



"THE CHARGING CHARLIE" Prime BEEF and RED HORSE Newsletter



FEATURED IN THIS ISSUE: PRIME BEEF/RED HORSE 50TH ANNIVERSARY CELEBRATION



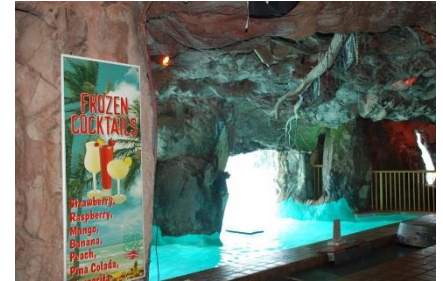
Ramada Plaza Beach Resort at Destin West. 1500 Miracle Strip Pkwy SE. Fort Walton Beach, Florida 32548. 850-243-9161. Information: info@ramadafwb.com



Gulf view from hotel.



Pools.



Grotto Pool and Bar.



Bayou Country BBQ



Resort Café, one of two restaurants.



Heron's Waterfall.

In support of the Prime BEEF / RED HORSE 50th Anniversary Celebration, this Logo was designed by Jeffrey K Pendleton, Graphic Artist for Air Force Civil Engineer Center Public Affairs.

The 50th Anniversary Celebration and reunion of Prime BEEF and RED HORSE will be held in Fort Walton Beach, October 12-16, 2015 at the Ramada Plaza Beach Resort with a Golf Tournament on October 16, 2015.

The initial six RED HORSE Squadrons and 1965-66 Prime BEEF Teams including attending members will be recognized.

Interaction with 823rd RHS Active and 556th RHS Reserve at Hurlburt AFB.

Once in a lifetime experience for all PB and RH members.

Two Commemorative Coins
Review Accomplishments

THIS NEWSLETTER IS DEDICATED TO AIR FORCE COMBAT CIVIL ENGINEERS (RED HORSE AND Prime BEEF) PAST, PRESENT AND FUTURE.



PRESIDENT'S STABLE

THANK YOU

For the past ten years I have had the honor and the privilege of serving as your President, which included serving as Chairman of the Board for the past four years. However, it is now time for me to step down and hand the reins over to fresh leadership. The members of the Board of Directors and Officers are what I know to be a collection of the finest characters there are (distinctive positive qualities) so it has been a rewarding time being associated with this caliber of individuals. I am fortunate to have had this strong active, dedicated, compassionate, and engaged team not only for their tremendous support throughout the years but also for their guidance in moving the RHA to the status that it enjoys today.

I have recognized and appreciated all of the volunteer hours and the many, many extra personal sacrifices in travel and expenses that have been invested by everyone and which have ultimately contributed to enhance the reputation and creditability of the RHA and I thank you for your unselfish commitment.

During our Prime BEEF/RED HORSE 50th Anniversary Celebration in October, the Board of Directors will present the next slate of officers. In this vein, if you have the time and are interested in becoming a more active participant in RHA either as President, an officer, or member of the board, please send your personal biography to RHA Election Committee, P. O. Box 936, Midway, GA 31320-0936 no later than 15 August 2015. And, of course, if you have questions or would like more information on the open positions, please contact me for details. Additional information on the REDHORSE Association can be found on the RHA website: www.rhassn.us

I would like to thank all of you that have joined the REDHORSE Association since our last newsletter was published. Welcome to the best organization on earth. I encourage you to attend events and become actively involved as we are always looking for new ideas.

Also, let me encourage you to get your reservation in for the block of rooms reserved for the 50th Anniversary Celebration. There were 100 rooms reserved for this event and as of this writing (April 22, 2015) there are 55 rooms remaining under the RHA/PB block. Call Ramada Plaza Beach Resort reservations at 850-243-9161 and indicate you are part of the RHA/PB convention. See you there.

To The HORSE!

Greg



**Ready or Not You Mid-1960's Engineers.
Fifty years of Can Do Will Do** by Wayland Davis.

C/MSgt (RET), Chief Davis enlisted in the Air Force in 1957 and served for 30 years. He held many key positions in Civil Engineering including his part in the 554th RHS.

It was the year of 1965; our military troops were then heavily engaged in a growing firefight and America's combat warriors were firmly on the ground in Vietnam. But at the same time Air Force enlisted Civil Engineering Airmen were not advanced enough skill wise to bring in that same level of readiness because they were then under the management of our prior Air Force's World-Wide-Mobility training capabilities which had a different training mission.

The solution was a new idea for a program called Prime BEEF which changed civil engineering by giving engineers a wartime/ contingency mission. The program was just dropped on the engineering troops who asked no questions, didn't question the team leaders, went out and did their jobs as ordered and met the high expectations placed on them. I was proud to be one of the initially selected individuals from Air Training Command Team #10 to become part of the Prime BEEF program fulfilling the greater needs brought about by the Vietnam War.

In-country the needs were abundant and manpower was immediately necessary just for labor. With a mix of local hires and the military crews, the hardening of the existing airfields was now doable because of training to provide technical engineering layout skills along with assembly efforts and erecting missions. Site developers helped the work crews harden nearly all of the few and existing French build airfields and layout aircraft parking ramp revetment bins to accommodate and protect parked airplanes.

As Prime BEEF teams became more of the solution, Civil Engineering military personnel were brought into the cause by introducing high level skills needed for the wartime effort accomplished through an on-the job training program not seen before. The Prime BEEF troops met the challenge by quickly mastering the required skills while at the same time meeting their individual daily duties and specialist code assignments. Prime BEEF teams were pulled from nearly all of the stateside commands and squadrons throughout the Air Force bases. The first to arrive in-country was Prime BEEF Team #1 and it was directly deployed to Southeast Asia. By August of 1965, three other Prime BEEF advanced teams were deployed to construct ARMCO steel bin revetments at Da Nang, Bien Hoa, and Tan Son Nhut. 120 days later the teams had erected more than 11,000 L/feet of revetments. Between 1965 and 1968 more than 1,600 Civil Engineering troops on 60 Prime BEEF teams were providing urgently needed facilities in Southeast Asia, South Vietnam.

Early in May 1965, MSgt Bruce Swafford, Non-Commissioned Officer in Charge (NCOIC) of Field Engineering and having been an original member of Prime BEEF Team #1, was asked to help identify engineering needs and prioritize project locations. This eventually led to the creation on 1 April 1966 of CECOG (Civil Engineering Center Operational Group) under the command of then Colonel William T. Meredith (eventually Brigadier General), known as the father of RED HORSE. RED HORSE was established in October 1965 when the first two squadrons (554th and 555th) were activated. These units were highly trained and then deployed to Vietnam in early 1966 to provide greater engineering capability and support to the Prime BEEF teams.

