



RED HORSE and Prime BEEF Association Newsletter



FEATURED IN THIS ISSUE:
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**THIS NEWSLETTER IS DEDICATED TO AIR FORCE MILITARY CIVIL ENGINEERS
(REDHORSE and Prime BEEF) PAST, PRESENT AND FUTURE**



PRESIDENT'S STABLE

October 2017



At the 2017 Convention, Board of Directors election, we have new members in some key leadership positions. The first being myself replacing Randy Eckert as the Association, President. Randy has been the person moving the Association forward and we all owe him a large round of thanks. Paul Sattler, Treasure/Secretary, is retiring from the board. He has been holding two key positions for some time. His wealth of knowledge of the Association will be hard to replace. Going forward we have broken the position out, with Jim West taking over the Treasurer's position and Donald Bowker, Sr. moving into the Secretary's job. The other big loss we have is that of Terry Robinson, who has stepped away from being a board member. You will notice I have left Terry on the board e-mail list because I want to be able to go to him as an advisor. I also want to say thanks to all the Board members for a great 2017 convention/reunion.

I want to first call attention to our new name, (RED HORSE and Prime BEEF Association). We have always encouraged Prime BEEF personnel to join our organization and Prime BEEF is on our patch and many of our coins. We just never took that final step and officially included Prime BEEF as part of the Association's official name. The name change also brings us in line with how deployments and contingency operations are now accomplished. This will also bring us into the next stage of RED HORSE history, after the Cold War and beyond, which will be our theme going into the 2019 Convention and Reunion being held in Las Vegas, NV.

Moving forward my most important issue is to work on membership, recruiting new members and getting our delinquent members back into good standing in our Association. At the 2017 Convention there were very few non Viet Nam era members present. Where are all the Desert Storm, Iraq and Afghanistan era Veterans? How do we get these veterans involved?

Include the 2019 Convention and Reunion in Las Vegas in your future plans. Please feel free to contact us about what you would like to include in that convention agenda. Our members have been instrumental in the concept designs for our convention coins; send us your design and thoughts. Other items being looked at is our involvement with the Society of American Military Engineers (SAME) and the USAF Civil Engineers Memorial to be located in the Memorial Park next to the Air Force Museum at Wright Patterson AFB.

My last comments for my first President's Stable are this: I went to the 2017 Convention with the idea of becoming a board member, I was not looking to hold any office at this time and as you see I departed as your new association president. I move forward looking to use the vast knowledge of the tenured board members and the enthusiasm of the new board members. And to all the association members; if you have a question or any ideas to help make us better let me know. My e-mail address is stan.irwin@rhamail.org or call me at 937-750-8799.

Speaking for myself and the Board of Directors, we wish to express our condolences and support to any of our RED HORSE and Prime BEEF Association Members who have been affected by the hurricanes, fires and other tragedies which have occurred during the past few months.

To the Horse and Bull

Stan

Stan Irwin, President,

RED HORSE and Prime BEEF Association



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RED HORSE and Prime BEEF Association General Membership Meeting, 13 September 2017

Convention Chairman Dick Aldinger opened the meeting at 0900 with the pledge of allegiance to the flag, followed by the chairman's welcoming remarks. All current Association Board of Directors in attendance were asked to rise and were introduced.

Chairman Aldinger reviewed the various activities for the week and asked who needed transportation to these events. Since it was raining everyone needing a ride should meet in the front of the hotel under the canopy. Everyone having available seats should go by and pick up people in need of a ride.



Chairman Aldinger gave the following reports: Regarding membership, we need to work on getting more members. The 2016 income and expense report information is in the Spring–Summer 2017 newsletter. The Association Charging Charlie Newsletter is distributed mainly via e-mail and through our website. Black and white copies are mailed to our members who do not have e-mail addresses on file. If you have a family member with an e-mail, please give us that address so we do not have to mail out so many copies by snail mail which will save us money. The next edition will include information about this conference. We continue to look for newsletter articles.

Chairman Aldinger noted that the 50th Anniversary coins were so well accepted at the last convention that more were ordered. They are on sale along with two new coins designed for this year's convention. These coins and other items are available at our store table.

Randy Eckert announced that an attendees list is being finalized and will be available for all on Thursday morning.

Chairman Aldinger opened the meeting for the election of Association Board of Directors. He stated that board members are elected for a four year term with half the board up for election at each convention. The convention booklet has a photo and short bio of; Don Boone, John Burkett, Joe Hajik, Dan Raske, Stanley Irwin and Bill Eves who are already on the list of nominees. He asked if there are any other nominations from the floor; Donald Bowker Sr., David Corbett, Karl Oerter, and Jimmie West were additional nominees. Chairman Aldinger asked if anyone knew of any reason any nominee should not be considered. Chairman Aldinger declared the nominations closed and that all nominees were declared properly elected.

Chairman Aldinger announced to all that plans are moving forward with the 2019 Convention in Las Vegas. He hoped to see all there. He then asked for suggested locations for the 2021 REDHORSE Association convention. The following cities were nominated; Orlando FL, Dayton OH, Washington DC and San Francisco CA. Chairman Aldinger asked for a show of hands vote for each, Wright-Patterson AFB, Dayton OH, home of the Air Force Museum was the winner. Now we are looking for someone from the Dayton area to assist with the leg work for this convention location.

