



# "THE CHARGING CHARLIE" Prime BEEF and RED HORSE Newsletter



## FEATURED IN THIS ISSUE:

The 554<sup>th</sup> Red Horse Squadron from Andersen Air Force Base, Guam headed up the Civil Action Team (CAT) at the Republic of Palau, Koror, see page 3 for more.



Members of the 554<sup>th</sup> Red Horse Squadron, completed various construction, community relations and medical projects throughout the republic as part of a U.S. agreement with Palau.



U.S. Navy Rear Adm. Bette Bolivar, Joint Region Marianas Commander and U.S. Defense Representative to the Republic of Palau, speaks during the change of charge ceremony, held Feb. 19, 2016.



Members of Civil Action Team 554-01 made up of Airmen from the 554<sup>th</sup> Red Horse Squadron and 36<sup>th</sup> Civil Engineer Squadron at Andersen Air Force Base, Guam discuss their recently completed project – The Palau National Olympic Swimming Pool which measured nearly 88,000 cubic feet and was stripped, resurfaced & re-tiled.



U.S. Navy Rear Adm. Bette Bolivar speaking during the change of charge at the Ngarachamayong Cultural Center, located in Palau's Koror state.



U.S. Air Force Staff Sgt. Joe Hamilton, Civil Action Team 554-01 structural craftsman from the 36<sup>th</sup> Civil Engineer Squadron speaks into the microphone during a radio show, Feb. 18, 2016. Hamilton, along with other members of CAT 554-01, hosted a radio program every week informing listeners about current and completed projects.



United States Air Force Capt. Naseem Ghandour, Civil Action Team 554-01 officer in charge and engineering flight deputy commander from the 554<sup>th</sup> RED HORSE Squadron speaks during the change of charge ceremony.



Rear Adm. Bette Bolivar participates in a ribbon-cutting ceremony for the Environmental Quality Protection Board along with officials from the Palau government. The outgoing Civic Action Team Palau built the fence that surrounds the center, which will be used to store and manage hazardous materials.



U.S. Air Force Lt. Col. Andy DeRosa, commander of 554<sup>th</sup> Red Horse Squadron, gives a Red Horse baseball cap to Rear Adm. Bette Bolivar.

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

## PRESIDENT'S STABLE

May 15, 2016



First I want to thank all of the folks who worked with us in providing their information for the 50<sup>th</sup> Anniversary Convention in 2015. It helped immensely in putting together that program. I also want to thank all our members who provided feedback afterwards on the convention itself and the workings of your Association. We just had our first Board of Directors meeting since the convention, and I assure you that feedback was on the agenda. We reviewed in detail our last convention and am using that data plus your feedback to start planning the next one. Write it on your calendar: 12-15 September 2017 in Lexington KY. The next theme is taken from "The History of Air Force Engineering" Building on Success, 1975-1990. If you have anything that you think fits into that era and should be included in the next convention let us know. There are a lot of other attractions in the Lexington area to visit if you have the time either before or after the convention.

We have also started the process of getting proposals from hotels in Las Vegas for the 2019 convention. Even though many of the folks at the 820<sup>th</sup> RED HORSE Squadron in Vegas said they are due for a PCS move before 2019 they still want to be involved in the planning aspects. If any of our members from that area want to assist with doing the leg work we will need help.

I want to take a minute to introduce to you two gentleman who have stepped forward and taken the challenge and were unanimously voted onto the Board of Directors at our last meeting. We welcome Joe Hajik, residing in Florida and working as a civilian at the Air Force Civil Engineering Center, and Don Boone, who is retired and splits his time between New York and Florida. We welcome these gentleman to our Board and plan on putting them to work for you.

Welcome to all the NEW members that have recently joined the Association. If there is anyone out there who did not get their dues renewal for 2016, let me know, we'll get that fixed. Everyone who joined after 1 August 2015 is good to go. I apologize but we just can't afford to send out hard copies of our dues reminders, which you should have received via email in December.

Another special project for us is The REDHORSE Association's **Brigadier General William "Tom" Meredith Honor Scholarship Program**. There is additional information in this newsletter and there is still time to apply. We anticipate giving out two scholarships this year.

Some bad news that we are hearing is that the HORSE is getting caught up in the downsizing of the Air Force. We have heard rumors that the HORSE has lost around 525 authorizations. Those attending the 2015 convention heard about the loss of the 307<sup>th</sup> RED HORSE Squadron, and now we are hearing the 580<sup>th</sup> RED HORSE Squadron is going away. There have also been some losses in the Active duty units.

My last comment is to remind you that my ear is always available; please contact me with your comments and concerns at 701 Center Drive, Palmyra, PA 17078 or via email at [randy.eckert@rhamail.org](mailto:randy.eckert@rhamail.org)

TO THE HORSE

Randy Eckert, Interim President

**PROVIDING A LIFETIME IMPACT IN SIX MONTHS, USAF, Andersen CAT Team Departs Palau,** continued from cover page.

*(Pacific Air Forces Public Affairs, photos by Staff Sgt. Christopher Stoltz through Defense Video and Imagery Distribution System (DVIDS), posted 2/24/2016)*

**KOROR, Republic of Palau** – The United States Air Force Civil Action Team (CAT) 554-01 was relieved of duty by U.S. Navy CAT 133-26 during a change of charge ceremony, held Feb. 19, 2016, at the Ngarachamayong Cultural Center, located in Palau’s Koror state.

