819 RED HORSE SQUADRON

MISSION

Rapid Engineer Deployable, Heavy Operational Repair Squadron, Engineer (RED HORSE) squadrons provide the Air Force with a highly mobile civil engineering response force to support contingency and special operations worldwide. It is a self-sufficient, 404-person mobile squadron capable of rapid response and independent operations in remote, high-threat environments worldwide. It provides heavy repair capability and construction support when requirements exceed normal base civil engineer capabilities and where Army engineer support is not readily available. RED HORSE possesses weapons, vehicles/equipment and vehicle maintenance, food service, supply and medical equipment.

RED HORSE's major wartime responsibility is to provide a highly mobile, rapidly deployable, civil engineering response force that is self-sufficient to perform heavy damage repair required for recovery of critical Air Force facilities and utility systems, and aircraft launch and recovery. In addition, it accomplishes engineer support for beddown of weapon systems required to initiate and sustain operations in an austere bare base environment, including remote hostile locations.

The primary RED HORSE tasking in peacetime is to train for contingency and wartime operations. It participates regularly in Joint Chiefs of Staff and major command exercises, military operations other than war, and humanitarian civic action programs. RED HORSE performs training projects that assist base construction efforts while, at the same time, honing wartime skills.

LINEAGE

819 Installations Squadron constituted, 23 Apr 1956
Activated, 15 Jun 1956
Redesignated 819 Civil Engineering Squadron, 1 Jul 1960
Discontinued and inactivated, 25 Jun 1961

Redesignated 819 Civil Engineering Squadron (Heavy Repair), and activated, 12 Jan 1966
Organized, 8 Mar 1966
Redesignated 819 Civil Engineering Squadron, Heavy Repair, 15 Oct 1969
Redesignated 819 RED HORSE Civil Engineering Squadron, 1 Mar 1989
Inactivated, 31 Aug 1990
Redesignated 819 RED HORSE Squadron, 1 Jun 1997
Activated, 2 Jun 1997
Inactivated, 30 Apr 2013

STATIONS
Abilene (later, Dyess) AFB, TX, 15 Jun 1956-25 Jun 1961
Ban Sattahip RTAFB, Thailand, 8 Mar 1966
Phu Cat AB, South Vietnam, c. 10 May 1966
Tuy Hoa AB, South Vietnam, 1 Jan-10 Apr 1970
Westover AFB, MA, 15 Apr 1970
McConnell AFB, KS, 15 Sep 1973-Apr 1979
Wethersfield RAF, England, 8 Apr 1979-31 Aug 1990
Malmstrom AFB, MT, 2 Jun 1997
Rota Naval Station, Spain

ASSIGNMENTS

COMMANDERS

HONORS
Service Streamers

Campaign Streamers
Vietnam
Vietnam Air 1966
Vietnam Air Offensive 1966-1967
Vietnam Air Offensive, Phase II 1967-1968
Vietnam Air/Ground 1968
Vietnam Air Offensive, Phase III 1968
Vietnam Air Offensive, Phase IV 1968-1969
Tet 69/Counteroffensive 1969
Vietnam Summer/Fall 1969
Vietnam Winter/Spring 1969-1970

Armed Forces Expeditionary Streamers
None

Decorations
Air Force Outstanding Unit Awards with Combat "V" Device

28 Aug 1966-15 Jun 1967
1 Aug 1967-31 Jul 1968
1 Jun 1969-16 Mar 1970

Air Force Outstanding Unit Awards
1 Jul 1974-30 Jun 1975
1 Jul 1975-30 Jun 1977
1 Jul 1977-30 Jun 1978
30 Jun 1982-30 Jun 1984
1 Jul 1988-30 Jun 1990

Republic of Vietnam Gallantry Cross with Palm
1 Apr 1966-15 Apr 1970

EMBLEM

The emblem is symbolic of the squadron with the gold and deep blue background representing the excellence required of Air Force personnel and the sky the primary theater of Air Force operations. The strong red horse rearing and reined by lightning bolts refers to the squadron's mission, mobility, and speed in accomplishment. The collar charged with the wings signifies an Air Force support unit using heavy equipment. The airstrips bordering the rice paddies allude to the squadron's overseas assignment. The emblem bears the National colors and the Air Force colors of gold and ultramarine blue

