

# 102<sup>nd</sup> CIVIL ENGINEER SQUADRON

## **MISSION**

## **LINEAGE**

102<sup>nd</sup> Civil Engineering Squadron  
Redesignated 102<sup>nd</sup> Civil Engineer Squadron

## **STATIONS**

Otis ANGB, MA

## **ASSIGNMENTS**

102<sup>nd</sup> Mission Support Group

## **COMMANDERS**

LTC Stephen Demianczyk

## **HONORS**

**Service Streamers**

**Campaign Streamers**

**Armed Forces Expeditionary Streamers**

**Decorations**

## **EMBLEM**

## **MOTTO**

## **NICKNAME**

## **OPERATIONS**

50 personnel from the 102nd Civil Engineering Squadron deployed under field conditions, to the island of Eleuthera in the Bahamas in July 1993 to rebuild school buildings and municipal

facilities damaged by Hurricane Andrew in 1992.

2006. By Master Sgt. Ken Wheeler. Sometimes the facilities at Otis can't offer the training personnel need for an overseas deployment. Then you have to look elsewhere. And that's what 37 members of the 102nd Civil Engineering Squadron did in March when they trekked by motorcoach to Fort Indiantown Gap, Pa., for some field training on equipment they probably will be using during their upcoming deployment to Iraq. According to Senior Master Sgt. Bob Sullivan, squadron utilities superintendent, the group was headed up by Lt. Col. Eric Carlson and Chief Master Sgt. Buddy Manamon. They even put their time on the bus to good use by watching ancillary training videos on explosive ordnance reconnaissance and the law of armed conflict. "We also watched a couple of good movies, PG, of course!" Sergeant Sullivan joked. The regional training site at Fort Indiantown Gap contains a variety of equipment that would be too expensive to maintain at Otis and offers "hands-on training in the field," Sergeant Sullivan said.

Among the equipment the Otis CE troops trained on was a reverse osmosis water purification unit that changes brackish water into drinkable water. Sergeant Sullivan said this is something the CE personnel could face because water in Iraq is often taken from the Tigris River and purified. As part of the osmosis training, instructors "threw in some kinks so we would learn to troubleshoot problems," he said. Another area where they received training was in the setup, operation and takedown of so-called "shower and shave" units, which are combination showers and sinks, as well as field latrines.

These, Sergeant Sullivan said, are too expensive to maintain at Otis. Electricians worked with runway lighting kits and emergency generators, while structures personnel set up Arctic shelters and practiced rapid runway repair with fiberglass matting. Heavy equipment operators practiced on various pieces of equipment not available at Otis. The 37 civil engineers did all their field training in cold, windy conditions, Sergeant Sullivan said, a far cry from the temperatures they will encounter during their spring and summer deployment to Iraq.

2006 On April 1, 11 members of the 102nd Civil Engineering Squadron Fire Department traveled to MacDill Air Force Base, Fla., for 15 days of training. After some initial difficulties with billeting, the members got the chance to work in the newest fire station in the Air Force; it was opened in December. The firefighters were assigned to one of two rotating shifts, working 24 hours on, 24 hours off. It sounds great, but it turns out to be a 72-hour workweek with an extra 24-hour shift off every other week.

Though MacDill's firefighters are now working 72-hour workweeks, with upcoming Aerospace Expeditionary Force deployments, those firefighters left behind will end up working a minimum 96-hour workweek. The Otis firefighters helped take on some of that load during their deployment. While at MacDill, Otis firefighters also received training in hazardous materials, aircraft rescue firefighting, vehicle operations, emergency medical services, aircraft familiarization and several public relations events during the trip. They also were able to offer some structural firefighting training with a Northeast flair.

Building construction and environmental extremes were some of the differences discussed. It was tough for the Otis personnel to deal with Florida's heat and humidity, while

the MacDill personnel found it difficult to comprehend New England's cold weather operations. Buildings in New England also tend to be older - many built in the 1800s and closer together. Other training sessions highlighted KC-135 egress and the differences in large-frame vs. small-frame aircraft and the firefighting techniques used for both. Members also enjoyed some of the Florida entertainment with day trips to Busch Gardens, Universal Studios, Tampa Bay Devil Rays baseball games, and some local beaches. During the March UTA, 20 members of the Otis department also participated in live fire training at the Barnstable County Fire Training Academy.

That facility offers a unique opportunity because most Air Force training uses propane props that do not create the smoke and fire conditions that occur during structural fires. In addition to the live fire trainer, the academy also has a "flashover simulator," a confined space rescue simulator and a two-story, full-sized search trainer that is used to teach search and rescue techniques. To get first-hand experience of some of what the firefighters go through, Lt. Col. Eric Pauer, commander of the 102nd Civil Engineering Squadron, donned breathing apparatus and, with the help of two senior firefighters, went through the flashover simulator. "Putting the gear on, I realized it was a lot heavier than I expected.

