

# 110<sup>th</sup> CIVIL ENGINEER SQUADRON



## **MISSION**

## **LINEAGE**

110<sup>th</sup> Civil Engineering Flight  
Redesignated 110<sup>th</sup> Civil Engineering Squadron  
Redesignated 110<sup>th</sup> Civil Engineer Squadron

## **STATIONS**

Battle Creek, MI

## **ASSIGNMENTS**

110<sup>th</sup> Mission Support Group

## **COMMANDERS**

Capt Paul F. Bartz, #1976  
LTC James W. Willoughby, #1986  
LTC Eric Oswald, #2010

## **HONORS**

**Service Streamers**

**Campaign Streamers**

## **Armed Forces Expeditionary Streamers**

### **Decorations**

### **EMBLEM**

### **MOTTO**

### **NICKNAME**

### **OPERATIONS**

January 1978 — Over sixty Guardsmen from the 110th Civil Engineering Flight pulled Annual Field Training in the warm Panama sun, Howard Air Force Base, Canal Zone.

December 1978 — The base fire department responded to a spectacular double bottom tank truck fire which had closed down the West bound lanes of Interstate-94 for more than nine hours. An Oshkosh P-4 Fire Truck and a Rescue Truck was sent to assist and within an hour the fire was out.

April 1982 — Guardsmen from the Fire Protection Section of the Civil Engineering Flight traveled to Lakenheath, England for Annual Field Training. Lakenheath is located just 65 miles from London.

October 1999—The 110th Civil Engineering Squadron Fire Department was named Best Fire Department in Air Combat Command. This followed the unit's excellent rating it received during the 1998 OKI. The skills of the unit's members were soon put to the test in October when a worker on the base suffered a heart attack and was near death when discovered. The fire department team performed CPR on the individual and used an Automatic External Defibrillator to restart the heart. The victim was rush to the hospital where he recovered.

February 2000—110th Civil Engineering Squadron members, which included civil engineers, firefighters and other readiness personnel, deployed to Tyndall AFB, Panama City, FL to participate in the Silver Flag exercise. Squadron members trained for contingency operations, which included the construction of airfield facilities and firefighting in full chem gear

February 2001—Base rescue unit responded to an Alert III emergency when a Western Michigan University Cessna 172 flipped over on its back after running off the runway. The pilot was uninjured.

April 2002—34 personnel of the 110th Civil Engineering Squadron deployed to Barksdale AFB, LA. for training.

February 2004—Members of the 110th Civil Engineering Squadron deployed to Site 53, Israel.

February 2007—41 members of the 110th CES deployed to Tyndall AFB, FL to participate in the Silver Flag exercise.

May 2007—13 members of the 110th Civil Squadron deployed to Iraq in support of OIF.

November 2007—New 110th Civil Engineering Squadron building opened for operations.

March 2008—45 members of the 110th Civil Engineering Squadron made an annual training deployment to Romania.

2008 The 110th Civil Engineer Squadron, based in Battle Creek, Mich., was selected this summer by the National Guard Bureau to deploy for training to Mihail Kogalniceanu air base in South East Romania. The 110th Engineers, along with the 119th CES from Fargo, N.D., were chosen to renovate several buildings on the base that will be used to support training operations of U.S. armed forces. The 110th arrived at Mihail Kogalniceanu on June 15 after an 11-hour non-stop flight from Battle Creek.

The team brought all the needed tools for the job, but the building materials were lacking and led to problems. When the team arrived, some of the split heating ventilation and air conditioning units had just arrived, leaving no time for the Fargo personnel to do anything with them. Master Sgt. Stephanie Cabanting of the 110th CE Squadron and her heating, ventilation and air conditioning technicians found that about half of the units were on site. The HVAC team installed what they could. Ironically the day the team was to prepare their tools to redeploy, the remainder of the units arrived. Even with this setback, the team installed and tested all the HVAC units prior to the team leaving.

