

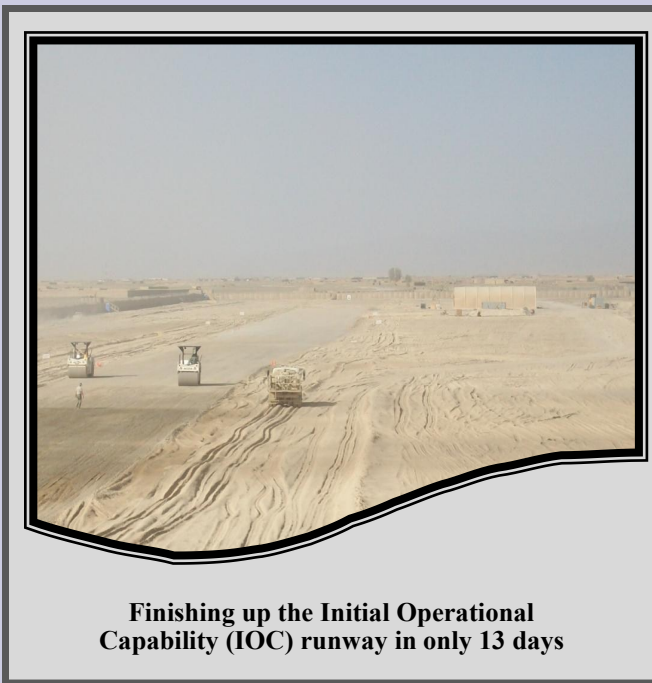


Spring-Summer 2012



"THE CHARGING CHARLIE" Prime BEEF and RED HORSE Newsletter

*This newsletter is dedicated to Air Force Civil Engineering Combat Engineers
(Prime BEEF and RED HORSE) past, present and future.*



Finishing up the Initial Operational Capability (IOC) runway in only 13 days

RED HORSE Leading the Way
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Tilling operations underway to cement-stabilize the runway



HORSEMEN of the 809th ERHS spreading cement prior to stabilizing the Full Operational Capability (FOC) runway

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RED HORSE Leading the Way

Capt Donnie Horn

809th Expeditionary RED HORSE Squadron

Director of Operations and Site OIC

Airmen from the 809th Expeditionary RED HORSE Squadron deployed to Afghanistan recently proved again why this premier military engineering and construction unit is routinely called upon by joint commanders to take on high visibility, time sensitive construction projects.

Spanning a period of less than 45 days, the unit constructed two runways at a forward operating base in southern Afghanistan. Eighteen Airmen comprised of pavements and construction equipment operators, vehicle maintainers, structures, power production and engineering technicians were sent to the base with a battery of heavy equipment to take on the tasking.

The plot of land identified for the airfield was just outside of the FOB perimeter berm and required extensive work before it was capable of handling any aircraft. Time was of the essence with this project, as leadership from the 525th Battlefield Surveillance Brigade wanted the airfield operational in time to support an anticipated uptick in Taliban-led violence in the area. The 809 ERHS teamed with Seabees from Naval Mobile Construction Battalion 26, deployed out of Selfridge Air National Guard Base near Mt. Clemons, Michigan, to take on the task. The units worked to develop a plan to complete Level II demining, extend the base perimeter to encompass the airfield and construct the runway. Implementation of all of the steps to complete this plan proved to take some time, especially the demining. But RED HORSE was finally given the green light to begin construction May 18.

The first key task of the runway construction was approval of the construction plans. Because of lead time associated with procurement of more than 1 million pounds of cement, construction of a cement-stabilized runway was not going to meet the operational timelines requested by the user. The team developed a plan to construct two parallel runways, the first which could be done expediently with materials found on site and the second to provide the more durable, weather-resistant, longer lasting surface the user required. RED HORSE equipment operators immediately got to work leveling out the 1.5 million square-foot site. Anyone that has done horizontal work in southern Afghanistan knows that as soon as a blade is put in the ground, it turns to “moon dust” and that was exactly the condition with which we had to deal. There are two requirements to compact moon dust: water and time, neither of which was readily available. The austere base was critically low on water but was able to support with a combination of grey and non-potable water.