MOTTO

OPERATIONS
The 819 was originally activated as the 819 Installations Squadron at Abilene, Texas (later Dyess AFB) on 15 June 1956. On 1 July 1960 it was redesignated as the 819 Civil Engineering Squadron. The unit was inactivated at Dyess on 25 June 1961. On 12 January 1966 the unit was

redesignated the 819 Civil Engineering Squadron (Heavy Repair) and activated at Forbes AFB, KS. It was organized at Ban Sattahip Royal Thai Air Force Base, Thailand on 8 March 1966 and deployed to Phu Cat AB, South Vietnam in May 1966. It eventually completed much of the facility construction and a large percentage of the earth moving and paving required at Phu Cat. The unit placed more than 2 million square feet of AM-2 mat and erected more than 5,000 linear feet of aircraft revetment. The 819 deployed briefly to Tuy Hoa AB from January to April 1970 to help close the base.

The 819 redeployed from Vietnam in April 1970 and was stationed at Westover AFB, MA, until 1973 when it moved to McConnell AFB, KS. In 1979, it was realigned from Tactical Air Command (TAC) to United States Air Forces in Europe (USAFE) and was assigned to Royal Air Force Wethersfield, United Kingdom. The unit was tasked with rapid runway repair responsibilities for USAFE, along with its traditional heavy repair role. The 819 was inactivated at RAF Wethersfield on 31 August 1990. Seven years later, on 1 June 1997, it was reactivated under Air Combat Command (ACC) at Malmstrom AFB, MT, as the first-ever Air Force-Air National Guard RED HORSE associate unit.

The unit's first full-fledged mission after reaching full manning was in November 1998, when it deployed with members of the 820th RHS to Central America to perform essential infrastructure repair in the wake of Hurricane Mitch. The squadron has also been involved in construction projects in Southwest Asia, including a major runway project at Masirah Island, Oman, in 2002-2003 during Operation ENDURING FREEDOM and major construction projects at several bases in support of Operation IRAQI FREEDOM. The 819 RHS is an Air Combat Command asset, assigned to Eighth Air Force.

In the fall of 2001, the 819 took the lead in establishing an Airborne RED HORSE capability. After training with the Army at Fort Bragg, North Carolina, and working with AFCESA to establish MARES (mobile airfield repair equipment set), in February 2003 the first Airborne RED HORSE team stood up in Southwest Asia, led by the 819 ERHS.

The 219th RED HORSE Flight was activated as an Air National Guard associate unit with the 819 RED HORSE Squadron in 1997. The 219th RHF provides one-third of the manpower and equipment of the 404-person combined squadron. Although the 219th RHF is a relative newcomer to the RED HORSE mission, its roots can be traced to a long-established Air National Guard civil engineer unit — the 120th Civil Engineer Squadron, which was assigned to the 120th Fighter Wing, Great Falls International Airport, MT. In November 1996, an advance team of six personnel detached from the 120th CES with orders to prepare for the re-role of the 120th CES operations flight to a RED HORSE unit.

The 819 was originally activated as a RED HORSE squadron Oct. 15, 1969, at Phu Cat AB, Vietnam, and was deactivated Aug. 31, 1990, at RAF Wethersfield, England. It enjoys a distinguished history of accomplishments, including seven Vietnam campaign honors, 10 Outstanding Unit Awards, including three with valor, and the Republic of Vietnam Gallantry Cross with Palm.

Other than the 819, there are three active-duty, one Reserve and two National Guard RED HORSE squadrons, as well as three RED HORSE flights, in operation today. The Malmstrom squadron is the first "associate" RED HORSE squadron in the Air Force, approximately two-thirds active-duty and one-third Air National Guard. The 819 RED HORSE Squadron was reactivated Aug. 8, 1997, at Malmstrom AFB, Mont.

Malmstrom Air Force Base is also host to the 819 RED HORSE Squadron. The Malmstrom squadron is the first "associate" RED HORSE squadron in the Air Force, approximately two-thirds active-duty and one-third Air National Guard (the Montana Air National Guard 219th RED HORSE Squadron). The 819 RED HORSE Squadron was reactivated Aug. 8, 1997, at Malmstrom AFB, Mont.

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addition, it accomplishes engineer support for beddown of weapon systems required to initiate and sustain operations in an austere bare base environment, including remote hostile locations.

