554th RED HORSE SQUADRON

MISSION

LINEAGE
554th Civil Engineering Squadron (Heavy Repair) constituted and activated, 1 Oct 1965
Organized, 12 Oct 1965
Redesignated 554th Civil Engineering Squadron, Heavy Repair, 15 Oct 1969
Redesignated 554th Civil Engineering Squadron, RED HORSE, 15 Oct 1988
Redesignated 554th RED HORSE Civil Engineering Squadron, 8 Mar 1989
Redesignated 554th RED HORSE Squadron, 1 Mar 1994

STATIONS
Phan Rang AB, South Vietnam, 12 Oct 1965
Cam Ranh Bay AB, South Vietnam, 26 Dec 1969
Da Nang AB, South Vietnam, 30 Nov 1971
U-Tapao, Thailand, 30 Jun 1972
Osan AB, South Korea, 5 Jan 1976
Andersen AFB, Guam

ASSIGNMENTS
2d Air Division, 12 Oct 1965
Seventh Air Force, 1 Apr 1966
1st Civil Engineering Group (Heavy Repair) (later, 1st Civil Engineering Group, Heavy

Repair), 15 May 1967
Seventh Air Force, 16 Mar 1970
Thirteenth Air Force, 30 Jun 1972
Pacific Air Forces, 5 Jan 1976
Seventh Air Force, 1 Mar 1987

COMMANDERS
Col Jerrold B. Harrington
LTC M. P. Oakley, #1987
LTC R. Eric Yates

HONORS
Service Streamers
None

Campaign Streamers
Vietnam:
Vietnam Defensive 1965-1966
Vietnam Air 1966
Vietnam Air Offensive 1966-1967
Vietnam Air Offensive, Phase II 1967-1968
Vietnam Air Offensive, Phase III 1968
Vietnam Air/Ground 1968
Vietnam Air Offensive, Phase IV 1968-1969
TET 69/Counteroffensive 1969
Vietnam Summer/Fall 1969
Vietnam Winter/Spring 1969-1970
Sanctuary Counteroffensive 1970
Southwest Monsoon 1970
Commando Hunt V 1970-1971
Commando Hunt VI 1971
Commando Hunt VII 1971-1972
Vietnam Ceasefire 1972-1973

Armed Forces Expeditionary Streamers
None

Decorations
Air Force Outstanding Unit Award with Combat "V" Device
9 Jan-15 Sep 1966
21 Mar-17 Aug 1967
1 Jan-31 Dec 1969
1 Jan-16 Mar 1970
17 Mar 1970-16 Mar 1971

17 Mar 1971-30 Jun 1972
1 Jul 1972-30 Jun 1973.

Air Force Outstanding Unit Award
1 Jul 1973-30 Jun 1974
1 Apr 1976-30 Jun 1977
1 Jul 1977-30 Jun 1978
1 Jul 1978-30 Jun 1979
1 Jul 1979-30 Jun 1980
1 Jul 1981-30 Jun 1983
1 Jul 1983-30 Jun 1985
1 Mar 1987-2 Oct 1988
3 Oct 1988-7 Jul 1990
8 Jul 1990-30 Jun 1992
1 Jul 1993-30 Jun 1995
1 Jul 1995-30 Jun 1997.

Republic of Vietnam Gallantry Cross with Palm
1 Apr 1966-28 Jan 1973

EMBLEM
Approved, 23 Jan 1979

MOTTO

NICKNAME

OPERATIONS
The 554th RED HORSE Squadron was constituted as the 554th Civil Engineering Squadron, Heavy Repair, on 1 October 1965, and assigned to Pacific Air Forces for organization. The unit was organized 12 October 1965 with station at Phan Rang Air Base, Vietnam. Members of the 554th and 555th, the first two RED HORSE squadrons, received training at Cannon AFB prior to their deployment to Vietnam, and the 554th was the first to arrive in country in February 1966. Its first major project was repair of the AM-2 runway at Phan Rang AB. In 1967, it became the first RED HORSE unit to own and operate a concrete batch plant, constructing parking aprons. The unit also completed numerous dormitories, dining halls, and other facilities at several bases. It was reassigned to the 1st Civil Engineering Group in May 1967.