Once the 3,000-foot long runway was leveled, graded and compacted, project leadership and the user’s representative decided that the runway surface was still too inconsistent to support the airframe they intended to use it for. The fear was that, on landing, a tire would hit a pocket of soft material or break through the top crust, causing the aircraft to veer off the runway or tumble nose-over-tail.

Over the next twenty hours, RED HORSE Airmen pulled 2,000 cubic yards of material out of a “borrow pit” they established, spread it across the runway and watered, compacted and final graded the material to provide a much-improved surface, able to support operations. In order to declare the airfield operational, a hanger also had to be constructed. Scheduling concrete deliveries proved to be a problem, so the team set up the hanger in a temporary location until the concrete issues were worked out and the hanger moved.

In only thirteen days, these Airmen turned a field that had recently been chewed up during mine clearing into an operational airfield that could support aircraft operations. However, to be fully mission capable, the second, cement-stabilized runway needed to be completed. The site of the second runway was quickly surveyed, rough graded and 7,000 cubic meters of base course were placed and graded out to await stabilization. Cement-stabilization on this large of a scale was no small undertaking. The team broke almost 11,000 110-pound bags of cement, spread it over the 3,000’ runway with rakes and shovels then blended it with the base course and water using a rotary tiller. It was then graded and rolled until proper compaction was achieved and an acceptable surface developed. By the last week of June, the cement-stabilized runway was completed and full operational capability was declared. No other team could have pulled this off.

Two weeks after the work was complete, members of the construction team convoyed back to the FOB to pick up the equipment.

The Airmen working on this project came from four different units: 823d RED HORSE Squadron out of Hurlburt Field, Fla.; 673d Logistics Readiness Squadron from Joint Base Elmendorf-Richardson, Alaska; 202d RED HORSE Squadron (ANG) from Camp Blanding, Fla.; and 203d RED HORSE Squadron (ANG) from Virginia Beach, Va. Operating as a single team, vehicle maintainers ran equipment, equipment operators assisted with surveying, and engineering assistants swung hammers. Everyone worked outside of their expertise and epitomized the RED HORSE motto of “Can Do, Will Do, Have Done.” Material delays, shortages of construction water and almost constant dust storms couldn’t hold back the “*Horsemen*” of the 809th Expeditionary RED HORSE Squadron.

Prime BEEF deploys to support OEF

Staff Sgt. Kristen Duus,
1st AD Public Affairs:

More than 160 Airmen from around the world deployed from Fort Bliss Feb. 12. The Airmen, some who came as far as Ramstein, Germany, spent three weeks training here before heading to Afghanistan on a six-month tour.

The newly combined unit, now called Prime Base Engineer Emergency Force, or Prime BEEF, is a team of rapidly deployable, specialized engineer units. They provide a full range of engineer support to establish, operate and maintain contingency airbases. These deployed Airmen will be responding to whatever mission is required, including projects in local Afghan communities.

“About half of these Airmen have deployed at least twice,” said Tech. Sgt. Felisha Boyd, an Air Force liaison here. “They will be going to various locations to complete different engineering tasks.”

Senior Airman Christopher Munro is coming from the 141st Civil Engineer Squadron, Fairchild Air Force Base, Wash. He’s part of the other half – deploying for the first time.

“I’m pretty excited for this deployment,” said Munro, a water and fuels maintainer. “I’m looking forward to meeting new people and a new place. I want to help make Afghanistan better; giving people something they’ve never had before.”

Airman Anton Smith, a power production specialist from the 786th CES, Ramstein, Germany, shares the enthusiasm of Munro.

“This is a really good chance to learn more about my career field,” said Smith. “I’m a little nervous, but also anxious to do my job. I’m a power production specialist, so I help provide electricity to everything. Nobody knows who we are until the power goes out.”

The Airmen came to Fort Bliss to come together as a new unit and get realistic training that they will be able to use while deployed.

Lt. Col. Michael Nester also came from the 141st CES. He was the base civil engineer, but will now play the role of Prime BEEF squadron commander while deployed.

“We were here training at Fort Bliss for 19 days,” said Nester. “We did a lot of combat-skills training. The scenarios were different than the type of Air Force training we’re accustomed to. It was a lot more dynamic and realistic.”

“We learned a lot about the fundamentals of patrol through real and continuous training,” Nester added. “We practiced a lot of new tactics, techniques and procedures that our guys are going to see while deployed. That’s something we normally don’t see as civil engineers.”