The 554th RED HORSE Squadron from Andersen Air Force Base, Guam, took the reins of the CAT in August 2015 and was relieved of duty by Seabees from the 22nd Naval Construction Regiment, hailing from Mississippi.

Airmen of CAT 554-01 provided construction capabilities, apprenticeship training, medical outreach and community engagement opportunities while deployed to the Republic of Palau.

The CAT program began in 1971 and is the continuation of a bond formed with the U.S. since World War II. The countries are now joined under a Compact of Free Association, which allows the U.S. to operate militarily within the region in exchange for economic assistance.

Civic action teams operate for six-month assignments and rotate between Army, Air Force and Navy teams.

During their six months in Palau, CAT 554-01 teamed up with the Republic of Palau to complete more than 100 community outreach events and several construction projects, totaling approximately 1,800 hours of labor.

One of the projects the Airmen undertook during their six-month stay included a four-phase project to construct an 11,000 square-foot concrete parking lot and driveway for the Emmaus Church and School, which will be completed by the new Navy team.

The biggest project CAT 554-01 Airmen completed during their tenure was the complete renovation of the Palau National Olympic Swimming Pool. This was no simple task, as the pool measures nearly 88,000 cubic feet.

“We teamed up with the apprentices and refinished the entire pool,” said Staff Sgt. Joe Hamilton, CAT 554-01 structural craftsman. “We had to remove the lining, replace it with new lining, resurface the entire pool and re-tile where applicable. The task was difficult, but when you add Palau’s humidity and black-flag conditions, it makes it much more

difficult. Luckily for us, we have a skilled team and a great partnership with our apprentices.”



While in Palau, each member of the USAF Civil Action Team helped train one to two apprentices in their respective expertise. Once their training was completed, the apprentices received certifications allowing them to seek a job in that respective career field throughout Palau.

In addition, Capt. Jeffrey Jarvis, a physician assistant deployed from the 18th Medical Group at Kadena Air Base, Japan, lent his expertise to the Republic of Palau as he helped (while continuing his predecessor’s work) graduate 13 emergency medical technicians. The class was the first of its kind, as the graduates are the first U.S. certified EMTs ever in Palau.



*U.S. Air Force Capt. Jeffrey Jarvis, a physician’s assistant deployed from the 18th Medical Group at Kadena Air Base, Japan, stands at attention during the change-of-charge ceremony.*

“There were some speed bumps during the process,” Jarvis said. “But that was simply because of the changeover in personnel, not because of the students. They are more than qualified and now they are equipped with valuable life-saving skills, which will serve to enhance our partnership with the Republic of Palau.”

Although the Palauan apprentices received valuable training from the CAT members, the team stated they were able to learn a few new tricks from their students.

“We really couldn’t have completed anything without the help of our apprentices,” said Staff Sgt. Chad King, CAT 554-01 heavy equipment operator. “There may be ten different ways to build a house, and maybe the way we are doing it isn’t the best. I’ve learned a lot on the job while working with these great individuals.”



*U.S. Air Force Staff Sgt. Chad King, Civil Action Team 554-01 heavy equipment operator from the 554th Red Horse Squadron speaks to local Palauan residents in Koror, Palau.*

King said beyond the positive experience he had working with the apprentices, he said the best part was being the Civil Action Team’s community relations coordinator.

The COMREL coordinator described his experience in Palau as the "golden ticket," and said every job, every event, every day, is fulfilling.

“This isn’t like your typical deployment,” King said. “As the community relations coordinator for 554-01, I have had the opportunity to meet thousands of great people. We helped coach children in sports, taught people to swim and even hosted a haunted house. One week, we could be manning a water station for a walk-a-thon, and the next week we could be playing Santa Claus for children in the community.”

Although the "golden ticket" deployment was six months long, King said he wishes to come back to Palau, and even said he would love to move his family here. Unfortunately, for the time being, King’s (and 554-01’s) time in Palau is finished.

CAT 554-01’s final day ended at their home, Camp Katuu, where they unveiled a memorial dedicated to the seven Palau veterans who perished while serving in the U.S. military.

The team then finished cleaning up their gear, packed their bags, and said one last goodbye to Camp Katuu, as the naval team settled in to their home for the next six months.

“For us to be able to help out here means a lot to us,” said Capt. Naseem Ghandour, CAT 554-01

officer in charge (see cover page). “This is a very unique experience, one I will never forget. I am proud of what my team has accomplished in the last six months, and I am proud to have had the opportunity to partner with the people and the Republic of Palau.”



