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

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IN REPLY REFER TO

AGDA (M) (20 Aug 70)

FOR OT UT 702088

24 August 1970

AD873367

SUBJECT: Operational Report - Lessons Learned, Headquarters, 31st Engineer Battalion (C)(A), Period Ending 30 April 1970

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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

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 31ST ENGINEER BATTALION (C)(A)
APO San Francisco 96490

HGEA-3

9 May 1970

SUBJECT: Operational Report Lessons Learned - HQ, 31st Engineer Battalion
(C)(A) for the Period Ending 30 April 1970 RCS CSFOR-65 (R2)

THRU: Commanding Officer
79th Engineer Group (Const)
ATTN: HGE-3
APO 96491

Commanding Officer
20th Engineer Brigade
ATTN: AVEL-OS
APO 96491

Commanding General
US Army Vietnam
ATTN: LVHGO-DST
APO 96375

TO: Commander-in-Chief
US Army Pacific
ATTN: GPCF-DT
APO 96558

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702088
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SECTION I: OPERATIONS: SIGNIFICANT ACTIVITIES:

a. Command: LTC Gwynn A. Teague continued as Battalion Commander.

b. Personnel, Administration, Morale, and Discipline:

(1) At the end of the reporting period the strength of the Battalion, including attached units, was 90.2% of that authorized. The monthly strength figures for the quarter are shown below: (Average per month)

	<u>STRENGTH</u>	<u>OFF</u>	<u>WO</u>	<u>FM</u>	<u>TOTAL</u>
28 Feb 1970	AUTH	42	4	950	996
	ASGD	44	4	822	870
31 Mar 1970	AUTH	42	4	950	996
	ASGD	37	4	810	851
30 Apr 1970	AUTH	42	4	950	996
	ASGD	37	4	857	898

(2) Shortages by MOS in the Battalion this reporting period are indicated in the following charts:

<u>PMOS</u>	<u>AUTH</u>	<u>ASGD (FEB)</u>	<u>ASGD (MAR)</u>	<u>ASGD (APR)</u>
12B20	179	112	92	101
12B30	72	48	36	33
62M20	35	28	21	24
71T20	7	1	1	1

(3) The following charts list losses and gains during the quarter:

<u>LOSSES</u>	<u>OFF</u>	<u>WO</u>	<u>FM</u>	<u>AGG</u>
CONUS Rotation	12	0	365	377
Infusion	0	0	0	0
Miscellaneous	4	0	45	49
TOTAL	16	0	410	426

<u>GAINS</u>	<u>OFF</u>	<u>WO</u>	<u>FM</u>	<u>AGG</u>
CONUS Replacements	10	0	348	358
Infusion	0	0	0	0
In-country regs	4	0	106	110
TOTAL	14	0	454	468

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(4) Fifty-five personnel extended their foreign service tours:

<u>OFF</u>	<u>WO</u>	<u>FM</u>	<u>TOTAL</u>
1	0	54	55

(5) The following awards were presented to 31st Engineer Battalion personnel:

<u>MEDALS</u>	<u>OFF</u>	<u>WO</u>	<u>FM</u>	<u>TOTAL</u>
Legion of Merit	0	0	0	0
Bronze Star (V)	0	0	0	0
Army Commendation (V)	0	0	4	4
Bronze Star	12	1	9	22
Air Medal	0	0	0	0
Army Commendation	9	0	196	205
Purple Heart	0	0	4	4
Soldiers Medal	0	0	0	0

(6) The following enlisted promotions were made to the grade indicated:

	<u>E4</u>	<u>E5</u>	<u>E6</u>	<u>E7</u>	<u>E8</u>	<u>E9</u>	<u>TOTAL</u>
Feb	32	27	2	2	0	0	63
Mar	24	21	0	2	0	0	47
Apr	49	26	1	1	0	0	77

(7) Disciplinary Cases:

	<u>ART 15</u>	<u>SCM</u>	<u>SPCM</u>	<u>TOTAL</u>
Feb	14	0	0	14
Mar	27	0	1	28
Apr	26	0	3	29

(8) Reenlistment during this period was:

	<u>FEB</u>	<u>MAR</u>	<u>APR</u>
First Term	3	4	4
Career	3	1	2

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(9) In the morale area the allocation for Rest and Recuperation received and filled by personnel of the battalion are shown below:

<u>LOCATION</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>TOTAL</u>
Australia	12	13	12	37
Bangkok	4	9	4	17
Hawaii	14	10	2	26
Manila	1	2	0	3
Taipei	6	5	2	13
Tokyo	2	5	2	9
Hong Kong	5	6	1	12
SUB-TOTAL	44	50	23	117
In-country	0	1	1	2
TOTAL	44	51	24	119

c. Intelligence & Counterintelligence:

(1) Intelligence data is obtained directly from G-2, 1st Air Cavalry Division. In addition, Intelligence Summaries and reports from the 25th Infantry Division are utilized. Intelligence data is also initiated by this section via our units in the field and on the road. With such occurrences the information is submitted to the primary infantry unit in whose AO the incident occurred as well as to our higher headquarters at 79th Engineer Group.