Lt. Col. Jeff Hamm is part of the cadre of 602nd Training Group that trained the Prime BEEF team.

“While highly qualified in their primary engineering specialties, the Airmen are not normally trained to perform duties ‘outside the wire,’” said Hamm. “That’s what brought them to Fort Bliss, where they received training from the 5th Armored Brigade. They fully qualified the Airmen on combat-related tasks to satisfy their joint expeditionary tasking.”

“Our mission as the Prime BEEF squadron in Afghanistan,” said Nester, “will be light construction, repairs and to get out and improve the quality of life.”



The Airmen of Prime Base Engineer Emergency Force, or Prime BEEF, eat one of their final meals stateside Feb. 12 before deploying to Afghanistan. More than 160 Airmen are deploying from Biggs Army Airfield here in support of Operation Enduring Freedom. Photo by Staff Sgt. Kristen Duus, 1st AD Public Affairs

Treasurers Report

REDHORSE

Association

Prepared 4/30/2012

Cash on Hand

Checking: \$115.07

Savings: \$1,347.16

Scholarship/Morale Fund: \$1,321.27

Profit & Loss, this quarter-to-date

Total Income: \$512.50

Total Expenses: \$117.13

Net Income: \$395.37

Prepared by Paul Sattler

Paul Sattler

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Prime BEEF to the rescue

Article from Air Force Association Daily Report

C-17 Damaged in
Afghanistan:

A joint-service and
civilian team
reopened the airstrip
at Forward
Operating Base
Shank

in Logar province in
eastern Afghanistan, moving a C-17 damaged in a recent
landing mishap.



"As soon as the aircraft overran the runway, we were
looking at planning and how to recover the aircraft," said
Maj. Mel Ibarreta, 777th Expeditionary Prime Base
Engineer Emergency Force Squadron commander at FOB
Shank, in an Army release on April 23.

Touching down in foul weather, the C-17, assigned to the
437th Airlift Wing at JB Charleston, S.C., severely
damaged its undercarriage, rendering it immobile,
according to the release.

After consultation with manufacturer Boeing, the
engineering team prepped the aircraft to move it to a
suitable repair pad. The team towed the C-17 more than a
mile over a specially constructed "bridge" to prevent the
massive airlifter from sinking into the soil. "We're really
proud of having successfully moved the aircraft . . . as well
as getting a C-17 back into the fleet," said FOB commander
Army Lt. Col. Gilbert Mestler.

(Logar report by Army Sgt. Victor Everhart)

**Attention members: If you want to read the
newsletter in larger print and in color go to the
following site:**

<http://rhasn.us./pdf/spring-summer 2012.pdf>.

**By doing so you will save the *RED HORSE*
Association money and see a better product. If
you are have any trouble please let Paul Sattler
or me know. Both our e-mails are within the
newsletter./ Many thanks to Randy Eckert
for" taking charge" of the mailing/
Dick Aldinger**



'Red Horse' Airmen deploy to support the fight

Spc. Melissa C. Parrish,
Headquarters, 1st AD:

With new uniforms and some Army training behind them, more than 150 "Red Horse" Air National Guardsmen, from Guam and Jacksonville, Fla., set out on their journey to Afghanistan from Fort Bliss in the early hours of the morning March 28.

The Red Horse squadrons trained at McGregor Range, N.M., for several weeks before they set out to complete their mission downrange. They will provide the Air National Guard and the Air Force with a mobile construction and engineering response force in support of worldwide operations.

"Our primary mission will be to get equipment out of Afghanistan," said Air Force Col. Jack Pashal, a civil engineer officer with the Red Horse squadron out of Jacksonville, Fla. "We will also be in charge of construction projects in Qatar and Bagram ... These Airmen will be splitting up and going out to support units in many different locations. We are there to provide support, relieve others and allow them to go home."

Pashal's son is an Airman who is currently deployed to Afghanistan and he hopes to see him while he is deployed.

"If I am lucky enough to be in the same place as he is that would be great," said Pashal.

Newly married Red Horse Airman Thomas Ricketts, a 22-year-old heavy equipment operator from Florida, is on his second deployment and said he is ready to complete the mission and come back home to his wife.

"I've been deployed most of our marriage so it will be nice to finish the mission and get back to her," said Ricketts.