The 554th moved to Cam Ranh Bay AB on 15 February 1970 and then to Da Nang AB on 30 November 1971. By the end of 1971, the 554th was the only squadron remaining in the Republic of Vietnam. It moved to U Tapao AB, Thailand, on 30 June 1972 to remove modular facilities there. On 5 January 1976, the unit moved to its current location at Osan AB, Korea, and was assigned to Pacific Air Forces. It had a detachment in the Philippines for a short time. In the early 1980s, the 554th was instrumental in constructing facilities at Suwon AB to bed

down an A-10 squadron newly assigned to Fifth Air Force.

In 1987 the 554th was assigned to Seventh Air Force, PACAF. On 15 October 1988, it was redesignated as the 554th Civil Engineering Squadron, RED HORSE. On 8 March 1989 it was redesignated as the 554th RED HORSE Civil Engineering Squadron, and on 1 March 1994 as the 554th RED HORSE Squadron. The unit's size was significantly reduced in the mid-1990s, but a plus-up began in 1999. By November 2000 it was back to an assigned strength of 144.

Today the 554th is the only known Total Force squadron in the Air Force, composed of active duty, Reserve, and Air National Guard components. In late 2000 the Air National Guard activated the 254 RED HORSE Flight, Camp Murray, Washington, to augment the 554 RHS. On 1 Oct 2001 Air Force Reserve Command activated the 555th RED HORSE Squadron, assigned to the 610th Regional Support Group, Nellis AFB NV, also to augment the 554th. Gaining command was Pacific Air Forces.

In 2004, the 554th established an airborne capability known as the 554th RHS Assault, Assessment, and Repair Operations (AARO, pronounced "arrow") team to provide a rapid airfield seizure and repair capability for the Pacific theater.

In addition to its construction projects, the 554th is active in natural disaster recovery work in the Pacific region. The Han River flows near Osan AB, and floods on a regular basis. Using their heavy equipment, RED HORSE has repaired levies and minimized damage to the base and the local community numerous times. It also played an important role in the recovery and repair of Clark AB, Philippines, following the eruption of Mt. Pinatubo.

Squadron served as 400-person combat engineering force that provided highly mobile, rapidly deployable heavy civil engineering response force under operational control of 7 air force.

Red horse calendar year 1993 projects included: tension shelters, cantonment facilities, and new airfield facility at ïsan ab; electric cable project, parking lot construction, and construction of new petroleum, oil, and lubricant (pol) dispatch facility at elmendorf air force base (afb), ak; construction of new civil engineer storage facility, eielson afb, ak; typhoon omar project repairs at andersen afb, guam; and project to install telephone ducts and conduits on hickam afb, hi.

The 554 civil engineering squadron (ces), heavy repair, was changed to the 554 civil engineering red horse squadron (554 cerhs), effective 1 jul 88. 1 mar 89, squadron's name changed to 554 red horse civil engineering squadron (554 rhces). Lt col charles b. Hand, squadron commander. Three reportable on duty injuries occurred. Severe shortage of funds experienced. Operational readiness inspection (ori) conducted. Efforts continued to build and maintain capabilities in areas of mobility planning, readiness management, readiness training, and exercises/evaluation. Mission capability exercises designed to test squadron's capability

to perform under realistic contingency scenarios. Construction skill proficiency continued to be a vital element of 554 ces to do its wartime tasks. Bulk of red horse (rh) construction skill training accomplished under annual training project program. 554 ces red horse outproduced all other red horse squadrons and their army counterparts twofold. Discusses community activities 554 ces red horse participated in. Celebrated red horse birthday 15 oct 88.