Some Prime BEEF teams were structured more towards vertical construction efforts for building troop housing such as the two-story wooden barracks completed by Prime BEEF Team #10, 26th February 1966. Air Training Command (ATC) and Air Force Systems Command (AFSC) were combined which resulted in nearly 60 Prime BEEF troops. Although then split between Nha Trang Air Base and Da Nang Air Base, they were both known for construction of barracks and dormitory facilities. The AFSC troops with their half-team manpower were deployed to Binh Thuy Air Base 26 February through 28 April 1966 and Tan Son Nhut Air Base from 28 April through 19 June 1966. This 30 member team effort provided construction of dormitories, maintenance shops, and administrative and training facilities. During this deployment period this team completed 19 wood framed buildings at Binh Thuy and 10 at Tan Son Nhut.

After Phu Cat in 1967 came the 823rd RED HORSE in 1968, a team that demonstrated tremendous construction expertise with newly developed skills and methods.

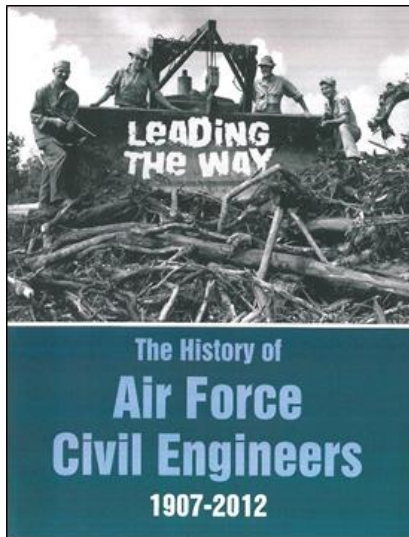
As time passed, methods, skills and efficiency improved by just doing the jobs, and with the learning curve behind us, we were able to work a schedule of six days, twelve hours a day, hardly ever noticing it; really nothing to "BEEF" about. We had to make many decisions on our own which gave us ownership of our projects, and working alongside our buddies all as productive and eager to help each other was teamwork at its best. We developed a trust and respect for each other that would carry us through the projects and all other wartime hardships. We did take the time to be thankful for those that protect and serve our country, and were proud to be a part of getting the soldiers out of the tents into solid housing facilities. Once home, some of us wanted to return to Vietnam and again serve in the war zone to experience the accomplishments and pride we felt in being a part of this great support effort to our troops.

Our 50th year of Prime BEEF and RED HORSE Reunion Celebration 2015 is a once in a lifetime celebration not to be missed; a time to reminisce.



Leading the Way, The History of Air Force Civil Engineers 1907-2012, by Ronald B. Hartzel







What timing! Just before our Prime BEEF/REDHORSE Association 50th Anniversary Celebration, this fascinating book (816 pages) has been published and is all about the USAF Civil Engineering Family. Yes that includes us in Prime BEEF and RED HORSE as well as so much more that makes up Air Force Civil Engineering. "This book has been nearly 30 years in the making. In October 1985, Maj Gen Clifton D. "Duke" Wright Jr., the Director of Engineering and Services, met with Dr. Ronald B. Hartzel in his Pentagon Office. Gen. Wright, who had the foresight to capture the past before it disappeared said one of his goals for Dr. Hartzel was to produce a book-length history of the career field." *Item in parenthesis is a direct quote from the book, permission given by Dr. Hartzel.*



The REDHORSE Association (RHA) Board of Directors voted unanimously to honor the six original RED HORSE Squadrons and Prime BEEF teams deployed in 1965-66 during the Vietnam Conflict. A ceremony will take place during our 50th Anniversary Celebration at Ft. Walton Beach Oct 12-16. If you are an original member of one of the six RH squadrons (554th, 555th, 556th, 819th, 820th or 823rd) or one of the Prime BEEF teams deployed in 1965-66 please contact our President Greg Macdougall at 912-321-8430 or e-mail at greg.macdougall@rhamail.org or Dick Aldinger at 407-859-7436 or e-mail at famdinger@aol.com. Book may be purchased at <http://bookstore.gpo.gov/products/sku/008-000-01089-7> or viewed online at: <http://www.afhso.af.mil/shared/media/document/AFD-150402-022.pdf>

The following tables are taken from pages 273 and 262-263 respectively.

RED HORSE Activity During the Vietnam Conflict, 1966-1975

| RED HORSE Unit | Unit Services During Vietnam Conflict | Selected Activities between 1966 and 1968 |
|---|--|---|
|  554 th | Activated October 1965; deployed February 1966 concurrently with 555 th ; stationed at Phan Rang AB, Vietnam; moved to Cam Ranh Bay AB February 1970; moved to Da Nang AB November 1971 to replace the 820 th ; was the last RED HORSE squadron to leave Vietnam; relocated to U Tapao AV, Thailand in June 1972; to Osan AB, South Korea in 1976. | Replaced AM-2 runway at Phan Rang; in 1967 became the first RED Horse squadron with a concrete batch plant; constructed squadron facilities; completed 60,000 square feet of permanent base facilities including 67 dormitories, 26 latrines, 2 dining halls; installed 4 aircraft arresting barrier systems, road construction. |
|  555 th | Activated October 1965; deployed February 1966 concurrently with 554 th ; stationed at Cam Ranh AB until 1970, then inactivated. | Repaired 20,000 square yards of AM-2 taxiway; constructed 35,000 square feet of living quarters, 57,000 square feet of maintenance shops; constructed 5,900 linear feet of revetments; completed 200-man hospital; installed 2 aircraft arresting barriers and 2 aircraft lighting systems; installed 19,600 linear feet of POL pipeline. |
|  556 th | Established in 1966 and deployed in July 1966 to U Tapao AB, Thailand; inactivated late 1969. | Constructed taxiway-runway-apron complex at Nakhon Phanom AB; constructed dormitories, dining halls, and other facilities. |
|  819 th | Activated in February 1966 and deployed in September 1966 to Phu Cat AB; moved to Tuy Hoa AB to close it in 1970; moved in 1970 to Westover AFB, Massachusetts; moved to McConnell AFB, Kansas; moved to RAF Wethersfield, UK in 1979; inactivated in 1990; reactivated as an AF/ANG RED HORSE associate unit in 1997 at Malmstrom AFB, Montana. | Completed almost all vertical facility construction at Tuy Hoa; completed AM-2 matting on airfield; constructed revetments; constructed permanent living quarters for 1,276 people, and 2 dining halls; installed water purification plant and dug 2 wells; constructed shipyard, warehouses, and administration facilities; installed AM-2 ramp. |
|  820 th | Activated in April 1966 and deployed in October to Tuy Hoa AB 1966; moved to Da Nang AB in 1969; moved to Nellis AFB, Nevada in 1970. | Completed nearly 50 percent of construction at Tuy Hoa. Installed AM-2 matting; constructed RED HORSE camp and 58,200 square feet of permanent and temporary facilities; built 5 miles of road; installed temporary POL system; construction of revetments and ammunition storage area. |
|  823 rd | Activated in 1966 and deployed to Bien Hoa AB in November 1966; inactivated in 1971 but reactivated at Eglin AFB, Florida in 1972. | Built RED HORSE cantonment; constructed wooden facilities at Vung Tau and Pleiku; erected ammo and steel revetments; in 1975 built tent city at Eglin for 5,000 refugees of Vietnam. |

