



"THE CHARGING CHARLIE" Prime BEEF and RED HORSE Newsletter



Spring 2013

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



CANTON — Brigadier General William Thomas "Tom" Meredith, USAF (Ret.), of Canton, died Wednesday, Feb. 20, at the age of 93 following a brief illness.

Brigadier General William Thomas Meredith, known to his friends as Tom, was born Oct. 15, 1919 in Halifax County, Virginia to Hal and Kathryn Meredith, the second of seven children, six boys and one girl. After much relocation throughout the state (his father was a school principal), Tom attended the College of William and Mary on a sports scholarship and seemed to be heading for a career as a professional baseball player. The Pittsburgh Pirates eventually recruited him as a catcher, offering him an annual salary of \$3,000 but turned down his extravagant counter demand of \$3,500 a year! It was 1941, and war was raging in Europe and festering in the Pacific, so he walked away from baseball and enlisted in the army, beginning a military career that would span more than three decades. After basic and some engineering training, he joined the Haynes Mission, spent two years in the jungles of Burma, leading a guerilla patrol, in Northern India, building air bases, and was awarded a battlefield commission to 2nd lieutenant. Then came Korea, Viet Nam (where he commanded the 554th Civil Engineering Squadron) and the 1414th Air Base Group in Saudi Arabia.

In 1950, he began a long association with the Pentagon as Officer in Charge of Master Planning, Hqtrs. Military Air Transport Command (MATS) at Andrews AFB. For three years, he worked on projects resulting in major expansion of Air Transport Bases all over the world.

Then came several years in Great Britain as Director of Engineering and Construction planning and building facilities for the Army, Navy and Air Force in the United Kingdom and Scandinavia.

Moving up through the ranks from Private to Brigadier General, he ultimately was instrumental in establishing programs for the USAF that were so important and fundamentally valuable that, even though he retired from active service in 1973, they still provide combat engineering support, worldwide, for the USAF today.

Known as Prime BEEF and RED HORSE (Rapid Engineer Deployable Heavy Operational Repair Squadron, Engineering), these concepts provided comprehensive engineering and heavy construction equipment support to the USAF in combat theaters, and were a vital part of America's operations in Vietnam, during Desert Storm and again in Afghanistan.

In 1986, to honor the father of USAF combat and contingency engineering, the Air force created The Meredith Trophy, personally awarded annually by General Meredith to the winning Prime BEEF team at a competition called the Readiness Challenge, held at Tyndall AFB in Florida.

Retirement after such a lengthy, illustrious and often arduous career would put most men in a mood to kick back, maybe do a little fishing and work on their memoirs, but not so Tom Meredith. In 1973, he returned, as a civilian, to Saudi Arabia for a period of two years, with the Tumpene Construction Company. Then, joining the prestigious firm of Parsons Brinckerhoff, he managed a major project linking the Reading and Pennsylvania Railroads into a commuter rail system under the city of Philadelphia and later, as President of a new Parsons Brinckerhoff corporation branch, oversaw the building of the beautiful Sunshine Skyway Bridge in St. Petersburg, Florida.

He retired from Parsons Brinckerhoff in 1990, but during this time period he and close friend and associate Truman O'Keefe pooled 50 years of combined experience to develop the Meredith/O'Keefe Management and Construction Control System, using it successfully on all jobs they managed. Via their company, Mere'Queen Associates, they promoted and taught their system all over the country.

General Meredith also was an active participant in developing and promoting a product called *Pyrocool*, a unique chemical formula that extinguishes fires by "cooling" rather than smothering them. This product subsequently played a critical role in reducing the temperatures at "ground zero" after the terrible destruction of the World Trade Centers, making it possible for the rescue workers to continue their work.

At the request of Vice President George Bush, he formed a team including retired Ambassador Hank Byroade, Reverend Jerry Falwell, Montana Senator John Melcher, Congressman John Mackie, and defense advisor Richard Stilwell to explore ways to help and to stabilize the economic and political situations in the Philippines. He tells many fascinating stories of the personal relationships he forged with Ferdinand and Imelda Marcos.

An active leader of the Society of American Military Engineers, Meredith is a Fellow of the Society. Serving as regional Vice President four times and national Vice President twice, he was awarded their Newman Award in 1965 and the prestigious Gold Award in 1986.

In 1985, General Meredith and his wife, Patricia, also participated in a People to People Ambassador trip to China with SAME members. He remains active in both RED HORSE activities and in Republican politics and has helped run election campaigns for both Senator John Warner and Oliver North.

