

HISTORY

of the

244 Combat Communications Squadron

unit designation

Portland International Airport, Portland, Oregon

location

for the period

1 January 1989

through

31 December 1991

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SECURITY NOTICE PAGE

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I.

REQUIRED DATA

1. UNIT AND LOCATION

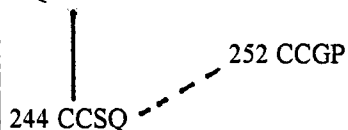
244th Combat Communications Squadron
Portland International Airport
Portland, Oregon 97218

2. NAME AND GRADE OF COMMANDER

Wayne A. Green, LtCol

3. CHAIN OF COMMAND (See ANGR 210-1, Attachment 1)

HQ ORANG



4. SUBORDINATE UNITS (See ANGR 210-1, Attachment 1)

None

5. MISSION (Give authority and brief statement of primary mission)

244th Combat Communications Squadron (Contg) NGB Letter dated 26 Mar 76

Peacetime Mission: Organize, train, man and equip to attain and maintain optimum effective capability to carry out roles and tasks assigned by gaining command plans for utilization in the event of national emergency.

State Peacetime Mission: To provide organized and trained personnel for preservation of peace, protection of life and property, and maintenance of order and public safety whenever required and so directed.

Mobilization: To provide those organized and trained communications elements for the purpose of conducting operations support.

6. PERSONNEL

	OFFICERS	AIRMEN	TECHNICIANS		CIVILIANS	
			CIV SUS	MIL. T-32	FEDERAL	STATE
NO MANNING INFORMATION AVAILABLE FOR THIS TIMEFRAME						

7. EQUIPMENT (Give official nomenclature and quantity of mission-type equipment)

- | | |
|--|---------------------------------|
| 1 - TTC-22 | 1 - TSC-60 |
| 1 - TSC-107 | 3 - TRC-97 |
| 2 - FRC-153 | 1 - SME |
| 1 - TGC-27 | 1 - WRSK Van with WRSK Material |
| 2 - URC-119 | 1 - TSG-60 ISB |
| 1 - HF Radio Terminal | 1 - TSC-100 |
| 1 - MPF (Message Preparation Facility) | 1 - Wire Maintenance Van |
| 1 - TSQ-111 | 1 - SB-3614 |

NO INFORMATION AVAILABLE ON POWER UNITS, MOTORIZED VEHICLES, OR TRAILERS

1990

Lt. Col. Wayne A. Green assumed command of the 244th CCSQ on 1 June 1990.

The 244th Combat Communications Squadron received an Excellent on its Unit Effectiveness Inspection in March 1990.

244th personnel participated in exercises Team Spirit 90 at Kimhae AB, Republic of Korea, and Dense Crop 90 at Diyarbakir, Turkey.

Annual Field Training was at Farragut State Park, Coeur d'Alene, Idaho, and designated Eagle Strike 1.

Renovation of Building 145 began, with estimated completion in January/February 1991. The 244th began moving in October 1989 and has been in a transit status, having moved from one location to another for an estimated ten times and as many as three more times in 1991 before the 244th finally settled down in one location -- Building 145.

Restoration of three old military vehicles began this year. The 244th and 272nd Squadrons are restoring a 1947 1½-ton cargo truck, a 1951 Jeep and a 1952 2½-ton cargo truck. The vehicles were acquired from Fort Stevens State Park in October 1990. All vehicles were used by the Army, one specifically by the 104 CAV RCN. Restoration of the 1952 cargo truck is estimated to be completed in 1991, the 1951 Jeep in 1992, and the 1947 cargo truck in 1995. As restoration is completed on each vehicle, it will be returned to the Fort Stevens State Park Museum.

January 1990

6-7 January -- 8-Hour Operation

This UTA was an 8-hour operation designed to provide maximum allowable time for realistic operations training. Primary emphasis was on training operations personnel. The lease land line to the 143 CCSQ was to be terminated in the TGC-27 van. A command and control HF net (AF-40) was established to work with other 252 CCGP units.

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PREPARED BY (Typed name and grade of Historian)

LAURA L. SUTHERMAN, SrA, ORANG
Personnel Specialist

SIGNATURE

Laura L. Sutherland

APPROVED BY (Typed name and grade of Commander)

WAYNE A. GREEN, LtCol, ORANG
Commander

SIGNATURE

Wayne A. Green

February 1990

10-11 February -- 8-Hour Operation

The UTA was utilized to provide operations and classroom training. The leased land line to the 256 CCSQ was to be terminated in the TGC-27 van.

A briefing on computer abuse was conducted for all squadron personnel.

March 1990

10-11 March -- Commander's Option

The UTA was designated a Commander's Option training period. The unit was to use both operational and classroom training to provide realistic training. All sections conducted OJT and qualification training according to established training plans.