Master Sgt. Tommy Rivera, an electrical civil engineer out of Guam, is looking forward to gaining more job experience while deployed. "This is my second deployment, but my first time in Afghanistan," said Rivera.

"The training we received here was awesome, and I feel very prepared for what we are about to experience," said Rivera. "We received combat lifesaver training, weapons training and so much more. I am looking forward to completing the mission and relieving those before me."



Air Force Col. Jack Pashal, a civil engineer officer with the "Red Horse" squadron out of Jacksonville, Fla., gives the unit a quick briefing before they head to Afghanistan for their six-month deployment. The Red Horse unit will be replacing other Airmen and providing support for worldwide operations. Photo by pc. Melissa C. Parrish, Headquarters, 1st AD.

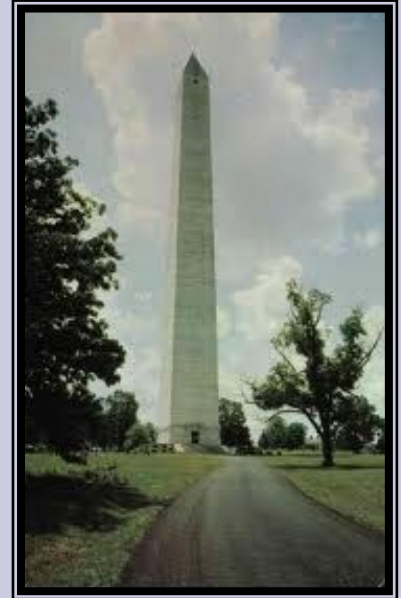


(Top right) Air Force Col. Jack Pashal, a civil engineer officer with the "Red Horse" squadron out of Jacksonville, Fla., gives the unit a quick briefing before they head to Afghanistan for their six-month deployment. The Red Horse unit will be replacing other Airmen and providing support for worldwide operations. (Right) "Red Horse" Airman Thomas Ricketts, a 22-year-old heavy equipment operator, shakes hands on his way to the plane before heading to Afghanistan. Photo by pc. Melissa C. Parrish, Headquarters, 1st AD.



Mark your calendar for Sept 22 thru 26, 2013. This is one **RED HORSE** Reunion you do not want to miss . Charlie Hogan our dynamite on-site coordinator has a host of great activities lined up including:

1. Tour of Corvette Factory
2. Golf
3. Events for the spouses



It has been one hundred forty-seven (147) years since the end of the Great Civil War in America. Some refer to it as the war between the states, others call it the, "LATE UNPLEASANTNESS," and other names are used but it has never been called, "THE FORGOTTEN WAR." Southcentral Kentucky was a war zone but received very little press coverage. General John Hunt Morgan was well known in this area. The cities of Bowling Green, Glasgow, Park City, Rowletts.

Bonnieville, Cave City and Elizabethtown have Historical Markers with mention of the General and his beautiful horse Black Bess. The state of Kentucky was the birth place of Abraham Lincoln and Jefferson Davis. When our Great United States of America was divided Mister Lincoln was President of the United States and Mister Davis was president of the Confederate States.

Mister Lincoln was born on a farm, Knob Creek, in Larue County. A National Park in Hodgenville is named after Mister Lincoln. Mister Davis was born in Fairview in Todd County.

A very impressive obelisk was erected to Mister Davis. The obelisk is said to be the tallest, three-hundred and five feet, non-reinforced in America. It is equipped with an elevator for a ride to the observation deck. Very seldom is anything ever erected to the loser.



Hodgenville is North of Bowling Green and Fairview is South of Bowling Green. Both locations are about a one hour drive from Bowling Green. Just a couple of things to see and do while visiting Bowling Green during the 2013 **REDHORSE** Reunion scheduled for 22 thru 26 September 2013.



Prime BEEF challenge strengthens Airmen mentally, physically

by Senior Airman Melanie Holochwost
56th Fighter Wing Public Affairs

5/4/2012 - LUKE AIR FORCE BASE, Ariz. -- 6 at Luke Air Force Base. Instead, nine teams of 10 Airmen from the 56th Civil Engineer Squadron faced a series of obstacles involving mud, protective gear, fire hoses, balance beams, sand bags and more.

From fire and emergency services to power production, Prime Base Expeditionary Emergency Force, also known as Prime BEEF, involve every aspect of the civil engineer career field, according to Senior Master Sgt. William Hight, 56th CES Operations Flight superintendent.