After a short break Director Tony Davit spoke to all about a bylaws review a committee of Directors completed since the last convention. The main thought was to simplify the bylaws but in some areas clarification was needed. The second area of Director Davit's talk was the fact that Prime BEEF personnel are encouraged to join our organization and Prime BEEF is on our patch and many of our coins. We just never took that final step to officially include Prime BEEF as part of the Association's official name. The Association Board of Directors are presenting and recommending these new bylaws to include a name change to the "RED HORSE and Prime BEEF Association". Some discussion followed. Member Terry Robinson made a motion seconded by Member Ray Freivolt to approve the new by laws as recommended by the Association Board of Directors to include the name change. A voice vote was called for and the motion was approved.

Director Davit then turned his attention to a discussion on the Society of American Military Engineers (SAME). They are an organization of engineers from across all branches of the armed forces. There currently is no Association under their umbrella representing Air Force Engineers. At this time we do not know what all this would entail but need to know the direction the Association's membership would like us to go. Member Bill Sims made a motion seconded by member Bill Baker to investigate the pros and cons of accepting this invitation and report back to the membership at our next meeting.

Chairman Aldinger adjourned the business meeting at 1115 hours. Everyone with lunch tickets was invited to join for lunch next door followed by the afternoon's activities.



REUNION / CONVENTION ARTICLES / LEXINGTON, KY

Our tour to BUFFALO TRACE DISTILLERY

Tuesday after lunch at the Hotel about 45 of us headed down the Bourbon Trail toward Louisville KY and our tour of the Buffalo Trace Distillery in Frankfort KY. This distillery has been making fine Kentucky Bourbon for over 200 years. The site has been designated a National Historic Landmark.



Bourbon is made mainly from corn, over 50% of it is officially called corn. We saw where the mash is made and where the barrels are put together and then burnt and charred inside to give it a rich brown color.

We learned about the extended stay that occurs when the White Dog (clear liquid) is put into the barrels and then is taken to the Barrel Warehouse where it will remain until it is ready to put in bottles. The Barrel Warehouse is a unique place where a lot of the "magic" occurs. The White Dog is drawn into the charred wood where it absorbs some of the color and taste from the wood as the temperature changes. Some evaporation occurs in the barrels which is called the Angel's portion. (This is no place to light a match).

Our last stop on the tour was the Tasting Room where we had the opportunity to try offerings including Buffalo Trace Bourbon, Wheatly Vodka and Bourbon Cream. We all tried our favorite. We made a brief stop in the Gift shop to take advantage of the good prices and returned to Lexington.



Visit to the WAVELAND MANSION



Twenty eight of us visited the Waveland Mansion in Lexington for late morning tea and a tour. The history of Waveland began with the Boone and Bryan families. Eventually William Bryan married Daniel Boone's sister, Mary Boone. The estate was about 2,000 acres and area around Lexington was once the home of the biggest hemp and rope producers of the nation. The name Waveland came from the waves that were visible when the wind blew the fields of grain and hemp surrounding the house.

Our hosts were dressed in period attire and greeted us at the door as well as serving tea and providing interesting narratives of the manners of the day and later room by room history of the home and its owners. They also provided a description of the lengthy process, still underway, to showcase original furniture and furnishings provided by descendants of the original owner families.



These ladies served tea on elegant tables and place settings for later provision of delicious biscuits, rolls, "finger" sandwiches, and deserts. Miraculously, we had four "No Shows" who had prepaid for the tea. When asked almost jokingly for a refund, we were later provided with an ample "Doggy Bag" of the assorted "crumpets."

We brought this back to the coffee bar in our assembly room and the crumpets quickly vanished.





Visit to the KENTUCKY HORSE PARK

About 50 of us visited the 2000 Acre Kentucky Horse Park near Lexington, now owned and operated by the State of Kentucky. The 2000 Acres were once part of the adjacent Walnut Hall Farm which produced race winning Standard Bred trotting and pacer horses. Lexington has two famous race tracks. Keeneland for thoroughbred horses with jockeys and the Red Mile for trotters and pacers pulling "sulky's" guided by "Drivers".



The Horse Park has venues for nearly all other horse sports from Cross Country racing against the clock to Steeple Chasing over fences against each other. Both indoor and outdoor Stadium venues for competitions with winners decided by judges are provided. Venues include show jumping, dressage (horse ballet), cross country over fences & water barriers, and even Rodeos.

In addition, we visited venues with a more up close and personal exposure to horses of various breeds. In one small, covered exhibition ring we were introduced to a Triple Crown winner who resided there in retirement and another champion trotting horse who "snorted" into the announcer's microphone on cue. The announcer then said, "Sorry that was unclear, but he is hoarse today."



The large *International Museum of the Horse* began with an exhibit donated by the National Museum of Natural History showcasing the evolution of the horse from first being hunted for food to an incredible history of helping mankind.