In addition to being in demand for speaking engagements all over the country, General Meredith has spent the last two years compiling and organizing materials and notes for this biography.

Presidents' Stable

The RHA family is saddened to have recently lost two of our members; BG Tom Meredith, life member and Father of RED HORSE and Life member Jim Elliott. We extend our heartfelt condolences to their families. They will be missed.

The RHA congratulates MG Theresa C. Carter on her recent promotion and selection to replace MG Timothy A. Byers as the next USAF Civil Engineer. We pledge our support and wish her all the best. MG Carter is Commander 502nd Air Base Wing, Joint Base San Antonio, Texas.

On behalf of the RHA family, I wish MG Byers and his family all the best. MG Byers we thank you for all your support and for your service. You have definitely left the US Air Force and the Civil Engineering community well positioned for the future with Ready Engineers, Great Leaders, and Sustainable Installations. It's also comforting to know that our worldwide deployed Combat Civil Engineers are able to execute their missions safely, effectively, and efficiently and return home to their families with pride.

Welcome to all NEW members that have joined the RHA since the last newsletter. I encourage you to become involved and engaged in the many activities and programs we offer and please check out our website www.rhassn.us. We are always seeking participation in committees and soliciting your input to help make us better. I'm looking forward to meeting you at some future event. We're on face book too.

The 2013 RHA Convention/Reunion is September 22-26, 2013 at the Holiday Inn University Plaza, in Bowling Green KY. More details will be found elsewhere in this edition to include the official registration form. There will be many opportunities for sightseeing and even a golf outing. We have several interesting speakers lined up to keep you informed of the current status of our troops and many other areas of interest. Another primary reason for attending these events is the very good chance of meeting a past colleague that one was stationed with and reestablish comradeship.

At our March 9, 2013 RHA Board of Directors meeting, the BoD unanimously agreed to change the name of our Scholarship program to the *BG William Tom Meredith Honor Scholarship*. We have applications available; just contact our Secretary/Treasurer Paul Sattler for a copy.

Have a safe and enjoyable summer and please remember to keep our troops and their families in your thoughts and prayers. See you in September!

TO the HORSE!
Greg



2013 RHA CONVENTION

The Biennial REDHORSE Association Convention/Reunion is scheduled for September 22-26, 2013 in Bowling Green, Kentucky.

Bowling Green is a very central location to a large number of our members including retirees, active duty and reserves. A number of University of Kentucky graduates with such names as Byers, Robbins and Sims are expected to attend. Charlie Hogan has secured a very nice hotel for us to stay in during our stay in Bowling Green. And yes, if you are a camper, there is also a place close by where you can hookup your camper or RV.

See Page XX for more information on Bowling Green. Put this link in your browser for the hotel website, area map, and more information on Bowling Green area attractions: <http://redhorseassociation.org/reunions/rha-conventions/2013-convention/>

Event planning by Charlie and crew includes plans to tour the General Motors Corvette factory, a golf tournament open to all attendees and their spouses, and some surprises for the wives such as a tour of the Duncan Hines Home Office. Charlie, who is a native of the area and a "Kentucky Colonel" himself, has been working for some time with the City Fathers and others to make this an unforgettable experience for everyone. Check the web site often and as events and activities are finalized, we will update there. Mark your calendars and plan to attend. We would love to meet with you all.

***Holiday Inn – University Plaza
1021 Wilkinson Trace
Bowling Green, KY 42103***



Hurricane Sandy Efforts. Rockaway Island

SSgt Johnson and his RED HORSE team from Hurlburt responded to the Rockaway Wastewater Treatment Plant, Rockaway Island. The plant handles wastewater for the whole island and is capable of treating 90M gal/day. There are 4 tanks, each with a 500K gal capacity. The hurricane caused excess debris and silt to clog the system and each tank needed to be drained and cleaned. The team drained the first tank by 1600. After meeting with plant officials, RED HORSE and the NY EPA, they went to work on two other tanks that also needed to be drained and cleaned. The team devised a plan and worked 24 hr shifts to finish the job!



Air Force civil engineers discuss plans for assisting the Rockaway waste water treatment facility in clearing the 500,000 gallon water tanks affected by Hurricane Sandy, Nov 5 2012 (U. S. Air force photo by Capt. Sybil Taunton.