"These monthly challenges are instrumental in building and reinforcing our squadron's wartime skills," Hight said. "They solidify the importance of fitness and exercise. They are also huge team building events for individual sections and bring the entire squadron closer together."

Airman 1st Class Emilio Cardenas, 56th CES electrical apprentice, who is new to Luke, said he enjoyed participating in his second Prime BEEF challenge here.

"Although my team didn't win, we still had a lot of fun and learned a lot about sections we don't work in," he said. "The obstacles were mentally and physically challenging. My favorite part was low-crawling through the mud."

Although most of the teams finished in about an hour, Hight said the explosive ordnance disposal team won the challenge with a time of 45 minutes and 30 seconds.

"The morale boost and excitement from the day's events was very evident," he said. "Everyone had a blast."

Prime BEEF Challenge order of events:

25 push-ups

Traverse over six barriers

Correctly identify unexploded ordnances

300-yard telephone pole carry

Team movement over barriers and water hazard with low-crawl

M-4 and M-9 weapons rebuild

Build two defensive fighting positions with 100 sand bags

Walk across balance beam in protective gear

Answer five job-related questions

Deploy and redeploy a fire hose and sledge-hammer event

Cross-country walk on 2x6 planks

Mud hill and water obstacle low-crawl

SALUTE (size, activity, location, unit, time and equipment) report with binoculars

Litter carry, fireman's carry and two-person carry through a water obstacle

Recite Airman's creed



Senior Airman Keith Williamson, 56th Civil Engineer Squadron member, crawls through the mud during a Prime Base Expeditionary Emergency Force challenge at the Ability to Survive and Operate area April 26. (U.S. Air Force photo by Senior Airman Sandra Welch



RED HORSE Airmen build new home to sustain deployed operations

by Staff Sgt. Nathanael Callon 379th Air Expeditionary

Wing Public Affairs

12/30/2011 -SOUTHWEST ASIA -- Twenty Airmen from the 557th Expeditionary Rapid Engineer Deployable, Heavy Operations Repair Squadron Engineer, better known as the 557th Expeditionary RED HORSE Squadron, are accustomed to sawing, drilling, paving and building from the ground up; but, unlike other projects RED HORSE is working on around Southwest Asia, one task hits close to home.

The task: consolidate all 1st Expeditionary RED HORSE Group Headquarters' assets under one roof.

"We began this project on Oct. 4 and there has already been significant progress," said Master Sgt. Christopher Belknap, 557th ERHS project manager and native of Rochester, N.Y.

"This facility will allow us to centralize our operations and our leadership into one facility instead of the four facilities they currently occupy."

The 9,000-square foot complex will bring administration, logistics, contracting, finance, engineering and personnel support for contingency operations together to better coordinate planning and operations between sections, Belknap said, who is deployed from Nellis Air Force Base, Nev.

RED HORSE is a self-sustaining unit that can mobilize and deploy around the world at a moment's notice. They specialize in heavy construction, whether on runways, taxiways, new forward operating bases, water-well drilling or practically any other facilities warfighters need.

The 1st ERHG manages construction projects throughout the U.S. Air Forces Central Command Area of Responsibility. According to Belknap, better coordination and planning means that the Airmen building bases in Afghanistan can focus on their job and know that the headquarters will quickly and effectively get them everything they need to accomplish the mission.

"The most gratifying part is building something for RED HORSE," he said. "Usually we're out building stuff for somebody else, but this one time we're able to build something for ourselves."

The RED HORSE units here consist of 26 different Air Force Specialty Codes, which makes the 1st ERHG essentially a small mission support group. Regardless of the AFSC, RED HORSE Airmen are able to work together to get the job done, said Col. Tim Lamb, 1st ERHG deputy commander and native of Savannah, Ga.

"We stand out as RED HORSE Airmen," said Lamb, who is deployed from Seymour Johnson Air Force Base, N.C. "We have a lot of pride in our ability to go to a location that basically has no support whatsoever and be able to bed down at that location and begin construction to build the place up for whatever type of mission might be coming later." Leadership and key players will soon have a place where they can work more closely together to coordinate the many diverse projects ongoing across the AOR.