554 civil engineering red horse squadron (554 rhces) redesignated as 554 red horse civil engineering squadron (554 rhces) effective 8 mar 89. Two reportable onduty injuries occurred. Weekly mobility manager's meeting conducted. Management focused on unit's ability to respond to a contingency tasking at a moment's notice. Readiness training consisted of a rigid, repetitive, stable regimen of both classroom and hands on training. Discusses deployment to yoju assault strip (team spirit 89 site) and problems encountered; construction training program; achievements; community activities and social functions; and termination of overhire korean nationals. Lt col charles b. Hand promoted to colonel, 28 feb 89.

Overview of 554 red horse civil engineering squadron since 1965; arrived in viet nam in 1966 to construct runways, aircraft shelters and base support facilities. Col clinton c. Woods assumed command of 554 red horse squadron from col jerrold b. Harrington on 11 may 1994. Unit downsized to 55 persons by 1 jul 1995. Tasked to construct 20 warfighting projects as tensions rose over north korean refusal to allow inspectors to look at refueling rods in nuclear power plants. Constructed miles of revetment to beddown 150 aircraft. Built road to petroleum storage area (named red horse way) and am-2 matted parking area at end of taxiway. Section on airfields and cantonments; site development; design and computer support. Red horse projects for 1994 included: constructing two pre- engineered buildings (peb) at hickam air force base (afb), hi; base recovery after attack training (braat) site at kadena air base (ab), japan; constructed k-span at camp carroll and camp humphreys, republic of korea (rok); water line repairs at kunsan ab, korea; revetment at kwang ju ab, korea; fuel berms/munition pad at taegu ab, korea. Medical section participated in three field training deployments. List of 554 red horse squadron personnel during 1994.

1992 554 red horse civil engineering squadron (rhces) assigned for operational control to 7 air force commander. Day to day construction direction in functional support for mobility preparation exercised by deputy chief of staff (dcs), civil engineering (ce), pacific air forces (pacaf), hickam air force base, hi. Col jerrold b. Harrington assumed command effective 16 jul 92, replacing col fred h. Weck. One reportable on duty injury during typhoon omar relief project in guam. Engineerings year characterized by changing project priorities and funding. Construction training program challenging. Most tasking project to date was completed. Includes brief discussion of projects on other pacaf bases. Readiness branch conducted real world deployment and three training deployment exercises. Relationship between song sim orphanage and red horse provided excellent interaction between americans and koreans. Red horse provided monetary support, construction support, and social support to orphanage and kids to reside there.

This publication describes and analyzes red horse (rapid engineer deplayable, heavy

operations repaor, squadron, engineer) squadron activation in the initial stages of the conflict in southeast asia. In southeast asia, specific operational needs demanded a rapid, responsive, heavy repair capability by the civil engineers. The air force had a requirement for an organic unit capable of repairing airfields damaged or destroyed by enemy action or accident. Red horse squadron performed the heavy maintenance and heavy repair that was beyond the capability of the base civil engineering organizations. The contributions these squadrons have made to the efforts in southeast asia have proven that air force civil engineers have the capability to handle heavy repair and maintenance projects of any size required in support of air force combat operations and can do so worldwide with minimum notice. 1965/1967

The 554 civil engineering squadron (ces), heavy repair (red horse), was located at osan air base, republic of korea (rok). Lt col charles b. Hand, squadron commander. Four reportable on duty injuries experienced. Readiness was focus of squadron activity. Readiness challenge was to achieve total airlift deployability for red horse (rh)-1 and rh-2 mobility echelons within their directed operational capability (doc) response times of 12 hours and 48 hours, at a moments notice, without interrupting ongoing construction while building and maintaining this capability. Changes in readiness management and command and control of readiness/mobility activities occurred reducing shop manning requirements during upload, cargo preparation, and quality control. Checkpoint system streamlined improving command and control of increment processing and further reducing manpower requirements to run checkpoint system. Command and control procedures refined to create orderly transition from peacetime operations to a wartime posture/contingency response. Discusses readiness training; exercises and evaluations conducted; operations participated in; logistics; and engineering (construction efforts). 1988

