

142nd AIRCRAFT CONTROL AND WARNING SQUADRON



LINEAGE

STATIONS

ASSIGNMENTS

COMMANDERS

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

EMBLEM SIGNIFICANCE

MOTTO

NICKNAME

OPERATIONS

4 May 1946, the 142nd Aircraft Control and Warning Squadron (ACWS). The 116th Air Control Squadron's Oregon roots start here. The 142ACWS went about the task of recruiting and training so that they would be ready if their country ever called. Five years later, they received that call. The 142ACWS was activated on 1 May 1951 to help with the Korean War effort. It took a mere 28 days to process the unit and send them sailing aboard the USS Beaudoin to Port Seward, Alaska.

The joke in the unit was that the higher headquarters were in such a hurry to get the unit activated and in place, they "waived everything but goodbye." The unit was based at Ladd AFB, Fairbanks, Alaska, but operated three remote sites along the Bering Sea.

Just 21 months later, 1 February 1953, the unit was re-formed as a Guard unit at Portland. In May 1956 the Air Defense reorganization of the Air National Guard took place. Some units were re-

designated and the 142ACWS changed from a Squadron to a Flight (ACWF). The mission of the 142ACWF continued through to 1960 and then came a re-rolling. In October 1960 the men and women of the ACWF started on a new mission of Communications. The new unit designator was the 142 Communication Squadron (Relay Center). The RADAR mission was not in the state for a decade.

All non-flying units and personnel not directly involved in flying, including the 142d ACW Sq. were required to take Infantry training. They became part of the base defense team in case Ladd AFB was attacked. During the training, the men were required to march to the training site, five miles away. With a daily return trip to the base for lunch, the men marched 20 miles each day. After the 30-day infantry training was completed, the unit got right to work. Unlike most of the active Air Force units, the 142 ACW Sq. was already molded into a fine-tuned working team. They had considerably fewer problems with training and personnel. They plunged into their assigned task and finished ahead of schedule and were rewarded with an early return to the "lower 48." Just 21 months later, 1 Feb 1953, the unit was re-formed as a Guard unit at Portland.

One unit of the Oregon Air Guard was redesignated in October 1960. The 142 Aircraft Control and Warning Flight became the 142 Communications Squadron.

142nd Aircraft Control & Warning Squadron (Large Scale)

Oregon ANG

Constituted and allotted to the National Guard: 24 May 1946

Portland, Oregon.

Received Federal Recognition: 5 November 1947

Redesignated: 142d AC&WS effective 1 October 1949

Activated: 1 May 1951

Relocated: 1951, Ladd AFB, Alaska

Mission: To support the 5001 Composite Wing in its conduct of Air Defense in the area assigned by the Area Air Defense Commander and to accomplish the training required to maintain the proficiency of personnel to discharge this task.

Notes: Operated three radar sites along the Bering Sea and built three more sites, one of which, Cape Lisburne, later became the first station in the Defense Early Warning (DEW) Line.

Subordinate to: 160th AC&WG

Co-units: 141st & 143rd AC&WS

Inactivated: 1 November 1952

Aircraft Control & Warning Flight

Redesignated: 142d AC&WF and returned to the State of Oregon with an effective and Federal recognition date of 1 February 1953.

Subordinate to: 162d TCG 1 March 1954.

Commander: Lt Colonel Claud G. Farrow Jr

Redesignated: 142d Communication Squadron (Relay Center) 1 October 1960

Inactivated: 8 June 1971

Notes: Personnel and equipment became the cadre for the formation of five Oregon units of the 153rd TCG

Equipment: TPS-1D, TPS-10

Air Force Order of Battle

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Sources