1967: During January 1967, as construction of the main runway, taxiways, barracks, warehouses, etc. progressed, more Air Force personnel and units arrived at Phu Cat Air Base. For example, 459th and 537th Tactical Airlift Squadrons (C-7A aircraft); 1041st USAF Police Squadron (Test), communications, medical airlift control, aircraft maintenance, aerial port, and civil engineering personnel arrived.

Inactivation of 12th Security Police Squadron was delayed until 23 December because of VNAF reluctance to assume base security duties.

On 1 August, Capt Robert M. Sullivan led a convoy of 53 security policemen and approximately 63 Red Horse (819CES) engineers to the base. The security policemen were the first element of 37th Security Police Squadron which immediately began to assume security of the base from the ROK units. September 19 marked activation of 37th Combat Support Group. On December 20 concrete pouring commenced on the main runway; several records were set for the most concrete poured in a single day in Vietnam. By October, all military personnel were living in permanent structures.

29 Oct 01 The 819 Engineering Deployable Heavy Operational Repair Squadron Engineer Squadron from Malstrom AFB, Montana, arrived at Sheppard to begin construction on a new fire station at the end of the runway. The new $270,000 project was projected to take 65 days to complete.

Engineers often find themselves fulfilling three distinct but interrelated roles during contingencies: warrior, professional, and ambassador. In 2008, this was true for the members of the traditional CE units as well as the individual civil engineers deployed to Joint or specialty assignments. It was certainly true for members of the 557th Expeditionary RED HORSE Squadron (ERHS).

As part of its MNC-I efforts, the 557th ERHS filled an approximately 400-person JSS tasking to provide direct combat engineering design, heavy construction, and general engineering support to the Army's Theater Engineer Brigade. A 150-person force from the 1st Expeditionary RED HORSE Group provided heavy construction support directly to AFCENT for completion of priority airfield construction projects anywhere in the CENTCOM area of responsibility. During a typical month of 2008, the unit completed 19 projects worth $3.26M, and had 40 projects under construction worth $32M and 22 projects in design worth $17.5M.

In their role as ambassadors, the 557th began teaching construction classes at the Village of Hope vocational school in Hawr Rajab, Iraq. As peace and security were established ill this area one that had been under the control of Al-Qaeda in Iraq forces and where nearly all economic activity had ceased — 557th engineers opened a school to teach Hawr Rajab citizens the basics of construction — skills they greatly needed. With the ultimate goal of encouraging activity in

the village and recreating a normal life for its citizens, the engineers-turned-teachers offered both the classroom instruction and the hands-on training needed to rebuild the village's homes. A total of 210 students in four classes graduated from the Village of Hope School in FY08. TSgt Christopher Collins, a plumbing class instructor, summarized his feelings about the experience, "I've deployed five times but I've never had the chance to help someone change their life."

Engineers from Det 6, 732nd Expeditionary Civil Engineer Squadron (ECES), aided the Iraqi Army by constructing a joint combat outpost in the Diyala River Valley, in an area that had been an Al Qaeda in Iraq stronghold. The Airmen built more than 25,000 sq. ft. of living, dining, and operations buildings for the U.S. Army and Iraqi Army to be able to quickly respond when needed.

Air Force firefighters were instrumental in training both Iraqi and Afghani firefighters, helping them sharpen their skills. At All Base, Iraq, the 407th ECES fire department offered a six-week course to teach 8-10 students the basics of fire fighting, search and rescue, and life saving, and familiarize them with equipment donated from fire departments in the United States. At Kirfcuk AB, firefighters from the 506th ECES used a new training facility oil base to train thek Iraqi counterparts ill search and rescue tactics and worked -with city of Kirkuk firefighters to improve fire response and overall safety for Iraqi citizens in the region.

In Afghanistan, Air Force firefighters trained members of the Afghan National Army Ail Corps to serve as the first firefighters at Kabul International Airport's new Afghan National Army Air Corps North Side Cantonment. The bonds of firefightiiig broke through the walls of language and culture. "No matter what country a person is from or what they believe, firefighters are firefighters...so there is an automatic brotherhood between us and we take each other in like family," said TSgt John Dunne, a 506th ECES firefighter.