CWD Refresher training was conducted for all squadron personnel.

April 1990

7-8 April -- 36-Hour Deployment

During this UTA the squadron participated in a 252 CCGP 36-hour employment exercise. As directed by the 252 CCGP, the primary purpose of this 36-hour deployment was to regain deployment and employment capabilities.

The 244 CCSQ, along with other units of the 252 CCGP, exercised their deployment, employment and recovery skills. The primary purpose of this mission was to refamiliarize maintenance and operations personnel with mission requirements in a deployed environment.

With the exception of two TRC-97 Microwave Terminals that were deployed to Livingston Mountain, all squadron personnel were deployed and positioned at Clark County Fair Grounds, Washington.

May 1990

5-6 May -- Commander's Option

The May UTA was redesignated a Commander's Option UTA. The UTA was utilized to prepare all equipment and supplies for ES-1 and range fire training.

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PREPARED BY (Typed name and grade of Historian)	SIGNATURE
LAURA L. SUTHERMAN, SrA, ORANG Personnel Specialist	<i>Laura L. Sutherland</i>
APPROVED BY (Typed name and grade of Commander)	SIGNATURE
WAYNE A. GREEN, LtCol, ORANG Commander	<i>Wayne A. Green</i>

June 1990

16 June - 1 July -- UTA/AFT

During this UTA/AFT, the 244 CCSQ participated in the 252 CCGP planned exercise, Eagle Strike 1 (ES1). This exercise involved the entire Group in a practical (hands-on) Phase 1 and academic (classroom) Phase 2 learning environment. This training period was to fill the void created by the lack of any meaningful JCS exercises.

The location in Idaho was selected to provide a deployment location distant enough for concentrated convoy training, large enough to include the entire Group, offer sufficient amenities for off-duty opportunities for relaxing and Group-wide camaraderie.

The 244th deployed to Farragut State Park, Idaho via convoy and POV.

The annual Squadron picnic took place on 1 July.

We said goodbye to a wonderful Commander, Keith E. Hallmark, and said hello to our new Commander of the 244th -- Major Wayne A. Green.

July 1990

14-15 July -- Commander's Option

This UTA was designated as a Commander's Option training period. The unit used both operational and classroom training to provide realistic training. All sections conducted OJT and qualification training to established training plans.

The annual Physical Fitness Evaluation was conducted on Sunday.

August 1990

11-12 August -- 8-Hour Operation

The UTA was utilized to provide operations and classroom training. The leased land line to the 256 CCSQ was to be terminated in the TGC-27 van.

September 1990

8-9 September -- No-Host Mobex

The UTA was designated as a No Host Mobex training period in preparation for the 13-14 October 36-hour deployment. This UTA was utilized to successfully prepare all UTC's for air deployment, reconfiguration for ground deployment using both mobility training concepts and procedures.

(Continue on blank sheets, size 8 1/2 X 11, numbered and securely attached hereto.)

PREPARED BY (Typed name and grade of Historian)
LAURA L. SUTHERMAN, SrA, ORANG
Personnel Specialist

SIGNATURE

Laura L. Sutherland

APPROVED BY (Typed name and grade of Commander)
WAYNE A. GREEN, LtCol, ORANG
Commander

SIGNATURE

Wayne A. Green

October 1990**13-14 October -- 36-Hour Deployment**

The 244th participated in a 252 CCGP 36-hour employment exercise. The primary purpose of this 36-hour deployment was to regain our deployment and employment capabilities, and gain momentum toward our upcoming ORI. Deployment was made to Clark County Fair Grounds, Washington, with two TRC-97's positioned at Livingston Mountain.

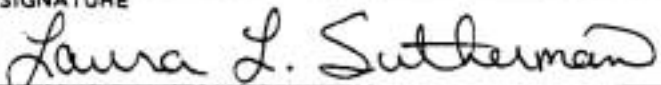
November 1990**3-4 November -- 8-Hour Operation**

The UTA was utilized to provide operations and classroom training. The leased land line to the 143 CCSQ was to be terminated in the TGC-27 van.

December 1990**8-9 December -- Commander's Option**

The UTA was utilized to provide operations and classroom training. The 244th Annual Christmas Party was held Saturday Night at Nendels at the Portland Airport. A TEMPEST briefing was given to all personnel on Saturday.

(Continue on blank sheets, size 8 1/2 X 11, numbered and securely attached hereto.)

PREPARED BY (Typed name and grade of Historian) LAURA L. SUTHERMAN, SrA, ORANG Personnel Specialist	SIGNATURE 
APPROVED BY (Typed name and grade of Commander) WAYNE A. GREEN, LtCol, ORANG Commander	SIGNATURE 