Queens Borough

MSgt Rector and his team from Mountain Home AFB MT met with the local Fire Chief. They pumped out a local parking lot in the first couple hours and then relocated with the Fire Department to Breezy Point. It was one of many hard hit areas and was still without power and water as most of the homes were badly damaged or destroyed. The team helped local residents pump out driveways and submerged areas so residents could salvage and recover personal property. Residents were extremely grateful to see AF Civil Engineers providing help and assistance.

Brooklyn

TSgt Duhon and his team from Langley responded to a tasking to pump out a 100' x

200' x 12' deep apartment building parking garage. Local residents had tried for a week to pump it out with little success. The team pumped it half way down before identifying a water main break inside the garage. The water break was isolated and repaired. By late afternoon the basement parking garage was drained and the task completed.

Bowling Green, Kentucky



Bowling Green, KY, home of Corvette and Western Kentucky University, is much more than fast cars and rolling countryside. During your visit, get a taste of the area's heritage at attractions like Aviation Heritage Park, Riverview at Hobson Grove, the Kentucky Museum and the Historic Railpark and Train Museum.

Aviation Heritage Park is a memorial to all distinguished aviators who have called South Central Kentucky home and features planes with historical significance. The planes currently displayed are an F-4D Phantom II 550, Grumman F9F-5 Panther and a Lockheed T-33 Shooting Star. A USAF F-111 Warhorse will be added to the park this summer.

Riverview at Hobson Grove, an elegant interpretation of a prosperous Victorian home of the 1860 to 1890 period, invites visitors to experience the life of a 19th century family and their servants. Built overlooking the Barren River, this historic landmark has been restored to its original splendor, is an official site on the Civil War Discovery Trail and is listed on the National Register.



The Kentucky Museum houses history, arts, culture, an extensive furniture and textile collection, archeological and ethnic holdings, and fine arts. Permanent exhibits include the life of local celebrity, Duncan Hines; a look at the Civil War from a local perspective; a decorative arts gallery ranging from an Egyptian sarcophagus to 1970s macramé; a gallery of regional, handmade quilts; plus *Instruments of American Excellence* featuring ordinary tools used to do extraordinary things by people like Jimmy Carter, Helen Keller and Charlie Daniels.



At the Historic Rail park and Train Museum, housed in the 1925 L&N Depot, enjoy the golden era of railroad passenger service on a tour of a Railway Post Office Car, Dining Car, Sleeper Car and Office Car, with special options to see the interior of a diesel locomotive, a rare WWII Unit Hospital car, a Caboose and a 3-section Segregation rail car. Inside the two-story museum are artifacts, historic photographs, Civil War exhibits, a theater, and a large model train display.



Step back in time and explore historic downtown Bowling Green's Fountain Square Park

surrounded by boutiques, galleries and restaurants, then get into the fall spirit at Jackson's Orchard or Chaney's Dairy Barn to savor some homemade seasonal treats like apple cider, pie and ice cream.



Bowling Green has several attractions for adventure and thrill seekers as well, like the National Corvette Museum for enthusiasts of America's favorite sports car. Plus, Lost River Cave offers Kentucky's only underground boat tour.

For more information, call the Bowling Green Area Convention and Visitors Bureau at 800-326-7465 or go to www.visitbgky.com.



The Registration Form is located at the end pages of this newsletter.

**TYNDALL AIR FORCE BASE, FL, 10/22/12
REDHORSE Paves Way for Tyndall**

by 2nd Lt. Andrea Valencia
325th Fighter Wing Public Affairs

The 823rd RED HORSE is conducting paving operations on two miles of road near the back of Tyndall's air field.



823rd Red Horse Airmen help even out the asphalt as the paving machine goes by. RED HORSE is conducting paving operations on two miles of road near Tyndall's Airfield. Air Force photo by Chris Cokeing.

The 823rd RED HORSE is home-based at Hurlburt Field, Florida. When not deployed, RED HORSE Airmen maintain their proficiency through "Troop Training Projects." Troop Training Projects are opportunities to train younger Airmen in the trade secrets of RED HORSE in preparation for large-scale deployments. This allows the base to get key projects accomplished while providing RED HORSE forces with valuable technical training and experience.

"When we aren't deployed we like to do these kinds of jobs," said 1st Lt. Tavia Carlson, 823rd RED HORSE project engineer. "If we have a brand new airman right out of tech school, or who have never driven equipment before, we use these jobs to teach them how to drive, so when we go to the desert we aren't doing the teaching. They know how to execute."

