

**RECORD OF 244th COMBAT COMMUNICATIONS SQUADRON
RELOCATIONS AND MOVES SINCE
OCT 1989**

AS OF DEC 90

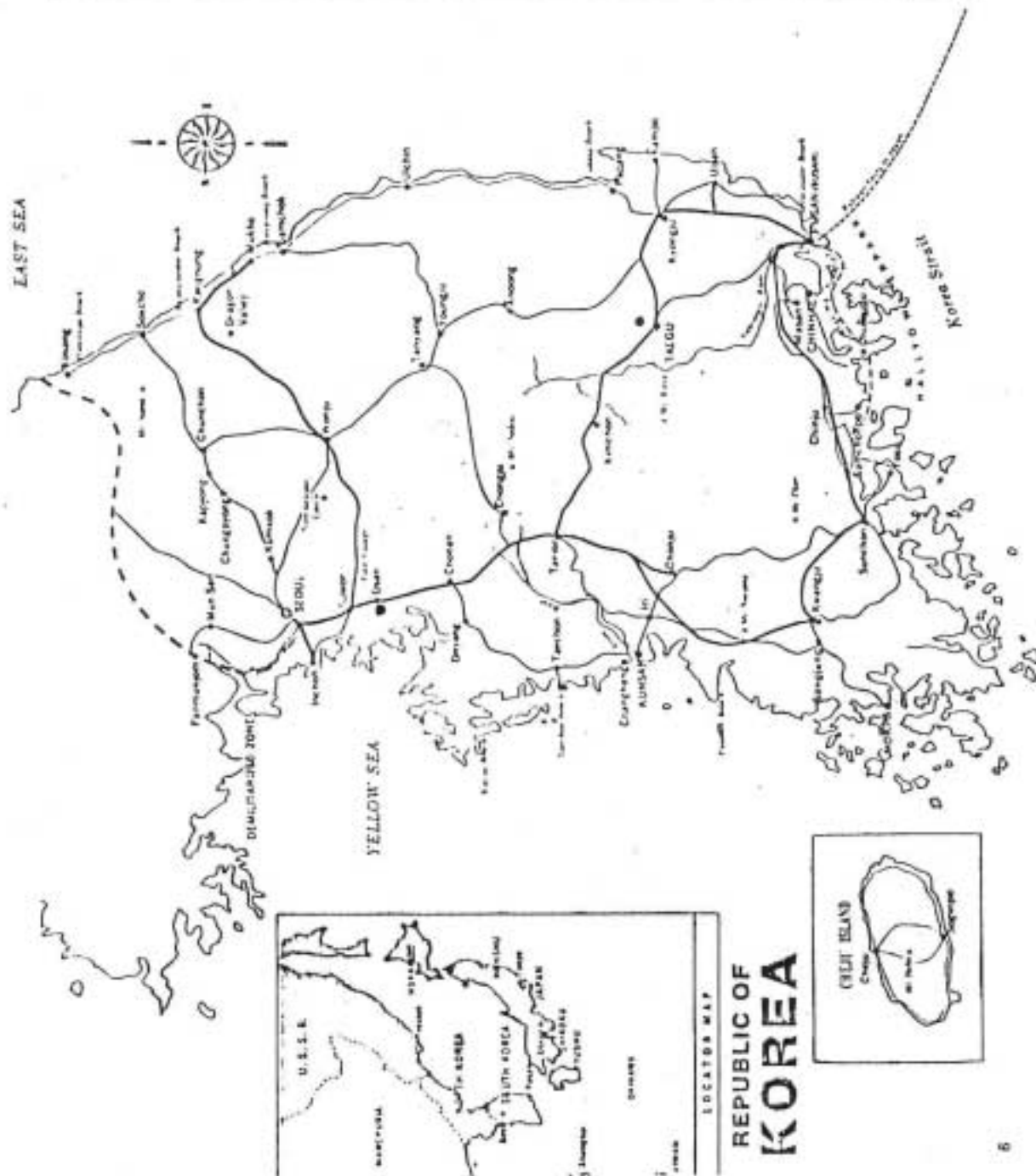
COLUMN "A" IS DAYS USED TO PHYSICALLY MOVE ASSETS
COLUMN "B" IS DAYS USED TO RECOVER FROM MOVE AND BE "BACK IN BUSINESS"
ALL MOVES REQUIRED ASSISTANCE FROM PRACTICALLY ALL ASSIGNED TECHNICIANS