Sources: Historical Division, Directorate of Information HQ Seventh Air Force, Appendices IV-V of Activities 1967-1968, ca. 1968; Files of AFCEC History Office, Tyndall AFB, Florida; Lois E Walker, "A RED HORSE Roundup," The CEE, Vol 8, No 3, Fall 2000, 28-30

Prime BEEF Teams Deployed Between 1965-1966 to Southeast Asia

| Prime BEEF Unit | Unit Activity During Vietnam War | Activities |
|-----------------|--|---|
| Prime BEEF 1 | 73 personnel from ADC, ATC and SAC divided into 3 teams deployed August 1965 to December 1965 at Tan Son Nhut, Bien Hoa, and Da Nang | Installed 12,000 linear feet of steel revetments, steel blast deflectors, concrete, dormitory hutment at airfields. |
| Prime BEEF 2 | An 18-man team from MAC deployed September 1965 to January 1966 to Tan Son Nhut | Plumbing, water supply, sewage facilities; laid 12,000 linear feet of water pipe, 450 linear feet of sewer lines, plumbed 9 latrines. |
| Prime BEEF 3 | 225 personnel divided into 6 teams deployed October 1965 to February 1966 to 6 air bases in South Vietnam | General construction, beddown housing (hootches and tents) for 4,900 Airmen, constructed 54,000 square feet of support facilities, laid 3,000 square yards of concrete, prepared base and laid 96,200 square yards of PSP |
| Prime BEEF 4 | 4-man team from SAC, ATC, HQ COMD, deployed October 1965 to February 1966 to AFRCCE office, Saigon | Designed POL facilities |
| Prime BEEF 5 | 120-member team from AFLC, AFSC, TAC, ADC, ATC deployed November 1965 to March 1966 to Takli, Thailand | General construction |
| Prime BEEF 6 | 29-man team from MAC deployed January to May 1966 to Tan Son Nhut and Bien Hoa AFBs | 1,600 feet of revetment construction |
| Prime BEEF 7 | 29-man team from AFSC deployed January to May 1966 to Korat, Thailand | Revetment construction |
| Prime BEEF 8 | 12-man team from ADC deployed February to May 1966 to Tan Son Nhut and Bien Hoa AFBs | Plumbing |
| Prime BEEF 9 | 21-man team from SAC, MAC, TAC, ADC, HQ COMD, ATC, AFSC, AU deployed February to June 1966 to Tan Son Nhut AB | Electrical work |
| Prime BEEF 10 | 120-man team from AFSC, ADC, ATC, TAC deployed February to June 1966 to 7 air bases in South Vietnam | General construction of cantonment facilities |
| Prime BEEF 11 | 50-man team from SAC deployed March to July 1966 to Tan Son Nhut AB | General construction |
| Prime BEEF 12 | 40-man team from SAC deployed March to July 1966 to Da Nang AB | General construction |
| Prime BEEF 13 | 58-man team from ADC, TAC deployed March to July 1966 to 4 air bases in South Vietnam | Revetment construction |
| Prime BEEF 14 | 90-man team from ATC, MAC, TAC deployed April to August 1966 to 4 bases in Thailand | General construction |
| Prime BEEF 15 | 30-man team from AFLC, HQ COMD deployed May to September 1966 | General construction |
| Prime BEEF 16 | 45-man team from SAC and AAC deployed May to December 1966 to NRP, Thailand | General construction |
| Prime BEEF 17 | 45-man team from SAC deployed May to September 1966 to U-Tapao, Thailand | General construction |
| Prime BEEF 18 | 1 person from ADC deployed May to September 1966 to Tan Son Nhut AB | Deployed to be Prime BEEF Chief |
| Prime BEEF 19 | 17 persons from SAC, TAC, ADC, HQ COMD, AFLC, AFSC, AFSS deployed May to October 1966 to Tan Son Nhut AB | Assist Seventh Air Force function |
| Prime BEEF 20 | 1 person from AFLC deployed June 1966 to October 1966 to Bangkok, Thailand | Assist AFRCCE |
| Prime BEEF 21 | 50-man team from ATC deployed June to October 1966 to Nha Trang AB | General construction |
| Prime BEEF 22 | 50-man team from TAC deployed June to October 1966 to 3 air bases in South Vietnam | General construction |
| Prime BEEF 23 | 50-man team from SAC deployed June to October 1966 to Tan Son Nhut AB | General construction |
| Prime BEEF 24 | 50-man team from ADC deployed June to October 1966 to Pleiku AB | General construction |
| Prime BEEF 25 | 13 persons from SAC, TAC, HQ COMD, MAC, ADC, AFSC, ATC, AU deployed July to November 1966 to Tan Son Nhut | Electrical distribution |

Sources: Prime BEEF Deployments, 1965-1976, Files of AFCEC History Office, Tyndall AFB, Florida; 1st Lt. John G. Torino, "Vietnam Report No. 2, "Air Force Civil Engineer, Vol 7, No. 2, May 1966, 4-5; Lt. Col. Howard B. Arnold, Jr. "A New Image for the AFCE in Vietnam", Air Force Civil Engineer, Vol 7, No. 2, May 1966, 6-7.

NEWS ARTICLES

188th Wing Engineers Train 567 RED HORSE Reservists, by Airman 1st Class Cody Martin, 188th Wing Public Affairs.



11/20/2014, Fort Smith, Arkansas

Cooperation between active Air Force, the Air National Guard and the Air Force Reserve creates a Total Force Concept that helps make the U.S. Air Force dominant. The ability to deploy and train together enhances versatility and efficiency within the Air Force. This concept was put into action when the 188th Civil Engineering Squadron hosted Air Force Reservists from the 567th Rapid Engineer Deployable Heavy Operational Repair Squadron Engineer Squadron. The 188th CES afforded the 567th RED HORSE with a number of sundry training opportunities.

“This is a very diverse group of people,” said Major Christopher Stanmire, 567th RED HORSE Squadron operations officer. “We have six members of the 4th Civil Engineering Squadron as well as personnel from the 560th and 583rd RHS, and with the 188th this is definitely a Total Force operation.”

The 567th RED HORSE Squadron is a 209-person mobile squadron capable of rapid response and independent operations in remote, high-threat environments worldwide. It was established on Nov. 1, 2008, at Seymour Johnson Air Force Base, North Carolina.

On Oct. 29, the advanced party, or ADVON, arrived at Ebbing Air National Guard Base in Fort Smith, Arkansas. The ADVON was the first team involved in a three-part process that provided initial planning and set up for the exercise.