Airmen with the 554th red horse squadron broke ground on the northwest field expeditionary training campus at andersen afb, guam, on oct. 11 starting a $20 million construction project that will span the next five years. The engineers will be housed on the campus, which will also be the home to combat communications, commando warrior, and silver flag. Military construction and related projects will bring the total cost of the complex to about $240 million. The complex is to be fully operational by 2016. The 554th rapid engineer deployable
heavy operations repair squadron engineers is the only permanently assigned military heavy construction capability in us pacific command. 2006

1983/554
Based at osan air base, republic of korea. Discusses construction projects at osan, suwon, taegu, kunsan and kimhae. Red horse

554ces (red horse) relocated with personnel and equipment to osan ab, korea. 1976

1989 The 544th Civil Engineering Squadron, RED HORSE, was redesignated 554th RED HORSE Civil Engineering Squadron on 8 March. The 848th Aircraft Control and Warning Squadron was redesignated the 848th Air Defense Squadron on 22 November.

RED HORSE Reductions. The 1st Civil Engineer Group moved without personnel or equipment from Tan Son Nhut Air Base to Wright-Patterson Air Force Base on 16 March. On 10 April, two RED HORSE squadrons redeployed from the Republic of Vietnam. Only two RED HORSE squadrons remained in South Vietnam at the end of the year, the 554th at Cam Ranh Bay and the 823d at Bien Hoa.

RED HORSE squadrons from around the globe are combining forces at Osan AB to improve the quality of life for military members and safety conditions for Airmen and aircraft in South Korea. Engineers from Osan's 554th RHS have worked closely with Guard, Reserve and active duty units from the 307th RHS at Barksdale Air Force Base, La.; 555th RHS and 820th RHS at Nellis AFB, Nev.; and the 254th CES from Andersen AFB, Guam, on several construction projects since April. "In total, we have about 170 HORSE brothers and sisters supporting us and rotating through Korea from April through September (this year)," said CMSgt Jeff Slocum, 554th RHS operations chief. "Some are just doing their two-week annual tours, while others are staying on for a while, which helps provide additional continuity on the jobs." "RED HORSE is all about diversity. Although considered a civil engineer unit, only two-thirds of the squadron personnel carry a (civil engineer) AFSC," said Lt Col Richard Sloop Jr., commander of the 554th RHS. "The remainder makes up the support element that allows RED HORSE to be a self-sufficient operation. With our Reserve and Guard component, we also pick up contracting, security forces and medical personnel." Completed projects across the peninsula include construction at air bases at Kimhae, Wonju, Suwon, Kunsan and Osan. "(At Kunsan), we replaced old expeditionary aircraft arresting systems," said CMSgt Slocum. "We (also) built access roads, drainage culverts and buildings to house the arresting engines. The new system is motor-driven and provides for a smoother, more controlled engagement. Basically, it improves operational safety for any aircraft with barrier engagement capability, which better protects the aircraft and pilot during a barrier engagement." One of RED HORSE's primary wartime responsibilities is to provide aircraft launch and recovery capabilities wherever the Air Force needs it, said Osan project engineer 1Lt Theresa White. "It was great that we (had) the chance to upgrade Kunsan's barrier system. We got to hone our skills for war, and the 'Wolf Pack' [knows] they have a better system in place to more safely support sortie take off and landing operations." Some of the many projects included two steel arch warehouse buildings at Kimhae that will provide security and weather protection for RED HORSE and war reserve materiel; 30 contingency cabins at Kunsan to support air expeditionary force rotations, joint exercises, and operations; and a shower, latrine and laundry facility at Suwon which improves quality of life for deployed forces. "It's great to have such tremendous support from each of these units. We called for help, and they came running," CMSgt Slocum said. "The RED HORSE community is a very tight-knit family. The camaraderie among the people from all the units is fantastic. They work together, play together, and just blend very

well to get the job done. Having all of us working together is definitely a production and morale booster.”2006