A	B	DATE	EVENT
3	4	OCT 89	Moved all BLDG 145 maintenance shop personnel into mobile vans in parking lot.
4	5	OCT 89	Moved to BLDG 165 by Lyle Moving Company.
1	1	JAN 90	Communications Operations moved offices within Bldg 165.
3	5	APR 90	All offices in BLDG 165 moved from NE portion of building to Southside of building for asbestos removal. Reconfigured warehousing by removing items on top racks and moving into 2 1/2 ton trucks and building 140.
3	5	JUL 90	Asbestos removal complete. Moved from Southside back to original area on NE side of BLDG 165.
2	3	AUG 90	Moved maintenance management, admin, and supply storage to north end of BLDG 165 for Ghost Dancer
1	0	OCT 90	Ghost Dancer moved out and classroom/supply storage relocated back into original space.
5	3	OCT 90	Removed remaining assets from BLDG 145. Relocated maintenance and supply shops that were in BLDG 145 to BLDG 165.
5	3	DEC 90	Moved mobility warehouse assets from BLDG 165 to BLDG 140.
2	2	DEC 90	Relocate communication operations, some mobility bags, and supply functions to "other areas" in BLDG 165 for demolition in BLDG 165.
29	31		

ANTICIPATED MOVES

2	3	JAN 90	Relocate training office and two classrooms for demolition within BLDG 165
4	5	JAN 90	Commercial move of unit from BLDG 165 to BLDG 145
5	3	APR 90	Move mobility warehouse assets from BLDG 140 to BLDG 165
11	8		