Air Force Explosive Ordnance Disposal teams represented 29 percent of the overall Joint EOD capability in Iraq and Afghanistan for FY08, and overall EOD operations showed a significant improvement. The success of the Surge operations and the improved security condi¬tions in Iraq reduced EOD team activity from the previous year's levels in the Iraq and Afghanistan theaters (FY07/FY08). Air Force EOD teams made fewer overall responses in FY08 in the following categories: IED responses (3,706/2,091), Uuexploded Ordnance responses (3,682/2,237), and Munitions Caches removed (1,388/284).

Engineers supported additional missions outside of SWA during FY08. In Romania, civil engineers bedded down hundreds of Airmen and several aircraft at Carnpia Turzii to support Operation NOBLE ENDEAVOR, a. Romanian-led effort to police the sky above the NATO summit in Bucharest. Since local hotels were not available, the engineers cleared an old Romanian paratrooper obstacle course and began building a tent city that included 1,500 feet of concertina wire and two retaining dikes for two 210,000 gallon- capacity fuel bladders. It was a remarkable opportunity for USAFE Ail men to deploy forward, establish an expeditionary mission, and then disassemble everything for redeployment to home station.

Members of the 820th RHS, 555th RHS, and the 219th RHF teamed up for the 2008 version of the New Horizons program and served as the lead for the task force. The engineers deployed for a three-month period to Peru and completed several construction projects, including a clinic and a school in Panama, a village with a population of almost 8,000, and a clinic in San Cristobal, a town of 9,000. New Horizons is a long-running, SOUTHCOM-sponsored program that annually provides humanitarian assistance to countries in Latin America and the Caribbean.

During Operation CONTINUING PROMISE, Prime BEEF engineers from the 5th CES, Minot AFB, N.D., partnered with Seabees aboard the amphibious assault ship USS Kearsarge to conduct civil-military operations and build strong partnerships in the Caribbean that can be called upon in the event of a regional situation requiring cooperative solutions. The original plans called for primary activities in six nations. However, the Kearsarge diverted to Haiti for most of September after tropical storms produced devastating flooding in that country. After aiding with relief efforts in Haiti, the Kearsarge — and the Prime BEEF engineers — completed the scheduled activities in the Dominican Republic.

It was late January in southeast Arizona and the temperature was slowly climbing into the 60s. A rust-colored blanket of mud and dust covered our boots as we set the pieces in motion to begin our mission. Several days before, we had been welcomed to Arizona with a layer of snow and high temperatures in the 40s—not much of a departure from the weather back home, 1,500 miles away in Great Falls, Mont. We welcomed the change in weather as the last bit of snowmelt soaked into the ground. The rest of our team and 45 short-tons of heavy equipment were due to arrive at Fort Huachuca that night on a C-5 flight. Finally, the stage was set—after several months of thorough planning, the HORSE was ready to officially begin work the next day for Joint Task Force North Engineering Support Mission 07-4157 in Naco, Ariz.

The next 40 days saw a flurry of activity in the dusty border town as 36 members of the 819 RED HORSE Squadron from Malmstrom AFB converged to assist the U.S. Border Patrol with improving its tactical infrastructure at a location approximately four miles west of the town. Our primary mission included constructing three-quarters of a mile of improved gravel road, installing concrete low-water crossings and vehicle barriers at four locations, and installing one half mile of security lighting. Over the course of the 40 days, our crew emplaced nearly $700K in materials along the southern border and completed the mission under budget and ahead of schedule. We also took on nearly a dozen additional projects to assist the Border Patrol with their maintenance schedule, saving them thousands of dollars in the process.

Mission planning began in September 2006 when our unit received a request for forces from Joint Task Force North. Since 1989, JTF North (formerly JTF-Six) has provided military support to the War on Drugs and, more recently, Homeland Security and the War on Terror. The current emphasis on border security has shifted focus for military heavy engineering units from combat support to supporting security initiatives on our nation's borders. Our unit was the first active-duty Air Force engineering unit tasked •with a mission for JTF North. The training value alone was justification for accepting the mission, especially since our next deployment to the theater is tentatively planned for fall 2007.