And, other exhibits included carriages of all sizes. In addition to such exhibits, a collection of racing trophies taking up several rooms won by the Calumet Farm in Lexington is on display. Many other trophies and memorabilia were also on display. Included was a gift created by Faberge from the Sportsmen and Breeders of Russia to the Patriarch of an American family, Frank Caton. Based on American procedures of breeding, training, equipment updating, and actual racing acumen the Patriarch and family had, over a ten-year period (1893-1903), transformed the trotting horse sport in Czarist Russia.



The gift, shown above right from two Russian princes, two Counts, one German Baron and 40 other horsemen was on loan to the museum from the Patriarch's great grandson, a fellow RED HORSEman and native Lexingtonian in attendance who was on hand to add "color" to the exhibit and other Museum and Horse Park content.

"RED HORSE in Transition, 1968-1991"

Dr. Ronald Hartzler HQ AFCESA Historian, Retired, RED HORSE History



This was an important but often overlooked period in the overall history of RED HORSE. After a successful beginning in Southeast Asia, Air Force leaders recognized the value of the new units. They soon established the 560th at Eglin to train RED HORSE replacements and in 1968 activated the 557th in response to the North Korean seizure of the USS Pueblo. The 557th did some amazing work in South Korea supporting the Combat Fox build-up of forces.



Civil Engineer leaders were instrumental in keeping RED HORSE alive in the early 1970s with the Vietnam draw down of forces. They even established units in the ANG and Reserves. RED HORSE units took on new missions in supporting exercises such as Bright Star and Team Spirit. They also were directly involved in humanitarian missions such as building housing for Vietnamese and Cuban refugees at Eglin and during natural disaster recovery following Hurricanes Agnes, Frederic, and Hugo. One major change during this time was when the 819th moved to REF Wethersfield to support the rapid runway repair mission throughout Europe. In 1990, Air Force civil engineers were ready to respond to a Soviet invasion of Europe. Instead, they responded to Southwest Asia when Iraq invaded Kuwait. Members of the 7319th, 823rd, and 820th RED HORSE units deployed in support of Operation Desert Shield and completed several major projects to enable aircraft to deploy to the region and fly missions. Their biggest accomplishment was teaming with Prime BEEF to build Al Kharj Air Base in just a few weeks. This area of desert became home to 6000 people and 5 aircraft squadrons in just 47 days and showed how what RED HORSE and Prime BEEF could accomplish when working together. Following Operation Desert Storm, RED HORSE even went to Iraq to deny two Iraqi air bases. The work in the Gulf War set up RED HORSE for success throughout the 1990s and after 9/11. Even General Chuck Horner agreed that RED HORSE was one of the most valuable assets he had as USCENTAF commander.

AIR BASE 201 AT AGADEZ, NIGER

By Anthony Davit, Director at Large, RED HORSE Board Member



Five rotations of RED HORSE Engineers from the 823rd, 820th and 819th RED HORSE Squadrons have taken on one of the largest military troop construction efforts in history. AB 201, located near Agadez, Niger, was a blank piece of

desert prior to June of 2016. These RED HORSE Engineers are turning the desert into an operational airfield with a scheduled completion date in 2018 to support AFRICOM and Air Forces Africa.

This \$60Million project will build a Class B runway, all supporting aprons and taxiways, three relocatable hangars and all operational, logistics and support areas, to include all utilities. In addition to all of the airfield and facility construction the teams will harness mother nature by diverting natural drainage around the airfield. This will all be done while contending with 90-

day timelines for surface deliveries, limited airlift resupply and sparse local supplier capability.

This is a monumental effort that would not be possible without the hard work and dedication of these fine men and women that are carrying on the Legacy of RED HORSE. An additional news article on Agadez, Niger is provided on page 12.



AIR FORCE CIVIL ENGINEER MEMORIAL

Bill Sims, Director at Large, RED HORSE Board Member.

During the presentation on the Concept for the AF Memorial Park to be located next to the AF Museum at WPAFB, Ohio, there were requests for information on how to donate. At this point in the development process it is important to



demonstrate interest and support. In other words do we have our career field behind us? To that end we will gratefully accept even \$5-10 donations but hope that you would not be offended, when the approval and final budget is known, to come back to you for an additional donation. And, not that this contribution in and of itself is not important. The "preliminary" donation in the aggregate will greatly help offset our operating costs. Checks may be made payable to the USAF Civil Engineer Memorial Fund and sent to the committee Treasurer: Jim Kasmer, Col USAF (Ret), The Civil Engineer Memorial Fund, P.O. Box 3267, Fairborn, OH 45324.





NEWS ARTICLES

PACAF CONSOLIDATES SILVER FLAG TRAINING TO GUAM

Pacific Air Forces: Story and all photos by Senior Airman Michael Hunsaker, 8th Fighter Wing Public Affairs, published June 28, 2017.

KUNSAN AIR BASE, Republic of Korea, 6/28/2017

Airmen assigned to the 554th Red Horse Squadron from Andersen Air Force Base, Guam, trained members of the 8th Civil Engineering Squadron on airfield damage repair and force bed down June 19-23, as part of Exercise Silver Flag.

