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Report of Completed Annual Field Training

Hq OreANG
Hq 252d Mbl Comm Gp

Under the provisions of paragraph 5-11h, OreANG Sup 1, ANGM 50-01, Chap 5 and paragraph 5b, 252d Mobile Communications Group OPLAN 536, report of completed Annual Training for calendar year 1972 is submitted:

COMMUNICATIONS OPERATIONS

1. Accomplishments:

a. NCMD: The NCMD facility served its intended function with a high degree of effectiveness. A smooth and efficient flow of information between the co-located NCMD/WLC offices enabled the Commander and his staff to continually monitor the status of all deployed men and equipment and the systems/circuits assigned, which facilitated command and control activities. Circuit effectiveness (detailed below) clearly indicates a high level of performance which resulted in a professional level of customer service. Most notable was AP-32, which was relied upon to carry the majority of voice and teletype traffic.

b. Communications Center: A total of 607 messages were handled during the eight days of actual operation. Traffic analysis recorded average in-station handling times for transmitted messages of 16 minutes and for received messages of 3 minutes. Operator error was within acceptable limits during the exercise.

c. Switchboard: The automatic dial switchboard remained operational throughout the primary period and only minor ringer problems were encountered. Operator courtesy and efficiency were the subject of favorable comment on the part of numerous telephone users.

d. Technical Control Operations: Members of this facility maintained an outstanding level of performance. Through their continuous efforts in conjunction with those of maintenance personnel, reliable communications was maintained in all primary circuits. The high level of communications service is directly attributable to the close coordination between TCO, NCMD, and maintenance personnel.

e. Operations Training: During this exercise, a great deal of practical on the job training took place involving the more experienced operators teaching those of lesser skills. Shift schedules were structured to make these experiences possible with a continued emphasis on increased proficiency of all personnel. In addition to specific job function training, emphasis was placed on updating mobility training folders and AF Fm 623's with current documentation. Several members of the New Mexico National Guard were afforded on the job training in 244th MTS operations facilities.

2. Operational Accomplishments:

a. Circuit Efficiencies:

Equipment	System	JULY 19	20	21	22	23	24	25	26	AVE
*TRC-36/61 FM	AF-52	90%	90%	91%	75%	83%	94%	93%	95%	89%
KWM-2A C&C	AF-57M	98	100	100	100	100	100	98	100	98.5%
MRC-108 HF	AF-59	90	100	100	100	100	100	100	100	98.7%
TSC-15 HF	AF-63	0	82	54	36	100	100	97	6	59.4%

* Down time percentage includes scheduled preventive maintenance and system alignment time.

b. Teletype Traffic:

	19	20	21	22	23	24	25	26	
Messages sent	23	29	37	36	28	41	30	43	
Messages received	24	41	72	50	26	55	40	32	Daily
Daily Total	47	70	109	86	54	96	70	75	Ave.
Cumulative Total	47	117	226	312	377	462	532	607	76

c. Switchboard:

	19	20	21	22	23	24	25	26	Daily
No. of assisted calls*	159	252	215	103	8	179	286	133	Ave.
Cumulative Total*	159	411	626	729	737	916	1206	1339	167

*The above figures reflect only the number of operator assisted calls. The majority of telephone traffic was handled in the automatic mode for which no count is available.

3. Problem Areas:

a. Serious problems regarding NCMD reporting procedures and format were encountered during the initial stages of the operation as a result of a substantial change to AFCSR 100-29 just prior to deployment. Numerous internal meetings and discussions with Group NCMD were necessary to reach an understandable interpretation of the new regulations. Additional time was then needed to transition those persons responsible for NCMD reporting over to the new format.

b. During the early stages of circuit installation, some discrepancies in circuit status reporting were discovered between the 244th and 252d NCMO. Occasional differences in the recording of operational status of various circuits were traced to the lack of proper reporting procedures by Portland based maintenance personnel.

c. System AF-63 was erratic in its reliability during the exercise due to the lack of frequency authorization and a well-defined plan of action for the utilization and termination of this facility.

d. A lack of frequencies also hindered AF-57M. Continuous high quality voice communications was not possible on the single frequency assigned. The reported circuit efficiency for the KWM-2A operation does not properly reflect the marginal nature experienced in the voice path at various times throughout the daily operations.

e. A significant problem was encountered in the communications center operation when it was discovered that the published listing of routing indicators and addressees provided by the 252d MCG was incomplete and not in accordance with the format established in ACP-117.

f. As in previous years, operation and utilization of secondary (back-up) communications systems was widely misunderstood by various squadrons within the Group. Three factors contribute to this problem:

(1) Lack of Group direction on the continuous manning and operation required of effective secondary systems.

