

165th CIVIL ENGINEER SQUADRON

LINEAGE

Activated as 165th Civil Engineering Flight, 3 Dec 1969
Redesignated 165th Civil Engineering Squadron, 1 Jul 1985
Redesignated 165th Civil Engineer Squadron, Oct 1995

STATIONS

Garden City, GA

ASSIGNMENTS

COMMANDERS

Maj Walter S. Schaaf
Maj Walker W. Scott, 14 July 1980
Lt Col John H. Stevens, April 1993
LTC Jeffrey R. Tucker
LTC Salvador Sanchez-Troche

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

EMBLEM SIGNIFICANCE

MOTTO

NICKNAME

OPERATIONS

The 165th Civil Engineer Flight is presently organized into six operating sections. They are structural, fire protection, mechanical, electrical, sanitation and engineering support. The unit has participated in numerous deployments to points all over the world including Germany, Spain, Azores, and Puerto Rico.

The 165th Civil Engineer Flight, as a unit, was federally recognized on 3 December 1969 under the command of Major Walter S. Schaaf Jr.

The total authorized strength of the new unit was 4 officers and 81 enlisted people. From that beginning, the unit has grown to its present authorized strength of 4 officers and 115 enlisted people and is under the command of Major Walker W. Scott Jr.

The unit has met or exceeded its mission requirements and has received numerous letters of commendation attesting to the unit's high state of morale, professionalism, training readiness and "can do" attitude.

Major Carl K. Bragg followed Lt Col Drane as the full time Base Engineer and holds that position today.

The unit has continued to grow in size and responsibility due to reorganization and expanded roles. In 1993, the Civil Engineering Squadron consisted of its own Prime BEEF members (Civil Engineer and Fire Department), and the 165th Morale, Recreation, and Services Flight (commonly known as "Services"). The combined strength was 148. In 1994, the Services Flight became an independent Flight in the Support Group. In 1995, the Civil Engineers gained responsibility of the Disaster Preparedness Section. 1995 also saw changes that brought the Squadron strength to 137 personnel.

The Squadron continues to hone the skills of its given mission, even though its mission has become more complex. Before 1994, Civil Engineering was a Squadron that performed its field exercises independently of the Wing. Now Civil Engineering trains with the Wing on operational exercises and inspections, of which our involvement has become recognized as critical.

The Civil Engineer Squadron performs a biennial Prime BEEF skill qualification course at Tyndall AFB, FL known as Silver Flag (formerly known as Base Recovery After Attack).

The Squadron has participated in numerous deployments in support of United States Air Force and Army missions to points all over the world including Japan, England, Germany, Spain, Azores, Panama, Puerto Rico, South America and the United States.

History of 165th Fire Department; Fire Protection at the Savannah International Airport/Travis Field has been provided over the years by a combination of methods, centered around the resources of the Air National Guard (fire trucks, fire stations, and fire fighters). Assumption of Fire Protection in Savannah began in 1953, when the 158th Fighter-Bomber Squadron returned from Misawa Air Base, Japan after their participation in the Korean War.

Air Technician auxiliary fire fighters assigned to the 158th Fighter Bomber Squadron in 1953, provided fire protection to the then named Travis Field Airport during normal duty hours, which happen to coincide with the airline schedule serving the airport at the time. These fire fighters utilized aircraft rescue and fire fighting vehicles owned by the Air National Guard. A fire station did not exist until after 1956. This station is still in use after many modifications and expansion from a 3-stall vehicle bay to the current 6-stall building. Traditional guardsmen provided weekend fire protection of the airport.

In 1963, with after duty hour fire protection non-existent, active duty Hunter Air Force Base fire fighters, on their off-duty time, were employed by the Savannah Airport Commission during the hours of 1530-2330 to protect the commercial air traffic at night, utilizing the Air National Guard vehicles and fire station, under the supervision of the ANG Fire Chief. This combination arrangement of ANG air technician fire fighters and after duty hour Air Force fire fighters continued until 1966 when the Air Force finally abandoned Hunter Air Force Base, GA.

In August of 1966, members of the ANG auxiliary fire department and traditional guardsmen were employed by the Savannah Airport Commission for after duty hours fire protection for the Savannah Airport. Again they utilized ANG assets and worked under the supervision of the ANG Fire Chief. This combination arrangement of ANG auxiliary fire fighters and after duty hours fire fighters paid by the Savannah Airport Commission continued until 31 December 1992. The required Air Force, Air Guard, FAA and Georgia Fire Academy training for all the above fire fighters, was accomplished at the expense of and performed by the Air National Guard over the years utilizing ANG funding and resources.

Since 1953, fire fighters of the ANG and the Savannah Airport Commission provided fire protection to the Savannah International Airport in Georgia with such professionalism and dedication, that a reputation for outstanding performance has endured and exists today.

Over the years, these fire fighters were tested by the FAA, the Georgia Fire Academy, USAF Inspector General teams and others too numerous to mention, without a serious deficiency or bad mark against them. Without question, members of the Fire Department are to be proud of their accomplishments in the saving of life and property during their tenure and deserve the praise and respect of all of the Savannah International Airport community.

A typical year of response for the fire department involved approximately 148 aircraft emergencies, 175 medical emergencies, 42 hazardous materials incidents, 22 actual fires, 70 false alarms, 20 vehicle accidents, 50 other structural emergencies and thousands of man-hours of training. In addition to these numbers, approximately 500 people are trained annually in fire prevention and the use of fire extinguishers.

