



Civil Engineer



EXPEDITIONARY ENGINEERING

Vol. 2 No. 1

Newsletter

Feb 2013

Fresh BEEF with a new mission

When you come to Naval Station Guantanamo Bay, you'll hear many stories about the BEEF. Those stories aren't about grilling hamburgers in the Cuzco's even though the weather is sunny year-round or even about groups of people who are having problems with each other. The BEEF is an acronym for a group of highly trained Airmen who happen to be the backbone of Joint Task Force Guantanamo.

The Base Engineer Emergency Force is what GTMO knows as the BEEF. And they fix problems instead of creating them. They don't wear a patch that reads 'It's what's for dinner!' or a patch of two Vikings in axe-to-axe combat. What you will see on the side of their sleeves are stripes and a star.

"Our role is to make sure everyone in our area of responsibility is taken care of," said Chief Master Sgt. James Bomboy, squadron superintendent.

Camp Justice and the Media Operations Center are still primary for the BEEF. They are now, however, responsible for providing services for all of the Joint Task Force as well. That includes the detention facilities and Camp America. This change came about as they assumed responsibility from the Alabama Air National Guard's 187th Civil Engineer Squadron Jan. 9th.

"The BEEF is a collection of surveyors, plumbers, electricians, power producers, heavy equipment operators, main-

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RED HORSE: Highly Mobile, Rapid Deployable Professionals

As the Air Force goes through many changes, so does the RED HORSE community as a whole. Over the past few years with budget constraints and drawdowns of the force, RED HORSE unit missions and deployment tempo has relatively remained unchanged. Through these difficult times of uncertainty and our fiscally constrained operating environment, RED HORSE troops continue to lead the way, maintain their capabilities and adapt and overcome during multiple troop training projects, joint exercises and deployments. The success of all RED HORSE missions can be attributed to one important thing, the Airman's ability to be flexible, while yet sustaining their capabilities with innovative solutions to complex projects that they are presented with on a daily basis. As the RED HORSE program manager at AFCEC East, I am amazed at the total amount of all the work that the RED HORSE units complete day after day wherever they are called to implement their inherent skills through the various capabilities they bring to the fight. Whether RED HORSE Airmen are providing heavy repair capability and construction support or performing heavy damage repair required for recovery of critical Air Force facilities and utility systems, and aircraft launch and recovery, they expediently accomplish all taskings whether peacetime, wartime or during contingency operations.

To support the "Open the Airbase" mission, RED HORSE even added an Airborne capability in 2003. With this capability, RED HORSE can rapidly deliver a specialized team and MARES equipment packages by airdrop or air insertion to conduct expedient airfield damage repairs. This capabil-

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Please assist us in future publications by providing your inputs to: Mr. Larry Lomax, DSN 523-6143, larry.lomax@tyndall.af.mil, Air Force Prime BEEF Program Manager and MSgt Michael Mabe, DSN 523-6127 michael.mabe@tyndall.af.mil, RED HORSE Program Manager at AFCEC/CXX

Fresh BEEF

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tenance and supply troopers who are responsible for the infrastructure on the base,” said Tech. Sgt. Floyd Duckett, the noncommissioned officer in charge of the BEEF. “We all add a piece of support to accomplish each specific mission, ultimately accomplishing the overall mission.”

These professionals will be responsible for the upkeep of the roads and many different underground lines, including water and sewage. The BEEF also handles high-voltage power lines as well. Without them, plumbing, electricity and many pleasures would not be maintained properly. That definitely makes the BEEF an integral part of the mission.



Lt Col Larry Harris passes the guidon to MSgt Ernest Willis, ECES 1st Sgt, after assuming command from the 612 AEG Commander, Col Jonathan VanNoord.



CE Airmen are technically capable of hitting the ground running in their respective professional craft, and these individuals come from Air Force bases all over the United States.

“We have Airmen from Beale, Davis-Monthan, Nellis, Langley, Shaw, Ellsworth and Hurlburt Field. This range of experience is a great advantage to accomplishing the mission,” Bomboy said.