(2) Lack of <u>predetermined</u> altroute action in OPORDS and/or orientation of AFCH TCO personnel.

(3) Lack of positive direction to impliment altroute capabilities over secondary systems when primary systems experience outages. A Group NCMO responsibility.

4. <u>Recommendations</u>:

a. Prior to future deployments, comprehensive NCMO operating procedures should be agreed upon at both Group and squadron level and last minute changes should be deferred. AFCSR 100-29 provides general guidance and criteria but does not spell out the details essential for operating at the Group/squadron level. Such detail should be established through a meeting of responsible NCMO personnel prior to deployment.

b. The lack of clearly defined operational requirements for the TSC-15 resulted in considerable frustration for both operations and maintenance personnel associated with that facility. Future use of the TSC-15 should include well-defined operational commitments, instructions for termination, and mode of operation.

c. The lack of a reasonable complement of frequencies spread throughout the HF spectrum negates the effectiveness of any HF capability in a tactical environment. Recommend at least twelve transmit and receive frequencies be assigned in advance of deployment for this purpose.

COMMUNICATIONS MAINTENANCE

1. Accomplishments:

a. Facilities Deployed:

(1) Approximately 95% of the units C & E facilities were deployed in support of SENTRY GUARD STRIKE IV. The majority of terminal equipment was located at Gowen Field and consisted of the operations complex, one AN/TSC-15 and one AN/TRC-61. All AN/TRC-35 radio relay sites were located in the state of Oregon at Vale, Bald Mountain, Elkhorn, Black Butte, Baldy Mountain, Shanike, and Mt Hood. The distant end AN/TRC-61 termination of the system was at the APCH located at Portland ANGB.

(2) All sites except Vale and Bald Mountain were installed and operated by the 244th. These two sites were installed and operated by members of the 242d MCS (BB) with 244th representatives at each site to insure continuity of internal communications. Also attached to the 244th for AFT-72 was a helicopter from the 540th Aviation Company, Washington Army National Guard. This proved to be a most valuable asset in the transportation of men and equipment in a timely manner. Utilization of helicopter transportation enabled quick reaction for maintenance problems at relay sites. This allowed central location of equipment spares, rapid movement, and retrieval of defective units to maintenance center where repair facilities were available. Although unneeded, the helicopter would have provided air-evac for injuries against the alternative of evacuation in trucks over rough roads.

(3) A combined maintenance control at Gowen Field responsible for personnel and equipment of the 244th and the 242d proved to be a highly successful joint effort.

(4) A detached facility, AN/TRC-97, was operated at Hog Ranch Ridge, Washington, in a relay configuration.

(5) TSC-15 personnel located at Gowen Field were greatly motivated by a functional mission and a pre-wired terminated facility in the 244th TCO and received much training in the operation and maintenance of this facility. The flexibility and diversity of this type of backup system was demonstrated throughout the operation despite the lack of utilization by group NCMO.

b. Equipment Reliability: Overall condition of equipment prior to deployment was considered excellent. All C & E facilities deployed performed with very satisfactory reliability. Equipment failures were considered minimal and corrective maintenance action was controlled by the workload control activity at Gowen Field in an effective manner.

c. Convoy Movement: All phases of the convoy movements were executed satisfactorily with only minor problems encountered. One notable exception was the difficulties caused by lack of WRSK's providing spare vehicle parts.

d. Morale: The morale at all remote sites and at terminal locations remained exceptionally high throughout the exercise. This was attributed to the many and varied activities offered at Gowen Field and to the logistical support of house trailers and the challenges of the mission at each of the remote sites.