“The ADVON team goes in first,” Stanmire said. “They ensure everything is ready for the reception of the main body. Then you have your first echelon called the hub which sets up the main operating base. We also can deploy a second echelon called the spoke.”

Every 15 months, members of RED HORSE squadrons have to train on a number of field training requirements, including expedient airfield crater repair operations, tent erection, defensive fighting positions and field messing. With these requirements in mind, leadership from the 567th RHS selected Ebbing Air National Guard Base as the place to receive their training.

“We chose this place because we don’t have heavy equipment at home station and we have the opportunity to do airfield damage repair,” Stanmire said. “They have outstanding venues to use heavy equipment and to train on airfield damage repair. Everything else we can get in other places, but we are hoping to get hands-on training on equipment and resources we don’t have at home station.”

The 188th Wing not only provided the locale, but also provided support in a number of additional ways.

“We’re proud of the hard work our Airmen are doing to ensure visiting units complete all their training objectives,” said Col. Mark Anderson, 188th Wing commander. “That’s a testament to the outstanding men and women we have in this wing. They go above and beyond to complete the mission and I’m honored to serve as their commander.”

The 188th CES provided opportunities on field training requirements and the 188th Security Forces Squadron provided contingency skills training. The 188th Force Support Squadron and the 188th Logistics Readiness Squadron provided additional assistance during the field training exercise, as well as providing physical training testing and career development course testing.

“We are very impressed with the hospitality and the availability of the equipment,” said Chief Master Sgt. John Meadows, 567th RHS airfield chief superintendent. “They’ve just opened the doors and welcomed us as one of theirs. We really appreciate that.”

The 567th RHS successfully completed all of their training objectives as well as completed a few small troop training projects. In the future, the 567th will look to return to Ebbing ANGB when they need further training.

“Fort Smith will definitely be among the top choices when we start looking for a training site for our next FTX,” Stanmire said. “We are extremely thankful for the 188th’s assistance, professionalism and hospitality.”

Auxiliary Airfield Reopens at Randolph,
U.S. Air Force photos by Johnny Saldivar.

26 Jan 2015, Joint Base San Antonio-Randolph Seguin Auxiliary Airfield

With the completion of a \$12.4 million construction project, flying has resumed at the Seguin Auxiliary Airfield at JBSA-Randolph, Texas, for the first time in three years. "The difference in quality from the previous runway and the reconstructed runway we see today is night and day," said Maj. Matthew Reynolds, with the 12th Operations Support Squadron. "The previous runway was so rippled that when standing at one end, you couldn't see someone standing at the other end. The new runway is crowned so that water drains. The old runway was flat and water puddled creating safety issues." The project included a new airfield, the stabilization of existing soil, and the construction of a new parking apron and emergency access road, according to a base release. "Being able to fly again at Seguin Auxiliary Airfield gives us a 30 percent increase in training opportunities due to a shared familiarity with T-38C Talon operations," said Lt. Col. Joel DeBoer, commander of the 560th Flying Training Squadron. "It also allows us to distribute throughout the area, reducing the volume of operations over our primary patterns."



Brig. Gen. Bob LaBrutta, 502nd Air Base Wing and Joint Base San Antonio commander, addresses the crowd during a symbolic ribbon cutting event at Joint Base San Antonio-Randolph Seguin Auxiliary Airfield Jan. 20. The event signified the reopening of the airfield following a \$12.4 million repaving and construction project that included replacing and grading the entire airfield, stabilizing existing soils, and constructing a new taxiway, parking apron and emergency access road.

The 560th FTS is one of six squadrons that make up the 12th Flying Training Wing, which is headquartered at JBSA-Randolph.

The original site was built with three runways in 1941 and required an eight month overhaul by the 12th Air Force's 820th Rapid Engineers Deployable Heavy Operational Repair Squadron from Nellis Air Force Base, Nevada. The 10,300 foot long runway was widened to 150 feet with two 10-foot wide shoulders. Flying stopped at the airfield about three years ago.

The project was a joint partnership between the 820th RED HORSE Squadron and the 502nd Air Base Wing. Funding and administrative support were provided by Air Education and Training command and the Air Force Civil Engineer Center. An estimated 41,000 tons of asphalt was placed by the team.

"The challenge was for us to turn an airfield built in 1941 into one that supports modern, high performance aircraft like the T-38," Capt. Erich Kramer, 820th RED HORSE design engineer, said. "We feel that we've met that challenge and are excited to be a part of ensuring the success of the training for tomorrow's Air Force pilots."



Col. David Drichta, 12th Operations Group commander, Brig. Gen. Bob LaBrutta, 502nd Air Base Wing and Joint Base San Antonio commander, City of Seguin Mayor Don Keil, Col. Matt Isler, 12th Flying Training Wing commander; and Capt. Erich Kramer, 820th Rapid Engineers Deployable Heavy Operational Repair Squadron design engineer cut the ribbon signifying the reopening of the Joint Base San Antonio-Randolph Seguin Auxiliary Airfield Jan. 20. Upon completion of a three-year construction project, the airfield is now ready for flying by members of the 560th Flying Training Squadron. The airfield is crucial for "touch and go" training that qualifies fighter and bomber pilots as instructor pilots in the T-38C Talon.



Lt. Col. Robert Lee, 560th Flying Training Squadron director of operations and also the first pilot to land at the Joint Base San Antonio-Randolph Seguin Auxiliary Airfield, gives a tour of the aircraft to Jack and Matty Foster.

**554th RED HORSE Logistics Support Flight
Keeping the Shoes on the Horse,**

Credit: Capt. Melia Bush and C/MSGT Marion Parker, PACAF, 554th RED HORSE Squadron.

January 2015:

The Logistics Support Flight (LG) is composed of four sections: Vehicle Maintenance (LGV), Materiel Management (LGS), Readiness and Emergency Management (LGX), and Services (LGF) consisting of 41 personnel spanning nine AFSCs. As the primary support infrastructure within the RED HORSE, LG involves the design and development, planning, movement, acquisition, storage, distribution and disposition of materiel as part of the supply chain network. The flight also integrates vehicle maintenance, equipment assets, people, weapons, deployment, employment, field-feeding, lodging, medical, contracting, and deployment readiness planning and execution. The LG flight is one of four flights essential to the success of the unit's deployable and in-garrison mission. LG has led reception of eight Active, Guard, and Reserve units, embedded more than 352 total force integrated Airmen, Sailors, Soldiers and Marines to support the massive construction operations at Andersen Air Force Base's North-West Field (NWF) as part of the 200 million dollar Pacific Air Forces' Regional Training Center build-up. LG has been involved in two POTUS missions and prepped vehicles in support of multiple typhoons. LG led the reception of both the 36th Wing's only three million dollar 100 ton crane (largest in the command) which saves PACAF more than 20 thousand dollars in rental fees annually and the 1.5 million dollar rock crusher which has produced 8.4 thousand tons of base course, saving PACAF 800 thousand dollars annually. Finally, the LG led the relocation reception efforts of the Silver Flag training schoolhouse from Japan to Guam, paving the way for the annual training of 1.2 thousand international students.