612th Theater Operations Group commander Col. Jonathan VanNoord explained during their change of command ceremony that accomplishing this mission would present many challenges, but they could do it if they work together as a team.

Bomboy said the goals of the commander, Air Force Lt. Col. Larry Harris, are to organize all Joint Task Force engineers under one organizational structure to provide a more streamlined and efficient response to the customer’s needs. Good communication, highly trained Airmen and positive attitudes make it possible to accomplish anything.

Many of the BEEF’s senior leaders have been deployed multiple times. Bomboy has been deployed 14 times to countries throughout the world. Some of the junior enlisted, however, haven’t been deployed at all until now. GTMO is their first international experience. Bomboy explained how excited the Airmen are about being here and looking forward to all that the base has to offer. He said, “We’re in Cuba. This is definitely gonna be different!” *(By Army Sgt. Ferdinand Thomas)*

1Lt Jeremy Vaughn and 2Lt William Calkins prepare the 474 ECES engineers for the 9 June 2012 Change of Command ceremony at Guantanamo Bay, Cuba.

In the first edition of this Newsletter, some wording may have been taken as derogatory comments toward our Reserve and Guard brethren within this article.

We sincerely apologize for this slight and have taken steps to republish this Newsletter minus those comments. We can attest to the work, pride and necessity for every Total Force CE Airmen.

RED HORSE:

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ity is the missing link for the Air Force after airfield seizure by SOF forces and before “Establishing the Airbase” operations begin.

As the future of our Air Force changes to meet challenging and innovative obstacles, RED HORSE units will continue to change and remain flexible. Whether putting up K-Spans, drilling wells, providing power or electricity, or placing runways or taxiway aprons, one thing within the RED HORSE community will remain unchanged, that is, the dedication and commitment of our RED HORSE troops to be a highly disciplined engineer force that provides superior construction to accomplish any task and meet every challenge around the globe.



Miscellaneous

Upcoming Prime BEEF/UDM and Automated Civil Engineer System Personnel and Training (ACES PR) Training

To sign up for any of the classes below, access the Expeditionary Engineering CoP at: <https://afkm.wpafb.af.mil/community/views/home.aspx?Filter=21340> or contact Mr. Larry Lomax at larry.lomax@tyndall.af.mil or DSN 523-6143/Com 850-283-6143.

- 11-15 Mar 13: Wright-Patterson AFB, OH (Prime BEEF/UDM Training)
- 1-5 Apr 13: Gunter Annex, AL (Prime BEEF/UDM Training/Includes ACES-PR)
- 13-17 May 13: Lakenheath, AB UK (Prime BEEF/UDM Training)
- 17-21 Jun 13: Elmendorf AFB, AK (Prime BEEF/UDM Training/Includes ACES-PR)
- 15-19 Jul 13: 9 CES, Beale AFB, CA (Prime BEEF/UDM Training)
- 12-16 Aug 13: Dobbins ARB, GA (Prime BEEF/UDM Training)
- 16-20 Sep 13: Gunter Annex, AL (Prime BEEF/UDM Training/Includes ACES-PR)

Civil Engineer Manpower and Equipment Force Packagers (MEFPAK) Update

FY13 is here and with the new physical year comes Equipment and Supply List (ESL) reviews for, Fire Emergency Services (FES), Emergency Management (EM), and Prime BEEF Engineering Operations. The following is the tentative schedule to accomplish these very important steps in the management of our equipment:

ESL Review schedule:

FES: Dates to be determined

EM: Dates to be determined

Prime BEEF: Dates to be determined

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Once reviews are completed recommendations for change will be briefed to the respective Panels and then to the EESPG for approval. Immediately following receipt of an approval, an allowance standard review will be scheduled and final action taken to update ACES-PR, logistics details (LOGDETs), and each ESL. (Larry Lomax, AFCEC/CXX, DSN 523-6143)

Defense Readiness Reporting System (DRRS) Training Changes

Due to budget cuts, there is no longer a DRRS MTT available for base level DRRS training. The DRRS Support Center and Headquarters Air Force A3O-IR has advised the following training:

1. For unit and wing program managers certification training: On Line Certification at: <https://afkm.wpafb.af.mil/SiteConsentBanner.aspx?ReturnUrl=%2fcommunity%2fviews%2fhome.aspx%3fFilter%3d27969&Filter=27969>

2. COCOM and MAJCOM training available at one of the following DRRS Centers of Excellence, please see the following list for locations, POCs and dates.