TEAM SPIRIT 90



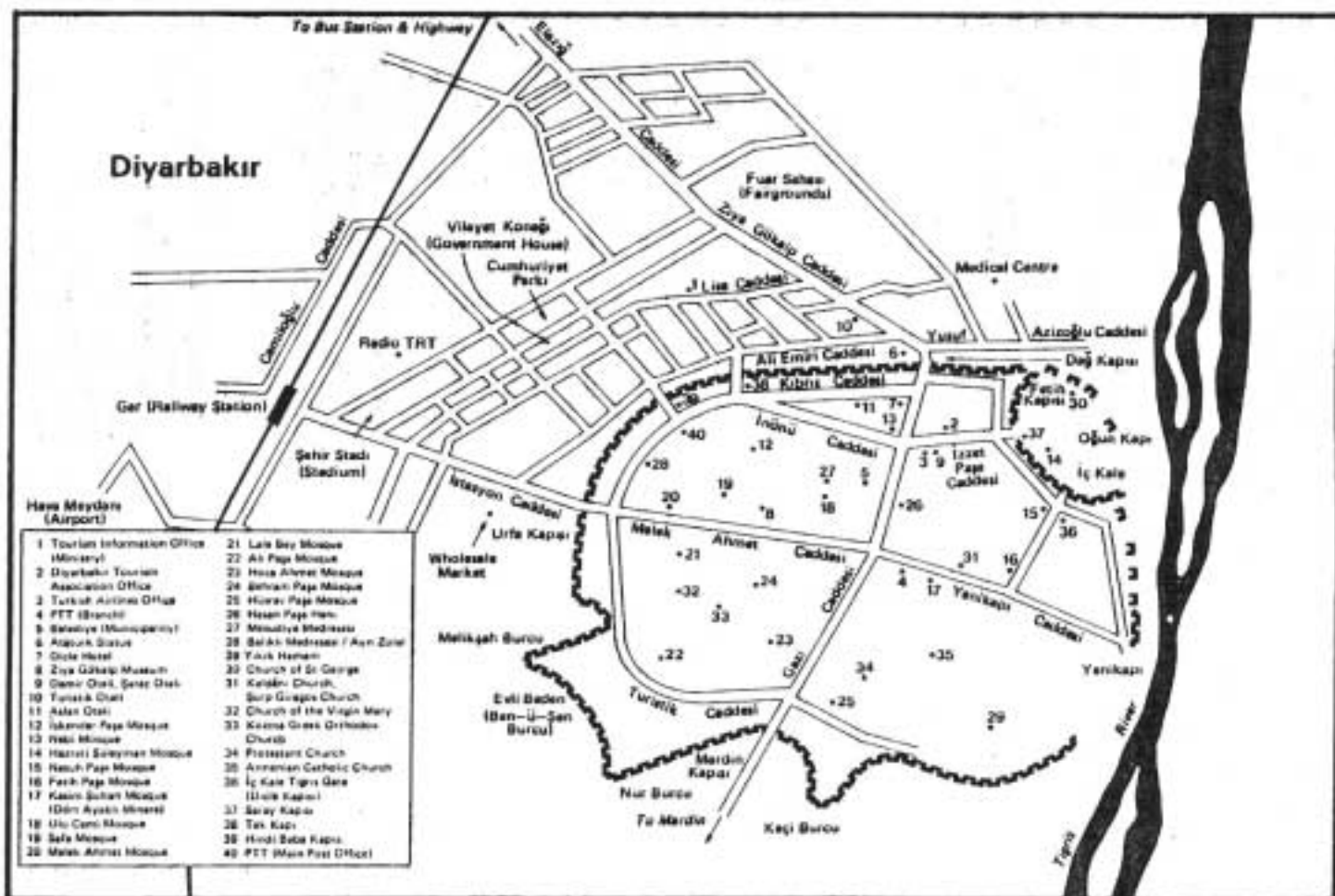
A festive country. Traveling in Korea is like participating in an ongoing celebration, both for past glories and the achievements of the modern era. One of the wonders of the country is that in spite of generations of invasion and occupation by neighboring countries its culture is distinctly Korean and not just an Oriental potpourri. You will feel this distinction as you visit ancient palaces in tranquil gardens, examine celadon vases and gold crowns unearthed from royal tombs or photograph a lively farmers' dance at a folk festival.

While preserving traditions, Korea has allowed for the new, especially in the realm of tourism. Throughout the country, transportation systems are efficient, and hotels, whether locally owned or operated by international chains, offer deluxe accommodations, sophisticated restaurants, shopping arcades and swimming pools. A travel

KOREA TRAVEL GUIDE

DENSE CROP 90





The Tigris (Dicle, DEEL-eh) flows by the mighty black walls of Diyarbakir (dee-

YAH-rah-kuhr, altitude 680 metres, population 250,000). As with many Turkish cities, this one has grown beyond its ancient walls only in the last few decades. Farming, stock-raising, some oil prospecting and light industry provide Diyarbakir with its income.

The city prides itself especially on its watermelons. 'In olden times', states a brochure printed up for the annual Watermelon Festival (held in late September), 'our watermelons had to be transported by camel as they weighed 90 or 100 kg. They were carved with a sword and sold in the market'. The brochure goes on to say that these days the prize-winning melons at the festival weigh a 'mere' 40 to 60 kg!

Today this city, lying in the midst of a vast, lonely plain, is like a desert oasis full of traders. Many of the men wear the traditional baggy trousers called *şalvar* (SHAHL-vahr), and older women have black head coverings which often serve unofficially as veils. Visiting men from Syria and Iraq have the long robes (*jallabiya*) and headscarves (*keffiyeh*) of Arab lands, and the women may even be in *purdah*, wearing the black *chador*.