Their current project involves milling or shaving off two inches of asphalt and then laying down two inches of new asphalt on the road on the back of the airfield.

"The road out there is fine, but its old asphalt, it's wearing down," said Capt. Arne Gjere, 325th Maintenance Squadron munitions flight commander. "When the combat F-22s [Raptors] arrive, there is going to be more AMMO vehicle traffic, with sensitive munitions."

The troop training program enables them to transition the knowledge they learn here during these times, to projects overseas. To them, the best way to gain training is by doing the actual work and learning from those working with them.

"These projects are to help train the Airmen on new skills but we also make sure to focus on safety, quality and maintaining our schedule throughout," said Lieutenant Carlson.

While the Air Force is saving money by having RED HORSE complete the project, with the project being 65 to 85 percent of what the base would pay a contractor. The military labor doesn't count against project funds, and the Airmen work six 12 hour days a week.

However, 93 percent of the material costs for the project are being bought from local company



C.W. Roberts, adding a boost to Panama City's economy at \$420,000.

Tyndall will be receiving a combat coded operational F-22 squadron. The increase in aircraft will cause an increase of AMMO vehicle traffic, necessitating the need for a newly paved road.

HORSEMEN Support to Camp Leatherneck and Camp Dwyer Regional Command, SW.

Capt J. Paul Conner

Capt LJ Harris

823rd RED HORSE Squadron

Airmen from the Active-Duty 823rd RED HORSE Squadron (Hurlburt Field, Fl) and the Air National Guard's 203rd RED HORSE Squadron (Virginia Beach, VA) and 202nd RED HORSE Squadron (Camp Blanding, FL) deployed to Southern Afghanistan as part of the 809th Expeditionary RED HORSE Squadron (809 ERHS) from April to October 2011. Of these, 40 HORSEMEN were assigned to Camp Leatherneck and 70 to Camp Dwyer in support of the U.S. Marines in Regional Command Southwest (RC [SW]).

By early 2011, the Marines began an offensive to establish additional positions along major supply routes to cut the enemy lines of supply communication, while keeping friendly routes safe for military traffic and for the local populous. This move provoked additional requirements for engineering support on the small fighting positions (FPs) and combat outposts (COPs) throughout the region, as well as construction and repair of the roads and bridges. Much of the required "outside the wire" (OTW) support was filled by Naval Mobile Construction Battalions (NMCB) 3 and 4 (both out of Port Hueneme, CA) and various Marine combat engineer units, thus leaving a gap in troop labor available to complete projects on Camps Leatherneck and Dwyer.

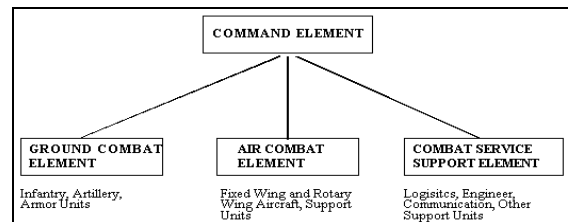
As the Regional Engineer, the 25th Naval Construction Regiment (NCR) out of Gulfport, MS (and later followed by the 30 NCR out of Pearl Harbor, HI) gathered all requirements within RC(S) and RC(SW) and then tasked projects to their subordinate units. The 809 ERHS had a Tactical Command (TACON) relationship with the NCR which enabled RED HORSE to fill the "on the FOB" troop labor requirement left by the Seabees. The 809 ERHS already had a significant presence at Camp Dwyer where it had recently finished a \$16M

concrete runway and \$4M strategic airlifter parking ramp, thus RED HORSE was a logical choice to complete projects on that base. The 809 ERHS had also completed several minor construction projects at Camp Leatherneck in 2009 before closing that site the in early 2010. This ultimately led to the 809 ERHS's return to Camp Leatherneck in early 2011 to close out the projects that the Seabees were working while they shifted to support the "off the FOB" work.

Operating In A Joint Environment

Working on Camps Leatherneck and Dwyer highlighted several cultural differences between the Air Force and Marines. Doctrinally, large-scale installation management is not part of the USMC core competency. Their engineers are combat engineers, experts in freedom of movement operations (roads, bridges, etc) and expeditionary engineering. Thus, operations and mindset are geared towards the short-term, operational objective instead of long-term. This sharply contrasts with the Air Force's "point-centric" mentality. Freedom of movement to the Air Force is providing airfields to launch and recover combat aircraft. Therefore, the Air Force organizes, trains, and equips its engineering forces to build and sustain air bases instead of constructing temporary roads and bridges in the field.