February of 1992 brought a new era to the fire department. The first State of Georgia, Department of Defense fire fighters were brought on the payroll at the 165th Airlift Group. These fire fighters worked in conjunction with the technician and Airport commission fire fighters under the supervision of the ANG Fire Chief. Starting January 1st 1993, the only full-time fire fighters assigned to the airport were the State O&M fire fighters. This date marked the close of an era for the Auxiliary and Commission fire fighters that provided protection over the

years. The new fire fighters assumed the protection of the airport and it's community 24 hours a day, 7 days a week. This action was created by an agreement between the Savannah Airport Commission and the Air National Guard signaling the most respectful and honorable end of the Savannah Airport Commission Fire Department and the 165th Auxiliary Fire Department.

In 1953, The Installations section manning document of the 158th, upon return from Japan was, 8 fire fighters, 1 plumber, 1 electrician and 1 heating specialist. Fire protection of the 158th consisted of three (3) O-10 fire vehicles. Each of these vehicles carried 500 gallons of water, 50 gallons of protein foam, a crew of four, a single 350 gallon per minute roof turret, three(3) 35 gallon per minute ground sweep nozzles and two 50 gallon per minute, 150 foot long, hand-lines. This vehicle represented the first in a long series of Air Force aircraft rescue and fire fighting (ARFF) vehicles, which are designed for aircraft duty only. A 1952 R-2 rescue vehicle, a 1,000 gallon water tanker and a standard pick-up truck with CO-2 cylinders installed in the bed, made up the ARFF vehicle fleet at that time. No specialized ARFF clothing existed at the time.

In 1954, O-11A ARFF vehicles with 1,000 gallons of water replaced the O-10's. The 750A structural pumper was received in 1955 for protection of the structures on the airport. Fire fighter clothing consisted of canvas duck-back coats and trousers, a fiberglass cloth hood/helmet, regular leather gloves and ordinary rubber boots. Burned hands and feet were standard occurrences during these years. Aluminized ARFF clothing came along around 1957 and more appropriate gloves and boots shortly thereafter. Through the leading edge guidance and resources of the Chief of Supply, LTC Luther P. Gahagan, the 165th began using a new flammable liquid fire fighting agent called "LIGHT WATER (AFFF)", which gave a tremendous boost to our ability to fight fires in 1966. We still use the same type of foam today for these types of fire found in aircraft emergencies.

No full time fire fighters existed at the 165th from 1952 through 1957 except for members of the Air Technician Auxiliary Fire Department. TSGT Jewel F. Bloodworm, who was employed by Hunter Air Force Base as an Assistant Chief to Aubrey Prosser, the Fire Chief, provided supervision of the UTA fire fighters. Chief Prosser was also a young Lieutenant in the 165th. Lt. Prosser went on to become Commander of the 165th Support Squadron and was a resident expert in fire protection with the 165th. Two young traditional guardsmen, Staff Sergeants Ennis E. Hagin and Red Miller served jointly as the fire department supervisors. In 1956, Sanders J. King was promoted to Warrant Officer in the Fire Department and served as Fire Chief before being transferred back to Aircraft Maintenance Squadron the following year. SSGT Hagin was appointed as a Crash Fire Rescue Specialist in July of 1957, beginning his long tenure as Fire Chief of the 165th.

During the early years of fire protection, ARFF vehicles were deployed along the active runway, with engines running and fire fighters dressed in complete bunker gear without the hoods and required to remain on stand-by during all flying activity. ARFF vehicles were not air conditioned in those days.

Fire fighters during those years until approximately 1965, were members of the Installation Section assigned to the Combat Support Squadron. The Civil Engineering Flight was activated in 1966, with approximately 50 members and became a squadron in 1970. Reductions in the

CONUS fire fighter force came in 1970 bringing manpower down from 36 to 20 individuals on the new Prime BEEF program. Fire fighter manning was increased at the 165th during 1976 to 48 personnel and remained at that level until 1995 when once again DOD reductions brought the level down to 24 fire fighters.

In 1970 an era was started for the Air National Guard. The 165th Fire Department was selected as a pilot unit to deploy with fire vehicles and personnel to support an Air Force mission in Texas flying C-5's out of Biggs Army Airfield. The equipment and personnel were loaded on to a C-5A at Hunter Army Airfield for the trip to Texas for two weeks. Many new procedures and ideas arose from this deployment and some are still in use today worldwide. 165th Fire fighter teams have been deployed to many foreign countries such as Germany, Belgium, Spain, England, and the Panama Canal. We have been to almost all of the fifty states in the US and continue to provide services in support of USAF and ANG missions today.

1999 January, the 165th dedicated a new state of the art fire station for the protection of civilian and military aircraft at Savannah International Airport. The old fire station was built in 1957 and had undergone several renovations to keep up with changing times. This newest structure in the Air National Guard complex gives physical evidence to the continuing efforts of the Guard to field the most modern equipment available.

2005 1 Sep Fourteen personnel assigned to the 165th Civil Engineer Squadron (CES) Georgia ANG, and thirty-five personnel assigned to the 116 CES, Georgia ANG, deployed to Gulfport CRTIC to assist with base reconstitution. Seventy Texas ANG Security Forces personnel deployed to Louisiana and twentyfive Delaware ANG, Security Forces personnel deployed to Mississippi.

7 Sep

Air National Guard Fire-Fighting personnel from the 133d Airlift Wing, Minnesota ANG, and the 165th Airlift Wing, Georgia ANG, deployed to Stennis IAP, to help establish around-the-clock airport fire protection operations.

Air Force Order of Battle

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Sources

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