During the training, Andersen Airmen educated Kunsan Airmen on airfield damage assessment, minimum operating strip selection, airfield marking, crater repair, expeditionary airfield lighting systems installation and mobile aircraft arresting system installation.

“This will be the final Silver Flag at Kunsan and Osan,” said Chief Master Sgt. Julie Sosa, 554th RHS Silver Flag Exercise Site superintendent. “This means engineers assigned to Korea will have a requirement for them to be current on training through the end of their tour.”

Although this is the final training at Kunsan, Airmen of the 554th RHS ensured those who needed the training were up to speed.

“Civil engineers need to be certified once every three years on the duties this exercise tested,” said Tech. Sgt. Todd Alter, 554th RHS pavements and equipment contingency training NCO in charge. “We are here to give them a recertification week and go through ADR and force bed down training they have been doing already to ensure the job is done right and that everyone has a good understanding of the mission.”



U.S. Air Force Tech. Sgt. Todd Alter, 554th Red Horse Squadron, pavements and equipment contingency training non-commissioned officer in charge, speaks with members of the 8th Civil Engineering Squadron.

The command and control team concluded the training with Exercise Silver Flag, which required members of the CES to plan an expeditionary air base and bed

down an aircraft mission using the planning information learned during the training.

“If an enemy bombs our airfield, we need to actively fix it and get our planes in the air,” said Staff Sgt. James Chenevert, 8th CES pavement and construction supervisor. “We have the ability to defend the base and do what we need to do to take the fight north.”

The planning for the force bed down included base asset familiarization, aircraft parking, fire protection considerations, tent construction, expedient electrical, water and fuel distribution systems and field environmental control which encompass heating, ventilation and air conditioning.



U.S. Air Force Senior Airman Robert McIntosh, 8th Civil Engineering Squadron pavement and construction journeyman, pushes gravel into a crater using a loader at Kunsan Air Base, Republic of Korea, June 23, 2017. The 8th Civil Engineering Squadron participated in airfield damage repair training as part of the final Exercise Silver Flag training held at Kunsan.

Pacific Air Forces will now focus on ensuring Airmen have their 3-year Silver Flag currency, prior to arrival on the Korean Peninsula.

After the training is complete, future civil engineering Airmen will be required to maintain a 36-month Status of Resources and Training System requirement to last through their tour in Korea, which is part of the Prime Base Engineer Emergency Force (Prime BEEF) program. They will complete this requirement through their home station before arriving on the peninsula.

“The training we received is tremendously beneficial,” said Chenevert. “Not one thing was more important than the other because everything we do is important.”

RED HORSE SHAPES 332ND AEW, FUTURE

U.S. Air Force story and all photos by Senior Airman Damon Kasberg, 332nd Air Expeditionary Wing, 07/12/2017.

SOUTHWEST ASIA (Undisclosed Location)

Airmen from the 557th Expeditionary RED HORSE put up a steel frame of a building June 27, 2017, in Southwest Asia. RED HORSE provides self-sustaining engineering operations in assessments,



planning, programming, design, heavy construction and repair capabilities, offering flexible options to theater commanders to leverage mission sets that would otherwise not be available. On a construction site in an undisclosed location in Southwest Asia all five senses are constantly bombarded. The sun scorches every inch of uncovered skin. Gusting winds kick up sand and dirt, making it difficult to see. Deafening machines saturate the air with the smell and taste of fumes.

For members of the 557th Rapid Engineer Deployable Heavy Operational Repair Squadron Engineers, better known as RED HORSE, this is an average day at work.

These Airmen charged with large scale projects, handle some of the toughest construction jobs in the Air Force, inside and outside the wire.

“Our engineers are accomplishing incredible feats by constructing the next 332nd Air Expeditionary Wing operating location,” said Senior Master Sgt. Martin Pitre, 557th RED HORSE superintendent. “Every phase in constructing a pre-engineered building is present on one construction site. This is a rare occurrence when craftsman can engage in all phases of building construction from start to finish.”

In the morning, a convoy arrives to the site. Airmen pile out, grab their gear and get to work. It’s early, but the sun and temperature is quickly rising. By noon, empty water bottles are scattered across the site as Airmen attempt to stay hydrated in the heat.

“You’re just dirty all the time,” said Tech. Sgt. Adam Wright, 557th RED HORSE project manager. “When the wind is out with the heat it feels like you’re in a dryer. Your body gets tired pretty quickly. It can be a challenge, but you have to keep on pressing to get the job done.”

There’s a certain point when the heat is deemed unbearable and unsafe to work outside. It’s at that point when the RED HORSE Airmen are told to call it a day. But everyone knows there’s a schedule to maintain. A handful of Airmen are tasked to work a nightshift, when the temperature drastically changes.

“It’s 65 degrees out here at night, not 110, and that makes everything better,” said Staff Sgt. Shannon Beavin, 557th RED HORSE structural craftsman. “Our leadership gives the project managers’ free reign to get in our hours. Since we can work safely at night, with all the lights and equipment we have, it actually speeds up the operation for us because of the temperature difference.”

