

908 CIVIL ENGINEER SQUADRON



MISSION

The 908 Civil Engineer Squadron mission is to provide combat ready engineering, construction, emergency management and fire rescue forces capable of worldwide deployment. Their vision is to build resilient Citizen Airmen equipped to lead, develop and innovate in support of the total force mission. Their core competencies and mission capabilities are to develop and maintain highly skilled civil engineer forces capable of reacting rapidly to support Air and Space contingency and installation sustainment missions, supporting wartime mobility and mission requirements in accordance with their designed operational capability statement, and support critical installation asset requirements.

In order to accomplish those priorities, the squadron takes its more than 110 members, across 13 different AFSCs, three of which are full-timers with the remaining being traditional reservists, and divides them into 11 different sections including the water and fuels section, the pest management section, the heating, ventilation, and air conditioning section, the power production section, the structures section, the heavy equipment section, the engineering section, the operations management section, the emergency management section, and the fire protection section.

The water and fuels section responds to pipeline breaks, plumping issues and provides fuel.

The pest management section helps mitigate pest problems throughout the base.

The HVAC section provides HVAC/ refrigeration for installation sustainment and contingency operations. They make working environments safe and more comfortable.

The electrical section responds to power outages, lighting problems, electrical wiring requests and other such things.

The power production section works very closely with the electrical section, conducting generator tests throughout the base.

The structures section does preventative maintenance on buildings throughout the base to ensure structural integrity is good. They also construct objects such as doors, shelves, tents and those related items.

The heavy equipment section operates heavy machinery and tends to roads and pavements. They also help clean the flight line with a sweeper vehicle.

The engineering section surveys the landscape throughout the base and provides maps of the base.

The operations management section is considered the face of CE. They receive work requests from base tenants then assign these requests to the appropriate sections. They then track all work requests from start to finish while also ordering parts and tools for craftsmen that enable them to accomplish work requests.

The emergency management section provides training that prepares personnel for chemical and or biological warfare tactics. They teach members the importance of being ready to include how to wear gear that will protect them from such attacks.

The fire protection section directs and plans fire protection activities, these Airmen analyze fire protection operations for trends and potential problems and devise corrective measures if any issues are discovered. They provide fire protection guidance, coordinate pre-incident plans, and train others on specialized fire protection equipment and procedures. Fire protection specialists also inspect and maintain fire protection vehicles, equipment, and protective clothing, and manage fire alarm communications centers. They inspect Air Force facilities for fire hazards, ensure fire extinguishers are inspected and distributed as needed, and conduct fire prevention awareness and training. In a field or combat environment, these airmen will be called upon to control and extinguish fires, using fire apparatus, specialized tools, and equipment, hoses, and pumps. They establish emergency operations command systems, preserve and protect evidence at emergency scenes and investigate fires after the fact to determine their origin or cause. Aboard an aircraft, fire protection specialists' skills are particularly valuable; they shut down engines safely in the event of a fire, conduct search and rescue operations, and administer emergency first aid.

908 CEF consist of a collection of specially trained individual teams that can be deployed separately whenever needed.

There are four types of teams called Combat Force units, CF-1, CF-2, CF-5 and CF-6 units.

The CF-1 team, known as the Triple R Team (Rapid Runway Repair), consists of one officer and 20 enlisted men. They can mobilize anywhere as needed with heavy equipment to repair damaged runways in minimum time.

The CF-2 team is composed of four officers and 66 enlisted men. Their job is to repair bomb damage to buildings and utilities on a base.

The CF-5 and CF-6 teams are fire-fighting units. The CF-5 team has a dozen firefighters and the CF-6 team is the command and control team of three senior noncommissioned officers.

Reservists play an important role in contingency warplans and usually pull their annual tours at a location scheduled by Headquarters AFRES

LINEAGE

908 Civil Engineering Flight constituted, 19 Jun 1969

Activated in the Reserve, 25 Oct 1969

Redesignated 908 Civil Engineering Squadron, 1 Oct 1984

Redesignated 908 Civil Engineer Squadron, 1 Mar 1994

STATIONS

Maxwell AFB, AL, 25 Oct 1969

ASSIGNMENTS

908 Tactical Air Support (later, 908 Tactical Airlift; 908 Airlift) Group, 25 Oct 1969

908 Support Group, 1 Aug 1992

COMMANDERS

Capt George S. King

Maj Orris E. Philpot, 2 Nov 1973

Maj Perry W. Kizer

Maj Charles D. Peters, 1 Dec 1980

Capt Donald C. Brown, 1984

Maj Patrick D. Ryan, 1 Mar 1992

Lt Col Danielle Poyant

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

Air Force Outstanding Unit Awards

1 Jul 1972-15 Mar 1974
1 Jan 1976-30 Nov 1977
1 Feb 1980-31 Jan 1982
1 Sep 1986-31 Aug 1988
1 Sep 1991-31 Aug 1993
1 Oct 2003-30 Sep 2005
1 Jan 2011-31 Dec 2011
1 Jan 2014-31 Dec 2015