In the early 1960's the United States became increasingly involved in the Vietnam War. In May 1965, an accidental bomb explosion at Bien Hoa Air Base. South Vietnam, caused a chain reaction which resulted in the loss of 40 aircraft. To prevent recurrence, there was an immediate requirement to erect revetments in order to protect aircraft. Initially, PRIME BEEF teams were deployed from the Army and Navy for all heavy construction. In August 1965, the Air Force granted approval to organize, train, and equip a Civil Engineering Squadron, Heavy Repair. This squadron consisted of 400 persons and was designed to be self-sufficient. Five RED HORSE squadrons were deployed to Vietnam. The first two squadrons, the 554th and the 555th, arrived early in 1966. They began a RED HORSE tradition of constructing runways, erecting aircraft shelters, expanding airfields, and constructing base support facilities. The motto of RED HORSE, "Lead, Follow, or Get Out of The Way!" expressed the commitment, determination and ability of the squadron to get the job done. The 554th Civil Engineering Squadron, Heavy Repair, was activated on October 11, 1965 as the first RED HORSE unit. After initial training at Canon Air Force Base, New Mexico, the squadron was assigned to Phan Range Air Base with its headquarters at Da Nang Airfield with deployed units at Tan Son Nhut, Nha Trang, Pleiku, and Cam Ranh Bay. RED HORSE head-quarters moved from Da Nang Airfield to U-Tapao Royal Thai Air Station, Thailand, on June 16, 1972. In May 1972, 150 personnel were deployed to Kunsan Air Base, Republic of Korea, while remaining personnel stayed at Tan Son Nhut, Da Nang, and Cam Ranh Bay, South Vietnam. From June 16, 1972 until the 554th left Thailand in 1976, troops were deployed to Det 6 at Clark Air Base, Republic of the Philippines, and Det 8 at Kadena Air Base, Japan. On January 5, 1976, the 554th RED HORSE Squadron moved its head-quarters to Osan Air Base, Republic of Korea. At that time, the squadron had a permanent detachment at Kunsan Air Base, a temporary detachment at Clark Air Base, and a temporary operating location at Ching Chaun Kang Air Base, Republic of China. On March 1, 1987, the 554th was administratively reassigned from HQ Pacific Air Forces (PACAF) to HQ Seventh Air Force (7 AF), Osan Air Base, Republic of Korea. Operational control of the 554th remained with HQ PACAF, Deputy Chief of Staff, Engineering and Services, Hickam Air Force Base, Hawaii. From its home on the Republic of Korea, the 554th RED HORSE Squadron provided contingency construction, natural disaster, and humanity relief efforts throughout the Pacific Theater until 1994, when the unit was downsized to 55 personnel and redesignated as a LOGDET unit. In 1999, the Air Force Chief of Staff charged Pacific Air Forces with initiating the standup of a Total Force" Squadron consisting of 164 forward deployed, active duty personnel, a 120-person Air National Guard Flight, and a 120-person Air Force Reserve Flight, The 554th RED HORSE Squadron has earned 14 Air Force Outstanding Unit Awards. The unit was also included in one Air Force Outstanding Unit Award with 7th Air Force. The unit was also awarded 11 Campaign Awards and the Republic of Vietnam Gallantry Cross with Palm device, during the Vietnam Conflict. In addition, the 554th RED HORSE Squadron has won the PACAF Curtin Award for the "Best Civil Engineer Squadron in PACAF (large and small squadron categories) as well as first runner-up for the Society of the American Military Engineer Curtin Award recognizing the "Best Civil Engineer Squadron in the Air Force."

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 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. 2013

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.