*U.S. Navy Rear Adm. Bette Bolivar, speaking during the change-of-charge ceremony. Airmen of CAT 554-01 provided construction capabilities, apprenticeship training, medical outreach and community engagement opportunities while deployed to the Republic of Palau.*

### **FIRST Multilateral Partner Nation Silver Flag Concludes at Andersen AFB, Guam**

*(Pacific Air Forces Public Affairs, photos by Senior Airman Joshua Smoot, 36<sup>th</sup> Wing Public Affairs through DVIDS, posted 2/24/2016)*

### **ANDERSEN AIR FORCE BASE, Guam (AFNS)**

After spending more than a week sharing civil engineering techniques, 54 engineers from the U.S. Air Force, Royal Australian Air Force, Republic of Singapore Air Force, South Korean air force and Japan Air Self-Defense Force concluded the Partner Nation Silver Flag exercise Feb. 19 at Andersen Air Force Base.



*Airmen from the Japan Air Self-Defense Force, South Korean Air Force and Republic of Singapore Air Force participate in the command and control section of the final exercise of Partner Nation Silver Flag Feb. 19, 2016, at Andersen Air Force Base, Guam. The contingency environment training focused on bare-base bed down, sustainment operations and recovery after an attack.*

The event was the first time partner nations were presented the opportunity to travel to Guam to trade engineering practices with each other and the U.S. Air Force. Previously, Silver Flag primarily consisted of U.S. Airmen, ranging from 120-130 trainees.

“This is the first Partner Nation Silver Flag that we have done; that’s what makes this so special,” said Master Sgt. Michael English, the 554th RED HORSE Squadron acting Silver Flag flight superintendent. “We were able to bring four of our closest allies and partners together to train and build the partnerships we need in the event that we need to call on each other for battle.”

Silver Flag is a U.S. Pacific Command multilateral subject matter expert exchange led by engineers from the 554th RED HORSE Squadron. The exercise is designed to build partnerships and promote interoperability through the equitable exchange of civil engineer related information.

The contingency environment training focused on bare-base bed down, sustainment operations and recovery after attack.

After the kickoff of Partner Nation Silver Flag, students divided into groups based on their specialties, which included command and control, electrical, power production, heavy repair and emergency management.

As the week progressed, engineers trained on properly performing chemical, biological, radiological and nuclear procedures and set up a mobile aircraft arresting system, emergency airfield lighting system and high voltage power generation and distribution systems.

“The training from the (U.S. Air Force) was great, along with working with the JASDF, (South Korean air force) and RSAF and learning their techniques,” said RAAF Cpl. Michael Breen, a plumber. “The camaraderie between all of the nations was fantastic.”

One of the more satisfying parts of the exercise was watching participants who didn’t have CBRN experience, learn it and then turn around and share it with others.

“What surprised me the most was when I found out I was given students who were not disciplined in the career field, (individuals, who) had no background in CBRN operations,” English said. “When we came together at the end of the week, they were very knowledgeable. They were actually teaching some of the command and control student’s techniques that I shared with them. That definitely surprised me, but I was happy to see that.”

For many of the students, this was their first time training with other nations and for some, leaving the country.

“This was my first time going overseas for training, but these opportunities don’t come very often,” said South Korean air force Master Sgt. Park Cheong-hae, an airfield lighting specialist. “Although I was nervous, I was very happy I was able to get this great opportunity for training.”

On the final day of the event, the trainees displayed what they learned throughout the week by conducting one final exercise.

Due to the multiple nations speaking different languages, several translators were selected throughout Pacific Air Forces to alleviate the confusion between languages.

One of the translators was U.S. Air Force Staff Sgt. Hyojin Kim, a 392nd Intelligence Squadron cryptologic linguist from Joint Base Pearl Harbor-Hickam, Hawaii, who translated English into both Korean and Japanese for South Korean air force and JASDF students.

“There are many times when there is a communications breakdown because of a language barrier,” Kim said. “Interpreters are very important, because they bridge that gap, allowing seamless communication and understanding between the people.”

With the help from the translators and communication via gestures, the training gradually became smoother for the participants. By the end of the week, some cadre didn’t require translators as much as they did at beginning of the Partner Nation Silver Flag.



*Airmen from the Royal Australian Air Force, Republic of Singapore Air Force, South Korean Air Force and the Japan Air Self-Defense Force construct berms and dikes during Partner Nation Silver Flag Feb. 19, 2016, at Andersen Air Force Base, Guam. The event was the first time partner nations were presented the opportunity to travel to Guam to trade engineering practices with each other and the U.S. Air Force.*



Republic of Singapore Air Force Military Expert 2 Wei Han Tan, a crater repair instructor, uses a pavement saw while repairing chips in an airfield during Partner Nation Silver Flag.



Republic of Singapore Air Force Military Expert 6 Nagenthiran Thurairaj, a 508th Engineer Squadron commanding officer, assembles a frame for a small shelter system during Partner Nation Silver Flag.

### 557th REDHORSE: Widens Aircraft Support

(379<sup>th</sup> Air Expeditionary Wing, photos by Tech Sgt. Terrica Y. Jones through DVIDS, posted 02/12/2016)



**AL UDEID AIR BASE, Qatar** - Which mobile civil engineering unit is manned, trained, and equipped to perform repairs and upgrade airfields and facilities quickly in emergency conditions with heavy equipment and the skills to accomplish major engineering repairs?

This mobile engineering unit is called the 557th Expeditionary Rapid Engineer Deployable Heavy Operational Repair Squadron Engineer, also known as RED HORSE.