Organizationally, the construct of the Marine Air-Ground Task Force (MAGTF) has some interesting implications. The unique part is that each Major Subordinate Command (MSC) thinks of itself as an autonomous, stand-alone entity. As such, each MSC has its own internal engineering capabilities. The Ground Combat Element has a Combat Engineer Battalion that conducts OTW freedom of movement and limited general engineering, the Air Combat Element has engineers in the Marine Wing Support Squadrons (MWSS) that setup expeditionary landing zones, and the Combat Service Support Element has an Engineer Support Battalion (ESB) for engineering support roles. Finally, the Command Element has a small engineer unit for O&M and small projects.



The emphasis with Marines is on the riflemen and not on the base functions. For example, Capt Harris attended a meeting about constructing an education center aboard Camp Leatherneck. Several of the Marines in attendance did not support this project because they believed that they were in Afghanistan to fight a war and to not to get college degrees. In a similar circumstance on Camp Dwyer, a contractor sent an "All Hands" e-mail attempting to start an intramural baseball league. The Commander of the Regimental Combat Team quickly responded that no such league would be formed on his base since this meant either A) Marines were not focusing enough on the OTW mission or B) there were too many Marines in theater and maybe a few needed to be sent home.

At the individual level, Marines are a disciplined group. They are resilient and focused on the team concept. They are also extremely grateful for the work RED HORSE provided to their Camps. As a whole, Marines respected RED HORSE for its engineering expertise and frequently relied upon our Airmen for advice and suggestions. The Marines throughout Camps Leatherneck and Dwyer recognized that RED HORSE gave them better facilities than they previously had, and they used every opportunity to express their appreciation for our efforts.

Project Approval Process

The Marine process for programming, approving, and funding projects was very different from traditional Air Force practices. As Camp Leatherneck was the Marine Expeditionary Force (MEF) headquarters, it was the central hub for all the activities in RC (SW). The MEF utilized a C staff with the engineer assets organized under the C-7.

The construction process started with the end user requesting a project through a web-based 1391. These 1391s were then passed to the engineer representative within the MSC (Major Supported Command). The C-7 used a USMC-unique process called the PEPL (Prioritized Engineer Project List) Board to review and validate each 1391. All the MSC engineering assets would look at and scrutinize every project to ensure that the scope, slides, and priority level were correct IAW MEF C-7 guidance. These often led to colorful conversations between the MSC engineer representatives as each competed amongst each other to push its

projects forward to the JFUB (Joint Facility Utilization Board). The PEPL Board also decided whether the requirement would be executed via troop labor or contract.

RED HORSE Construction

After completing the PEPL and JFUB, many would consider construction to be the easy part of the project process. Fortunately, the 809 ERHS Airmen at Camps Leatherneck and Dwyer proved to be very adept at completing projects and supporting the Marines.

Between April and October 2011, HORSEmen at Camp Leatherneck completed 12 projects with material costs valued at \$4.0M. They moved 62,764 cubic yards (CY) of earth, placed 1,603 CY of concrete, and built 36,345 square feet (SF) of building space. Major projects at Camp Leatherneck included a 5,400 SF Postal Operations Warehouse, a 5,400 SF Combat Engineer Battalion Maintenance K-Span, a 7,200 SF Marine Wing Maintenance K-Span, and a 500'x300', 9 million gallon gray water retention pond. They also constructed a Detainee Complex that included a 16,200 SF detention facility and a 3,000 SF billeting Southwest Asia (SWA) Hut for 30 Marine guards.

The site at Camp Dwyer was equally productive. Utilizing their special capabilities that included a concrete batch plant and quarry operations, the Dwyer RED HORSE team purchased \$9.0M worth of materials to construct 15 projects. Their efforts resulted in 84,390 CY of earthwork, the placement of 7,213 CY of concrete and 79,396 SF of building space completed. Highlighting their horizontal work was an 88,000 SF concrete C-17 parking ramp, new burn pit for the Camp, and an 11-acre lot for tactical vehicle maintenance. The vertical construction crews were also able to complete a passenger terminal for 22,000 passengers a year, a maintenance hangar for MEDEVAC UH-60s, a 10-tent temporary billeting complex, and a 3,000 SF SWA Hut for Communications-Infrastructure personnel.

