

# 135 CIVIL ENGINEER SQUADRON

## MISSION

## LINEAGE

135 Civil Engineering Flight  
Redesignated 135 Civil Engineering Squadron  
Redesignated 135 Civil Engineer Squadron

## STATIONS

Warfield ANGB, Middle River, MD

## ASSIGNMENTS

135 Mission Support Group

## COMMANDERS

*LTC. Ronald Haslam*

*Maj Jay Morton*

LTC. William J Peters, #1991

*LTC Francis Ourso*

*Maj Donald Walter*

*LTC Scott A. Kearby*

*LTC Frank Sams*

*LTC Henry C. Shero*

*LTC Robert Hoffman*

## HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

## **EMBLEM**

## **MOTTO**

## **NICKNAME**

## **OPERATIONS**

The final change to the 135th SOG during the 1960s took place on October 14, 1969. On that date the 135th Civil Engineering Flight under Maj. Don Walter was federally recognized, with 67 officers and airmen transferring to the new unit from the 135th Combat Support Squadron.

In the summer of 1971, the 175th Civil Engineering Flight under the direction of Lt. Col. Robert Hoffman spent summer camp at Lajes Air Base in the Azores.

Further consolidation and organizational fine-tuning occurred throughout the mid-eighties. On July 1, 1985, the 135th Civil Engineering Flight was re-designated as the 135th Civil Engineering Squadron and the 135th Mission Support Flight was officially organized as a unit under the 135th TAG on October 8, 1987 (the gaining major command for the 135th MSF was the Air Force Communications Command).

135th Civil Engineering troops found their skills in high demand, completing an emergency expansion of the Dover Air Force Base mortuary during the Persian Gulf War as well as a major expansion of the Weinberg Center at Camp Fretterd. Md. over the course of five years.

The Base Realignment and Closure (BRAC) taskforce was in full stride at the beginning of the decade. Every unit in the Guard was concerned about being hit by reductions or closures. The Maryland Guard, with two flying units, was particularly concerned. A combination of outstanding unit performance and constant vigilance by our leadership kept the wolves at bay. As part of the Air National Guard process of reducing its force by 12 percent, the Maryland Air Guard took its greatest hit in 1995, with the inactivation of the 135th Civil Engineering Squadron. Despite this loss, by the end of the decade both units have not only survived but have moved forward in aircraft acquisition.

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USAF Unit Histories  
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Sources  
Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.