

# 132 CIVIL ENGINEERING FLIGHT

## MISSION

## LINEAGE

132 Installations Squadron  
Activated, 1 Feb 1951  
Inactivated, 1 Apr 1958  
132 Civil Engineering Flight

## STATIONS

Des Moines, IA

## ASSIGNMENTS

## COMMANDERS

LTC Roger L. Feaster, 1969-1985  
LTC Ferdinand J. Chabot, 1985-1989  
LTC Wayne Brugger, 1989  
Maj W. L. Deneke

## HONORS

**Service Streamers**

**Campaign Streamers**

**Armed Forces Expeditionary Streamers**

**Decorations**

## EMBLEM

## MOTTO

## **NICKNAME**

## **OPERATIONS**

The year 1981 took us back to Elmendorf AFB, Anchorage, Alaska. One of the projects was a camping area where wildlife and their habitat kept everyone's eyes wide open.

Also in 1982, the Flight deployed with the Wing to Savannah, Georgia. Much training, remodeling, and the St. Patrick's Day Celebration occurred.

1983 saw the RRR (Rapid Runway Repair) Section travel west to Hill AFB, Salt Lake City, Utah. Under the command of Lt Levay and SMSgt Patterson, a roadway on the mountain top leading to an air range was completed. Much needed training on how not to drive off a cliff or twist an ankle was completed. Wisconsin's Volk Field greeted the rest of the Flight in '83. Commander Feaster and MSgt Jeffries directed a barracks remodeling project, which many of the 132d TFW personnel have come to appreciate in the following years.

Once again the Civil Engineers left the continent. In January 1984, the RRR Section under the command of Capt Levay found Torrejon AFB, Madrid, Spain, their final landing spot. With members of our sister unit from Sioux City, many base projects were completed. Also in January, the remaining flight members teamed up with the 159th CEF from New Orleans, Louisiana, and completed the week at the Air Force Engineering Center sponsored Rapid Runway Repair training at Eglin AFB, Florida. The next week, we contributed over 2700 hours of labor toward four construction projects for the Florida Army National Guard at Camp Blanding, Florida.

In 1985, the Flight was again in the remodeling business for the Army. Camp Grafton at Devils Lake, North Dakota, needed a massive face lift in their mess hall. We were sent to do our thing. The Firefighters were also sent to do their thing.

RAF Waddington, England, as in 1979, made them feel welcome again as they supported the Wing's flying. 1985 was also to hold three milestones for the Flight, the first being the retirement of our commander, Lt Col Roger Feaster, who served as the Flight Commander since 1969. For sixteen years he directed, controlled, and became a mentor to all. The second milestone was the Flight's change of designation to Squadron.

Lt Col Fred Chabot became the new Commander in 1986, and the Squadron got the chance to build something new. Under the command of Lt Col Chabot and Chief Jeffries, we were tasked to start and complete the foundation of a child day care facility at Hahn AFB, Germany. Later in 1986, Maj Levay took the remaining squadron members to Gulfport, Mississippi, to work on the air range road and assist in other projects while receiving training in various shops.

Base Recovery After Attack Training was the big challenge in 1987. We loaded onto a plane and took off for Eglin AFB, Florida', not knowing really what was in store for us once we got there. Before the week was over, things like Survivable Collection Protection System, Reverse

Osmosis Units, Mobile Kitchen Trailer, Mobile Aircraft Arresting System, and many other strange sounding things became quite familiar to all of us. The remaining days of summer camp were spent completing many outstanding work orders at home base.

In 1988, the Prime Base Engineer Emergency Force (PRIME BEEF) team splintered into five different deployments. Twice this year, Lt Col Chabot led approximately twenty team members on a much-dreaded deployment to remodel office space at Hickam AFB, Honolulu, Hawaii. The main body of the squadron was called upon once again to help out the Army. With Maj Wayne Brugger in command, we traveled to Center Stafford Army National Guard Training Site, New Hampshire. Once there, we took our turn on a on-going remodeling and addition project to a three-story facility. Maj Bill Levay commanded the most unique deployment of the year. By request of the United States Border Patrol, civilian clothes were worn while working on projects at El Paso, Texas, and Las Cruces, New Mexico. Both projects will greatly aid the Patrol in their work. The last deployment of 1988 proved to be the most exhilarating and challenging of any deployment in recent years. Under the command of Capt Steven Wilson, twenty-three members of the Prime BEEF team, three members of the Food Service Prime RIBS (Readiness in Base Services) team, and one member each of the Weapons Systems Security Flight (WSSF) and Tac Hospital, answered a call for help to assist Jamaica in rebuilding its damaged school devastated by Hurricane Gilbert on 12 September, 1988.

England greeted 132D Prime BEEF Team members once again in 1989. We deployed to RAF Fairford, England, and the Firefighters to RAF Sculthrope, England. One of the major projects was the building of an asphalt roadway on the airfield by the RRR team. Also a small group of individuals were at RAF Little Rissington, a USAFE contingency base, for a much needed hospital remodeling project. Preparing for the upcoming ORI, the Squadron traveled to Volk Field to take part in the ORE with the rest of the Wing. This was to be the first time in many years the Civil Engineers would accompany the Wing to participate in an ORE/ORI. Two major changes also impacted the Squadron in 1989. Lt Col Fred Chabot, advancing in his career, passed the command to Lt Col Wayne Brugger.