In addition to the work in support of the Marines on Camps Leatherneck and Dwyer, HORSEmen of the 809th were tasked to push out to COP Shukvani to construct a 3,200 SF Combined Operations Center SWA Hut for the Marines and Georgian Army.

Overall, this deployment provided RED HORSE with a great opportunity to support a sister service with facilities and infrastructure that they usually don't operate with. The Marine mindset, doctrine, and organization are solely focused on expeditionary maneuver operations, so sustained operations generated from one or two central locations was simply a new concept for them. The Marines still got the job done despite having to go through a learning process. Their JFUB process was a unique way to approve projects and was constantly being improved even over the course of our time in the AOR. Ultimately, RED HORSE was able to provide facilities that supported the Marine goals and objectives to ensure their mission success.

Capt Conner is a Design Team Chief for the 823 RHS Engineering Flight, Hurlburt Field, FL, and deployed as the Camp Dwyer Site OIC, 809 ERHS.

Capt Harris is a Project Engineer for the 823 RHS Engineering Flight, Hurlburt Field, FL, and deployed as the Camp Leatherneck Site OIC, 809 ERHS.

NEW HORIZONS Engineering Assistant Makes A Difference



Staff Sgt. Joel Bradley, engineering assistant for the 823rd Red Horse Squadron, sets an auto level to check the final grade elevation at the construction site of the future Crooked Tree Government Primary School March 23, 2013. Civil engineers from both the U.S. and Belize will construct various structures at schools throughout Belize as part of an exercise called New Horizons. (U.S. Air Force photo and article by Master Sgt. James Law)

BELIZE CITY, Belize - Two airmen arrive at the construction site of the future Crooked Tree Primary Government School in a three-quarter

ton truck, step out and unload a few tools of their trade.

Staff Sgt. Joel Bradley, an engineering assistant assigned to the 823rd Red Horse Squadron, carries a tripod over his left shoulder and an auto level in his right hand as he walks toward and surveys the site he will be working at for the next 90 days

Bradley, deployed from Hurlburt Field, Fla., is one of approximately 500 airmen who will be participating in a training exercise known as New Horizons.

As part of the exercise, Red Horse airmen will be partnering with Belize engineers to build school structures at four different locations in Belize.

"This is a great opportunity and makes you feel proud," said Bradley. "Knowing the schools we are building will provide added opportunities for the children for years to come is what is most rewarding."



Staff Sgt. Joel Bradley, engineering assistant for the 823rd Red Horse Squadron, ensures an auto level is level while setting it up for a final grade elevation check March 23, 2013, at the construction site of the future Crooked Tree

Government Primary School. U.S. and Belizean service members are training and working together to construct various structures at schools throughout Belize as part of an exercise called New Horizons. (U.S. Air Force photo/Master Sgt. James Law)

Although this son of a U.S. Marine has deployed multiple times before, this is the first deployment in his six-year career as a member of Red Horse. Bradley explained how this training exercise is providing him an opportunity to grow.

"Here we get to do more than just our job. We get to learn and have hands-on experience with the different jobs within civil engineering," said Bradley. "I enjoy it. It makes you more well rounded and gives you a better perspective of what everyone does."

Bradley's work ethic and eagerness to always put forth his best effort has also earned the attention of his supervisor.

"Joel is one of the hardest workers we have," said Master Sgt. Michael Carlson, engineering assistant noncommissioned officer in charge for New Horizons. "He is very knowledgeable in our career field and always willing to lend a hand wherever it is needed."

554th RED HORSE Supports Enduring Freedom; Red Horse to the Plow

by Airman 1st Class Marianique Santos, 36th Wing Public Affairs 1/15/2013

RED HORSE civil engineers from Andersen AFB, Guam, are engaged in construction projects valued at \$31 million across US Central Command's operational area from Afghanistan to the Middle East, according to Andersen officials. "With the scale of the projects we are currently taking on, we have to be considerably more flexible when executing the developmental stages," said 554th Red Horse Squadron electrical apprentice SrA. Anthony Pina, one of the deployed airmen, in a Jan. 15, 2013 release. The squadron is currently building a new operations center, a large-aircraft cargo ramp, and fuel storage area, in addition to laying new command and control infrastructure and patching runways at eight sites across CENTOM's area of responsibility. "We are constantly mobilizing equipment, materials and personnel," added Pina. In less than two months in theater, the 554th RHS has moved more than 100,000 tons of earth, according to unit figures. (Afghanistan [report](#) by A1C Marianique Santos)



