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AUTHORITY

AGO D/A ltr, 29 apr 1980

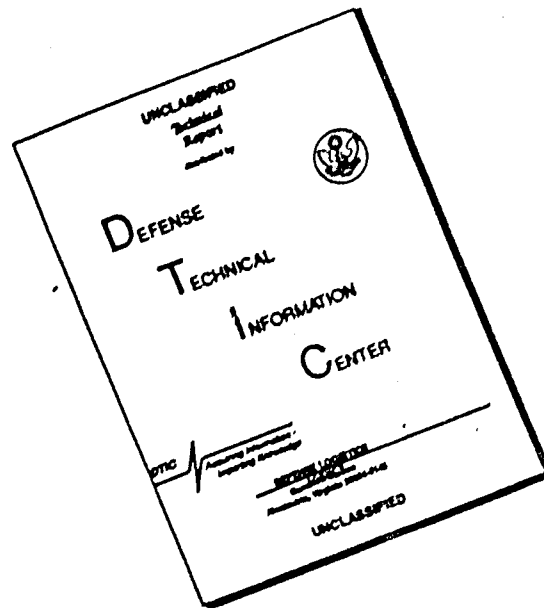
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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AD 868670

AGDA (M) (16 Apr 70) FOR OT UT 701114

21 April 1970

SUBJECT: Operational Report - Lessons Learned, Headquarters, 69th Engineer Battalion, Period Ending 31 January 1970

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

1 Incl
as

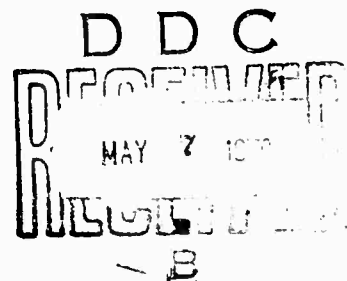
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DEPARTMENT OF THE ARMY
HEADQUARTERS, 69TH ENGINEER BATTALION (CONSTRUCTION)
APO San Francisco 96215

EGFA-OP

15 February 1970

SUBJECT: Operational Report - Lessons Learned, 69th Engineer Battalion
(Construction) for the Period Ending 31 January 1970, RCS CSFOR -
65 (R2)

Commander in Chief, US Army Pacific, ATTN: GPOF-DT, APO 96558
Commanding General, US Army Vietnam, ATTN: AVHGC-DST, APO 96375
Commanding Officer, 34th Engineer Group, ATTN: EGF-OP, APO 96320

1. SECTION I Operations: Significant Activities

a. Command:

(1) LTC Alfred F. Lawrence Jr. took command of the 69th Engineer Battalion (Construction) on 11 November 1969. The battalion continued its primary construction mission during the reporting period.

(2) Company A was commanded by CPT Gary L. Wade during the entire period.

(3) Company B was commanded by CPT James E. Stevens Jr. until 4 December 1969. CPT David Jones assumed command at that time.

(4) CPT Roy F. Canavan commanded Company C until 3 January 1970. CPT Raymond Barrows assumed command at that time.

(5) CPT William Johnson commanded Company D until 3 February 1970. CPT Daniel Wells assumed command at that time.

(6) During the reporting period the battalion acquired an S-1 Officer, EMO, S-4 Officer, and 6 Junior Officers. Turbulence generated by gains and losses was minimal and continuity was maintained.

(7) Organizational Locations:

- (a) Can Tho: Headquarters, Headquarters Company, and Company A.
- (b) Vinh Long Province: Company B, Binh Minh.
- (c) Binh Thuy: Company C and Company D.
- (d) Unit Moves: None

(8) AOR: The battalion remained located entirely in IV CORPS Tactical Zone, South of the Mekong River, with scheduled projects in seven provinces of the region.

FOR CPT

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b. Personnel, Administration, Morale and Discipline:

(1) The 69th Engineer Battalion (Construction) is organized under TOE 5-115G as modified by MTOE's 5-116G, 5-117G, and 5-118G. Thirty-nine augmentation slots were lost during this period.