RED HORSE Vehicle Maintenance (LGV) provides maintenance support to keep 210 assets valued at 30 million dollars safe, serviceable, and ready to deploy while minimizing the vehicle out-of-commission rates and associated maintenance costs.



(L – R) SSgt Lindsay, SSgt Kruize, and SRA Cramer on a grader repair

LGV also manages the vehicle control program. Inspecting, testing, servicing and replacing

subsystems, parts, and fluids are critical to ensuring the unit's vehicle fleet remains safe, serviceable, reliable, and drivable throughout construction operations and day-to-day transport missions. Although the unit's LGV section is composed of typically the same skillsets across the RED HORSE units, the diverse fleet that exists within the unit drives technical specialization out the window. The unique vehicles and equipment that reside in the unit force the mechanics to become "multi-purpose" technicians.



SrA Washington resurfacing a trailer deck.

Over the past year, LGV has been instrumental in the facilitation of four on-island repairs of the compressors valued at 7 million dollars each, assigned to Task Force Talons Theater High-Altitude Defense missile defense system, which saved more than 100 thousand in depot-level transport costs. The section has also provided the emergency storage of the island's four-million dollar Joint Threat Emitter Radar system during three typhoons that threatened the island. LGV has performed 520 in-field expeditious mobile maintenance repairs in less than a one hour average, keeping the construction operation on target. LGV was instrumental in the reorganization of a 17 thousand dollar stock level parts program, slashing research and acquisition time by 15 percent, proving vital to the Air Force's largest single-site troop labor construction project.

RED HORSE Materiel Management (LGS) provides complete and responsive logistical support for the unit's operations both in-garrison and at deployed locations. LGS synchronizes the unit's logistics solutions with four third-party logistics agencies in order to organize and source end-to-end supply chain options best suited to meet the ever-changing needs of the unit's mission. The section integrates, coordinates and manages the smooth handling and transfers of materiel between 39 custodian authorization/custodian receipt listings with a collective asset value of more than 7.9 million dollars. LGS provides the commander with tailored, scalable warehousing, in/out bound freight, distribution, and global transportation options in

line with the demands of materiel accuracy, order fulfillment, efficiency and responsiveness required by the construction operation customers.



MSgt Fitch, LGS Section Chief repositioning vital UTC Assets in the warehouse.

RED HORSE Readiness and Emergency Management (LGX) is the principle technical advisor to personnel on all matters pertaining to readiness, Emergency Management (EM), and Chemical Biological Radiation and Nuclear (CBRN) passive defense activities. LGX's purpose is to support the Commander in executing contingency operations in a CBRN threat environment and to organize, train, and equip unit personnel. LGX coordinated 14 mass training events which led to the recertification of 124 Airmen across 24 AFSCs and drove a 96 percent overall training average, which is the highest in two years. LGX managed 5 thousand ACES data entries boosting system accuracy data to 86 percent in 12 contingency requirements giving AF/A7CRT 100 percent visibility for the first-time in months.



SSgt Cruz, NCOIC, Amory preparing weapons for class



SrA Guzman Inspecting Critical EM Assets.

RED HORSE Services (LGF) provides in-garrison support as needed and organically supports each unit wherever deployed. Services support includes food service, fitness, mortuary operations, and the management of a 22 million dollar contingency lodging facility. Over the past year LGF provided PACAF's sole

field-feeding operation which was directly responsible for injecting more than 15.2 thousand in construction man-hours back to ongoing, critical construction projects. LGF also oversaw contingency lodging support for 352 total force integration personnel, which saved the AF more than three million dollars in contract lodging costs. The flight was responsible for standing up the Wi-Fi quality-of-life initiative for NWF's first-ever 10 member emergency response team. LGF launched the flight's Presidential Fitness Challenge; 35 participants amassed a combined 160 thousand fitness points and earned the "Gold Award" in less than 60 days. LGF was responsible for leading 20 physical training leaders, completion of 208 fitness assessments, and 54 squadron fitness sessions which drove the squadron's overall 78 percent fitness level with 112 personnel at 90 percent. LGF drove food operations for exercise COPE NORTH '14 which was vital to the CRG's humanitarian assistance and disaster response capabilities. LGF led feeding operations during a real-world search and rescue mission in which a two-person team secured and delivered 100 meals to the search and recovery divers and on-scene support staff in less than 30 minutes.



SSgt Sugimoto and SSgt Oeth operating the food service line.

The LG flight has garnered the following accolades over the last year: 36 WG Team of the 1st Quarter, 36 WG Vehicle Management NCO of the Year (PACAF nominee), 36 WG Force Support NCO of the Year (PACAF nominee), 554 RHS Captain Robert W. Williams Military Award, Chief Master Sergeant Fred Archer Military Award, and the Senior Master Sergeant Margaret Frances Barbour Military Award.

Air Force Reserve Engineer Unit to Close,
Story by John Andrew Prime, Photo courtesy USAF.

February 12, 2015, Barksdale Air Force Base
An Air Force Reserve Engineer Squadron at Barksdale Air Force Base, since the closing days of the Vietnam War, will close later this year.

The 307th RED HORSE Squadron was selected as a candidate for closure last spring, according to past published Gannett reports. Unit leaders and members got the official word this week that with the close of the federal fiscal year in September it will stand down.



Members of the 307th RED HORSE and 307th Civil Engineer Squadron erect a tent during a training exercise at Barksdale Air Force Base in September 2014. The unit just learned it will be deactivated later this year

"The initial notification of proposed deactivation came roughly a year ago," said unit commander Lt. Col. Charles Chapman III, who has been at Barksdale since the 1990s but assumed command in December 2013. "Final decision notification was received by the unit on Tuesday."

The squadron, one of six such units in the Air Force Reserve under the 622nd Civil Engineer Group, became an independent unit under a RED HORSE reorganization in 2006. Under current operations two RED HORSE units pair to form a full team for base contingency deployment, where they can build an airbase from a flat piece of land with a water source. The current deactivation plan loses two RED HORSE squadrons, reducing Air Force Reserve Heavy Construction capability by 33 percent, Chapman noted.

The unit has deployed in the Global War on Terror and over the decades also has trained in the Caribbean, among other areas. It also has gone to areas affected by disasters, such as Honduras in 1999 after Hurricane Mitch. The squadron last deployed in September 2013 and was gone for roughly seven months.

The unit has a roster of just over 200 personnel, all but about two dozen traditional reservists who serve one weekend a month or as needed, with annual training as well.

"Of the total count, roughly 25 percent are out-of-town traditional reservists who travel here to perform their duties on training weekends," Chapman said, noting the rest are local. "There are two total RED HORSE Squadrons being deactivated under this proposal along with multiple Civil Engineer Squadrons at bases around the country."