2. Problem Areas:

a. A 2½ ton truck borrowed for this exercise developed carburator trouble and was repaired enroute by obtaining a WRSK carburator from a passing Air National Guard unit.

b. A possible problem of refueling the convoy was averted by borrowing a refueling truck from PIA and refueling was accomplished enroute with minimum delay.

c. A problem was encountered with the limited range of the assigned helicopter. This coupled with the non-availability of JP-4 fuel at commercial facilities along the FM route restricted the use of the helicopter to an effective range of approximately 200 miles from Gowen Field or required a detour for refueling at Pendleton. To extend this range an M-49C fuel tanker was borrowed from the Army Guard at Gowen Field and positioned at the John Day Airport. This allowed the helicopter to cover the entire FM system from Gowen Field to PIA by refueling approximately half-way along the route.

d. A number of base communications requirements (not known prior to deployment) were encountered. Fortunately, the unit carried an adequate supply of field wire and cable necessary to install the several TUOC lines and other customer lines, but future operations would be improved if such requirements were known in advance so that material could be programmed.

e. The installation of additional air-conditioning units in the AN/TRC-36 and 61 vans satisfactorily handled the high temperatures encountered.

f. Grounding problems were encountered on the TRC-97 site due to being positioned on a shale rock terrain. A common bond was established and proved to furnish satisfactory grounding.

g. During the initial system installation a team of highly qualified maintenance personnel equipped with test equipment systematically performed noise immunization activities on each installation. This approach resulted in a debugging of the system, minimized noise levels, and will be incorporated as part of our regular deployment procedure. It is, however, time consuming and future exercises will attempt to incorporate helicopter support to expedite this procedure.

3. Recommendations:

a. It is recommended that a helicopter be assigned to the unit for future annual field training exercises. In addition, the pilot should be included in the planning of the operation so that fuel stores may be pre-positioned where needed and relay sites may be located near adequate landing sites. It is also suggested that initial system alignment and noise immunity functions could be performed more rapidly by utilizing a helicopter for intersite transportation.

b. If a helicopter is assigned for future exercises, it would be most desirable to provide inflight communications. It is recommended that helicopter be furnished a portamobile radio or that the unit obtain radio communications equipment compatible with that presently installed on Army helicopters.

c. Base communications requirements (wire, cable, materials) should be better delineated during pre-exercise planning to insure adequate inventories of such materials.

d. The use of maintenance advisors (from the unit having prime system responsibility) at sites not manned by that unit, has proven to be most successful and should be continued in future exercises.

e. Prepositioning of convoys at home station prior to departure improves the efficiency deployments and should be continued.

MEDICAL SECTION

1. Accomplishments:

a. The 244th Medical Section provided routine and emergency medical care for approximately 850 personnel. This included personnel from the New Mexico Air Guard, Washington Air Guard, several Army Guard units from Oregon and elsewhere, as well as 244th personnel.

b. Quick reaction and competent use of recusaitator bag equipment and cardiac massage by one of our medical personnel and one Army medic successfully saved the life of a New Mexico airman who suffered respiratory arrest and subsequent cardiac arrest as a result of hyperventilation.

c. Medical problems encountered at remote sites were handled at local hospitals.

2. Problem Areas:

a. A major problem was encountered when upon arrival at Gowen Field it was discovered that the New Mexico Air Guard Unit and portions of the Army Guard Unit had put their total reliance on our five-man medical section for medical support to their units. With help from two Army doctors and vehicle driver support from the local motor pool, we were eventually able

to work out a duty schedule that avoided having all five of our personnel on duty or on call 24 hours a day, 7 days a week. We consider this problem to have been caused by a major failure on the part of the New Mexico Air Guard unit in adequately planning for and providing medical support for their unit personnel.

b. The second major problem was that of the non-availability of adequate medical supplies. The Portland Air Base dispensary failed to support the 244th with adequate medical supplies and at the time of deployment, supplies (primary medication) were almost non-existant. This problem was further compounded at Gowen Field by the lack of supplies available from the New Mexico Air Guard, local dispensary, and Army National Guard. Relief was eventually obtained when the New Mexico Guard unit later flew the required supplies in from their home station.

3. Recommendations: Recommend an immediate review of the medical supplies availability at PIA and steps taken to insure that this unit be provided with an adequate inventory and full custody thereof.

FOOD SERVICE

1. Accomplishments:

a. This squadron's food service personnel operated the large mess hall at Gowen Field in conjunction with the New Mexico Air Guard. The overall supervision was provided by the food service officer from New Mexico.

b. This arrangement was extremely satisfacoty; cooperation between the two units was excellent and the quality of food served was very satisfactory. No problems were encountered in the food service operations.

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