(2) At the end of the reporting period the battalion strength was as follows:

	<u>OFF</u>	<u>WO</u>	<u>EM</u>	<u>TOTAL</u>
AUTH	31	7	861	899
ASG	29	7	692	728

(3) The battalion continues to operate well below authorized strength. Slots gained by the change in MTOE on 25 October 1969 have not been completely filled.

(4) During the reporting period, 3 EM were promoted to E-7, 5 EM to E-6, 96 EM to E-5, and 100 EM to E-4. There was one promotion to Captain and four promotions to 1st Lieutenant.

(5) Awards Data for the Period:

	<u>RECOMMENDED</u>	<u>APPROVED</u>
Bronze Star	53	26
ARCOM	101	31
20th Bie Certificate	25	25
Soldier's Medal	1	0

(6) The battalion employed an average daily total of 170 Vietnamese during the period, in skilled, semi-skilled and unskilled positions. Local National construction personnel remained consolidated into Company C's 1st Platoon, which is restricted to work in the Can Tho - Binh Thuy area.

(7) The battalion re-enlistment rate for first term RA personnel was 29%.

(8) Morale within the battalion remains generally good.

(9) Discipline remained good, with exception of a few cases of drug abuse and one case of assault.

c. Intelligence and Counter-Intelligence:

(1) The battalion continues to receive comprehensive intelligence information on its AOR by daily attendance at the IV Corps Joint Intelligence Center Briefing, and receipt of INTSUM's from the 164th Aviation Group (Combat), II FFV, and the 307th Combat Aviation Battalion. Pertinent intelligence information is disseminated to the companies by the S-2 each evening.

INCL

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(2) Current Information on LOC's, to include interdictions within the AOR is maintained by daily report from G-2 Air, IV Corps.

(3) Within the battalion, command emphasis has been placed on the gathering of intelligence and complete and prompt reporting of anything of possible intelligence value.

d. Plans Operations, and Training:

(1) The 69th Engineer Battalion (Construction) continued to perform its primary mission of construction during the period; involving LOC construction, operational support missions, MER projects and base construction. LOC construction effort increased during the period due to the dry season and the start of two more segments of LOC restoration of QL-4.

(2) Effects of enemy action on battalion operations were minimal. Company B had lost time due to mining incidents on QL-4 but sustained no injuries. Can Tho Airfield had no serious incidents and outlying units were not affected.

(3) Company A retained the primary mission of maintenance and equipment support including MCA-LOC equipment. They continued to operate the rock offload site at Binh Minh. A concrete Batch Plant set up by Company C was operated by Company A until 1 February 1970, when Company C took responsibility for operation.

(4) Company B remained entirely committed to the LOC restoration of QL-4 from Binh Minh to Ba Cang in Vinh Long Province. A small number of personnel were utilized to assist the 35th Engineer Battalion (Combat) in the construction of a detention center in Soc Trang.

(5) Company C performed a large variety of vertical construction and three horizontal construction projects. The FSCC-TOC Bunker in Can Tho City, Radar Revetments, Signal Revetments, and 335th Radio Research Revetments at Can Tho Airfield, Concrete Batch Plant at Binh Thuy and pre-fabbing and erection of MACV upgrade facilities are among the more notable vertical projects. Extensive repairs of Vi Thanh Airfield, land fill at Binh Thuy and starting the Binh Minh Bypass portion of QL-4 are the horizontal projects worked on during this period.

(6) Company D performed a wide variety of tasks. A 20' x 96' two-story Team House and Popular Forces Training Center advisory facilities were completed at Bac Lieu. The element is presently engaged in constructing a Delta Stagefield at Bac Lieu. The 2nd Platoon finished a Utilities Project for Team B-43, 5th Special Forces Group at Chi Lang and is now dismantling PASCOE Buildings at Vung Tau. Four small MACV Upgrade projects were also completed during the period. A Delta Stagefield was completed at Rach Gia. This period has also seen the start of 10.1 KM of LOC restoration of QL-4 from Chi Lang to Thanh Hoa.