Modernizing Crater Repair, by Amy McCullough, *Journal of the Air Force Association Magazine*

April 23, 2015, Andersen AFB, Guam

The Air Force is instituting large-scale changes to the way it repairs runways after an attack, officials told *Air Force Magazine* during a recent visit here. "We are currently still teaching legacy airfield damage repair field methodology ... based on Cold War technology and ... threats ... but there are some new and improved threats from adversaries in the region that have forced us to come up with a new methodology for recovering airfields," said Lt. Col. Kevin Mares, commander of the 554th RED HORSE Squadron Det. 1 and head of Silver Flag training here. "We have always trained to the threat of fixing three 50-foot craters in four hours. Now, the new threat is going to be potentially 20 to 100 six-foot craters, so there are going to be many more pieces of damage, but of a smaller nature," he explained. The actual method for filling the holes also is changing. Instead of using compacted dirt and then topping it with a folded fiberglass mat, the Air Force is moving to a process called "fillable flow," which is "more of a very thick slurry" used to fill the crater, said Lt. Col. Andrew DeRosa, 554th RHS commander. "It's quicker because you pretty much just pump it into a hole, skim it off, and let it set," he said.

Rethinking Airfield Repair, by Amy McCullough, *Journal of the Air Force Association Magazine*

27 April 2015, Andersen AFB, Guam

Pacific Air Forces is positioning airfield damage repair kits at locations throughout its area of responsibility to enable remote bases to quickly get runways up and running in the event of an attack, PACAF officials tell *Air Force Magazine*. Because of its strategic location in the Pacific and its two runways, Andersen will get four of the kits. One is for the 554th RED HORSE Squadron, two for the 36th Civil Engineering Squadron, and one for Silver Flag training, which will enable instructors to introduce PACAF airmen to the new technology, Lt. Col. Andrew DeRosa, commander of the 554th RHS, told *Air Force Magazine* during a recent visit to Guam. The large kits are designed to provide everything crews need to fill a crater in the event of an attack, including heavy construction equipment such as rollers, dump trucks, and bulldozers, DeRosa said. "They are coming in piecemeal over the next several months," he said, of the equipment. PACAF will standardize the kits across the region, though it is scaling the kit sizes based on need. Not every location in the Pacific has a double runway, he noted, and "the expectation is [an adversary] would send more missiles our way to take out more of the runway and we'd have more runway to repair, where another location may only have half, so [the kits] are slightly scaled," DeRosa said.



STABLE NOTES:

1. New Articles are always needed: Please send articles concerning Prime BEEF and RED HORSE including photos to Dick Aldinger at famdinger@aol.com or mail to Dick Aldinger, 4088 Floralwood Ct., Orlando, FL 32812.
2. RED HORSE Website: www.rhassn.us
3. Special Note: Please add this newsletter to your Squadron Facebook page or distribute through other social media.
4. If you are an original member of one of the six RH squadrons (554th, 555th, 556th, 819th, 820th or 823rd) or one of the Prime BEEF teams deployed in 1965-66 please contact our President Greg MacDougal at (912) 321-8430 or e-mail at greg.macdougal@rhamail.org or Dick Aldinger at (407) 859-7436 or e-mail at famdinger@aol.com
5. All information for the 50th Anniversary Celebration of Prime BEEF and RED HORSE set for October 12-16, 2015 in Fort Walton Beach, FL is provided in this newsletter. Commemorative Coin information, your reunion registration form, a tentative agenda, and Golf Tournament/Sponsorship Signup is provided on the following pages.

Due Dates

- Golf Tournament Sponsorship participation is due via the Golf Tournament Registration form by August 15.
- Commemorative Coin Order Form is due by September 1. This will ensure availability for delivery to you at the reunion.
- Reunion/Convention Registration Form is due by September 19.
- Golf Tournament Registration form (if not participating in the Sponsorship program) is due by October 1.
- A finalized agenda and schedule of events will be available when you **Check-in** with Ramada Inn Desk Clerk and REDHORSE Association Registration Station.

6. If interested in supporting the RHA as an officer and/or board member please submit your personal biography to RHA Election Committee, P. O. Box 936, Midway, GA 31320-0936 no later than 15 August 2015.

7. 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 RED HORSE or Prime BEEF; see detailed information below and **Application form on back page.**

Regular Membership Dues are \$20 per year, except that the initiation year is set at \$10. 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. Active military member dues are \$10 per year as long as they remain active in the military.

Associate Memberships: \$20 per year. 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.

Life Memberships are to the schedule below:

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

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

Please indicate on the application on the back page your war era service. (For IRS tax exemption purposes)

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

RHA COMMEMORATIVE COINS have been finalized to honor the 50th Anniversary Celebration of Prime BEEF and RED HORSE and can be ordered in advance for delivery at the Anniversary Celebration; see instructions on Reunion Registration Form.
Following article by Dick Aldinger and Randy Eckert

Origination of Commemorative Coins

Challenge Coins are very popular these days so it only seemed appropriate that we have one for the REDHORSE Association 50th Anniversary of Prime BEEF (PB) and RED HORSE (RH). This is the story of how we ended up with two coins.

Coin #1 (PB/ RH) originated with a conversation I (Dick Aldinger) had with Bill Sims at the RHA Reunion in October 2013 in Bowling Green, Kentucky. We decided that it would be a good idea to develop a coin that represented both Prime BEEF and RED HORSE. Soon thereafter we recruited Dick Cardinale to assist us with the design of the coin. We started a three way e-mail correspondence using the familiar Prime BEEF "Bull" and the "Charging Charlie" RED HORSE logos. We soon recruited Col Doug Hardman and Dr. Ron Hartzler from the Air Force Civil Engineering Center to verify the RED HORSE Squadrons around the outer rim on one side and the seven continents that Prime BEEF served on the other side. The task required the next 18 months and at least 100 different e-mails passed between the players to decide on the coin layout and wording. Without the Internet I doubt that this design would have been completed. After all the inputs, Bill, Dick and I agreed on the final design. The (PB/RH) coin is designated coin #1 because it was the first one completed and sent to the manufacturer.

Coin #2 was the idea of the REDHORSE Association Board of Directors to develop a 50th Anniversary coin for the 50th Anniversary. A design competition was held in late 2013 early 2014. (Retired) CMSgt George Vasiloff submitted the winning design. The Board of Directors tweaked the design slightly. Side 1 shows the image of the father of RED HORSE, Brigadier General William Thomas "Tom" Meredith, set inside a star representing his rank. All RED HORSE unit designators are listed and grouped by types (Active, Guard, Reserve and other) past and present rather than just numerically; 2-4 o'clock are Reserve units, 4-8 o'clock are Active duty units; 8-10 o'clock are Guard units, 10-12 o'clock are Expeditionary units; and 12-2 o'clock are the two prepositioned RH equipment sets in Europe (7219 RHF and 7319 RHF). These were the two small units assigned to maintain those assets and the (31st RHF and 712 RHF) who did some work in Europe (not complete squadrons). Duplicate use of numbers, the 555th and 556th were both early Active units and later used by Reserve units. The 557th was an early Active unit and is now an Expeditionary unit designator. The RED HORSE logo selected was the original logo.