The scope of the mission was unusual in many ways. We were under the tactical con¬trol of a joint command and an Army brigadier general, but directly supporting and improving tactical infrastructure for the U.S. Border Patrol, a civilian law enforcement agency. The methods we used to transport equipment and personnel—military airlift and line-hauling—were a little out of the ordinary for us, but saved the government nearly $50K in costs. JTF North secured a C-5 from the Air Force Reserve to move the heavy equipment from Montana to Arizona and back, including a trencher, a sanitation trailer, two self-contained refrigeration units, a two-and-a-half ton truck (deuce and a half), a Bobcat, a welder, two pallets of 6-inch concrete forms, and a mobile kitchen trailer. We line-hauled a f400K GPS-enabled grader, a 5,000-gallon water truck, and a 40-foot tool trailer. The experience provided excellent training for our cargo preparation personnel (cargo was prepared in conjunction \vith a Phase I Operational Readiness Exercise) and our heavy equipment operators.

The mobile kitchen trailer is another unique RED HORSE capability that we used to save money and provide some great training

for our Services personnel. Over 2,000 meals (breakfast and lunch daily) were prepared from locally procured food, saving over $14K when compared to contracted meals. Lunch was delivered to us in the field, saving valuable work time.

The job site was within six feet of the U.S. Mexican border (currently marked with a four-strand barbed-wire fence), and we had to maneuver within a 60-foot easement between the border and a rancher's private property. We had some other challenges, as well. A group of pro-immigration protesters picketed our jobsite for a short time during the last week. When the driver of a stolen vehicle being pursued into Mexico crashed into the gates and fences at the Naco Port of Entry, our welders quickly responded to repair them and maintain the port of entry's integrity.

During the mission, there were times when we had to wait for materials and parts to arrive. That allowed us to take on nearly a dozen additional projects to assist the Border Patrol with its scheduled maintenance. The previous summer, 24 security lights had been lost when two separate sections of primary cable (direct-buried in a dry wash) faulted due to flooding in the area. Our electricians found all the faults and repaired them using 500 linear feet of new primary cable, 4-inch schedule 40 conduit, and concrete slurry for encasement. Their efforts saved the Border Patrol $13K over the cost of having a private contractor repair the faults.
The team also completed these non-primary mission tasks:

Constructed an additional concrete low-water crossing (five were built)

Assembled, welded, and installed 940 linear feet of vehicle barriers (240 feet more than planned)

Repaired 4 miles of existing gravel road

Graded 2.6 miles of unimproved road

Surveyed three large low water crossings for the next rotation

Removed 24 tons of scrap steel

Repaired 100 holes in the Mexican border fence

Removed 30 tons of concrete debris from the staging area

Repaired 12 existing low-water crossings damaged from flooding

The result of the 819 RED HORSE's mission was a successful project that came in under budget and 10 days ahead of schedule. Our team received some valuable training, which will help us stay safe and work effectively when we deploy to the area of responsibility. We also received the coveted JTF North Unit Safety Award, the first active-duty Air Force unit to do so. But the greatest benefit of this project was leaving Naco knowing that our efforts have increased the Border Patrol's effectiveness in their mission to secure and protect our nation's borders.

The 819 RED HORSE Squadron from Malmstrom Air Force Base, MT, was on the move again this summer headed to the high deserts of Idaho to improve the strategic and tactical mission capabilities of the 366th Composite Air Expeditionary Wing at Mountain Home AFB.

Already in fiscal year 2001 the 819 RHS had been to the far reaches of the world, making a name for itself in Japan, Korea and Saudi Arabia. Then, this first-ever active-duty/Air National Guard RED HORSE squadron turned stateside and tackled California, Louisiana, Missouri and New Mexico. The squadrons Idaho tasking was to accomplish four projects totaling almost $840,000.

First to move in was the RED HORSE electrical team. Their mission: remove the existing overhead electrical distribution system and street lighting along Falcon Street in front of the Sagebrush Inn, extend 3,000 linear feet of underground electrical primary cable around base lodging, install one 150 KVA pad-mounted transformer and three sectionalizers, and improve street lighting by placing seven street poles along a main thoroughfare, all while staying under a total cost of $236,000.

This was no small task,. said TSgt Steven Silveous, project manager for this RED HORSE outfit. Due to the manpower available back home, and the deadline of finishing before the end of the fiscal year, we had our hands full coming into this one Not only was the existing utility pole system deteriorating and in need of replacement, but heavy tree growth along the street increased maintenance and repair costs. This, along with concern for the safety of base personnel, made an underground electrical system and improved lighting highly desirable.

I love being in the HORSE and taking on new challenges in this line of duty,. said TSgt Joseph Halter, lead craftsmen for this project. .Seeing a project completed from cradle-to-grave . now thats job satisfaction!