With floodlights beaming down, a group of Airmen work into the night, putting up steel frames for what will eventually be a civil engineer shop. It’s one of many structures the squadron is charged with building over

the coming months, enhancing mission capabilities throughout the area of responsibility.

Staff Sgt. Shannon Beavin, 557th Expeditionary RED HORSE structural craftsman, aligns a building structure.

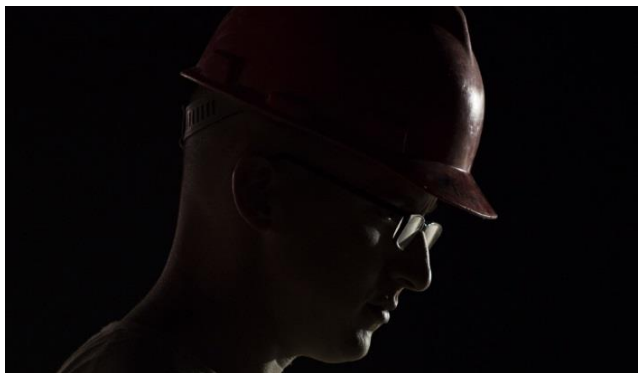


“We’re doing good work,” Beavin said. “We’ll have nine of these buildings complete by the time we’re done with our rotation. Everyone is working hard, they’re all trained up and doing what they’re supposed to be doing.”

Before the first ray of sunlight creeps over the horizon, their shift comes to an end. The sound of machinery whines down and lights shut off. The once illuminated scene is pitch-black as the Airmen put the construction site behind them. They return to their living areas covered head to toe in a fine layer of dirt, sand and concrete. While this may be an average day for the Airmen of the 557th RED HORSE, it’s the future for the men and women of the 332nd AEW.



Airmen assigned to the 557th Expeditionary RED HORSE work on a construction site. RED HORSE provides self-sustaining engineering operations in assessments, planning, programming, design, heavy construction and repair capabilities, offering flexible options to theater commanders to leverage mission sets that would otherwise not be available.



Senior Airman Zachary Miller, structural journeyman, works on a construction site.



Staff Sgt. Jason Kaza, structural craftsman, wipes sweat from his face.



Tech. Sgt. Derek Miller, heating ventilation air conditioning craftsman, left, and Staff Sgt. Shannon Beavin structural craftsman, set up the structural frame of a building face.



Senior Airman Adrean Mitchell, heavy equipment journeyman, operates a bulldozer June 27, 2017, in Southwest Asia.



Staff Sgt. Jackie Timmons, structural craftsman, adjusts a laser level to ensure construction is started on the proper elevation June 27, 2017, in Southwest Asia.

819th, 219th RHS CELEBRATE 20th ANNIVERSARY

U.S. Air Force photos and story by Airman 1st Class Daniel Brosam, 341st Missile Wing Public Affairs.

Malmstrom Air Force Base, MT, 07/21/2017

Airmen from the 819th and 219th RED HORSE Squadrons celebrated the squadrons' activation July 20, 2017, at Malmstrom Air Force Base, their 20th anniversary since activation in 1997.

More than 100 Airmen, past and present, joined together for a lunch to reminisce and share their experiences while working in the squadrons.



Current and former Airmen from the 819th and 219th RED HORSE Squadrons pose for a photo. More than 100 Airmen, past and present, joined together for a lunch to reminisce.

RED HORSE squadrons provide the Air Force with a highly mobile civil engineering response force to support contingency and special operations worldwide.

They are a self-sufficient mobile squadron capable of rapid response and independent operations in remote, harsh environments. They provide heavy repair capability and construction support when requirements exceed normal base civil engineer capabilities and where Army engineer support is not readily available.

Of the 17 total RED HORSE squadrons, the integration of the Montana Air National Guard 219th RHS with the active duty 819th RHS resulted in the first associate RED HORSE unit of its kind.



Retired Col. Gary Shick, first commander of the 219th RED HORSE Squadron, speaks during the 20th anniversary of the squadrons' activation July 20, 2017, at Malmstrom Air Force Base, Mont.



“I think the success of the unit’s stand up is based upon those individuals who demonstrated a capacity for dismissing difficulty and focusing on the RED HORSE legacy of ‘can do, will do,’” said retired Col. Gary Shick, first commander of the 219th RHS. “We at all levels should never underestimate what determination, common sense and improvisation can achieve.”

Retired Master Sgt. Thomas Lehotsky, from the 819th RHS utility section, said for him the occasion is all about reuniting with people he has not seen in a very long time.

“I was stationed with some of these guys back in the early 1980s so it’s really nice to see them again,” Lehotsky said. Lehotsky also said although the years and the people have changed, the pride the Airmen display has not changed since the time he served. “I think this unit had a lot of pride when I was in, and I can still see the pride today,” Lehotsky said.



Retired Col. Gary Shick, left, first commander of the 219th RED HORSE Squadron, Col. Jose Rivera, 819th RED HORSE Squadron commander, center, and Col. Rusty Vaira, current 219th RHS commander, sit during the 20th anniversary of the squadrons’ activations. The commanders each shared words with the audience in attendance and asked them to share their stories with one another.