Kudos to Randy Eckert who took the designs for coins #1 and #2 and contracted with a supplier to get the coins produced to our satisfaction. By the way, the 2 1/4" size was decided on to ensure everyone could read the lettering and identify their unit on both sides.

Coin Set #1



Coin Set #2





REDHORSE Association 50th Anniversary Reunion/Convention
October 12-16, 2015



Print your first name exactly as you want it to appear on your name badge.
 Registration for the reunion convention, reception banquet, and order form for commemorative coins.

First Name: _____ Last Name: _____
 Title: _____ Your Unit: _____ Years: _____
 Address: _____
 City: _____ State: _____ Zip: _____
 Phone: _____ E-Mail: _____

Are you or your guest disabled and require any special service or arrangements: _____

Do you or your guest have any dietary restrictions: _____

Are your membership dues due? Here is a chance to become current, or join for \$10.00/renew for \$20.00: _____ \$ _____

How did you hear about this 50th Anniversary Reunion / Convention: Mail E-mail Facebook LinkedIn
 Co-worker/Friend RHA Website Other: _____

Registration Fee: \$30.00 (per person): I am registering for Myself only Myself and _____ guest(s). _____ \$ _____
 (Registration Fee covers incidentals such as meeting room rentals, refreshments, snacks, hospitality room rental and any other unforeseen expenses related to this event.)

Banquet Meal: \$35.00 (per person): I am paying for Myself only Myself and _____ guest(s). _____ \$ _____
 (Banquet Meal is a buffet consisting of: Chef Carved Ham, Chicken Tenderloin, Grouper and Tequila Lime Sauce, Garlic Herb Masked Potatoes, Chef Choice Vegetables, Mixed Green Salad – 2 dressings, Assorted Rolls and Butter, Key Lime Pie, Coffee/Tea.)

Sponsorships Available for Convention and Golf Tournament, Personal or Organizational:
Sponsorship Levels - Gold Level, Silver Level, Bronze Level. Take the lead on positioning you or your organization at the top of this prestigious once - in - life - time event. Demonstrate your organization’s values and make a big impression on the 250 plus anticipated prominent RH/PB Veterans, Retirees, Active, USAFR, ANG attendees. Anyone desiring to be a sponsor can do so by indicating your sponsorship on the Golf Registration Form that is attached and enclosing a check for that amount. If participating in Sponsorship, to ensure inclusion in all marketing materials, please return the golf registration form by **August 15, 2015**, (address is at the bottom of this page). **For further information contact either Dick Aldinger at famdinger@aol.com or Greg MacDougal at greg.macdougal@rhamail.org**

Our Hotel of choice is the **Ramada Plaza Beach Resort, 1500 Miracle Strip Parkway, SE, Ft. Walton Beach, FL 32548**. A special room rate for this event is \$110.00 per night (for a standard room), **Make your own reservation** with the Ramada Inn **1-888-253-1628** or reservations desk direct number 850-243-9161; **be sure to mention** that you are with the REDHORSE Association to receive the special rate. **NOTE:** Rooms are filling up faster than anticipated; we started with 100 rooms and they are going fast, so **reserve your room soon** to be sure to get the RHA room rate.

The 50th Anniversary of **RED HORSE and Prime BEEF commemorative coins** will be for sale along with patches, pins, shirts, mugs, and many, many other items. Pictures of the coins are shown on page 11 of this newsletter and can be ordered in advance (to ensure availability by the reunion) by filling out the form provided below. Also if you have items you would like to sell, bring them along, for a donation to the RHA we’ll provide you some space.

Make check or money order payable to: REDHORSE Association (sorry, we are unable to accept credit cards). Send this registration form along with your payment to: REDHORSE Association, P O Box 8, Westminster, CO 80036-0008

NO LATER THAN SEPTEMBER 19, 2015 - NO LATER THAN SEPTEMBER 19, 2015 - NO LATER THAN SEPTEMBER 19, 2015

Coin Order Form: Include payment for your coin(s) with your reunion check: Please order coins by **September 1st** to ensure they will be available for delivery to you at the reunion. **Note:** If you are not attending the reunion but would like to order the coin(s); please indicate you are not attending and send your order, add your mailing address and add \$2 dollar per coin or \$3 dollars per set for shipping costs."

First Name: _____ Last Name: _____

1. I am ordering _____ set(s) of coins at \$19 per set (A “set” consists of a #1 coin and a #2 coin) _____ \$ _____

2. I am ordering _____ #1 coin(s) at \$10 per coin _____ \$ _____

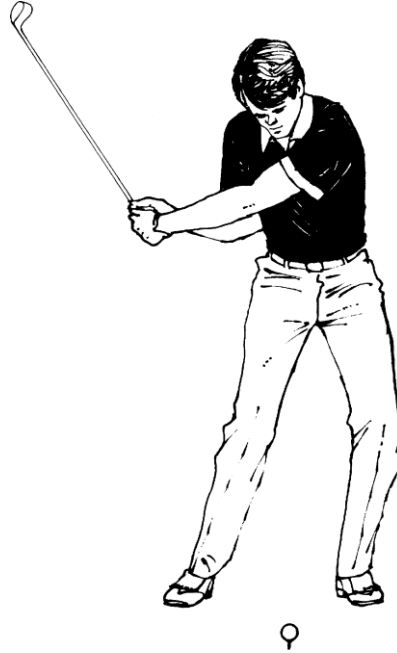
3. I am ordering _____ #2 coin(s) at \$10 per coin _____ \$ _____