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. 2015

ANDERSEN AIR FORCE BASE, Guam (AFNS) A superhero is a fictional person with extraordinary powers, or exceptionally skills. Some naturally equate this term to costumed men and women who dedicate their lives to fighting crime and protecting the public.

In stories they live, eat and work among us, making it difficult to differentiate them from others. They often navigate outside the limelight, because their driving factors are not fame and recognition, but simply mission success. Unbeknownst to some, an elite team from the 554th RED HORSE Squadron at Andersen AFB, Guam, has been training under this premise for months. Their collective identity is the Assault Assessment and Repair Operations team or AARO. AARO is a 21-member civil engineering team whose main objectives are to air insert themselves to repair battle-damaged airfields and quickly return them to service. The team is composed of electricians, structures, heavy equipment operators, vehicle maintenance and services personnel. The team uses helicopters and fixed-wing aircraft to rappel and fast-rope to areas that could be restricted due to enemy actions, terrain or geographical location. "We're self-sustaining for 72-hours and we carry everything we need to maintain our security and personnel," said Capt. Jose Figueroa, the AARO officer in charge. The capabilities for aircraft to land, deliver troops and supplies, relies on the availability of a safe runway. This asset allows direct support to the warfighter at a moment's notice.

AARO is not only trained to for wartime objectives, but humanitarian missions as well. "The AARO team is the first line toward opening a new base. "We can go in on rotary wing aircraft, bring in all our equipment in via sling-loads using a helicopter as a giant crane and have the ability to open up the base," said Staff Sgt. Joshua Krahenbuhl, the AARO NCO in charge. AARO is not new to the 554th RHS and has been around since 2004, but funding forced training to cease. In May 2016, Lt. Col. Jarrett Gafford, the 554th RHS commander, charged unit leadership with revitalizing the ARRO team.

Coordinated by Figueroa, and Master Sgt. Ronald Weymer, the AARO superintendent, the program was fully operational within four months. "We don't only need the strongest and fastest Airmen, but also the smartest," Krahenbuhl said. "A lot of situations we may encounter require outside the box thinking because you may not have a particular piece of equipment that you need, but you still have to figure out how to get the mission done." The baseline for each member is a composite score of 90 percent or above on the Air Force and Army physical fitness tests, completion of a 12-mile ruck with 40 pounds in three hours or less, and complete an obstacle course after strenuous circuit training for 15 minutes. In addition, Airmen are required to step outside normal Air Force training and complete U.S. Army Air Assault School, Fast Rope Insertion Extraction System, Special Patrol Infiltration Exfiltration System, a combat life-saving course and various local training. "Having Army instructors tack on my air assault wings was a gratifying reward because I can take this training and put it to good use when the time is needed," said Staff Sgt. Stephen Beasley. Some members have already been slated to attend the Army's Pathfinder School, which is arguably one of the most challenging Army courses offered. Air Force Civil Engineer Center officials are looking for the 554th RHS Airmen to further develop the program and lead other RED HORSE, or Rapid Engineer Deployable Heavy Operations Repair Squadron Engineers, units. While future employment plans for this team is unclear, one thing is certain. As long as the enemy tries to

deny the use of runways and humanitarian needs persist, selfless, dedicated Airmen from AARO stand ready to use their super powers and answer the nation's call.

In Sep 1986, the squadron demolition team deployed to Seon-gab Do island to enlarge an existing helicopter pad at the island's summit, 1200 feet in elevation above the beach. Flown in by helicopter, the team set up camp on the beach, then began work. Faced with an arduous hour climb followed by nine hours of grueling manual labor, one could always look forward to three scrumptious MREs each day. This tropical paradise, inhabited only by hordes of rats, clouds of mosquitos and bird size grasshoppers, remains anything but a pleasant memory for all.

Air Force Order of Battle
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Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.
The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.
Unit yearbook. *554 Civil Engineering Squadron, Red Horse, 1985-1987*. 1987.