Two large challenges were in store for the entire squadron in 1990. The first was Base After Attack Training (BRAAT), which had changed greatly. It was now a seven-day deployment with a four-day, around-the-clock exercise built into it. The squadron was teamed up with our sister unit from Sioux Falls, South Dakota, and deployed with 200 plus people. Prime BEEF, Prime RIBS, Firefighters, and Disaster Preparedness received valuable training at Eglin AFB, Florida. The second occurred when Lt Col Brugger led the squadron to Volk Field and the challenge that the ORI had in store for Civil Engineering. With much preplanning and the experience of the recent BRAAT exercise, we supported the Wing and the "Excellent" rating. 1991 saw Capt Tim Brady command a Prime BEEF deployment to Belize, Central America. Approximately 50 Prime BEEF and Prime RIBS members were hosted by the Belize government while constructing three different facilities.

Savannah, Georgia, was to see the remaining 132D Prime BEEF Team deployment in 1991. Under the direction of Maj Bill Levay and Squadron NCOIC, Chief Larry Haver, the squadron

completed many repair jobs on existing facilities at the training site.

Twelve Fire Protection Specialists from the 132D Civil Engineering Squadron were called to duty in support of Operation Desert Shield on December 6, 1990. Their recall to duty was the first call-up from our unit since the Korean War. While on duty, they served in back-fill positions in the continental United States.

May 1973 marked the beginning of a full-time professional fire department at the Air National Guard base. Twenty on civilian airport fire fighters began work providing aerospace crash rescue fire protection; not only for the military aircraft of the 132 TFW, but also for all aircraft that use the Des Moines Municipal Airport. Prior to the implementation of a full-time civilian department, fire protection was provided by augmentees throughout the base who worked as Air Technicians and rushed to man fire fighting equipment during emergencies.

The organizational structure of the fire department was drawn up by a 1973 reciprocal agreement between the Iowa Air National Guard, the State of Iowa and the City of Des Moines Aviation Department. The city budget provided the money to pay wages, the Air National Guard provided equipment, facilities, and management, while the State of Iowa served as a fiduciary vehicle that arranged for payment of services. The supervision was provided by the Base Fire Chief, an Air Technician .

The first equipment used by the civilian firemen was of 1950 vintage, including two O-11A aerospace fire fighting vehicles with 1000 gallons of water and protein foam capability, one R-2A rescue truck, two P-6 ramp vehicles, and one 1500 gallon water tanker of 1963 vintage.

A major advancement in the fire fighting and rescue capability of the department occurred in 1975 when two factory new P-4 aerospace fire fighting vehicles were added to the inventory, complimenting the 1974 addition of a P-10 rescue vehicle. The P-4's, with a 1500 gallon capacity, marked the change from protein foam as an aerospace fire fighting agent to the technologically advanced light water. This dramatic conversion of fire fighting agent and influx of modern equipment catapulted the airport fire department into a new era of fire rescue and suppression.

The fire department was equally divided into three shifts of seven fire fighters. Each shift worked 24 hours on duty, 48 hours off duty, to provide around-the-clock fire protection for the airport. The base fire department received additional manpower during UTA weekends, when traditional guardsmen performed their duties.

Building 104 was the location of the first fire station. It was adjacent to the main hangar building. The first year of existence for the department provided many hurdles for the fire fighters. Sleeping quarters were make-shift, located in the truck bays with fold-down cots, and the latrine facility was a portable unit strategically placed outside. Later, an addition to the east end of Building 104 gave the fire station adequate sleeping and latrine facilities.

Airport Fire Department facility built in 1984.

As the flying mission of the 132TFW assumed a new meaning in the 1980s under the Department of Defense's "Total Force Concept", the responsibility of the fire department grew accordingly. In 1973, the airport experienced 190,226 aircraft movements (one take-off and one landing). By 1990, that had dropped to 147,834. Those statistics represented a major decrease in private and corporate aircraft and a simultaneous increase in military air activity and the commercial air passenger load. Military aircraft movements in 1973 totaled 5,067. By 1990, the military aircraft movements had doubled to 10,184. Passenger activity increased from 940,226 in 1973 to 1,427,407 in 1990. Air cargo tonnage went from 12,215 metric tons in 1973 to 70,759 metric tons in 1990. In 1984, the status of the Des Moines Airport changed from Municipal to International.

Responding to these increased responsibilities, as well as to upgraded FAA requirements for fire protection, a new \$1.4 million fire station was built adjacent to the Elliot Flying Service parking ramp on taxiway Bravo in 1983. That modern facility, plus the addition of newer equipment since 1986 (P-19, P-18, P-20), has brought the Des Moines International Airport Fire Department to a point where it is second to none for air facilities of its size.