2013 Course Schedule:

- a. NCR (National Capital Region) - 26-28 Feb
- b. SOUTHCOM - 12-14 Mar
- c. EUCOM - 2-4 Apr
- d. PACOM - 9-11 Apr
- e. NORTHCOM - 16-18 Apr
- f. CENTCOM - 23-25 Apr
- g. SOUTHCOM - 4-6 Jun
- h. NCR - 18-20 Jun
- i. NORTHCOM - 9-11 Jul
- j. PACOM - 9-11 Jul
- k. CENTCOM - 23-25 Jul
- l. SOUTHCOM - 10-12 Sep
- m. CENTCOM - 22-24 Oct

POC's:

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Comm: 791-246-2274

SOCOM/CENTCOM **Greg Hagar**
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Civil Engineers Build Experience in Germany

Forty-six Airmen of the 184th Civil Engineer Squadron (CES), 184th Intelligence Wing, deployed to Oberammergau, Germany, in support of the NATO Training School in July for a two-week deployment for training. The squadron included a number of experienced Airmen as well as several new additions. Despite the inexperience of the new Airmen, motivation and enthusiasm were high. Senior enlisted members offered valuable guidance as they gave instructions for completing the tasks in front of them.

“It was impressive how the younger Airmen accepted the challenge of the projects, came together as a team, and put in the long hours of hard work to get the jobs done,” said Maj. Brock Sissel, site commander, 184th CES.

The projects not only gave the new Airmen an opportunity to train in their civil engineer career field, it also provided an opportunity for new Guardsmen to get acquainted with other members of the squadron.

“I am pretty new to the squadron,” said Airmen 1st Class Aaron Lewis, heavy equipment operator, 184th CES. “It was good to work on projects that I wouldn’t normally have the chance to in my career field and be able to meet the other members of the squadron from different shops.”

From day one, the civil engineers hit the ground running. One team was assigned to demolish 600 feet of perimeter security fence, while another team reworked more than 1,400 brick pavers. In addition, approximately 4,000 square feet of composite geo-grid parking lot pavers were removed and replaced. Electricians also upgraded the lighting and ceilings in the recreation center’s library and game room.

“We are here to complete as many projects as possible and to train our Airmen in career specific jobs as well as cross train in jobs that they normally wouldn’t do,” said Master Sgt. Mark Rush, first sergeant, 184th CES

The primary project assigned to the 184th CES team was installing the foundations and floor slab for two large wood structures. Two additional rotations of Air Force Civil Engineers from South Dakota and Wyoming completed the structures.

The foundation construction included trenching and pouring the foundation for a new pavilion. Heavy equipment operators used an excavator to dig out a trench that would hold the concrete footings for the pavilion. Teams of engineers tied and placed more than 14 tons of rebar to strengthen

the concrete. Once the rebar was placed, the team poured a total of 110 cubic yards of concrete to complete the footings and floor slab.

Other projects called for the demolition of a coal bunker, which measured 12 feet deep and had a reinforced 14 inch thick concrete ceiling. A team also replaced 15 feet of an old stone retaining wall and repaired several hundred feet of mortar joints. In total, the cost of the projects the Civil Engineer teams completed totaled \$265,000.

The 184th Civil Engineers worked extremely hard completing many projects and came away with a boost in morale as the squadron formed a tighter bond. *(By Staff Sergeant Justin Jacobs, 184th Public Affairs)*



Staff Sgt. Zach Whitener, 184th Communications Flight, and Tech. Sgt. Karey Haukom, 184th Civil Engineer Squadron, resurface a walkway at the NATO school on base.