"I feel honored knowing that my work is going to be here for years," said Senior Airman John Saigbah, 557th ERHS team member who is deployed from Seymour Johnson AFB and native of Lowell, Mass. "If I ever come back here, I can say that I put this building up. It gives me a real sense of pride."

The new RED HORSE compound should be completed in the spring of 2012 -- just in time for a new unit to rotate in and begin work in Southwest Asia. "It's great to know that the next RED HORSE unit will be able to come in and utilize a building that was built by their peers," Belknap added. "That's a good feeling."



SOUTHWEST ASIA – Airmen from the 557th Expeditionary RED HORSE Squadron attach walls to the frame of a new RED HORSE facility here Dec. 27, 2011. The facility is the new home of the 1st Expeditionary RED HORSE Group, which oversees all Air Force construction operations throughout Southwest Asia. RED HORSE stands for Rapid Engineer Deployable, Heavy Operations Repair Squadrons, Engineer. (U.S. Air Force photo/Staff Sgt. Nathanael Callon)

Note" This is an article first published in 2008 by Staff Sgt Mareshah Haynes which shows how the beddown of the 556th RED HORSE Squadron (Reserve) with the 823rd RED HORSE Squadron (Active) makes a lot of sense. This is an interesting concept which is being done more and more in today's Air Force. "

Two RED HORSES are better than one for Hurlburt

by Staff Sgt. Mareshah Haynes
1st Special Operations Wing Public Affairs

11/3/2008 - HURLBURT FIELD, Fla. -- The 556th Rapid Engineers Deployable Heavy Operations Repair Squadron Engineers Squadron officially moved from Lackland Air Force Base, Texas, to beddown with the 823 RED HORSE Squadron at Hurlburt Field Oct. 1.

The squadrons are among the first active-duty and reserve combat support units to beddown together. The move is a part of the Air Force's total force integration initiative. "The combatant commanders requested more RED HORSE capability," said retired Lt. Col. Joe Ballard, former chief of the civil engineer's readiness division at Headquarters Air Force Reserve Command. "A lot of the work going on in Iraq and Afghanistan is reconstruction and force beddown; of course, it is in a war environment."

"Total force is a way to combine Air Force Reserve Command and active-duty assets because of limited resources," said Lt. Col. Marty Hughes, 556 RHS, Detachment 1 commander. "The Air Force does it on the flying side and now we are doing it in the combat support arena."

The 556 RHS provides the Air Force with a highly mobile and self-sustaining combat support force. The squadron performs wartime tasks of airfield construction and repair, major beddown operations, bare base development, and large-scale construction projects in a contingency environment.

Mr. Ballard said, through the associations, the Air Force expects to improve readiness and efficiency by sharing equipment, facilities and resources that will in-turn get Airmen trained and keep them proficient with fewer resources.

"I think this will provide us opportunities of more and better training," said Colonel Hughes, a full-time reservist. "When there is a troop training project that the 823 RHS is organizing, we can take part in that. Also, because the 823 RHS is on such a harsh deployment cycle, having the 556 here in the same compound allows us to assume more roles in the overall RED HORSE mission.. It's a win-win situation for everybody. "

As with any major unit transition or change, the 556 RHS will have its challenges.

"I'm going to lose about 150 traditional reservists who don't want to or can't [relocate]," Colonel Hughes said. "We have recruited about 30 people right now from the local and tri-state area. In essence, we are starting from scratch."

Though the road to total force integration may have a few bumps in it, Colonel Hughes is confident the RED HORSE team can smooth it out.

"Our goal is to be ready to support the RED HORSE mission by next summer," he said. "We won't be able to go as a big unit, but we should be able to send out smaller teams."

"Transformation requires people to be true leaders," Colonel Hughes said. "We can't think of our own squadron, but the big picture of the Air Force. We have to think strategically in a tactical environment, and what is best for RED HORSE. When it comes down to it, we are one team, one fight."

Airmen on active-duty who are interested in serving as a reservist with the 556 RHS can contact their local in-service recruiter. Those already serving in the reserves can contact their Employment Relocations office within their wing or the 556 RHS at DSN 641-4943 or commercial (850) 881-4943. Civilians can contact the local Air Force Reserve recruiter.



