enlistment Date: March 3, 2013

A1C Samantha Ghareeb
Enlistment Date: March 25, 2013

1LT Waylon Jones
Enlistment Date: March 3, 2013

AB Joseph Ramsey
Enlistment Date: March 21, 2013

1LT Adam See
Enlistment Date: March 3, 2013

AB Karlee Stallbaumer
Enlistment Date: February 28, 2013

AB Nathaniel Vice
Enlistment Date: March 1, 2013

A1C Michael Lafferty, AMXS
Enlistment Date: February 12, 2013

TSgt Rachael Boyd
Enlistment Date: February 12, 2013

MSgt Michael Riblett, MDG
Enlistment Date: March 2, 2013

SSgt Emily Forbeck, MDG
Enlistment Date: February 20, 2013

Coyote Grill May 21st Menu

Friday, May 3

Chicken Fried Steak
Beef Cubes
Mashed Potatoes & Gravy
Steamed Rice
Carrots, Corn on the Cob
Salad/Fruit Bar, Rolls & Desserts

Saturday, May 4

Lemon Herb Chicken
Beef Ball Stroganoff
Egg Noodles, Cheesy Potatoes
Peas, Cream Corn
Salad/Fruit Bar, Rolls & Desserts

Sunday, May 5 Cinco De Mayo

Steak, Pork, Chicken
Cilantro Lime Rice
Brown Rice
Black Beans, Pinto Beans
Corn, Fajita Vegetables
Salad/Fruit Bar, Rolls & Desserts

Promotions

Airman

Brandon McKenna, CE
Joshua Gee, SFS



Senior Airman

Lisa Wagner, FSS
Kodi Masarik, CE
Sarah Marsh, OG
Brittany Jacobson, MDG
Chelsea Dennison, MXS
Adam Baker, WF



Staff Sergeant

Donald Ward, CE
Cody Trevino, 117
Christopher Moore, MXS
Tiffany Kubie, LRS
Noe Garza, AMXS
Keri Christian, MDG



Technical Sergeant

Brian Peterson, LRS



Master Sergeant

Nicholas Clair, HQ



1st Lieutenant

Timothy Traynor, HQ
Jarrod Brunkow, CE



Captain

Elisha Jones, FSS



190th vs 184th Golf Tournament

Friday, May 10
Salina Municipal Golf Course

Check in: 8 a.m.
Shotgun Start: 9 a.m.

190th Contact: Troy Abel 720-4926
troy.abel@ang.af.mil

184th Contact Chris Hines 759-7595
christopher.hines@ang.af.mil

\$40 per person
RSVP no later than May 1

CREDIT UNION

\$1,000

SCHOLARSHIP

Awarded for the
2013 Fall semester
Applications available at
the Credit Union or online
at ksagen.com
Applications due
August 31

190th Family Day

is going

BONKERS

\$5 tickets

Adrienne Dickey x4940

Fri. May 3, 3pm-6pm

5515 SW 21st

The Coyote Log
190th ARW Public Affairs
5920 SE Coyote Drive
Forbes Field (ANG)
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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:



Coyote Heritage



This picture from 1961 highlights a few operational changes that have occurred over the years, both in the Air Force and the Air National Guard. Can you guess what's happening here?

Before we answer that question, remember that it was 1961, and the picture was taken on the ramp at Hutchison, Kan. Things were a lot easier to accomplish at an isolated unit, which had control of their own base.

Still can't guess? Well, that is one expensive snow blower that's being used here to clear the ramp.

A couple of other things are going on that would not pass today's standards. Can you guess what they are?



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