Nebraska Air National Guard's Deployment For Training

The Nebraska Air National Guard's 155th Civil Engineer Squadron (CES) traveled to Rygge Air Base, Norway, for a two-week training exercise, 11-25 Aug. 2012.

The deployment was part of a NATO exchange program in which U.S. air base engineers train in Norway in the summer and then host the Norwegians later in the U.S.

This year's projects included building a storage facility for canoes, mobile storage for a golf course, two environmental stations, and repairing roadways used for counter improvised explosive device (IED) training.

The Nebraskans also helped install small house-like structures for the IED course, fixed poles and netting at a paintball course, and created a new office space in the military working-dog building.

The projects were designed by Norwegian Military Academy cadets who are pursuing degrees in Military Civil Engineering, with the stipulation that the projects had to be completed within a five-day timeframe.

"I'm impressed, really impressed," said Norwegian Army Maj. Anders Weel, an operations officer with the 137th Air Wing's Force Protection Squadron, about the work that was completed this year. He said the projects were quite ambitious, but his cadets were willing to put in the extra work.

Still, Weel admitted that while he knew the cadets had the willpower, he wasn't sure that they had the necessary expe-

rience or working knowledge to successfully complete the projects. So, Weel said he relied on the knowledge and experience of the 155th CES, and wasn't disappointed.

On the first Monday of the exercise, the members of the 155th CES got down to business, finishing all of the projects by the following Wednesday.

The second week also provided an opportunity for six 155th CES firefighters to train with their Norwegian counterparts and examine several controlled burns and simulated emergency scenarios. The training included a flash-over simulation in which the trainees started a fire next to a shipping container and then lay in the container to observe how the fire travelled in the different layers overhead.

Next the Guardsmen participated in a simulated automobile extraction, helping pull victims from a vehicle and treat their "injuries." The Nebraskans and Norwegian firefighters also conducted a close-line and nozzle pattern technique where a three-man crew used a fire hose to enter a building, under live fire conditions, and learned how to use patterns with the hose to extinguish the fire.

Finally the two combined to perform an urban search and rescue exercise in a two-story building. Again, under live fire conditions that caused smoke to minimize visibility, they searched and extracted "victims" from the building.

"Our firefighters got to do some training in their environ-

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Deployment for Training

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ment that we can't do on our base," said Maj. Barry Veen, 155th CES commander. "They would have to travel to a simulated training site to get the training they received."

155th CES Airmen also had an opportunity to learn NATO counter-IED strategies from the Norwegian Force Protection Squadron. This two-day training incorporated classroom and course training, and included a counter-IED lane, basic operational techniques, search patterns for finding IEDs, and recognizing items out of place in the normal terrain or environment.

Veen said it was a good opportunity to take advantage of a training environment.

According to Veen, the Norwegian cadets put together the projects as a part of their academic course work, formulating the design of the structures, while the Nebraskans worked with the Norwegians to better understand each others' design and construction procedures.

Additionally, the Nebraska Airmen had to use foreign tools and equipment to build the structures while providing the cadets hands-on training, said Veen. While a language barrier was an obstacle, both the cadets and Airmen learned a lot from each other, he added.

Master Sgt. Thomas Thompson, 155th CES water and fuel systems maintenance superintendent, said he didn't know what to expect as far as what projects his crew would be taking on, but regardless of the challenges, he knew they would get the work done.

"We had people from multiple shops that had no experience. We brought them together and got them to realize that they could do something like that," said Thompson. "We had several people who never had any experience with any type of framing or construction whatsoever... we got together and figured out what our strengths and weaknesses were and made a project."

"I think for me, being a small town farm boy, it wasn't that big of a stretch, but for other people I know it was... to come in and do something that they had never done before, it was pretty tough," added Thompson. "But one thing about the 155th CES, nobody quits. If they can't get it done quickly, they will not stop until they get it done. The cadets in Norway, I think we pretty much exceeded their expectations."

Thompson said there were some challenges during the deployment, but nothing they couldn't overcome.