HURLBURT FIELD, Fla. -- Staff Sgt. Chris Becvar and Tech. Sgt. Toby Stapleton, both assigned to the 556th RED HORSE Squadron, install the RED HORSE mascot here, Nov. 1. The 556 RHS, a combat support reserve unit, mirrors the active-duty 823rd RED HORSE Squadron, also located at Hurlburt Field. The two units are bedded down together as part of the Air Force's total force integration initiative. (U.S. photo by Senior Airman Sheila deVera



Presidents Stable

- **Welcome** to all the **new 33 members** that have joined our Association since January 2012, of which six were Prime BEEFERS. I look forward to meeting you all at some future event.
- **Thank you** to all that have renewed your membership for another year, for those of you that haven't renewed yet not to worry, there is still time, why not do it TODAY?
- **I have noticed** that quite a few of you have upgraded your regular membership to "LIFER", that's awesome . . .Wear that "LIFER" pin with pride.
- **Our plans** for the 2013 convention in Bowling Green, KY are just about complete and we'll be posting everything on our web site soon. Charlie Hogan, our Public Relations Director has been instrumental in organizing some fantastic side trips and jaunts. Based on what I hear, this should be a very exciting event.
- **We are very fortunate** to have many talents among our membership, this includes three authors.
 - **"Lead, Follow, or Get the Hell Out of The Way"**, by C.C.Ryder. (This is the Biography of BG Tom Meredith, the Father of RED HORSE).
 - **"War of the Redhorsemen"** by Ronald Smith.
 - **"Frigbys War"** by John Moore and Jerry Stokes.

I have read them all and highly recommend each. All the authors are RHA members and the books are available for purchase through their respective publishers. Information on how to purchase a copy is available on our web site www.rhassn.us

- **We have issued** four scholarship applications to our members this year and at our next Board of Directors meeting in July we'll choose two deserving awardees and they will each receive \$500.00.

In closing, I wish you all a very safe and enjoyable summer and please keep all of our troops and their families in your thoughts and prayers.

To the HORSE!

Greg

greg.macdougal@rhamail.org





U S A F A I R M A N H E R I T A G E M U S E U M



REDHORSE Association Web Presence

In addition to our main web page at www.rhassn.us, our association maintains several other pages on the web. Check them out and if you have any questions, please feel free to email me at paul.sattler@rhamail.org.

Facebook: www.facebook.com/rhassn

Horse Talk Forum: www.redhorseassociation.org/forum

Photo Archive: www.flickr.com/photos/redhorseassociation

Reunion Information: www.redhorseassociation.org/reunions

Air Force: www.af.mil or www.airforce.com

To the HORSE!



Stable Notes:

1. Join **RED HORSE** Association: You can join the RED HORSE Association for a mere \$10 for the first year. Life memberships are also available. This is one way that you can keep in touch with what is going on with USAF Civil Engineering Combat Engineers today whether it be **RED HORSE** or **Prime BEEF**. Address for all correspondence is P.O. Box 8 Westminster Co. 80036-0008
2. **RED HORSE** Website: Do not forget the **RED HORSE** Website at www.rhassn.us. There is a great deal of information on this site about the Air Force and particularly RED HORSE. Check out the photos from Vietnam etc.
3. Articles are needed for this newsletter about anything concerning Prime BEEF and **RED HORSE** including photos. Please send them to Dick Aldinger at famdinger@aol.com or mail to me (Dick Aldinger, 4088 Floralwood Ct., Orlando, Fl. 32812
4. In the future this newsletter will primarily be sent out by e-mail which will save money, reduce labor in mailing, allow more issues to be published and provide a wider distribution.
5. ATTN: **RED HORSE** and Prime BEEF commanders: Need articles and photos about your activities , deployments , awards etc. What better way to give your unit some credit. Consider asking a member of your unit to write an article for the news letter or sending article from Base Newspaper. This newsletter goes to the who's who of Air Force Civil Engineering past and Present thanks to the Internet.



<http://www.militarychapel.org>

<http://www.pow-miafamilies.org/League/Home.html>

Attention members:

If you want to read the newsletter in larger print and in color go to the following site:

<http://rhassn.us/pdf/spring-summer 2012.pdf>.

By doing so you will save the **RED HORSE** Association money and see a better product. If you are have any trouble please let Paul Sattler or me know. Both our e-mails are within the newsletter./ Many thanks to Randy Eckert for" taking charge" of the mailing/ Dick Aldinger