It also was a lot warmer than I expected even wearing the reflective suit," Colonel Pauer said. "Going into the building, you think you will be able to see more, but with all the smoke, it is so black, you can't see anything. The firefighters have to instinctively know what to do. "As a commander, the exercise gave me a better understanding of what our firefighters go through day in and day out. It was a great experience." The Otis Military Fire Department has a wealth of firefighting experience; most members work for full-time municipal fire departments. Some of the members include fire officers up through the rank of deputy chief, or on-call volunteer firefighters in their home communities

2006 Again reaching out to the Cape Cod community, 102nd Civil Engineering Squadron personnel has done the site preparation work to erect a lighted scoreboard at a field hockey and lacrosse field at the Sandwich High School. The project was not completed during the double unit training assemblies in June because the steel uprights for the scoreboard were delayed.

According to Master Sgt. Guy G. Chiochio, who ran the project, although rain caused some delays, "Everything went extremely well. ... the host staff was fantastic. ... All personnel received great training, the town of Sandwich received free labor for their project and I think I can speak for the crew when I say we enjoy doing projects like these to help the surrounding communities." Thomas Kinchla, a volunteer with Sandwich Girls STIX Sports, which raised more than \$6,000 to pay for the sign and related materials, said, "We wouldn't have gotten the project going if not for the Air National Guard. ... We didn't have the expertise or manpower to do the job.

"The high school staff was thoroughly impressed with the expertise of the National Guard personnel," Mr. Kinchla said. STIX Sports supports girl's field hockey and lacrosse in Sandwich and before the scoreboard project usually focused on uniforms and such. Mr. Kinchla's wife, Brenda, and Kathy Gattoni organized the group and got it going. Plans for the four-day project began in April when Maj. Stephen Demianczyk, base civil engineer, and Chief Buddy Manamon asked Sergeant Chiochio to oversee the project. Sergeant Chiochio then visited

Sandwich High School where he and Tom Kinchla prepared a list of materials, man-hours and the scope of the work.

Once the materials were delivered to the site, the civil engineers began working. Master Sgt. Frank Porciello of the equipment shop was responsible for transporting the needed CE equipment to the site and the training of heavy equipment operators. Tech. Sgt. Robert Calderwood was responsible for the operation and training on the “digger truck.” Master Sgt. John Cody and Tech. Sgt. Thomas Jones oversaw the installation of footing forms to ensure they met engineering requirements for the project. On the second day of the project, rain caused some delays but the CE crews completed trenching, installing electrical conduits and started backfilling. Then everyone “pitched in” to install the electrical wiring in the 450-foot-long conduit.

Facing more rain on the third day of the project, the start of work was delayed till mid-morning when personnel began site cleanup, removing large rocks from the excavation area, compacting the soil with hand compactors and raking the area for grass seeding. The final morning dawned bright and sunny, so the crew completed the raking and seeding before returning their equipment to Otis.

The new Otis Fire Crash and Rescue Station is but one of a series of new construction and base improvements championed by Senator Edward M. Kennedy and Congressman William D. Delahunt to transform the Massachusetts Military Reservation from an aging base fraught with environmental problems to a state-of-the-art facility designed to meet the nation’s emerging security needs. The new project replaced an existing antiquated fire station originally built in the early 1950s that was ill equipped to handle the complexity of current base fire fighting operations. The new facility supports all aircraft at the Massachusetts Military Reservation including the US Coast Guard, the Army National Guard – and the F-15s belonging to the 102nd Fighter Wing that streaked toward New York in response to the September 11th attacks.

This project is the first base construction project approved in two decades, and also included construction of a fire-fighting equipment storage facility that will protect the MMR and assist local firefighters in surrounding towns. The Otis station is a key provider of mutual aid to local communities surrounding the MMR. In recent years, Delahunt has worked to position the MMR to become a regional center for homeland security training. A Pentagon study initiated by Delahunt concluded that the MMR should be a regional training center – especially given the presence of the Army National Guard, the Air National Guard and the U.S. Coast Guard.

The Pentagon noted new training requirements of the military, the Coast Guard’s expanded role in regional port security, law enforcement and maritime safety as well as first-responder and public safety training at the MMR. Each modernization step takes us closer to realizing the potential of this unique military resource that just a few years ago seemed inconceivable. Today, the MMR is a national model for environmentally responsible, innovative reuse of our military facilities.2007

2011 On Jan. 20, 2011, members of the 102nd Civil Engineer Squadron deployed to participate in the weeklong Silver Flag exercise held at Tyndall AFB, Fla. The exercise is a requirement for Air National Guard Civil Engineer Squadrons along with Finance, Force

Support Flight and Firefighters every 40 months. They were tasked to build and establish a Bare Base using Harvest Eagle assets and Bed-down Equipment to include all utilities such as power generation, electric distribution, water and waste systems, fuel systems and HVAC/R systems.

The airmen performed Rapid Runway Repair (RRR) where their Heavy Equipment Operators (Dirtboys), Engineer Assistants, Structures and power generation along with Electricians are tasked to complete a Minimum Operating Strip for aircraft to land. The Emergency Management section also performed CBRNE responsibilities and tasks during the week of training and the evaluation exercise on the last day of training. They were housed in a tent city and issued Meals Ready to Eat (MREs) for the week along with a few meals served by the 102<sup>nd</sup> Services Flight. Lt. Col. Stephen Demianczyk, 102nd Civil Engineer Squadron commander, was the Officer in Charge (OIC) for 180 active duty, Air Guard, and Air Force Reserve personnel during the exercise.

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Air Force Lineage and Honors

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Sources

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