"In the U.S. we usually have an overabundance of tools when we're working on stuff and they pretty much gave those cadets nothing to work with," said Thompson. "So that was quite an undertaking trying to drive a 16-penny nail with a finishing hammer."

Airman 1st Class Matthew Cook, a Nebraska Air Guard water and fuel maintenance specialist, said his first overseas deployment didn't give him a lot of opportunities to use his specialty. Still, he added, the work was rewarding.

"I thought it was really fun," said Cook, who worked on the counter-IED course. "The first week we worked a lot, but it was fun work. It wasn't my job, so it was something new and it was cool to work with people that weren't from our culture."

"It was kind of just a refresher on working with wood again... and the metric system, we used a lot of that, so that was different," said Cook.

Hurricane Sandy Continues...

BROOKLYN, N.Y. - An ominous sky, promising more rain, laid heavy over Brooklyn. People guarding umbrellas and carrying food from a nearby supply location looked like they just wanted to go back home to a normal life. However, Hurricane Sandy shattered that normalcy a week before.

A small team of W.Va. National Guard (WVNG) members with varying backgrounds in generator repair and power production were tasked to provide support to the people of New York, specifically in Brooklyn and Queens. More than a week after Sandy's deadly reach destroyed homes and plunged the city into darkness, recovery efforts were continuing.

On Nov. 3, the WVNG received a request from New York to provide personnel who had knowledge of power production and generator repair. The next day, two WVNG Humvees and seven Guard members were flying out of the 130th Airlift Wing in Charleston W.Va., bound for Joint Base McGuire-Dix-Lakehurst, N.J.

"I didn't have any time to think about it, I just said yes," said Senior Airman Jared Brotsky, a power production specialist with the 130th CES. "I thought it would be a really good experience."

The varied backgrounds of the team members gave them a solid foundation of knowledge about power production, a specific and valuable skill given the widespread power outages in New York.

Colder temperatures and the prolonged power outages were making life miserable for thousands of people.

“This is why I’m in the Guard. I really truly believe we provide a needed service,” said Sgt. 1st Class Marty Newman, an electronic maintenance supervisor with the 3664th Maintenance Company, WVNG. “We are here to respond when these situations happen.”

The WVNG has service members who are not only qualified in their military specialty, but willing to leave their civilian lives behind -- careers, families, obligations -- at a moment’s notice to put on their uniform and go to where they are needed. Newman, who works for Marshall University’s physical plant, where he oversees all the academic and administrative buildings on the campus, acknowledged that being in the Guard can put a strain on his life at home, but that his employer understands, as does his family.

Once in New York, the team received its first mission to help Company C, 249th, a Prime Power Unit from Fort Belvoir, Va. The mission was to assess an apartment building basement that housed a boiler that, when operational, provides heat and water to 23 additional buildings, with approximately 600 people calling each building home.

The team inspected the boiler, consulting with members of Co. C, while Marines were busy pumping 3,000 to 4,000 remaining gallons of water out of the basement, which had been deterring progress. Neman, who is responsible for the

operation of boilers in his civilian job, worked with other team members and made recommendations to the authorities on what was needed to get the boiler operational. As Sandy’s power came ashore, water from the Jamaican Bay and the Atlantic Ocean both surged, placing the peninsula where the four-block area of apartments sits in its crosshair.

“It was like water just blanketed the whole place. Sea water rose all the way up to the first floor,” Luis Hernandez, the assistant property maintenance supervisor said. “It’s going to be a long process, but I’m sure people are glad to see some help here.”

Another apartment assessment revealed that entire electrical panels would have to be replaced. More than 10 feet of salt water had flooded the basement where the electrical system was. “The salt in the sea water and the copper in the electrical wires reacted, causing quick corrosion,” said Air Force Staff Sgt. Brian Walker, a power production specialist with the 130th CES.

New Yorkers are known to be tough, but even they need assistance sometimes. The WVNG service members are using their breadth of experiences from military training, civilian education and deployments “lessons learned” to become a partner in bringing relief to the citizens of New York.