The tawdry chaos of signs at the city's centre, the narrow alleys, the mosques in the Arab style with black-and-white banding in the stone - all these give Diyarbakir a foreign, frontier feeling. The citizens tend to be taciturn and not particularly outgoing in their dealings with foreigners, and the street urchins are pestilential. In summer it's *hot* here; avoid hotel rooms just beneath the building's roof, or rooms that get full late afternoon sun.

History

Considering that Mesopotamia, the land between the Tigris and Euphrates valleys, saw the dawn of the world's first great empires, it's no surprise that Diyarbakir's history begins with the Hurrian Kingdom of Mitanni (circa 1500 BC), and proceeds through domination

by the civilisations of Urartu (circa 900 BC), Assyria (1356-612 BC), Persia (600-330 BC), Alexander the Great and his successors the Seleucids. The Romans took over in 115 AD, but because of its strategic position the city changed hands numerous times until it was conquered by the Arabs in 639. Until then it had been known as Amida, but the Arabs settled it with the tribe of Beni Bakr, who named their new home Diyar Bakr, 'The Realm of Bakr'.

I'd like to make this city's history simple for you, and say that when it was conquered by the Seljuks (1085) or the Ottomans (1515) it became a peaceful place, but this isn't so. Because it stands right in the way of invading armies from Anatolia, Persia and Syria, it got clobbered a lot more. It is still a bit unsettled, for south-eastern Turkey has a large Kurdish population. The authorities in Ankara want the Kurds, who are *Mualims*, to assimilate, and will not permit any talk of secession. Among the Kurds there are nationalists who dream of a Kurdish state encompassing the areas in Turkey, Syria, Iraq and Iran where there are large populations of Kurds.

Orientation

Though the city has grown, your concern is with the old part within the walls, except for the bus and rail stations west of the old city.

Old Diyarbakir has a standard Roman town plan, with the rough circle of walls pierced by four gates at the north, south, east and west. From the gates, avenues travel to the centre, where they all meet. Since Roman times, several sections of wall have been razed and a few new gates opened.

The railway station (Gar) is at the western end of Istasyon Caddesi. From the station, this street travels east to the Urfa Kapısı (OOR-fah kah-pub-suh, Edessa Gate), the city's eastern gate. Inside the walls, the continuation of

Istasyon Caddesi is named Melek Ahmet Caddesi, or sometimes Urfa Caddesi. To go downtown from the station, walk out the front door, go to the first big street, and wait on the left (north-east) corner of the far side for a dolmuş going to Dag Kapısı.

The bus station (Otogar) is north-east of the city where Elazığ Caddesi (also called Ziya Gökalp Bulvarı) intersects the highway. Travel along Elazığ Caddesi to the centre and you will pass the Turist Oteli just before penetrating the walls at the Dag Kapısı (DAAH kah-pub-suh, Mountain Gate), the northern gate, sometimes also called the Harput Kapısı. From this gate, Gazi Caddesi leads to the centre. To get downtown from the Otogar, take a dolmuş (80TL, US\$0.08) to Dag Kapısı, 3½ km away. Don't let them tell you that there are no dolmuşes, and that you must take a taxi.

Information

The Tourism Information Office (tel (831) 12173 or 17840) is in the new city north of the walls at Lise Caddesi 24, Onur Apartmanı. Ask for 'LEE-seh jah-deh-see', which runs west from Elazığ Caddesi about three blocks north of the Dag Kapısı. The office is about 3½ blocks along.

Things to See

As the old walls are so extensive (almost six km long), perhaps the most delightful way to tour them is in a horse-drawn carriage, called a *foyton* (FAH-yee-tohn, Phaeton). The going rate is about 4000TL (US\$5.60), but you may have to haggle for this. Your driver may be able to explain a few things to you in English.

The Walls The historic names for the gates in the walls are the Harput Kapısı (north), Mardin Kapısı (south), Yenikapısı (east) and Urfa Kapısı (west). The massive black basalt walls are defended by 72 bastions and towers, many of them gathered around the İq Kale (EECH-

kaleh, Citadel or Keep) at the north-east corner, overlooking the Tigris. Of the gates, the Harput Kapısı (Dag Kapısı) is in the best condition. Perhaps the most rewarding area of the walls to explore for inscriptions and decoration is the portion between the İç Kale and the Mardin Kapısı; going westward (away from the river).