EMBLEM



The Honor Point of the disc is the Bull, to Dexter and Sinister is the lightning bolts, and to base is the globe Attached above the disc, a Blue scroll edged with a narrow Yellow border and inscribed "ENGINEERS LEADING THE WAY" IN Yellow letters. Attached below the disc a Blue Scroll edged with a narrow Yellow border and inscribed "908TH CIVIL ENGINEER SQ" **SIGNIFICANCE:** Sable of the background is the determination, the Gules of the Bull is the strength, the Air Force Yellow of the lightning bolt(s) represents the excellence, the Ultramarine and Argent of the half globe represents the constancy and perfection to which we perform. (Approved, 24 Jun 2005)

MOTTO

OPERATIONS

Members of the 908 Civil Engineering Flight, Maxwell AFR, spent two weeks in Washington, D.C., in on-the- job training, tours and even a visit with U.S. Representative William L. Dickinson. The three officers and 37 enlisted personnel, command- ed by Maj. Orris E. Philpot, Jr., with Capt. William T. Monroe as the Prime Beef mobility officer, installed wall receptacles, lights and water systems in several buildings at Andrews AFB. The men were busy operating everything from bull dozers to impact tools.

In their free time, they toured such places as the House of Representatives, the Senate and the Smithsonian Institute. Heavy equipment operators graded lake roads at Andrews and they excavated and hauled about 1,000 cubic yards of fill dirt. The site developer drew detailed plans for an oil interceptor to be installed at the base civil engineering washracks. Supply men coordinated the issuing of \$2,000 of project materials. In addition to the work accomplished by the skilled supervisors and workmen, the younger airmen received training on the job and in the base civil engineering shops

The 908 Civil Engineering Flight in-processed for 15 days encampment on 21 July and departed to Rhein-Main AB, Germany. The unit arrived at Rhein-Main AB on 23 Jul 73. The fire department was assigned to work with the Fire Department at Rhein-Main. Egress training was obtained on a few of the many types of aircraft on the air base. Hot pit drills were encountered and proficiency training on the various fire equipment was updated. The remainder of the flight worked on the project of converting two open bay areas into individual rooms. The unit departed Rhein-Main on 2 August and arrived at Maxwell on 4 August.

The 908 CEF performed its 15-day active duty training from 19 July -2 August 1975. Forty men were deployed to Andrews AFB, MD to provide engineering assistance to the 459th MAW and 1001st BCE Sq. The deployment was highly successful. Ten work projects were completed. Every man received valuable training in his AFSC. Time was found to visit the US Capitol and Smithsonian Institute. The 908 CEF officers and section supervisors received many compliments on the work projects performed by the unit. One letter of commendation from the Joint Chiefs of Staff, National Emergency Airborne Command Post has been received by the 908 CEF for outstanding work performed by the Electrical Section. Only minor problems resulted from oversights during pre-deployment planning. The worst problem encountered was the lack of a fast line of communication between Maxwell AFB and the deployed team. During the 15-day active duty period the 908 CEF firefighters trained with the Maxwell AFB Fire Department.

The Base Fire Department demonstrated their confidence by allowing the 908 CEF firefighters to man a 24-hour shift at the fire house. The 908 CEF rehabilitation of the SW wing of Bldg 1010 is still in progress; painting and installation of floor tile is all that remains to be done. a result of Maxwell AFB Civil Engineers' increased interest and coordination, the 908 CEF is receiving more active training. The CEF is also accepting Base work projects on a limited basis.

To date, the CEF has accepted these projects: build covered walkway between Bldgs 1007 and 1008; grading and hauling dirt from SOS field training track; install door in room 3, Bldg 1010; install 700 sq ft of floor tile in offices at Bldg 848; and install partitions in Bldg 1004. These projects and others that have been completed have been very good for morale in the CE Flight.

During 25-28 August 1975 the 908 CEF received an AFRES IG inspection with no discrepancies noted. A Prime Beef Committee meeting was held on 13 September 1975. The only problem noted was the lack of proper sizes in cold weather clothing for the Prime Beef Team. This deficiency is the only reason for the 908 CEF not being in a C-I status.

During the January training period, the majority of effort was directed toward inventory of material for the renovation project for the south wing of building 1010. Various work centers

designed their portion of the project and prepared a list of materials required for the project. Drawings were accomplished.