“People are people,” said Army Staff Sgt. Jeremy Middleton, the communications non-commissioned officer for the team’s mission.

“Let’s go do our job, that’s what I say. We are happy to help.”



SrA Jared Brotsky, of the West Virginia ANG’s 130th CES, and Sgt. 1st Class Marty Newman, 3664th Maintenance Co., WVNG inspect the electrical components for a boiler in the basement of an apartment complex in Queens, N.Y.

Contingency Training Evolution

The diverse world of Contingency Training within the enterprise of Expeditionary Engineering has undergone some exciting and positive changes in 2012. Silver Flag (SF), Mission Essential Equipment Training (MEET), Home Station Training (HST) and Combat Skills Training (CST) for our engineers is the primary focus of the Air Force Civil Engineer Center's (AFCEC) Contingency Training section (CXXT). This team is postured to evolve and adapt to meet the expeditionary training needs in order to build ready engineers and great leaders.

SF

SF is status of resources and training system (SORTS) reportable training where students perform expeditionary skills as a team. The exercise at SF focuses on honing the skills of our engineers using Basic Expeditionary Airfield Resources (BEAR) to beddown a bare base then conduct sustainment and recovery operations. There are three SF exercise sites, which are located at Tyndall, Kadena and Ramstein AFBs.

Since being centralized at AFCEC, the SF scheduling and forecasting for CONUS unit type codes (UTCs) has seen a tremendous increase in fill rates at the Tyndall SF site. Attendance prior to centralization was in the 60% range and now consistently exceeds 80%. Through collaboration with each major command (MAJCOM), postured UTCs are assigned SF slots throughout the fiscal year (FY). Once the schedule is published for the FY, unit deployment managers (UDMs) are responsible for registering their unit personnel into the forecasted slots.



MEET

MEET is SORTS reportable training that is taught at the individual level with go/no go standards on unique equipment that is not available at every home station. There are five training sites in CONUS and two OCONUS sites that are postured to deliver MEET on five disciplines; MAAS, ROWPU, EALS, MEP-12 and Bear Electrical Distribution.

Following in the successful footsteps of SF scheduling the AFCEC/CXXT has centralized the scheduling of all future CONUS MEET courses to include the current FY. Much like SF scheduling, MEET training requirements are forecasted by each MAJCOM. From the feedback provided by MAJCOMs a MEET training schedule is built for the FY. UDMs are responsible for registering their personnel into the forecasted slots.



Process Management

The forecasting and scheduling of both SF and MEET are centrally managed by AFCEC/CXXT. Units scheduled for SF and MEET have until 30 days prior to class start dates to register personnel and guarantee their allocated slots. Any unit can register for a slot anytime, scheduled or not, but only scheduled slots are guaranteed. If the class shows as full, UDMs can register personnel on the wait list for the course. At the 30 day mark, AFCEC/CXXT "cleans up" the class registration by matching scheduled units to scheduled allocations. Once all matches are made, scheduled registrations on the wait list are moved to the roster. This may result in some unscheduled registrations being deleted. Units that register unscheduled personnel should not plan on sending members until they show up on the roster. After the "clean up" is complete MAJCOMs are notified of any open seats for SF and MEET and are asked to disseminate the information to their respective units in order to try to fill every training seat.

If UDMs register personnel and then want to swap names, they need to contact Mr. Rodger Brown at AFCEC/CXXT with the name, rank, last 4 SSN, email address of the new student and name of the student they are replacing. If a registered student becomes unable to attend and no replace-

ment is available, then the UDM must delete the registered student at the earliest time possible. If unable to delete, contact AFCEC/CXXT to complete the deletion.

Reporting instructions are the key to ensuring personnel scheduled for SF and MEET arrive on time and are prepared for training. The reporting instructions contain information on arrival/departure schedules, training prerequisites, and special equipment needs. The current reporting instructions for SF and MEET are posted on the Expeditionary Engineering CoP. UDMs should always refer to the Expeditionary Engineering CoP prior to deploying unit members to SF and MEET to ensure they have the most accurate information. All CONUS contingency training sites have either dorms or lodging available. UDM's are required to ensure training is being conducted in the most cost effective method possible and training candidates need to be prepared to live in dorms or in field conditions at SF.