AIR BASE 201 AT AGADEZ MOVES FOR FLEXIT

Story and photos by Staff Sgt. Joshua Dewberry, 435th Air Expeditionary Wing.

AGADEZ, NIGER, 09/27/2017

Airmen deploy around the world, getting the mission done day in and day out. However, few will get the chance to see their base being built from the ground up.

Even fewer will move it themselves. These special few include the men and women of the 724th Expeditionary Air Base Squadron in Agadez, Niger, participating in what is locally known as “FLEXIT,” short for “Flintlock Exit.”



Airmen from the 724th Expeditionary Air Base Squadron take down tents from the old base to move to a new location.

“Our host nation was kind enough to let us set up a temporary base next to their local military basic training site while we established our base, eventually building up a flight line for air operations,” 1st Lt. Danielle Tabb, Civil Engineer Flight commander and base civil engineer said. “This move gives us more room to effectively work in a deployed environment, while still helping the Forces Armées Nigeriennes (FAN) build up their national defense.”

The uniqueness of this base is shared by few locations under Air Force control. While nearby terrorist cells and human smuggling are an ongoing threat, the remote location makes daily operations a task unto themselves.

“Logistics are the biggest challenges by far,” Maj. Carsten Stahr, 724th EABS director of operations said. “We’re in the Sahel (the zone of transition in Africa between the Sahara to the north and the Sudanian Savanna to the south), so we deal with anything from daily temperatures over 100 degrees, long shipping times for supplies, little to no infrastructure nearby, malaria, etc.”

Inclement weather is also a factor. Thunder and dust storms can delay operations when they do happen.

“Our equipment wasn’t built for this environment, so daily maintenance and monitoring is a must,” Tabb said. “This is a tough environment to work in, but we all still have a job to do and we do it well. If it’s hard for us to work out here even with all our equipment, imagine how difficult it is for the locals who don’t have very much.”

Members from every unit, whether it is fire fighters, HVAC, finance or the medical section, pitch in to help tear down and rebuild equipment and quarters in the new base location.

However, the state of affairs for the people of Niger has also been slowly improving. Even though Niger has one of the poorest economies in Africa, the presence of U.S. service members brings an increase of quality of life to the local population.



"We help the people improve their own lives by getting involved in a number of ways," Stahr said. "We help train their recruits going through their basic military training, hosting bazaars for local vendors, teaching hygiene classes for better health and wellness, and so on."

Airmen, to include the 724th EABS and 31st Expeditionary RED HORSE Squadron, and mission partners from the U.S. Army's Military Police and the U.S. Navy's Seabees work together to build up what is projected to be the biggest military labor troop project in U.S. Air Force history.



The move to the bigger base is called "FLEXIT". Being located in this deployed environment requires temporary housing in lieu of traditional infrastructure.

"We're in the very early stages right now of establishing a presence in the area, but one day this once empty desert will be a fully functioning flight line," Tabb said.

Until a flight line is built, the host nation allows the Air Force to use the local airport to import supplies and equipment.

"We're building a good relationship with the people of Niger," Stahr said. "We want to be good stewards of the land and help the locals improve their lives, while better understanding each other, even if we come from different parts of the world. Niger is a steadfast ally of the U.S. and we work with the people here every day to fight back against terrorism wherever it hides."

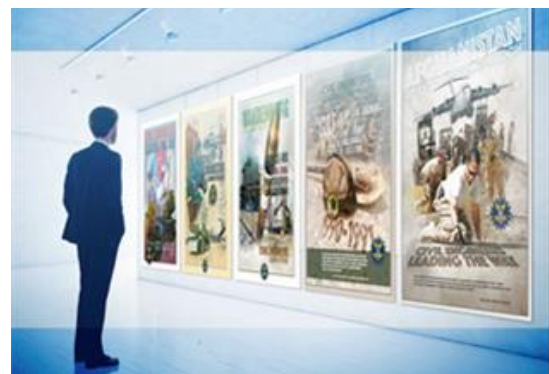
Cherokee Nation Technology Solutions, Helping Highlight 70 Years of Air Force Civil Engineering Heritage

TULSA – In honor of the United States Air Force's past seven decades of service, Cherokee Nation Technology Solutions (CNTS) recently partnered with the Air Force Civil Engineer Center to honor its branch's contributions to civil engineering.

The effort is part of a broader Air Force anniversary campaign to highlight multiple generations of Airmen and their service to our country.

"Civil engineers have been positioning the Air Force to fly, fight and win for 70 years," said John Hansen, CNTS operations general manager. "We are honored to have the opportunity to help showcase their achievements and heritage through our support of AFCEC's '70 Years of Civil Engineers Leading the Way' campaign."

Cherokee Nation Technology Solutions, formed in 2008, provides technical support services and project support personnel to its defense and civilian agency partners. CNTS, a company within the consulting sector of Cherokee Nation Businesses, designed commemorative posters, artwork and web pages highlighting significant eras in Air Force civil engineering history.