CAMP JOHN PRATT, Afghanistan – Airmen from the 554th RED HORSE Squadron use heavy machinery to fill up Hesco barriers with dirt to create the inner structure of a safety berm to surround and protect a fuel reservoir at Camp John Pratt, Afghanistan, in October 2012. The 554 RHS is currently deployed downrange in support of U.S. Central Command's Operation Enduring Freedom. (Courtesy photo)



CAMP JOHN PRATT, Afghanistan – Airmen from the 554th RED HORSE Squadron pose for a group photo at Camp John Pratt, Afghanistan, in October 2012. The 554th RHS Airmen have been executing a critical \$31 million construction program spanning from the Middle East to Central Asia while deployed. (Courtesy photo)

RESERVE RED HORSE Unit has Happy Homecoming at Charleston

4/12/2013 - JOINT BASE CHARLESTON, S.C.

Posted 4/12/2013 Updated 4/12/2013 [Email story](#) [Print story](#) by Michael Dukes 315th Airlift Wing Public Affairs Office

Hundreds of family members and friends waited anxiously in a packed Joint Base Charleston Passenger Terminal for a 747 charter jet carrying nearly 100 Airmen from 560th Red Horse Squadron returning from a six-month deployment April 11.

The Air Force Reservists have been deployed as part of the 557th Expeditionary RED HORSE Squadron since November and were responsible for heavy construction projects at various Middle Eastern locations. This marks the first deployment for the newly formed squadron, which started operations on Nov. 1, 2008.

"These HORSEmen have done some amazing work," said Lt. Col. Joseph Swaim, 560th RHS commander. "Much of this could not be possible without the support of the family back home -- the wives, husbands, moms and dads that make things possible for these men and women to do what they did."

Family members holding up welcome home signs cheered as the first returning Airmen in red hats stepped out the jet's door and made their way down the stairs to the tarmac. One sign read: "We are so Proud of You Welcome Home," and another read: "We Miss Our Hero." Other signs and banners had similar cheerful messages--many, no doubt, made by the tiny hands of these Airmen's children. Tears of joy stained the cheeks of some of the loved ones as they jumped up and down waving.

"The difference that we're making in the world; you see it on the news, but to see it first hand, it's a terrific experience to be there and do it," said one of the returning Airmen Senior Airman Michael Crump as he held his two children in his arms. "I wouldn't say I want to do it often, but any time our country calls on us we'll be there."

"This is what we have been waiting on, it's fantastic," said Chief Master Sgt. Gregory Rice of the enthusiastic reception. "We really missed them and we are just ready to go and spend some good time with our family. It's good to be home."

Approximately two months into their deployment, the 560th RHS executed a critical \$31 million construction program spanning from the Middle East to Central Asia. Projects included a tactical operation center, command and control infrastructure, strategic airlift ramp and fuel farm, emergency airfield repairs and several other facilities delivering mission and life-support functions across the U.S. Central Command area of operation.

Swaim said there were over 20 individual Red Horse construction projects distributed across eight different sites throughout Southwest Asia, with majority of the projects located in Afghanistan. The HORSEmen moved over 100,000 tons of dirt, maintained over and distributed over \$20 million worth of materials, and performed many maintenance actions on Air Force Central Command's largest single-unit fleet worth \$85.2 million.

"These HORSEmen have done some amazing work," Swaim added. "Much of this could not be possible without the support of the family back home. The wives, husbands, moms and dads that make things possible for these men and women to do what they did."



315th Airlift Wing Command Chief Master Sgt. Gigi Manning and Commander Col. James Fontanella, join 560th Red Horse Squadron leadership in welcoming home about 100 Red Horse Airmen returning from a six-month deployment to the Southwest Asia region. The group arrived back home to Joint Base Charleston, S.C. April 11 to a cheering crowd of family and friends. (U.S. Air Force Reserve photo by Michael Dukes)



Lt. Col. Joseph Swaim, 560th Red Horse Squadron commander, welcomes home about 100 Red Horse Airmen returning from a six-month deployment to the Southwest Asia region. The group arrived back home to Joint Base Charleston, S.C. April 11 to a cheering crowd of family and friends. (U.S. Air Force Reserve photo by Michael Dukes)