(7) Company B has received equipment support for LOC Restoration from all companies during the period.

(8) With the advent of the dry season, little time has been lost to inclement weather.

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(9) The following is the battalion average distribution of USMH available for projects during the reporting period:

Operational Support	18.7%
Minimum Essential Requirements	0.0%
LOC Restoration	53.2%
Base Construction	24.4%
Security	3.7%

(10) The following is a narrative summary of projects which were completed during November, December, and January:

(a) LOC Restoration QL-4, Binh Minh to Ba Cang. Effort continued in the 9 KM of Class A road (24' wide with 8' shoulders) between Binh Minh and Ba Cang. At the close of the period the section was 75.76% complete. In this period, 3,160 tons of sand/cement have been used to cover .28 KM (1,702 CY) of road surface. 1.92 KM of subgrade, 3.7 KM (7,727 CY) of base course and 2.4 KM (1,022 tons) of DBST have been accomplished this period. Loss of seven 12 CY dump trucks has cut back hauling capacity. Continued maintenance of 5 KM of haul road has improved haul cycle times and reduced dead-lined vehicles. The non-availability of cement seriously curtailed sand/cement production for part of the period. Company B retained primary responsibility for this project.

(b) LOC Restoration QL-4, Binh Minh to Can Tho Ferry. Company C initiated work on this 3.15 KM section of QL-4. It consists of .75 KM of widening of the existing road and 2.4 KM of completely new construction. 200 meters have been grubbed and cleared and 100 meters of the first lift of embankment has been placed. Drying time of the continuous clay borrow determines the rate of progress.

(c) LOC Restoration. QL-4 Cai Rang to Thanh Hoa. Company D has been tasked to restore 10.07 KM of existing road to Class F standards. 1.6 KM of road have been cleared and grubbed with 1.2 KM of subgrade compacted. A rock offload site at Tan Thanh is near completion and a clay borrow pit has been opened for clay used in clay-lime stabilization.

(d) The rock offload site at Binh Minh has continued to operate through the period and offloaded a total of 30,745 tons.

(e) Operational Support projects are as follows:

- 1 32' x 60' Phong Dinh Fire Support Control Center.
- 2 400 LF of 11' high revetments for the Can Tho Dial Central/Tandem Switch building.
- 3 320' of 3 barrel high revetments for Radio Research unit.
- 4 224' of 7' high revetments for Ground Control Approach equipment.
- 5 Construction of 13 refuel pads (one 24' x 48', 12 ea 24' x 24'), 5 (24' x 24') rearm pads and 4 ammo storage facilities at Vi Thanh.

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6. Erection of a 10,500 gal water tank, water treatment facility and utilities for 12 buildings and 146' x 146' settling pond for 5th Special Forces Group at Chi Lang.

7 Runway repair at Chi Lang and Vi Thanh.

8 Construction of 8 refuel pads (one 24' x 48', 7 ea 24' x 24'), 4 (24' x 24') rear pads and 3 (5' x 8') ammo storage sheds at Rach Sol.

9 Extensive penoprime of areas for dust control at Chi Lang, Rach Sol, and Vi Thanh.

(f) MACV Upgrade projects were:

1 A 20' x 96' team house, 720 SF team building, 530 SF storage building, 500 gal septic tank and system, and 300 gal water treatment and storage at Bac Lieu.

2 600 gal water storage and distribution at Tan Chau.

3 A 20' x 21' BEQ, 8' x 11' Latrine, and 5' x 8' generator shed at Kien Luong.

4 A 5' x 8' Latrine, 600 gal water storage and 400 gal septic tank at Phuoc Long.

5 Water treatment facilities at Thuan Nhon and Phong Dinh.

6 A 6' x 8' storage building at Vinh Chau.

(g) Site Preparation of a Logistical Support Area at Binh Thuy. A total of 39,639 cu yds of sand and 668 cu yds of base course rock have been placed.

(h) Erection of a Concrete Batch Plant at Binh Thuy. This included plant erection, 3 concrete batching ramps, 12' x 20' debagging shed, generator shed, security fence and a 6,000 gal water storage tower. The plant supported the LOC program and construction in the Binh Thuy area.

