

172 CIVIL ENGINEER SQUADRON

MISSION

LINEAGE

172 Civil Engineering Squadron
Redesignated 172 Civil Engineer Squadron, 1 Mar 1994

STATIONS

Charles L. Sullivan ANGB, Jackson, MS

ASSIGNMENTS

172 Mission Support Group

COMMANDERS

LTC Wayne M. Bryant, Jr

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

MOTTO

NICKNAME

OPERATIONS

Members of the Civil Engineering Squadron, Services Flight, and Disaster Preparedness

section flew south to Eglin AFB, FLA., for Base Recovery after Attack (BRAAT) training during the week of 21 -27 January 1990. The wartime scenario included deteriorating world conditions leading up to chemical attack on allied troops. The purpose of the training was to see how the troops would recover after such an attack. Maj. Darrell W McCradle of the 172nd Civil Engineering Squadron noted that participating unit members were responsible for setting up a tent city which included dining facilities, showers, a laundry, latrines, a water purification system, and a chemical decontamination unit. After completion of the tent city and classroom training, the war games began for a three-day period. Lt Col Tommy Weems, a member of the 172 Military Airlift Group, stated that it was the most realistic training that he had ever been involved in as part of the Air Force. Capt Mike Smith, disaster preparedness officer for the 172 Military Airlift Group, stated, "The most significant result was that all units operated efficiently as a team, which was one of the goals of the training exercise."

According to MSgt Dave Chamblee, the 172 Civil Engineering Squadron was able to prove its complex but flexible capabilities during Operation Desert Storm; the National Guard Bureau activated 50 members of the 136-member PRIME BEEF team of the squadron for deployment of Hurlburt Field, Fla. He noted that the 834 Civil Engineering Squadron at Hurlburt Field had deployed about 80 percent of their 200-member squadron to the Persian Gulf area in September 1990; he said that the 50-man team from the 172 CES arrived at Hulbert Field, Fla. He noted that the 834 Civil Engineering Squadron at Hulbert Field on 13 February 1991 "prepared for any challenge presented to us. Knowing the Hulbert Field, home of the Special Operations Division, had a very complicated wartime mission, we were not sure what to expect." Sergeant Chamblee said that upon arrival, Maj. Steve Bruntlett was assigned as the 834 CES chief of operations and maintenance and other members of the 172 CES were immediately assigned to key positions, filling in for those who were deployed to the Middle East. "Their initial task was to work the four month backlog of work orders. Because of the professionalism of the members of the 172 CES the backlog was soon reduced to a point where they could begin other tasks such as resurfacing streets and construction of a mobility processing facility," Sergeant Chamblee said. He added, From Feb. 10 to May 30 the 172 CES worked and did an outstanding job for the Air Force." He noted that the 172 CES fire protection team was not activated, but that several members volunteered to assist other bases in the continental United States.

Eighteen members of the 172 Civil Engineering Squadron recently completed two weeks of duty at Hurlburt Field, Fla. They were requested to perform this duty by Hurlburt Field Base Civil Engineer Colonel Carr in order to complete a mobility processing center which was begun by 50 members of the 172 Civil Engineering Squadron during their three-month tour at Hurlburt Field earlier during Operation Desert Storm.

Construction was completed on 12 November 1992 on the composite medical training and administration/security police facility, according to Maj. Marty Bryant of the 172nd Civil Engineering Squadron. Design of the facility began 5 January 1989, and construction cost was

\$1,210,621 for the 12,350 square foot facility for the clinic and security police functions

The 172 Civil Engineering Squadron's Maj. Marty Bryant noted that construction was completed 8 January 1993 on the base civil engineering facility, a project which called for demolition of the existing base civil engineering facilities and construction of a new 16,900 square-foot facility, the design of which began 13 December 1988, and the construction cost of which was placed at \$1,505,205. Major Bryant also noted that construction was completed 22 January 1993, on the project for addition/alteration of the base supply/equipment warehouse, which consisted of a 13,450 square-foot addition to the existing facility and renovation of the existing facility; design was started 2 December 1987, and construction cost was \$1,660,804.

On 9 January 1993, the 172 Civil Engineering Squadron held its final roll call in Building 106 (a Quonset hut which was erected 30 years earlier as a "temporary" building) and began the move to its new \$1.2 million, 15,000 square-foot facility located alongside Perimeter Road. Lt Col Paul Barlow, squadron commander, and CMSgt Robert McCaughan, noncommissioned officer in charge, civil engineering operations, noted that they had enlisted in the 183 Aeromedical Evacuation Squadron in January and March 1993, respectively; approximately 30 years ago, they were assigned to the air installations section, located in the Quonset hut, one of seven original buildings at Thompson Field, will be removed from the base. It was purchased by a private contracting firm and will be relocated in Flowood, Miss.

Members of the 172 Civil Engineering Squadron and the 172 Tactical Clinics departed Jackson, Miss., on 30 January 1993, for a two-week deployment for annual training to David, Panama. Flying from Jackson to Panama on C-130 aircraft, the members were transported by helicopters from David to an "extremely" remote base camp near Plasa de Caisan. The exercise in Panama, designated "Fuertes Caminos 93 Panama," had a primary mission of construction of roads, upgrades of bridges, renovation of schools and clinics, and conduction medical readiness training exercises. Also participating were other members of the 172 Airlift Group, including the 172 Services Flight and members of the fire department.

Fifty members of the 172 Civil Engineering Squadron and nine members of the 172 Services Flight were recently called into active duty for one year, beginning on 10 February 1991. The members were notified on 9 February 1991 to report for roll call o 10 February 1991; they were processed through mobility on 11 February 1991, and departed for Hurlburt Field, Fla., on 13 February 1991. Also, 25 members of the 172 Security Police Flight were activated in February 1991 to provide additional security at Thompson Field.

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Sources
Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.