There are three squadrons that make up the 557th Expeditionary RED HORSE team at AUAB: 210th RHS at Kirtland Air Force Base, New Mexico, 219th RHS at Malmstrom Air Force Base, Montana and 254th RHS at Andersen Air Force Base, Guam.

The squadron is currently providing ramp modifications for close air support at Al Udeid Air Base, Qatar.

“We are widening the taxiway to support the aircraft mission here,” said Tech. Sgt. Corey Callison, 557th ERHS project manager, deployed with the 219<sup>th</sup> RHS at Malmstrom Air Force Base, Montana.

“The widening of the ramp will also allow a wider range of aircraft onto the taxiway,” said Senior Master Sgt. Luis Camacho, 557th ERHS project superintendent.

The 557th ERHS started the project by excavating the current taxiway to prepare it for widening. Staff Sgt. Jennifer Cowhick, 557th ERHS heavy equipment operator, manned the hydraulic hammer during the excavation process.



Staff Sgt. Jennifer Cowhick, 557th Rapid Engineer Deployable Heavy Operational Repair Squadron Engineer/Heavy Equipment Operator, using the hydraulic hammer to excavate the old concrete to make the new taxiway wider Jan. 30 at Al Udeid Air Base, Qatar.

“I’m a small person and there is a lot of power behind this equipment, but I can’t see myself doing anything else,” said Cowhick.

Cowhick added why she likes being part of RED HORSE.

“I like that we are relied on, self-sufficient and able to go anywhere and do our job,” she said. “I enjoy seeing the plans and how it displays our mission. Our mission affects everybody.”



Staff Sgt. Jennifer Cowhick drives the front end loader to move base course.

The base course is watered down to assist the compaction process. Later, engineers will add concrete on top of the base course to complete the ramp.

Cowhick, a guardsman from the 219th RHS, Malmstrom Air Force Base, Mont., has been working with RED HORSE for eight years.

Senior Airman Roman Fulgenzi, 557th ERHS a heavy equipment operator and guardsman deployed with 210th RHS, at Kirtland Air Force Base, New Mexico, talks about being part of the RED HORSE team at AUAB.

“I like the instant gratification; when I see how we change things,” said Fulgenzi. Getting intertwined with other civil engineer squadrons and other components gives us a variety of experiences Fulgenzi added.



*Senior Airman Roman Fulgenzi, 557th Rapid Engineer Deployable Heavy Operational Repair Squadron Engineer/Heavy Equipment Operator, drives a grader.*

Fulgenzi uses the grader to level out the ground to prevent the taxiway from flooding. Fulgenzi, a guardsman, is deployed from the 210th RHS, Kirtland Air Force Base, NM. He has been part of the RED HORSE squadron for three years.

The unit began the ramp project in January and is scheduled to be completed by March.



*Senior Airman Shawn Polk, 557th Rapid Engineer Deployable Heavy Operational Repair Squadron Engineer/Heavy Equipment Operator, operates an E-Z Drill to drill holes for dowel placement Jan. 30 at Al Udeid Air Base, Qatar.*

Engineers place dowels between slabs of concrete to help support the weight of aircraft. Polk has been in heavy equipment for five years and is deployed with Malmstrom Air Force Base, Montana.



*Staff Sgt. Edward San Nicolas, 557th Rapid Engineer Deployable Heavy Operational Repair Squadron Engineer Heavy Equipment Operator, drives a roller to compact the base course.*

The base course provides a stable base for further layers of asphalt and/or concrete. San Nicolas is deployed from Andersen Air Force Base, Guam.

**200<sup>TH</sup> RED HORSE COMPLETES BUILDING PROJECT IN ISRAEL**

*(FACEBOOK: 200<sup>th</sup> RED HORSE posted March 23, 2016 by Richland Times, P.O. Box 1998, Mansfield OH 44901 [www.richlandsource.com](http://www.richlandsource.com))*

**MANSFIELD, OHIO** - In April of 2014, the 200th RED HORSE Squadron (RHS), Camp Perry, Ohio and U.S. Army Europe Office of Deputy Chief of Staff, Engineer (ODCSENG) began planning the design and construction of four multipurpose buildings in Israel. This Joint Exercise Related Construction (ERC) project would be the first time the Air National Guard would be back in Israel since 2009 in an ERC-related capacity.

The execution of the project provided over 600 Air National Guard Engineers and 50 Navy Seabees an opportunity for effective training and experience working in a unique joint environment.

The 200<sup>th</sup> RHS served as the project lead, providing project management and subject matter experts throughout the project to maintain continuity. The Naval Mobile Construction Battalion 1, Gulf Port, Miss., provided 17-25 Seabees whom where a trusted partner in this effort throughout the duration of the project. The incredible support provided by National Guard Bureau Civil Engineer Readiness Division and United States Air Forces in Europe, ensured transportation was effectively coordinated to transport personnel into and out of the project site.