As the electrical project was kicking off, the airfields team was setting up camp as well. Their mission: demolish the old asphalt pavement between the 1300 series hangars and place a new portland cement concrete pavement to be used jointly by the KC-135 and F-15 models, while staying under a budget of $447,000. Mr. Joe Yatzan, chief of pavements and equipment at Mountain Home AFB for more than 35 years, noted the nose dock islands had recently required constant sweeping, resulting in higher maintenance costs. .The islands had deteriorated over the years, Said MSgt Theodore Baker, project manager. Something needed to be done to control the foreign object damage (FOD) that is costing our Air Force millions in repairs each year.

A challenge this team faced was the soaring temperatures typical of a summer day in a desert climate. With the thermometer boiling into the 100s and the heat index rising above 120 degrees Fahrenheit, TSgt John Rowland knew his team would not last long and that safety would become an issue. Being the lead craftsman and having more than 11 years of experience in two different RED HORSE squadrons, Sergeant Rowland suggested his crew pull the graveyard shift, working from midnight to noon. .This enabled me to teach the young airmen how to accomplish a full depth repair properly while maintaining a safe environment at all times, he said. The go ahead was given, and after placing over 820 CYs (cubic yards) of concrete and 1,180 CYs of base course, Sergeant Rowland had the project wrapped up two weeks earlier than expected.

Mission: Rebuild and repave the asphalt shoulders on the east end of Alpha Ramp according to U.S. Air Force specifications. This was to be accomplished with a budget of just $105,000. TSgt Rick Varela, lead craftsman and Horseman for nine years, did not have a full team, but he rose to the challenge and within three weeks had the project completed to base and USAF satisfaction.

Twilight on the Trail Not long after wiping the sweat from their brows, the four Horsemen from the shoulder project moved on to grade and build what would be their biggest challenge yet: constructing a parking lot for airmen in the 389th FS while staying within a total budget of $50,000. Parking was extremely limited around this F-16 fighter squadron. The area to be paved was a dirt field already being used by the squadron for parking, but it was unpaved, unsightly and causing wear and tear on vehicles. Paving this area provided standardized parking in accordance with wing standards and improved the immediate area.

A1C Lloyd Burke said team members worked so well together they got ahead of themselves and had to slow down until the slip form paver arrived to accomplish the curb and gutters. Needless to say, there were some mighty happy airmen in the 389th FS when they were finally able to park in a paved lot.

Lt Col Richard Stonestreet, 366th Civil Engineer Squadron commander, fully identified the need for these four projects in fiscal year 2000, and garnered support and direct funding from Headquarters Air Combat Command in fiscal year 2001. .This base is taking the right steps in rebuilding its infrastructure to better support the mission and the troops,. Colonel Stonestreet said. This training will not only benefit the 366th FW by providing them with improved infrastructure, but also will improve the wartime mission readiness of members of the 819 RED HORSE.

The services of the 819 were called upon one last time before they packed up and headed out. This time, for an emergency runway repair after a B-1 Lancer from the 34th Bomb Squadron ripped up a 1,400 square foot section of asphalt on the overrun after engine run-up, right before taking off. The runways bi-directional capabilities were closed and NOTAMs (Notice to Airmen) posted until the Horsemen could perform their duty. Members of Mountain Homes 366th CES Pavements and Equipment Flight and the RED HORSE asphalt paving crew responded to the tasking and enabled the 366th FW to continue its mission to Fly, Fight and Win.

Another goal of furthering an integrated Total Force was to affect partnerships at the wing level and, subsequently, at squadron level. The activation of the 819 RED HORSE squadron at Malmstrom AFB, Montana, with its melding of one-third ANG from the 219th RED HORSE Squadron (formerly members of the 120th CES at Great Falls International Airport, Montana) and two-thirds active duty personnel was a precursor of reaching a higher level of Total Force for civil engineering personnel.

The 819 RED HORSE Squadron was reactivated June 1, 1997 at Malmstrom AFB, Montana. It became the first “associate” RED HORSE unit in the Air Force, composed of two-thirds active duty and one-third Air National Guard personnel.129 Col. Michael A. Aimone was the first 819 Commander and Col. Gary Schick was the 219th RHS commander.