The campaign highlights airfield support for the Korean conflict, establishment of highly mobile, heavy-construction squadrons known as RED HORSE, construction of the Vandenberg Space Launch Complex and support for the Gulf and Afghanistan wars.

The civil engineer posters are available through AFCEC for use by Air Force installations around the world.

<http://www.afcec.af.mil/News/Featured-Topics/70th-Anniversary/70th-Resources/>

CNTS is headquartered in Tulsa, Oklahoma, and is part of the Cherokee Nation Businesses family of companies. For more information, please visit www.cherokee-cnts.com.

Montana Air National Guard Leaves for Puerto Rico.

By David Sherman - MTN News, Posted 10/11/2017, Photo by Air National Guard

Twenty-six members of the Montana Air National Guard's 219th RED HORSE Squadron deployed to Puerto Rico to assist with Hurricane Maria relief efforts Oct. 11, 2017. There are 13,420 US military personnel in Puerto Rico and the US Virgin Islands providing relief from Hurricane Maria, which hit the islands on Sept. 20.



The heavy construction specialists will use their experience working with the squadron's Disaster Relief Bed-down Set (DRBS) to operate and maintain a similar system located at a tent city near the capital city of San Juan.

A press release from the MT ANG says that during a natural disaster the DRBS system provides shelter and services to emergency responders. The 26 deployed airmen will also provide power generation and water purification for more than 300 emergency personnel working from the location.

The 219th RHS has a DRBS assigned to the unit and its members have trained extensively with the system.

219th RHS leadership thanked the airmen who accepted the short-notice mission, and their families and employers for allowing them to respond and provide assistance during a critical time of need.

The deployment to Puerto Rico is scheduled to last 30 days.

ANG PRIME POWER to Deploy to Puerto Rico.

By Tech Sgt. Daniel Heaton, 156th Airlift Wing. Air National Guard photo by Tech. Sgt. Danielle Hopkins, 118th Wing, Tennessee ANG. Posted 10/12/2017 through DVIDS.

The creation of a "PRIME Power" package in the Air National Guard is paying dividends in Puerto Rico in the aftermath of Hurricanes Maria and Irma, which slammed into the island in September.

One of the PRIME Power teams is in Puerto Rico, supporting operations at Muniz Air National Guard Base near San Juan. The other is on the island of St. Thomas in the U.S. Virgin Islands, supporting operations there. The hurricane response is the first operational use of a PRIME Power unit and Major Nathan Smith, officer in charge of the team in Puerto Rico, said the team's operations "have been very successful for certain."

The PRIME Power team is a relatively new equipment package established in two Air National Guard units

over the last three years, made up primarily of electricians and power generations specialists in existing Civil Engineer Squadrons in the Tennessee and New Mexico Air National Guards.

"This package was made for this kind of work," said Master Sgt. Joe Hagan, the superintendent of the PRIME Power team from the 118th Wing, Tennessee Air National Guard.



Prime Power equipment from the 118th Civil Engineer Squadron (CES) waits on the tarmac at Berry Field Air National Guard Base, Nashville Tenn. on Oct 3, 2017. The 118th CES will deploy to provide stable power generation to support disaster relief emergency operations in Puerto Rico.

Across Puerto Rico, several weeks after Maria hit the island, power service is non-existent to almost 80 percent of the island. The use of power generators is critical to allowing the Air National Guard mission of supporting hurricane relief operations to continue.

In Puerto Rico, the PRIME Power team is augmenting the manpower and equipment available from the Puerto Rico Air National Guard's 156th Civil Engineer Squadron to keep the PRANG operational at Muniz.

"This is the kind of mission you want to be a part of, helping our own fellow citizens in need," said Master Sgt. Wade Crick, a member of the 118th team. "The Puerto Rico Airmen have just been great to work with and we're proud to be able to be part of this mission."

On the Virgin Islands, the PRIME Power team from New Mexico's 210th Red Horse Squadron is integrated with the full range of Civil Engineer squadron functions, such as construction and building repair, road work and other related activities.



Airmen of the 118th Prime Power flight, work on a generator at Muniz Air National Guard Base, Puerto Rico, Oct. 11.



STABLE NOTES:

- New Articles are always needed: Please send articles concerning RED HORSE and Prime BEEF including photos to Dick Aldinger at famdinger@aol.com or mail to Dick Aldinger, 4088 Floralwood Ct., Orlando, FL 32812.
- New Name Change: RED HORSE and Prime BEEF Association
- RED HORSE and Prime BEEF Association Website: www.rhassn.us
- RED HORSE and Prime BEEF Association New Mailing Address: P.O Box 572, Bristol, Tenn. 37621
- Special Note: Please add this newsletter to your Squadron Facebook page or distribute through other social media.
- RED HORSE and Prime BEEF Association Membership
You can join the REDHORSE / Prime BEEF Association for a mere \$10 for the first year. Have you considered becoming a Life Member? For most of us "old timers" (66 or over) the cost is only \$125 and you are finished paying dues for life. You help us too in that we do not have to send you reminders for dues and you do not have to worry about them ever again". This is one way that you can keep in touch with what is going on with USAF Civil Engineering Military Engineers today whether it be RED HORSE or Prime BEEF; see page 15 for detailed information and Application Form; send to 208 W City Dam Road, Corbin, KY 40701.
- Life Pins: We have just received a new supply of Life Pins. If you are a life member and haven't received your pin by December 1st, please let us know.
- Convention Sponsors.
We want to recognize and thank our Convention Sponsors one more time. At a time when we do everything possible to keep our registration fees low we sometimes have additional expenses that occur such as Banquet Dinners for the AFROTC Color Guard. In addition, the Scholarship Fund gets 50% of every donation, so many thanks for your support.