Tech. Sgts. Steve Contreras and Dan Salazar of the HVAC section spent a lot of time in the attic installing the equipment, starting very early due to daily temperatures near 100 degrees. Several electricians, including Staff Sgt. Phil Biwer who also had to run new lines up there. As if the heat was not bad enough, they had to wear Tyvek suits to protect themselves from the fiberglass insulation. It was hot. The heat was not any better for those working on the ground, even painting the buildings was good for raising a sweat. The paint itself was interesting since the latex paint had the consistency of frosting and the oil base paint was thinner than water. You could literally take a paint brush, dip it in the latex paint and stick it to the wall. The interior painting could not be completed until moldy drywall was removed from the ceilings, new drywall installed and then finished with a substance called forgenfluffer or finkenfluger. The forgenfluffer is a dry product that was mixed with water.

The problem with the stuff was that it would react differently every time. One time it would stay pliable for an hour and the next time it would harden while it was being mixed. Both Staff Sgt. Jamie Freeman and Senior Airman Kevin Taylor who worked with the substance will remember it for a long time. In addition to the work done on base, several groups worked with U.S. Navy Seabees (construction battalions) on community projects. One group worked with the Seabees to repair a wall and install fence at a school in Visterna, and poured the only sidewalk in town. Master Sgt. Eric Weeber and Staff Sgt. Luke Wimby worked

with the Seabees doing badly needed electrical repairs at a medical clinic. One final project completed off base was the repair of pop-up targets and construction of several small wood buildings for the Army at the Babadag training site by personnel from the heavy equipment and structures sections.

May 2009—35 personnel of the 110th Civil Engineering Squadron deployed to California for training.

March 2010—110th CES members deployed to Hawaii to remodel a medical center.

Thirty-nine members of the Michigan Air National Guard's 110th Civil Engineer Squadron joined personnel from the 107th and 141st CES and 40 members of the Wisconsin Army National Guard to complete a long-term project installing a primary, secondary and third fence at the U.S and Mexican border. Teams had to install several layers of fencing and security lighting in a high traffic area east of San Louis, Arizona. Command staff and long-term Jumpstart personnel efforts led to a smooth start-up with members from all units blending together on jobs to form one team. Crews started right in welding the support skeletons, vertical and horizontal panels on the installed support skeletons, and installing concrete forms and completing support skeletons.

In the first week, there were at least seven welding crews working at one time and the fence was going up much faster than anticipated by the permanent party and border patrol representatives. All units involved were informed late 2006 and attended a meeting in Arizona to discuss details of the job. They had an opportunity to tour the job site and see first-hand what was to be done. Most that attended were excited by the project and signed up for the typical two week deployment expected by an Air Guardsman. The representatives of the 110th felt more could be done if additional time was allowed and signed up for 30 days. Some members would deploy for the duration, some for the first two weeks and some for the second. December was extremely busy for full time members of the 110th as they made housing and travel arrangements, prepared orders, and brought all deploying members up to date on shots, security clearances, etc.

In the end it all came together deploying several groups to Yuma, Arizona between Jan. 2 and Jan. 7. Many members of the 110th made a name for themselves during the deployment, both as team members and on their own. The first group from the 110<sup>th</sup> to distinguish themselves was the concrete crew. A normal concrete pour is approximately 90 cubic yards. However, the pour on Jan. 24 was 145 cubic yards, the largest in the history of the wall project. This record was followed by a record concrete form install the next day with a crew led by Master Sgt. Mike Lowery and featured members from the 110th, the Alpena Combat Readiness Training Center and the Wisconsin Army Guard. Not to be outdone, the support skeleton crew under the supervision of Tech. Sgt. John Watson followed up on Jan. 26 with a record installation of 35 skeletons. The following week both the horizontal panel crew, under Senior Master Sgt. John Yuhas and the vertical panel crew, under Master Sgt. Eric Weeber, set records of their own.

---

Air Force Lineage and Honors

Created: 23 May 2020

Updated:

Sources

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