HST

HST is both knowledge and hands-on based training conducted in garrison. HST is a cost savings multiplier and is significant to the development of expeditionary support skills for our Civil Engineers. HST builds expeditionary support skills with a focus on general contingency responsibilities, CST, field sanitation and personal health, expedient methods, weapons, and Civil Engineer specific AFS training. This training avenue also fosters the building of a Wingman environment within our multi-skilled community. Training aids have been developed to assist units in conducting HST. These include multimedia training packages, lesson plans, and qualification training packages. While many computer based training products have been created to assist with training delivery, supervisors should still make every effort to deliver training to their subordinates in a classroom, workshop or field environment to prevent the “click, click, click” method of training that is so often complained about by our Airmen. The training materials are referenced in AFI 10-210, *Prime Base Engineer Emergency Force (BEEF) Program*, and are located on the CE Virtual Learning Center and the Expeditionary Engineering CoP.



CST

CST has become a part of the deployment process for many of our Engineers during the course of their service to our nation. There are many different training platforms available for CST, from Combat Airman Skills Training (CAST), Provincial Reconstruction Team (PRT) training and the Air Advisory course to name a few. The majority of CENTCOM taskings for engineers that require CST are processed and scheduled through AFCEC/CXXT. Because our engineers conduct HST to enhance and remain proficient on expeditionary skills, most engineers attend a compressed 21 day CST program. AFCEC's Contingency Training section coordinates with AETC to ensure engineers requiring Evasion and Conduct After Capture (ECAC) training are scheduled into the best possible training dates prior to deployment. This one-time career training requirement is conducted at Lackland AFB and is normally scheduled prior to CST at Ft. Bliss.



RED HORSE Training

The Prime BEEF community's focus on centralized and streamlined contingency training has led to many successes that have been realized across the Civil Engineer community. The RED HORSE training program managers are beginning to lay the ground work to mirror some of the processes embraced by the Prime BEEF community.

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Training Evolution

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These efforts are sure to be a force multiplier, reduce training cost and ensure we maximize training delivered across RED HORSE.



Future of Contingency Training

As the new Airfield Damage Repair (ADR) capability is fielded engineers can expect to see changes and new requirements to SF, HST and additional specialized training on the unique equipment that is part of the new state of the art repair procedure. As we all learn to operate with smaller budgets; the Contingency Training community will continue to work on efficiencies to ensure we are maximizing every dollar spent. The large number of hours required for HST is being reviewed with the intent of streamlining courses to reduce this burden. The mission of the AFCEC

Contingency Training section is to provide every engineer the right expeditionary training at the right time in order to build ready engineers and great leaders.

References

AFI 10-210, Prime Base Engineer Emergency Force (BEEF) Program

Expeditionary Engineering CoP

<https://afkm.wpafb.af.mil/community/views/home.aspx?Filter=21340>

CE Virtual Learning Center

<https://afcesa.csd.disa.mil/kc/login/login.asp>

Back in the Day!!



The Civil Engineering Construction Operations Group was created April 1, 1966 and was the birth of this unit, it consisted of 40 Air Force Officers and Enlisted men and was located at Wright Patterson AFB, Ohio. Its Mission was to oversee the deployment and operation of all Prime Base Engineer Emergency Force (BEEF) (emergency construction) teams and RED HORSE (400 man engineering and construction) Squadrons operating in Southeast Asia during the Vietnam war. It was later changed to the Civil Engineering Center (CEC) and expanded adding civilian engineers to its organization. Best known as the Air Force Civil Engineer Support Agency (AFCESA), that designator was changed effective October 1, 2012 to the Air Force Civil Engineer Center (AFCEC) located at Tyndall AFB, Florida, and they still oversee Prime BEEF and RED HORSE operation worldwide in addition to many other duties. (Mr. Lomax, AFCEC/CXX)