GOLD SPONSORS

- Bill Sims – 554th Emeritus
- John Burkett, 554th and 819th
- Gilbert Oliver, 554th Emeritus
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- Palmetto State Utility Services and Thomas Quasney
- Donald Siegel, CES Beale AFB Prime BEEF

SILVER SPONSORS

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- Dan Raske, 554th & 555th
- Dick Aldinger, 556th, 26th, and 325th CES Prime BEEF

9. 50th Anniversary Commemorative Coins and 2017 Convention Coins

Commemorative coins were produced in 2015 to honor the 50th Anniversary Celebration of Prime BEEF and RED HORSE. The 2017 coins were developed for the 2017 Convention. These coins are still available and can be ordered on-line through the REDHORSE Association website at www.rhassn.us, RHA Store, Coins/Pins. The 2015 coins are priced at \$12.00 each or \$22.00 for the set. The 2017 coins, slightly smaller than the 2015 coins, are priced at \$10.00 each or \$19.00 for the set. Although anyone can look in the online store only RH and PB Association members can place an order.

2015 Coin #1



2015 Coin #2



2017 Coin #1



2017 Coin #2



RED HORSE and Prime Beef Association
208 W City Dam Road, Corbin, KY 40701, 606-524-0520
donald.bowker@rhamail.org / www.rhassn.us

Regular or Life Membership: Open to all military members who are or have served in the USAF Civil Engineer field, which includes the ACTIVE, AFRC, and ANG units, or their predecessor service; Aviation Engineer Force and SCARWAF Engineer Force.

Affiliate Membership: Spouses, children, parents or guardians of those persons, who are or were members eligible for membership, shall be eligible.

Associate Membership: Those persons, who do not qualify for regular membership, but have an interest in RED HORSE or Prime BEEF, may be considered for Associate Membership.

Please provide the following contact information:

Name: _____ Title: _____
Street address: _____
Address (cont.): _____
City: _____ State: _____ Zip: _____
Country: _____
Phone: _____ Home Phone: _____ Cell Phone: _____
E-mail: _____
Referred by: _____

Please indicate your Unit(s) assigned. Include month and year.

Unit _____ From ___/___ To ___/___ Base _____ Combat tour ___
Unit _____ From ___/___ To ___/___ Base _____ Combat tour ___
Unit _____ From ___/___ To ___/___ Base _____ Combat tour ___
Unit _____ From ___/___ To ___/___ Base _____ Combat tour ___
Unit _____ From ___/___ To ___/___ Base _____ Combat tour ___
Unit _____ From ___/___ To ___/___ Base _____ Combat tour ___
Unit _____ From ___/___ To ___/___ Base _____ Combat tour ___

Please indicate your war era service. (For IRS tax exemption purposes)

___ I was not active military during any war era listed below
___ Apr 06, 1917 to Nov 11, 1918 (World War I)
___ Dec 07, 1941 to Dec 31, 1946 (World War II)
___ Jun 25, 1950 to Jan 31, 1955 (Korean War)
___ Feb 28, 1961 to May 7, 1975 (Vietnam War)
___ Aug 24, 1982 to July 31, 1984 (Lebanon/Grenada)
___ Dec 20, 1989 to Jan 31, 1990 (Panama)
___ Aug 02, 1990 to today (Gulf War/War on Terrorism)

Please indicate the membership or renewal level

___ Regular Membership, Initiation Year \$10
___ Regular Membership, Renewal \$20
___ Affiliate Membership (Dues will be equal to the sponsoring member)
___ Current Active Duty, Initiation Year \$10
___ Current Active Duty, Renewal \$10
___ Life Membership (please use the schedule at the right) \$ _____
___ Renewal to Life Membership, (please use the schedule at the right) \$ _____
I would like to be considered for Associate Membership in the REDHORSE Association
___ Associate Membership, Initiation Year \$20
I would like to renew my Associate Membership in the REDHORSE Association
___ Associate Membership, Renewal \$20

DUES

Regular Membership dues are \$20 per year, except that the initiation year is set at \$10.

Associate Membership dues are \$20 per year.

Active military member dues are \$10 per year as long as they remain active in the military.

Life Memberships:
Age 45 and under - \$250
Age 46 to 55- \$215
Age 56 to 65 - \$180
Age 66 and above - \$125

Applications received on or after August 1st will be credited to the next full year.

Please include your check or money order and mail to the address above.

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