(i) A civic action project of helping construct a 25' x 60' school for the 7th Day Adventist Mission.

(11) The battalion is presently active or will be active in the following projects during the next period:

LOC Restoration 3

MACV Upgrade 1

Operational Support Projects 4

Base Construction Projects 4

(12) In above efforts the battalion placed 144 cu yds of concrete this period.

(13) The Sand/Cement Plant produced 3,160 tons of sand/cement this period.

(14) The seven day work week has altered the formal training plan. Mandatory training is scheduled as required at times most convenient to the work schedule of the unit. The S-3 section provides required replacement training for all new arrivals. Eleven ARVN personnel received training in the operation and maintenance of the tractor 290M with scraper during the period 11 December 1969 - 19 January 1970.

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65 (R2)

e. Logistics and Maintenance:

(1) Supply: The removal of the dedicated LCU from battalion usage has slowed transport of needed material and equipment to Binh Minh and other sites. Transportation of material and men to small outlying sites has been a constant problem. Attachment of a UH-1 to a battalion with diverse missions such as these would immeasurably help completion of projects. Supply channels are slow in response to demands for oxygen, acetylene and welding rods, all of which are crucial to airfield repair.

(2) Maintenance: This period has seen the battalion achieve less than 10% deadline rate for critical vehicles and equipment. Delay in repair parts supply has kept some items on deadline for extensive periods. The seven day work week is of course a strain on the maintenance system, but units have countered by utilizing night shift repair and placing command emphasis on the operator portion of the maintenance program. Thus far the effort has proved enough to counter the increased work load

(3) Support Maintenance: the 02-17 requisition and the Red Ball status for the reporting period are:

(a) Direct Support:

November	69	A Co	DSA
December	69	A Co	DSA
January	$\frac{111}{249}$	A Co	DSA

(b) 02-17 Req Status:

Submitted	4,266
Filled	1,117
% Filled	26%

(c) Red Ball Req Status:

Submitted	692
Filled	108
% Filled	15%

(f) Civil Affairs: Due to high priority of construction projects, no effort was available for directed projects during this period. MEDCAPS were conducted by the battalion surgeon. Donations of money and clothing continued at a constant rate and manhours expended were on a volunteer basis. Elements of Company C assisted in the construction of a school for the Seventh Day Adventist Mission. The battalion sponsored three Christmas parties at orphanages in the local area.

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SUBJECT: Operational Report - Lessons Learned, 69th Engineer Battalion
(Construction) for the Period Ending 31 January 1970, RCS CSFOR -
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2. SECTION II. Lessons Learned

- a. Personnel: None
- b. Intelligence: None
- c. Operations:

(1a) Observation: Obtaining construction materials in RVN requires coordination with a significant number of agencies.

(1b) Evaluation: As a project is initially designed, the bill of material is made out and sent to the S-4 for requisitioning. If materials are available at depot, they can normally be obtained by the time the project is to start; however, for complicated vertical construction where numerous hardware items are involved, experience has proven that the depot system will not always provide the needed materials in a timely manner. In order to get material at the time needed, the following steps were taken:

(a) A supply item control work sheet was used at the lowest working level to keep the status of each item of material.

(b) Command followup at battalion level to locate alternate sources of supplies and take all action that can influence the acquisition of these items. This includes coordination with other construction agencies such as RMK, PA&E, Navy, and Air Force.

(c) Group level command action which includes an inventory of all battalion supply materials including excess materials, and the screening of these lists to provide materials to projects by priority.

(d) Use of a battalion materials expeditor operating in the Long Binh area to coordinate hand carrying of requisitions to depot and ICCV, checking on status of existing requisitions, identifying and locating needed items or suitable substitutes within the depot, checking with other sources of supply within the Saigon/Long Binh area (RMK, PA&E, Navy, and Air Force), arranging for the release of needed items from depot, pickup of materials and personally placing aboard courier aircraft.