This assistance was critical to the involvement of six Air National Guard Prime Beef Units. The 169th Fighter Wing Civil Engineering Squadron (CES),

S.C., 103rd Airlift Wing CES, R.I., 122nd Fighter Wing CES, Mass, 174th Fighter Wing CES, N.Y., 106th Rescue Wing CES, N.Y., and 101st Air Refueling Wing CES, Maine, each provided 35-40 personnel for a 16-day Deployment for Training (DFT) rotation.



*Members of the 179<sup>th</sup> Airlift Wing and 200<sup>th</sup> RED HORSE join their community and march in the 2014 Veterans Day Parade in Mansfield. Members of the 200<sup>th</sup> RED HORSE squadron just completed a two-year project in Israel that consisted of building four multi-purpose buildings in Israel. (U.S. Air National Guard Photo by Tech. Sgt. Joe Harwood/Released).*

Starting May 2015, the initial teams hit the ground performing earthwork and foundation construction for each of the four 10,000-square-foot buildings. Each foundation consisted of approximately 80,000 pounds of steel and 330 total cubic yards of concrete.

As each foundation pad was completed, walls began to be erected. The Nuform walls, a prefabricated stay-in-place Polyvinyl chloride (PVC) pipe wall system, were erected concurrently while rebar was placed vertically and horizontally throughout.

Once the buildings walls were completed, timber wall supports were installed and roughly 200 cubic yards of high slump concrete were poured into the walls providing an 8-inch thick reinforced concrete building shell. To support the roof, 18 tons of steel I-beams and columns were installed in each building. Each of the 180 total roof trusses were constructed on site and comprised of over 49,000 linear feet of .75 mm steel and over 75,000 total screws.

Following installation of the roof trusses and supports, 45,000 total square feet of insulated roof panels were installed, and then followed by installation of the interior heating, venting and cooling (HVAC) and electrical systems. The interior electrical work included 300 interior lights, 6,000 feet of conduit and baskets, 24,500 feet of electrical wiring, 300 outlets in addition to a very extensive service panel for each building.

As each of the four buildings progressed slightly ahead of the next, countless project hurdles were

overcome: intense heat during foundation work, thunderstorms during roof work, complexities of Fiscal Year impacts, contractor material delays, and the inherent challenges of a design build project of this size and scope; on Feb. 15 of this year, all four buildings were completed.

Initially, due to a number of complex hurdles, previous attempts by other organizations failed to start this project creating urgency due to the expiration of \$2 million in project funding. Completion of this project would provide Juniper Cobra, a reoccurring joint exercise involving over 800 members from US and Israeli Military forces, 40,000 sq. ft. of permanent operational exercise space.

In order to execute a project of this scope and size, an extensive planning and design phase was required. The initial step for any project is the identification of the requirements. Although the square footage for the buildings was established, the project team worked closely with U.S. Air Forces Europe (USAFE) and Israeli Defense Forces (IDF) to develop a site layout and building concept that is flexible and allows adaptation for multi-usage and meet the requirements of the exercise.

The 200 RHS took this flexible design concept to approximately 80-90% design completion. To satisfy Host Nation requirements, the 200 RHS worked closely with a host nation contractor to coordinate the remaining portion of the design to ensure compliance with host nation codes, requirements, and available materials.

Due to time constraints and a number of other challenges; including material shipping and procurement, the design-build process occurred throughout, and paralleled the life-support and logistical coordination required for the execution of a project of this size. The logistical and life-support coordination was critical to the project success; requiring the alignment and positioning of 650 personnel with differing skills and experience levels, coordination of over 14 MILAIR and 120 individual commercial flights, procurement of over \$4 million in construction materials through multiple contracting mechanisms, and life-support requirements spanning almost a year.

This massive project -using over 2,400 cubic yards of concrete and 400,000 lbs. of steel rebar was successfully completed on time for the 2016 Juniper Cobra Exercise; and along the way became the largest Air National Guard DFT in history. The completed buildings improved the effectiveness of the joint exercise, provided over \$500,000 of exercise cost savings, and improved U.S.-Israeli relations.



Through troop construction and \$4 million of material costs, the project saved roughly \$8 million for a project that would have likely totaled \$12-13 million if completely contracted.

While completion of the four buildings is significant, the success of this project should be defined by the incredible training provided to over 650 engineers; training that enhanced technical and leadership expertise; developed relationships within the Air Guard, between Services, and between nations; and improved communication skills for operating in a complex interagency and multinational environment

**MAINEiacs Deploy to Israel: Israel Air Force 101st Air Refueling Wing Air National Guard Civil Engineering Prime Beef**

*(101<sup>st</sup> Air Refueling Wing, story and photos by Staff Sgt. Andrew Sinclair 36<sup>th</sup> Wing Public Affairs through DVIDS, posted 2/18/2016)*



*A 101st Civil Engineer troop paints door trim as part of a deployment for training.*

**BANGOR, Maine** - The 101st Air Refueling Wing has been all over the world, building a reputation known by all and raising the bar for today's military.

Its Civil Engineering Squadron recently deployed to Israel where the utilization of experienced airmen was implemented to not only exceed mission requirements, but to give airmen a chance to acquire new skill sets.

The Prime Beef MAINEiacs had prepared months before their deployment for training, ensuring they could meet their deployed tasks head on and leave behind finished products that epitomizes the MAINEiac legacy.