**Tentative Agenda* for 2015 RED HORSE Reunion
Oct 12-16, 2015**

| | |
|------------------------------------|---|
| Sunday, Oct 11 th | Day before normal Check-in. Come and enjoy the world's most beautiful beaches. |
| Monday, Oct 12 th | 1200 Hrs. and later Check-in with Ramada Desk Clerk and REDHORSE Association Registration Station. Check out items for sale. 1500-1700 Hrs. Get acquainted mixer and light refreshments in the RED HORSE Hospitality Room. 1900 Hrs. Hospitality room open for meet and greet (possible Board of Directors meeting). Members of original six RH Squadrons and 1965-1966 Prime BEEF units should meet (time not scheduled) with other members of their unit and decide who will be a spokesperson during Wednesday and Thursday presentations. RHA will help identify these members based on registration information. |
| Tuesday, Oct 13 th | 0900 Hrs. President's Welcome by Greg MacDougal and general information to include membership, commemorative coins, Charging Charlie Newsletter, Treasurer's Report, Website, Nominating Committee and other RHA association business. Planned to be a breakfast meeting. 1300 Hrs. Tour of 823 rd RED HORSE Squadron at Hurlburt AFB including RED HORSE House of Legends and possible AFCEC exhibits and Barbeque at 823 rd . (Options: Pensacola NAS, Eglin Museum, etc.). |
| Wed, Oct 14 and Thur, Oct 15 | 0900Hrs. First unit stories for RED HORSE and Prime BEEF (show interview films). Presentations from the Past: Rick Lettau and Bruce Swafford. Presentation from the front: Col Douglas Swift 1stECEG/CC AFCENT. Video presentations from Air Force Civil Engineering Center. Note: Other speakers will be added to provide a complete program. Update on Air Force Civil Engineering to include RED HORSE and Prime BEEF. Recognition and Presentation of Plaques to 554 th , 555 th , 556 th , 819 th , 820 th and 823 Member Stories as told by original members. Recognition and presentation to 1965-66 Prime BEEF Units in attendance. Recognition of other RED HORSE and Prime BEEF units in attendance. Wrap Up of 2015 Convention and look forward to Lexington KY in 2017. 1500 Hrs. Possible drive (for those interested) out to Field 2 which was the site of RED HORSE training in late 1960s prior to deployment to Vietnam or Thailand. 1800 Hrs. Banquet Dinner at Ramada. |
| Friday, Oct 16 th | 0700 Hrs. Golf Tournament Sign-in At Gator Lakes Golf Course, Hurlburt Field. 0800 Hrs. Golf Scramble begins. 1300 Hrs. Golf Tournament Awards at Gator Lakes Golf Course. |
| Saturday, Oct 17 th | Final Departures. |
| Notes: | Ladies will have a luncheon or a Tea on Wednesday or Thursday co-hosted by 823 rd RHS Commander's wife Misty Griffin and RHA President's wife Nadine MacDougal. *Please note all times and dates are tentative . At check-in you will be provided with an up-to-date agenda and schedule of all events. |



RED HORSE Association Charity Golf Tournament



Friday, October 16, 2015
at
Gator Lakes Golf Course
Hurlburt AFB, Florida
Scramble Format

Cost: \$45.00 (\$35 for GL annual pass holders)

Sign In: 07:00 am Shot Gun Start: 08:00 am

Includes: Green and Cart Fees

For information please call:

Dick Aldinger (407) 859-7436 or famdinger@aol.com

Travis Ridgley (605) 209-1017 or ridgley01@yahoo.com



**REDHORSE ASSOCIATION
GOLF TOURNAMENT
REGISTRATION FORM**

October 16, 2015 at Gator Lakes Golf Course, Hurlburt AFB

Sign In: 7:00 a.m.

Shot Gun Start 8:00 a.m.

INDIVIDUAL PLAYERS:

1. _____

2. _____

3. _____

4. _____

Team Contact: _____

Phone: _____

Players may register as individuals, partial, or full four-man teams. Registration fee is \$45.00 per player or \$35 for Gator Lakes Annual Pass Holder.

Sponsorships for Reunion including Golf Tournament are available as follows.

- **Gold Sponsor:** \$300 donation includes; four (4) person tournament entry; Recognition sign on the course and at the hotel plus also listed in Reunion Pamphlet.
- **Silver Sponsor:** \$200 donation includes; two (2) person tournament entry; Recognition sign on the course and at the hotel plus also listed in Reunion Pamphlet.
- **Bronze Sponsor:** \$100 donation includes; Recognition sign on the course and at the Hotel plus also listed in Reunion Pamphlet

If participating in Sponsorship, to ensure inclusion in all marketing materials, please return the golf registration form by August 15, 2015, see below.

Sponsor Donations over and above normal golf fees may be used to cover Reunion Costs.

PRIZES will be given to the **three teams with the lowest scores** and for **men's and women's closest to the pin**, and the **longest drive**.

Make checks payable to: REDHORSE Association and mail with this registration form to:

REDHORSE Association
P.O. Box 8
Westminster, Co. 80036-0008

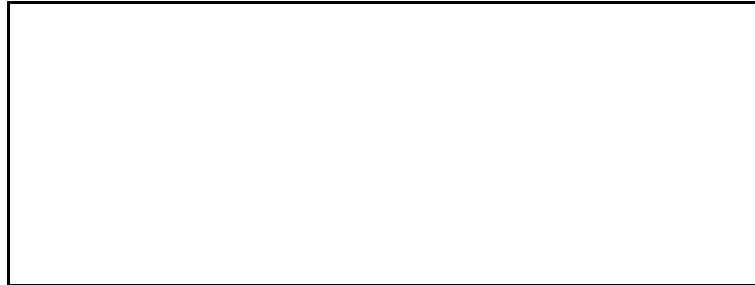
For more information please call / e-mail:
Dick Aldinger (407) 859-7436; famdinger@aol.com
Travis Ridgley (605) 209-1017; ridgley01@yahoo.com

Registration: Golf Tournament Registration should be received no later than Oct 1, 2015 (August 15, 2015 if participating in Sponsorship). Space is limited and registration will be based on a first-come first-serve policy. \$45.00 registration fee (cash or check) includes Green and Cart Fees.

Note: If space is available late registration will be accepted during 50th Reunion Week until Oct.16, 2015.

Circulation Department
 701 Center Drive
 Palmyra, PA 17078

Return Service Requested



REDHORSE Association
PO Box 8
Westminster, CO 80036-0008
303-650-1215
admin@redhorseassociation.org
www.rhassn.us

Please include your check or money order with this tear-off application form and mail to the address above.

Please provide the following contact information:

Name: _____
 Title: _____
 Street Address: _____
 Address (cont): _____
 City: _____ State: _____ Zip: _____
 Country: _____
 Phone: _____
 e-mail Address: _____
 RH Unit(s): _____ PB: _____ Years: _____
 Referred by: _____

| Please indicate your war era service. (For IRS tax exemption purposes) | Please indicate the membership or renewal level you are applying for |
|---|--|
| ___ Apr 06, 1917 to Nov 11, 1918 (World War I) | ___ Regular Membership, Initiation Year \$10 |
| ___ Dec 07, 1941 to Dec 31, 1946 (World War II) | ___ Regular Membership Renewal \$20 |
| ___ Jun 25, 1950 to Jan 31, 1955 (Korean War) | ___ Affiliate Membership (Affiliate Members do not pay dues) |
| ___ Feb 28, 1961 to May 7, 1975 (Vietnam War) | ___ Current Active Duty, Initiation Year \$10 |
| ___ Aug 24, 1982 to July 31, 1984 (Lebanon/Grenada) | ___ Current Active Duty, Renewal \$10 |
| ___ Dec 20, 1989 to Jan 31, 1990 (Panama) | ___ Life Membership (see Life Membership Schedule, page 10) \$_____ |
| ___ Aug 02, 1990 to today (Gulf War/War on Terrorism) | ___ Associate Membership, \$20 |
| ___ I was not active military during any war era listed above | |