(1c) Recommendation: Only by involving the battalion in each step of the supply action from the worker level to depot can the required completion dates of construction be met. The steps taken by this battalion have been successful and are recommended for consideration.

(2a) Observation: The movement of men and materials to remote job sites in the Delta requires unique transportation.

(2b) Evaluation: The lack of good roads in the Delta require that transportation in numerous instances be by air or water. In recently accomplishing several small MACV Upgrade projects at remote sites, use of CH-47 helicopters speeded the completion of these facilities. The buildings were pre-fabbed, checked, palletized and slung out by CH-47's. Construction at the job site was rapid where quarters and rations were limited.

(2c) Recommendation: The pre-fab of facilities for small remote sites at a base camp area and shipment by sling-load in a CH-47 can speed progress and shorten time at the job site.

(3a) Observation: Removal, repair and replacement of M8A1 airfield matting can be time consuming.

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(3b) Evaluation: In an attempt to speed airfield repairs at locations in the Delta, a method to rapidly remove the matting was developed using a truck and chain with a hook. Placing the hook under the matting and towing laterally across the runway made a neat cut in the runway, after which the section could be repaired and the matting replaced if reusable by welding. When new matting had to be used to cover the surface, it was found that the pieces by different manufacturers varied slightly in size.

(3c) Recommendation: For a 50% reduction in removal time of M8A1 matting, the above method has proven successful.

(4a) Observation: The tactical situation or inaccessibility of remote job sites may dictate that vertical erection of facilities be accomplished without the benefit of a crane.

(4b) Evaluation: Recently at Chi Lang this unit had a project which included the erection of a 250 barrel tank with 36' tower. No lifting equipment could be made available because the roads were closed. The constructing unit had to resort to the use of 25' wood poles, rope, block and tackle for erection of the tower. The tower is erected in two 18' sections with vertical and diagonal members. The bottom 18' section was installed fairly easily. The upper section was erected using straight leg wood poles tied off to the bottom vertical members. When the second section was complete, then the two wood poles were lashed to the tower in jib fashion at a 45° angle. The platform steel would be raised and placed on the tower. Once the platform was complete, the preassembled tank was placed using a CH-47 helicopter.

(4c) Recommendation: When lifting equipment is not available, vertical work can be accomplished by use of basic pioneer engineer techniques and a little ingenuity. Safety considerations must be emphasized and close supervision is required for the personnel lifting and placing the steel members.

(5a) Observation: The use of asbestos cement pipe and couplings was made difficult by the fact that sizes varied between manufacturers.

(5b) Evaluation: It was discovered that the outside diameter of 6" ACP delivered to the job site was larger than the inside diameter of the ACP coupling. It was necessary to file down the outside diameter of the pipe to fit the couplings, a time consuming process.

(5c) Recommendation: There is a tool which dresses down the bevel on the outside diameter of the ACP. This is much faster than using a electric motor with an abrasive wheel. Before starting a job of this type, this tool should be obtained to aid the speedy laying of ACP.

d. Organization: None

e. Training: None

f. Logistics: None

g. Communications:

(1a) Observation: Problems arising in the use of field wire, such as shorts and grounds.

(1b) Evaluation: Cause due in many cases to the heavy rains and extreme heat that is prevalent in the Republic of Vietnam.

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(1c) Recommendation: That simplex circuits be used whenever possible.
Circuit quality is found to be excellent and maintenance time is minimal.

h. Materials: None

i. Other: None

FOR THE COMMANDER:



LOUIS E. STANTON

CPT, CE

Adjutant

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EGF-OP (15 Feb 70) 1st Ind

SUBJECT: Operational Report of 69th Engineer Battalion for Period Ending
31 January 1970, LOS OSFOR-65 (R2)