Projects included heating ventilation and air conditioning, concrete pouring and maintaining, electrical wiring and configuration, roofing, metal work, painting, and more.

While project completion paralleled with mission accomplishment, the MAINEiacs prioritized tasks

that catered to training the Air Force's most powerful asset; its airmen.

Senior Airmen Dan Day is a structural apprentice with 101st, a job that requires constant learning to strengthen his craft. Day learns a lot from his supervisor by attentively listening and applying the skills he's learned to build a better Air Force.

"It's a great feeling having someone with that much experience right there working with you and teaching you everything he knows so when he leaves you can fill his shoes" Day said.

The vast amount of knowledge the civil engineering squadron bestows to its airmen is not only a critical component for the prime beef MAINEiacs, but to help form today's airmen into tomorrow's leaders. Today's Air Force exceeds the standards as one of the most elite fighting forces in the world, but it isn't until its airmen are placed in extreme conditions throughout the globe when their training is truly tested.

The 101st civil engineering squadron outperformed expectations, leaving Israel with finished products stamped with the MAINEiac legacy of excellence, and bringing home knowledgeable airmen that will continue to learn from their supervisors so they can meet future challenges with confidence, expertise, and commitment to the mission.

**TO THE HORSE**

*(341<sup>st</sup> Missile Wing Public Affairs, story by Airman Daniel Brosam and photos by Beau Wade (U.S. Air Force photo through DVIDS, posted 2/29/2016)*

**GREAT FALLS, Mont.** - Looking down the road as a new lieutenant in 1994, Col. Yvonne Spencer never imagined she would be in the position she is in today; a colonel and a commander of one of only four active duty RED HORSE units.



*Col. Yvonne Spencer, 819th RED HORSE Squadron commander, sits in an interview Feb. 25, 2016, at Malmstrom Air Force Base, Mont. Spencer is the first African American and first female to lead the 819th RHS. (U.S. Air Force photo/Beau Wade)*

Spencer took command of the 819th RED HORSE Squadron in July of 2015 and is the first African American and first female to lead her squadron. She is also the first African American to lead an active duty RED HORSE unit.

Spencer said when she thinks back on the past and the pioneers who paved the way for females, she feels the Air Force is carrying on the legacy.

“My Air Force is getting it right,” said Spencer. “My Air Force is accepting people for what they bring to the fight and not their packaging. They are looking at skills, capabilities, enthusiasm and successes.

“We are embracing those ideals that the military is known for,” she continued.

Only two other females have been civil engineer commanders including retired Col. Susanne Waylett, former 823rd RHS commander and the first military woman to enter the Air Force civil engineering career field, and Maj. Gen. Theresa Carter, the first female engineering officer promoted to the rank of brigadier general.

Spencer’s success speaks volumes for people wanting to lead and be successful, even when she may not have received as much support as she would have liked.

“I was putting together my package to apply to the Air Force Academy,” said Spencer, “I asked one of my instructors for a letter of recommendation and he declined. He told me ‘I don’t think you have what it takes.’

“In hearing that, it was almost additional fuel to my fire,” she continued. “In the back of my mind all I kept saying was ‘watch me.’”

Even though Spencer’s potential may have been doubted in the beginning, she worked hard and has risen through the ranks from lieutenant to colonel, proving herself to others that it is not physical attributes that matter, but what an individual brings to the table that counts.

“If you’re attempting to do something and you’re thinking ‘I’m a female’ or ‘I’m this or that,’ my reply to you is ‘so what?’” said Spencer. “What do you have on the inside?”

“You need to look within yourself and say ‘what am I bringing to the fight? And you keep moving in that direction,” she continued.

“Do not take ‘no’ for an answer”.

In her more than 20 years of success in the service, Spencer recalled one of her favorite memories while serving with her fellow Airmen.

“[One of my favorite memories was] the opportunity, as a major, to be a detachment commander,” said Spencer. “I was responsible for getting my folks,

preparing them for the deployment and bringing everyone back in one piece. That was my first true opportunity to be a leader.

“It was a great feeling spending time with my Airmen and getting them back to their families”, Spencer continued.

Spencer said one of her proudest accomplishments was pinning on the rank of colonel because she never knew it was going to happen.

“You sit there as a lieutenant and look and see down the road and think ‘there’s no way, I’m not going to be able to do that,’” she said. “But I was able to achieve that level of rank. My family and friends were there sharing that accomplishment.”

She added the accomplishment was not about her, but something larger.

“It was about the folks that I looked out to in the audience,” she said. “Each one of them played a part in my success, small or large, and they fed into this machine that I am and to help me be successful. I am just so very thankful for it.

“I feel so privileged and honored that the Air Force believes in me to give me this level of responsibility.”

When speaking about success, people speak of keys to success. Spencer’s advice is just two words.

“Be nice,” she said. “When I say that, it really means to be respectful to others. Showing that you care and just being nice to folks. Treat people the way you want to be treated. At the end of the day, we’re a big Air Force, we’re a big machine but the machine doesn’t run without the people.”

Spencer’s story can be relatable to anyone with potential and the ‘nothing will stop me attitude.’ She said if it’s something that is important to an individual, a way to achieve that something will be made, the excuses will be removed and it will be achieved.