The squadron had a renowned history dating from its first activation on February 1, 1966 at Forbes AFB, Kansas. Shortly after its activation, the 819 RED HORSE deployed to Ban Sattahip Royal Thai Air Force Base, Thailand, and, in May 1966, to Phu Cat AB, Vietnam.130 In 1970, the 819 RED HORSE moved to Tuy Hoa AB, Vietnam to assist with closing the base. While stationed in Vietnam, the RED HORSE completed tremendous amounts of construction. Almost all construction including buildings, earthen revetments, and pavements at Phu Cat were completed by RED HORSE, making it the only base in Vietnam with that claim.

The unit was awarded “seven Vietnam campaign honors and the Republic of Vietnam Gallantry Cross with Palm.”131 Additionally, the 819 received the Air Force Outstanding Unit Award with Combat “V” Device three times during the Vietnam War.

After Tuy Hoa, the unit’s home station changed to Westover AFB, Massachusetts, until 1973, when it changed to McConnell AFB, Kansas, and again it changed to RAF Wethersfield in 1979. The 819 RED HORSE was inactivated August 1990.133 By the time of the unit’s inactivation, the 819 RED HORSE had received the Outstanding Unit Award seven more times.

819 Installations Squadron IS was activated at Abilene Texas on 15 June 1956 to construct maintain and upgrade air base runways and facilities and provide base firefighting and rescue

services. 819 IS relocated to Dyess AFB and was redesignated 819 Civil Engineering Squadron and was inactivated on 25 June 1961.

The Squadron was reactivated as 819 Civil Engineering Squadron Heavy Repair at Forbes AFB on 12 January 1966 and as a Rapid Engineer Deployable Heavy Operational Repair Squadron Engineer or RED HORSE Squadron to perform heavy equipment repairs bomb damage repair and other disaster recovery of installations where repairs were beyond base civil engineering capabilities and to support tactical force deployments and to provide heavy engineering for new or upgraded forward airfields and austere facilities in combat areas for tactical air force units.

The Squadron relocated to Ban Sattahip RTAFB Thailand 8 March 1966 before deploying to Phu Cat AB South Vietnam on 10 May 1966 responsible for the construction of the air base and its facilities in an undeveloped former Viet Cong training area classified as unsecured without recourse to any base support functions.

819 RED HORSE relocated to Tuy Hoa AB Vietnam on 1 January 1970 to prepare the base for closure and on completion returned to Westover AFB in April 1970 after gaining many awards distinctions and battle steamers during its service in Vietnam. 819 RED HORSE relocated to McConnell AFB on 15 September 1973.

819 RED HORSE was relocated to RAF Wethersfield England on 8 April 1979 to provide Rapid Engineer Deployable Heavy Operational Repair Squadron Engineers RED HORSE capability for Europe responsible for runway and facility repairs extensions and heavy construction for USAFE during the intensification of the Cold War and rapid runway repair in the event of hostilities. The Squadron undertook a number of local small civilian projects including the removal and reinstallation of seven bells and a bell cage in the 11th century church in Finchingfield Essex in 1980 resulting in enhanced housing and community support for air force personnel. With the end of the Cold War and subsequent reduction in threat of battle damage to airfield installations the Squadron was inactivated on 31 August 1990.

819 RED HORSE was reactivated at Malmstrom AFB MT on 2 June 1997 to be ready to fully deploy worldwide to carry out heavy repairs and construction in support of air power and to remain stationed for an indefinite amount of time.

819 RED HORSE along with elements of 820 RED HORSE deployed to Central America in November 1998 to repair infrastructure damage caused by Hurricane Mitch. The Squadron deployed to Prince Sultan Air Base Saudi Arabia in October 2000 to upgrade a munitions road. 819 RH trained with the US Army and Air Force Civil Engineer Support Agency to acheive an airborne parachute capability confirmed in February 2003. The Squadron qualified with MARES to enable approval for working on airfields around the world and completed large construction projects at several bases in Southwest Asia in support of Operation Enduring Freedom and Iraqi Freedom.

Detachment 1, 819th Expeditionary RED HORSE Squadron, Ramstein Air Base, Germany, inactivated, 30 Apr 2013
Detachment 2, 819th Expeditionary RED HORSE Squadron Hatzor Airbase, Israel inactivated, 30 Apr 2013

USAF Unit Histories
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Sources
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