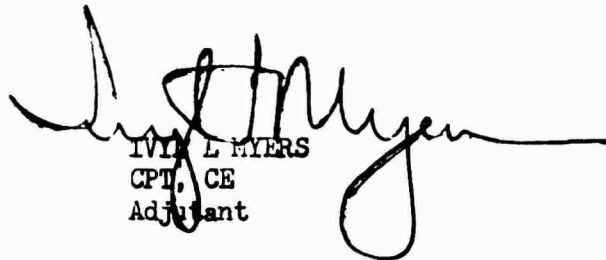
DA, HEADQUARTERS 34TH ENGINEER GROUP (CONST), APO 96320 20 February 1970

TO: Assistant Chief of Staff for Force Development, Department of the Army,
Washington, D.C. 20310
Commanding Officer, 20th Engineer Brigade, ATTN: AVEI-OS, APO 96491

1. The ORLL submitted by the 69th Engineer Battalion has been reviewed by this Headquarters and is considered comprehensive and of value for documentation and review of the reporting units activities and experiences.

2. Ref Para 1d(6), page 3: The Rach Gia stagefield mentioned in this paragraph was already in existence. The 69th Engineer Battalion constructed ammunition and POL storage and rearm/refuel pads at the existing field.

FOR THE COMMANDER:


IVIN L MYERS
CPT, CE
Adjutant

CF:
CO, 69th Engr Bn

AVBI-OS (15 Feb 70) 2nd Ind

SUBJECT: Operational Report of 69th Engineer Battalion (Construction)
for the Period Ending 31 January 1970, RCS CSFOR-65 (R2)

DA, Headquarters, 20th Engineer Brigade, APO 96491

10 MAR 1970

TO: Commanding General, United States Army Vietnam, ATTN: AVHGC-DST,
APO 96375

1. Submitted in accordance with USARV Regulation 525-15, dated 13 April 1968.
2. This headquarters concurs with the submitted report with the following comment:

Section II, paragraph g, pages 8-9:

1. Installation of a simplex circuit is not considered to be the solution to grounds or shorts in a TD-1/TT line for the following reasons:

- a. To install a simplex circuit, metallic circuit is still required.
- b. A repeating coil is required for ground return, and, as they are not authorized, a TOE/MTOE change would be required.

2. Mutual interference will result on circuit of a simplex or phantom group if the side circuit are unbalanced (do not have the same impedance). The amount of interference will depend on the degree of unbalance between the metallic circuits. The primary causes of unbalance are poor splices that introduce a high resistance into either side of the circuit, and improperly taped splices or damaged portions of insulation which, when wet, cause excessive leakage from one side of the circuit to ground. DC signals employing simplex circuits, are used for shorter distances and unless properly repeated are restricted in their use.

FOR THE COMMANDER:

701 Kenneth D. Noble LTC
H. A. JOHNSON III
LTJG, USN
Assistant Adjutant

Copies Furnished:

1, 34th Engr Gp
1, 69th Engr Bn

AVHGC-DST (15 Feb 70) 3d Ind

SUBJECT: Operational Report - Lessons Learned, 69th Engineer Battalion
(Construction) for the Period Ending 31 January 1970, RCS CSFOR-
65 (R2)

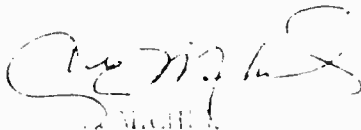
HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96375 22 MAR 1970

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 January 1970 from Headquarters, 69th Engineer Battalion (Construction) and concurs with the comments of indorsing headquarters.

2. Reference item concerning, "Obtaining Construction Materials in RVN", page 7, paragraph c(1a). Nonconcur: Battalion supply officers/expeditors should not go to supply sources. Expeditors, per se, are not required. Unless the requisitions go through the proper supply channels, an equitable distribution of short supply items cannot be made to high priority projects. The remaining steps in the procedure outlined appear valid.

FOR THE COMMANDER:



Cy furn:

69th Engineer Bn

20th Engineer Bde

GPOP-DT (15 Feb 70) 4th Ind

SUBJECT: Operational Report of HQ, 69th Engineer Battalion (Const)
for Period Ending 31 January 1970, RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 31 MAR 70

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:



D.D. CLINE
2LT, AGC
Asst AG

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CO, 69th Engineer Battalion			
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