The February UTA was directed toward updating all personnel in their driver's training. Material lists and designs for the building 1010 project were revised.

A high frequency radio antenna was installed for the Communications Flight during the March UTA. Also, the ducts for building 1010 were fabricated by 908 CEF personnel in base CE shops. Excavation work was accomplished to locate all necessary water and sewer lines.

The unit personnel has increased to 96% of the 95 men authorized. Prime BEEF Team remains at a C-2 level, but due to numerous new people, training must be accomplished to maintain that level.
1978

During the second quarter the Civil Engineering Flight (CEF) accomplished various ancillary training requirements, including driver's training, firing range, sanitation, and sabotage, terrorism, and espionage.

The major portion of May was devoted to preparing for, and accomplishing, the unit's annual tour requirement. Flyaway tool kits were prepared in May for deployment in June. The fire department inventoried bunker gear for deployment. Tool box inventories were accomplished, and necessary extra tools were placed on order.

Actual annual tour deployment consisted of a 12-man crash/ rescue/fire protection team which trained from 24 May - 6 June at Nellis Air Force Base, Nevada, and a 70-man Prime Beef team which trained at Port Austin, Michigan. 1980

The Total Force Policy of the Air Force could not have been more vividly displayed as it was by the 908 Civil Engineering Flight (CE) and Maxwell Base Civil Engineering this summer.

CE pulled its annual tour at Maxwell AFB July 24 through Aug. 7 and received excellent training in several areas while improving or rebuilding some base facilities, according to Maj Charles D. Peters, commander of the CE flight.

Two of CE's projects this summer that received praise from base commander Col. Donald F. Brackett involved work at the Lake Martin Off-Base Recreation Area and the Base Riding Stable's two-acre pasture. Colonel Brackett noted the work at Lake Martin which included an overhaul of plumbing in Bath House No. 1, an electrical upgrade of the maintenance and storage building, and the hookup of a new rental trailer.

The 908 work centers on the Lake Martin project included structures, interior electrical, production control/site development, plumbing, and sheet metal.

The Civil Engineering Flight held their bivouac exercise for training in Expedient Methods, Rapid Runway Repair and Security (Phase II) during the April UTA at the base lake. 908 Weapons System Security Flight assisted in this exercise. Areas where more planning for supplies, equipment, training personnel, etc. were discovered. Even though problems were evident, the overall of the exercise was informative and acceptable.

Weapons System Security Flight joined Civil Engineering in their bivouac exercise as attack forces. This afforded Weapons Security the opportunity of using the training they had received in cover and concealment and night vision. Leaders were able to plan and carry out battle field instructions. A three-phase attack was carried out as planned on designated times. Flight deployed to Charleston AFB South Carolina for two weeks of training in flightline and Air Base Ground Defense. An all-night exercise was held during the last week giving the flight its first training in the ABGD concept of the mission.

Absolutely terrific was the way the commander of the 908 Civil Engineering Flight described the performance of his personnel during their 1984 annual tour. Maj. Donald C. Brown had nothing but praise for the nearly 75 CE personnel who deployed to Germany in mid-June. Some 64 of those troops spent their two weeks at Basdahl, near Bremerhaven, while 10 others were at Sembach AB. Our job is to deploy and perform a wide variety of construction tasks, Major Brown explained. That's just what most of his personnel did. Projects at Basdahl included the construction of a substantial portion of a metal building; installation of a drop ceiling, doors and a mobility room; and construction of a stairway and rail on a hillside. The work was done in support of the 606th Tactical Control Squadron. All of the troops that went to Sembach were firefighters. They spent their time supporting the Sembach AB Fire Department and receiving valuable training Major Brown had reason to be proud of his people. Many of them worked out of their AFSCs, he said, but all were concerned with just one thing— getting the job done. He added that in order to complete all the tasks in a relatively short period of time, his people worked in shifts from dawn to dark. The two week deployment begin 15 Jun when the CE Flight left Montgomery via a C-141, landing in Germany more than 15 hours later. They returned July 1.

Exercise TEAM SPIRIT occupied the efforts of the 908 Civil Engineering Squadron from 2 February - 4 April 1986. The exercise at Kimlae, South Korea involved over 1000 people from the reserve program. On 2 May 1986, the 908 CES Fire Department deployed to K. I. Sawyer AFB, Michigan. The crew received training on crash rescue and structural fire-fighting tactics. One of the two crews was involved in the suppression of a major forest fire in upper Michigan. The 908 CES was also involved in the Prime BEEF rodeo at Dobbins, PATRIOT PEACH, and a Prime RIBS exercise at Volk Field, Wisconsin.

USAF Unit Histories
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Sources

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