Hundreds of family members and friends waited anxiously outside the Joint Base Charleston Passenger Terminal as a 747 charter jet carrying nearly 100 Airmen from 560th Red Horse Squadron returning from a six-month deployment April 11. (U.S. Air Force Reserve photo by Michael Dukes)



It didn't take long for the sea of red hats to wash over the hundreds of eagerly awaiting family and friends. Over 100 members of the 560th Red Horse Squadron here at Joint Base Charleston returned April 11 from a six-month deployment to the Southwest Asia region. (U.S. Air Force Reserve photo by Michael Dukes)



Members of the 560th Red Horse Squadron exit a plane and walk towards their friends and family members during a deployment return April 11, 2013, at Joint Base Charleston – Air Base, S.C. The Air Force Reservists have been deployed as part of the 557th Expeditionary RED HORSE Squadron since November and were responsible for heavy construction projects at various Middle Eastern locations. (U.S. Air Force photo/ Senior Airman Senior Airman George Goslin)



Senior Airman Michael Blankenship, 560th Red Horse Squadron, Embraces his wife Krystal and son Landon after returning from the unit's first six month deployment April, 11, 2013, at Joint Base Charleston, S.C. The Air Force Reservists have been deployed as part of the 557th Expeditionary RED HORSE Squadron since November and were responsible for heavy

construction projects at various Middle Eastern locations. (U.S. Air Force photo/ Senior Airman Dennis Sloan)



Senior Airman Dominick Thompson, 560th Red Horse Squadron, hugs his wife after returning from the unit's first six month deployment April, 11, 2013, at Joint Base Charleston, S.C. The Air Force Reservists have been deployed as part of the 557th Expeditionary RED HORSE Squadron since November and were responsible for heavy construction projects at various Middle Eastern locations. (U.S. Air Force photo/ Senior Airman Dennis Sloan)

STABLE NOTES:

1. Thanks to AFCESA: Many thanks to Dr. Ron Hartzler, Teresa Hood and others at AFCEC for providing materials and advice for this newsletter.
2. RED HORSE Website: www.rhassn.us
3. New Articles are needed: Please send anything concerning Prime BEEF and RED HORSE including photos to Dick Aldinger at famdinger@aol.com or mail to Dick at Dick Aldinger, 4088 Floralwood Ct., Orlando, FL 32812.
4. Special Note: Please add this newsletter to your Squadron facebook page.
5. Membership: Join RED HORSE Association. You can join the RED Horse Association for a mere \$10 for the first year. Life memberships are also available. This is one way that you can keep in touch with what is going on with USAF Civil Engineering Combat Engineers today whether it be RED HORSE or Prime BEEF; see application information (next column) and application on back page.
6. Newsletter Distribution Request: In the future, this newsletter will be sent out primarily by e-mail in an effort to save money, reduce labor, provide better quality, allow more issues to be published and provide wider distribution. We encourage folks to include their e-mail address when renewing their membership so we can minimize our hardcopy mailing list. .

819th RED HORSE REUNION:

1. Lee Maynard is hosting a reunion of the original members of 819th RED HORSE Squadron 1966/67 in Myrtle Beach, SC May 5-9th, 2013. Lee's e-mail is emforlee@yahoo.com. Home Phone is 803-865-7032



RSA MEMBERSHIP INFORMATION

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

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 07, 1975 (Vietnam War)
Aug 24, 1982 to Jul 31, 1984 (Lebanon/Grenada)
Dec 20, 1989 to Jan 31, 1990 (Panama)
Aug 02, 1990 to present (Gulf War/ War on Terrorism)

Please indicate the membership or renewal level on the application on the back page.

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 schedule above)
Renewal to Life Membership (use Life Membership schedule above)
Associate Membership \$20

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



Mark Your Calendar

September 22-26, 2013

REDHORSE ASSOCIATION REUNION

Bowling Green, KY

- **RH/PB Updates**
- **Golf Tournament (Course adjacent to Hotel)**
- **Tour of Corvette Plant**
- **Activities for Spouses**
- **Renew old Friendships/ Make New Ones**
- **For all RH/PB past or present members**

Applications for reunion are attached, also find on RED HORSE Website by April 30th.

For Room Reservations:

Call Holiday Inn at University Plaza: Phone: (270)745-0088, ext.1032 and ask to register for RED HORSE Reunion (code RHO)

Questions:

**Call Greg MacDougal (912) 321-8430 or e-mail: redhorse7480@gmail.com
or Charlie Hogan (270) 749-5461, or e-mail: chogan@scrtc.com**

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