“You just can’t stop,” Spencer said.

#### **RED HORSE AIRBORNE IS EVOLVING**, *story by T/Sgt Zachary Norris 820th RHS, Nellis AFB*

Airborne RED HORSE was established in 2002 when the Chief of Staff of the Air Force, General John Jumper realized the need for a highly mobile air-insertable construction team. The purpose of Airborne RED HORSE was to use fixed-wing and rotary-wing aircraft to insert a 32-person engineering team, to include firefighters, EOD, and Emergency Management. Along with the personnel, a smaller tailored equipment repair package, called the MARES (Mobile Airfield Repair Equipment Set) kit, would be deployed as well. The kit consists of

one backhoe, two tracked skidsteers, and one tracked crawler, and was designed to open up the MOS (Minimum Operating Strip) to allow aircraft carrying follow-on forces to land.



*MAFEX Exercise*

After its inauguration, manning authorizations for the airborne program were distributed to the three active-duty CONUS RED HORSE units. The 554th RED HORSE Squadron, located in Korea at the time, was also tasked with an air assault team. Along with the four RED HORSE units, three other units (99 CES at Nellis AFB, NV, 366 CES at Mountain Home AFB, ID, and the 1 CES at Langley AFB, VA) were tasked to augment the teams with Fire and Emergency Services, Emergency Management and Explosive Ordnance Disposal personnel. In 2010, the three CONUS airborne teams' equipment and authorizations were consolidated to Nellis AFB, NV, to form one large flight of 96 personnel.



*Jump Ops*

Over the past fourteen years of existence, the teams have participated in many joint and coalition exercises, ranging from the three Mobility Air Force Exercises (MAFEX) with the 38th Cavalry Regiment and 82nd Airborne Division, to Field Training Exercise (FTX) Hydra at Travis AFB, and finally, the Multilateral Airborne Training (MLAT) exercise at

Joint Base Lewis-McCord in Washington with the 75th Ranger Regiment.

During that exercise, the team combined with the 2nd Ranger Battalion and Australian Special Operations Engineer Regiment to seize an airfield, deploy the MARES kit, and successfully repair a 30 foot diameter crater in a total of 8 hours. The air assault team also participated in a real-world F-15 crash in 2011, in which they recovered the downed aircraft for transport back to Nellis AFB.

In October of 2013, the Commander of Air Combat Command took input from various MAJCOM and Combatant commanders and determined that the costs of the Airborne RED HORSE program outweighed the benefits, as the capability had never been employed over the previous twelve years of combat operations. As a result, the fixed-wing insertion method was cut, the airborne flight stood down, and all personnel authorizations absorbed into the rest of the 820th RED HORSE Squadron, with the exception of the firefighters and EOD technician positions, which were absorbed by the 99th Civil Engineer Squadron.

The way ahead calls for a 21 person Air Land/Slingload platform, capable of making expedient airfield damage repairs and providing quick assessment of follow-on deployment needs. The platform will have the capability to provide initial site surveys (Georeach), remove/demolish obstructions, construct expedient force protection, repair airfield surfaces for limited C-130 and C-17 operations, install emergency airfield lighting systems, test for potable water, and perform pavement evaluations. AFCEC continues to refine the CONOPS and tailor equipment sets to train and prepare RED HORSE for future Air Land/Slingload missions.



*Sling Load Ops*

**STABLE NOTES:**

1. New Articles are always needed: Please send anything concerning Prime BEEF and REDHORSE including photos to Dick Aldinger at [famdinger@aol.com](mailto:famdinger@aol.com) or mail to Dick at Dick Aldinger, 4088 Floralwood Ct., Orlando, FL 32812. Add any appropriate comments. We will include if at all possible.
2. REDHORSE Website: [www.rhassn.us](http://www.rhassn.us)
3. Special Note: Please add this newsletter to your Squadron Facebook page or distribute through other social media.
4. 2017 RHA Reunion/Convention, Lexington, KY: Mark your calendar for the next REDHORSE Association Reunion in Lexington, KY, September 12-15, 2017. Lexington Ky. is the Horse Capital of the World. Your Board of Directors is hard at work making sure this will be the best reunion ever. Here are a few of the reasons why you should plan to attend:
  - Our Hotel is centrally located just off I-75 and I-64 at exit 115. Free Breakfast is also included.
  - Travel on the Bourbon Trail and visit Buffalo Trace Distillery in Frankfort, KY for lunch.
  - Opportunity to visit Keeneland Race Course and take a Horse Farm Tour.
  - Activities for the ladies including a Tea and a guided tour at an historical mansion.
  - Update on RED HORSE, Prime BEEF and the Air Force in general.
  - Opportunity to be one of the first to purchase the latest RHA commemorative coin.
  - Visit to Kentucky Vietnam War Memorial in Frankfort.
  - Golf Tournament for attendees and guests.
  - Opportunity to reunite with old friends and make new ones.
  - Home of the University of Kentucky.