Though there were Roman and probably earlier walls here, the present ones date from early Byzantine times (330-500 AD).

Mosques Diyarbakır has many mosques, but the most interesting one is the Ulu Cami, built in 1091 and extensively restored in 1155 after having been damaged by fire. The mosque is rectangular in plan - Arab-style, not Ottoman. Its founder was Malik Şah, an early sultan of the Seljuks. Across the courtyard from the Ulu Cami is the Mesudiye Medresesi, now used as offices.

Museum Diyarbakır's brand-new museum was under construction as this book went to press. It may be open by the time you arrive.

Places to Stay
Diyarbakır's hotels are fairly simple, with no truly luxurious places.

Places to Stay - bottom and middle
The area around Dag Kapısı has numerous little inexpensive hotels. Some are on İnönü Caddesi, along with the more expensive places. The *Hotel Köprülü* (KEURP-reu-ju) (tel (831) 12963, 4), İnönü Caddesi, Birinci Çikmaz, is on a tiny dead-end street off İnönü Caddesi near the Büyükc Otel. Quiet except for the call of the muezzin, it charges 2300TL (US\$3.22) for a double room with water, 2900TL (US\$4.06) for a room with shower.

Just outside the Dag Kapısı, on Ali Emiri Caddesi just a few steps from Ziya Gökalp Caddesi, is the clean and convenient *Hotel Mehmetoglu* (mehh-

MEHT-oh-loo) (tel (831) 12951), Ali Emiri Caddesi 2, where a clean double with shower costs only 3000TL (US\$4.20). On İzzet Paşa Caddesi are two more little hotels, the *Surkenç Otel* (SOOR-kent) (tel (831) 16616), İzzet Paşa Caddesi 19, with surprisingly low prices of 1600TL (US\$2.24) single, 2600TL (US\$3.64) double, with bath. Nearby, at 20/B, is the *Kenan Otel* (keh-NAHN) (tel (831) 16614), operated by the same people, charging the same prices.

Moving up in quality a little bit, the first choice is the *Hotel Derya* (DEHR-yah) (tel (831) 14966 or 19735), İnönü Caddesi 13, among the recently renovated places in town, less pretentious than some, offering very good value with rooms priced at 5000TL (US\$7) single, 7500TL (US\$10.50) double, with shower. Next in line is the *Otel Sarıç (sah-RAHCH)* (tel (831) 12365), İzzet Paşa Caddesi 16, almost next door to the Demir. Here the 35 rooms are quite simple, but cost only US\$11 or US\$12 with shower. *Hotel Ertan* (ehr-TEHN) (tel (831) 12972), just across from the Sarıç, is very modest, with beds and nothing else in the rooms, but the price for a double is only 1500TL (US\$2.10). It's in the centre of town, but beware the top-floor rooms, which are extremely hot in summer.

Kıbrıs Caddesi is the street along the inside of the walls west of Dag Kapısı. The *Dicle Otel* (DEEL-eh) (tel (831) 23066, 7), Kıbrıs Caddesi 3, is on the traffic roundabout at the Dag Kapısı; a semi-modern place charging 4400TL (US\$6.16) single, 6600TL (US\$9.24) double, with shower. The older *Hotel Aslan* (ahsah-LAHN) (tel (831) 13971), Kıbrıs Caddesi 53, is just a few steps from the Dag Kapısı, and charges 3300TL (US\$4.62) single, 5500TL (US\$7.70) double, for older rooms.

Places to Stay - middle

Most of the middle-range hotels are on İnönü Caddesi or on its continuation, İzzet Paşa Caddesi. The *Demir Otel*

(deh-MEER) (tel (831) 12 315), İzzet Paşa Caddesi 8, at the intersection with Gazi Caddesi a short distance south of Dag Kapısı, is the old standard. The 39-room Demir, popular with tour groups, rents its rooms for 7000TL (US\$9.80) single, 9000TL (US\$12.60) double.