5. 50<sup>th</sup> Anniversary RHA Commemorative Coins were produced to honor the 50<sup>th</sup> Anniversary Celebration of Prime BEEF and RED HORSE. These coins are still available and can be ordered on line through the REDHORSE Association website [www.rhassn.us](http://www.rhassn.us), RHA Store, Coins/Pins. Examples are shown below.

Coin Set #1



Coin Set #2



**RSA MEMBERSHIP INFORMATION:**

You can join the REDHORSE 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 REDHORSE or Prime BEEF; detailed information and an application form is provided on page 14.

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**Board of Directors**, below from left to right:

Anthony Davit, Randy Eckert (Interim President), Charlie Hogan (Lexington Reunion Coordinator), Don Boone, Terry Robinson, John Burkett, Paul Sattler (Secretary-Treasurer), William Verkest, and Dick Aldinger (Newsletter Editor). Absent from the photo are: Tom Gallagher, Joe Hajik, Greg MacDougal (Past President) and Dan Raske.



**RED HORSE TODAY:**

200th RHS, ANG, Ohio; 201st RHS, ANG, Penna; 202nd RHS, ANG, Florida; 203rd RHS, ANG, Virginia; 210th RHS, ANG, New Mexico; 219th RHS, ANG, Montana; 254th RHS, ANG, Anderson, Guam; 554th RHS, Active, Guam; 555th RHS, Res, Nellis, Nevada; 556th RHS, Res, Hurlburt, Florida; 560th RHS, Res, JB Charleston, SC; 567th RHS, Res, Seamore Johnson, NC; 819th RHS, Active, Montana; 820th RHS, Active, Nellis, Nevada; 823rd RHS, Active, Hurlburt, Florida; ANG- Air National Guard; Res- Air Force Reserve.

**REDHORSE Association**

PO Box 8 Westminster, CO 80036-0008  
303-650-1215

admin@redhorseassociation.org / www.rhassn.us

**Regular Membership:** Active Duty personnel (to include AFRC and ANG) and Veterans, who are or were assigned to, are or were in support of RED HORSE or Prime Beef units. Spouses, children, parents or guardians of those persons, living or deceased, who are or were members or eligible for membership, shall be eligible.

**Affiliate Membership:** Widows or Widowers of Regular or Life Members.

**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: \_\_\_\_\_  
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 (Affiliate Members do not pay dues)  
 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**  
Dues are \$20 per year, except that the initiation year is set at \$10

Associate Memberships 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

Affiliate Memberships:  
Widows or Widowers of Regular or Life Members.

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

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

The REDHORSE Association's  
***Brigadier General William "Tom" Meredith Honor Scholarship Program***

The purpose for this scholarship is to provide financial assistance to REDHORSE Association dues-current members and their immediate families who wish to further their education by attending an institution of higher learning. This scholarship program is supported entirely by funds set aside for the sole purpose of this program. Funds are acquired from donations, contributions and fund raisers.

A candidate is eligible to apply for this scholarship program if:

1. The applicant is an immediate family member of a member in good standing (annual dues are current) of the REDHORSE Association. (Immediate family member is defined as a son, a daughter, step son, step daughter, adopted son, adopted daughter, grandson, granddaughter, spouse and self).
2. Applicant is at least a high school graduate, has his or her GED or is a home-schooled student who has successfully completed an equivalent program of study.
3. Applicant has maintained at least a C average or has a cumulative GPA of 2.0 or higher.

Applicants must submit **all required application information by the due date of JUNE 30th**. Qualifying applicants may reapply; however, prior recipients may not reapply.

Applicant **MUST SUBMIT** the following:

1. Application form (parts 1 & 2)
2. Two letters of reference.
3. A personal essay of 250 words or less, which should address the following areas:  
(Typed, double-spaced, on a single sheet of plain paper and attached to the application).
  - Demonstrated timeliness and completion of assignments
  - Creativity in solving problems
  - Demonstrated responsibility on own initiative
  - Ability to work well with others
  - Organizational skills (ability to handle multiple tasks, time management)
  - Career Objectives
4. Transcript(s) and educational record, including activities and honors.
5. Verification of enrollment in an accredited institution of higher learning.
6. Recent (within past 90 days), color, full body (head to toe) photo, not less than 3" x 5".
7. Recipient's signed release of his/her name and photo to the REDHORSE Association for publicity purposes and affirmation that all information provided is complete and accurate.

For more information or an application contact [paul.sattler@rhamail.org](mailto:paul.sattler@rhamail.org) or REDHORSE Association, Scholarship Selection Committee, P O Box 8, Westminster, CO. 80036-0008.

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**819<sup>th</sup> RED HORSE Phu Cat, 66-67  
50<sup>th</sup> Anniversary Reunion**

June 6-8, 2016 at Fredericksburg, TX  
Contact Joe Crowder, 210-673-1798  
njpquiltcrazy@gmail.com

**820<sup>th</sup> RED HORSE Reunion, 2016**

June 13-17, 2016  
Las Vegas, NV  
Sam's Town Casino, \$50.39 per night  
Reservations number 877-593-5993, Group Code A6RHC06  
Contact Paul Sattler, paul.sattler@rhamail.org and let know you're coming.  
Even if you weren't 820<sup>th</sup> come on by!