A hotel nearby charges a bit more for similar rooms, but a fancier lobby. The 75-room *Büyükc Otel* (beur-YEURK) (tel (831) 15832, 3), İnönü Caddesi 4, has the trappings, but not the comforts, of a luxury hotel for 9500TL (US\$13.30) single, 13,000TL (US\$18.20) double, with bath.

Just outside the Dag Kapısı is the veteran 39-room *Turistik Otel* (too-rees-TEEK) (tel (831) 12 662), Ziya Gökalp Bulvarı 7, older but well-kept, with more spacious public rooms and guest rooms. Prices reflect this extra comfort: with private bath, singles cost 8900TL (US\$12.46), doubles cost 15,200TL (US\$21.28), triples cost 19,000TL (US\$26.60). Try to get a room at the back, because of the street noise.

Places to Eat

In Diyarbakır, *kebab* places are everywhere, and they solve the dining problem easily and cheaply (700TL to 1400TL, US\$0.98 to US\$1.96) most of the time. Many are near the junction of İnönü/İzzet Paşa and Gazi caddesi, near the above hotels. The *Hacı Baba Kebabçısı*, a few steps inside the Dag Kapısı, has a portrait of the Founder at the back, a stuffed sheep in the front window.

A stroll along Kıbrıs Caddesi from Dag Kapısı and the Hotel Dicle westward will reveal several small, cheap places to eat, including the *Büryan Salonu* for *kebabs*, the *7 Kardeşler* and the *Kent Restaurant*. The *Babaman Lokantesi* (Bah-bah-mahn) (tel 15887), for example, will serve you a *sebze* *kebab* (vegetable-and-lamb stew), *pilav* and soft drink for 800TL (US\$1.12). It even has a *yasak* or summer dining area on the upper level, overlooking the walls and tea gardens.

For slightly fancier meals, head for the hotel restaurants in the *Demir* (a rooftop place) and the *Turistik*. There are also some *pastanes* in the centre, good for breakfast or a snack.

Getting There & Away

Rail Diyarbakır is connected to Ankara and Istanbul by the Kurtalan Ekspresi which runs eastward on Monday, Wednesday, Friday and Saturday, departing Ankara at 6.40 am. Train service is neither frequent nor dependable on time, and you may prefer to take the bus. For reference, a 1st-class rail ticket from Diyarbakır costs: 3300TL (US\$4.62) to Ankara, 2500TL (US\$3.50) to Erzurum, 4500TL (US\$6.30) to Haydarpaşa (İstanbul), 850TL (US\$1.19) to Malatya, 1800TL (US\$2.52) to Sivas.

Bus Many bus companies have ticket offices downtown on Kıbrıs Caddesi, or in other spots near the Dag Kapısı.

From Diyarbakır, a bus ticket costs 7000TL (US\$9.80) to Ankara (13 hours), 1600TL (US\$2.24) to Kahka (2½ or three hours), 4000TL (US\$5.60) to Mersin (10 hours by night), 2000TL (US\$2.80) to Sanlıurfa (2½ hours) and 3500TL (US\$4.90) to Van (six hours).

Minibuses to Mardin depart not from the Otogar, but from the Mardin Kapısı (gate in the city walls) about every hour for 500TL (US\$0.70).

Bitlis

Travelling eastward from Diyarbakır along Highway 6, 88 km brings you to the town of Silvan, and another 22 km to Malabadi. Just east of the latter town is the Batman Suyu, a stream spanned by a beautiful hump-backed stone bridge built by the Artukid Turks in 1146. It is thought to have the longest span (37 metres) of any such bridge in existence. With that engaging bend in the middle, it's truly a work of art.

Another 235 km brings you to Bitlis (BEET-less, altitude 1570 metres,