(2) The S-2 section continued to support the 1st Air Cav Division by conducting daily minesweeps of LTL-1A from Phuoc Vinh to the Song Be Bridge. The S-2 section inspects the green line on a daily basis; and conducts frequent inspections of the line companies to insure effective physical security, weapons security, and proper handling and storage of classified material.

d. Operations & Training:

(1) Battalion effort for the quarter was distributed according to the following:

(a) Combat Support	5.4%
(b) Operational Support	46.2%
(c) Lines of Communication	31.3%
(d) Base Construction	8.3%
(e) Security	8.8%

(2) Lines of Communication commitments have increased this quarter largely due to this Battalion's commitment to prepare the sub-base and base course for 8.85 kilometers of road on QL13. The 31st Engineer Battalion devoted approximately 80 - 85% of its effort in support of the 1st Air Cavalry Division this quarter.

(3) In order to seek better methods of construction management, the 31st Engineer Battalion increased its efforts in the area of quality control by sending several people to soils school and obtaining equipment from the 79th Engineer Group Soils Analysis Section. These additional quality control assets enabled allowed the Battalion to set up effective soils testing programs on two horizontal construction projects at one time.

(4) The Training Program in the Battalion continued despite the intensive construction effort. All replacements to the 31st received a three day orientation training course at the 1st Air Cavalry Division Training Center in Bien Hoa. All mandatory training requirements were met with additional officer classes being given on such subjects as maintenance, drug abuse, and soils stabilization. The Battalion was engaged in mission operations for a period of 87 days and training for two days.

e. Maintenance & Logistics:

(1) Maintenance: During the quarter, the 31st Engineer Battalion experienced an average of 13.8% deadline for critical equipment and 15.1% overall, as shown below:

	<u>CRITICAL</u>	<u>OVERALL</u>
February	13.8	13.6
March	13.8	13.6
April	13.9	15.2

(2) Supply: There were only minor problems in the supply system during this period. Construction materials were provided on a timely basis with few exceptions. The most critical shortages during this period were cement, asphalt products, command controlled lumber and plumbing items. Major materials issued during this period were:

<u>MATERIAL</u>	<u>QUANTITY</u>
1x lumber	28,826 BF
2x lumber	25,936 BF
Cement	21,558 BG
Asphalt	1,571 BEL

g. Command Management:

(1) During the latter part of this quarter a unique situation was reached when all of the line companies had major projects away from Phuoc Vinh. This presented new challenges in command and control. To overcome this problem a Saturday evening commander's conference was instituted. All the company commanders were flown in from the field and the battalion staff presented the

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Battalion Commander and his Company Commanders with a briefing. After the staff briefing, problems between the companies and the staff were resolved by discussion. The overall result of this conference was improved Battalion efficiency.

(2) With the increase in the horizontal construction requirements placed upon the Battalion a soil stabilization plant (appropriately named the Doomsday Machine) has become an integral part of the Battalion's resources. Charlie Company (responsible for the Doomsday Machine) and the 557th Light Equipment Company (responsible for horizontal construction) have formed an effective, efficient construction team and have successfully completed stabilized soil projects. The remaining resources of the Battalion are divided evenly between horizontal and vertical construction. The Battalion is continuously airlifting equipment to forward airfields to keep them operational. The airmobile augmentation provides some assistance to the Battalion in the maintenance of forward airfields. With this horizontal and vertical construction ability the Battalion has received a wide range of assigned tasks from building paved roads and airfields to the construction of airfield towers and signal relay facilities.

(3) Mission requirements for the 31st Engineer Battalion continued to be varied and challenging. The Phuoc Vinh Airfield was completed on 16 Feb 70. This project required removal of the existing M8A1 matting, base course preparation, placement of a 12" lift of soil cement in two six inch increments, followed by a three inch overlay of hot-mix asphaltic concrete. In addition the airfield was extended 400 ft to give Phuoc Vinh a 4100 ft type II C-130 airfield. Upon completion of the runway, the Phuoc Vinh taxiways and parking ramp were upgraded. This project involved the removal of M8A1 matting, the hauling of 10000 CY of laterite to bring the ramp up to the desired grade, and penetrating to dust proof and seal the surface. This project was completed on 10 March 1970. The Song Be Airfield upgrade was started on 13 March 1970. This was an extremely challenging project. The airfield upgrade involved placing a six inch soil cement layer over the existing macadam surface. AM-2 aluminum matting was used as a wearing surface. Due to the tactical situation and the hostile environment a very tight schedule had to be adhered to. In order to maintain this schedule D Co had to go into 24 hour/day operations during the latter days of this project. The project was finished on schedule on 25 April. During the latter part of February the Battalion received the mission to construct 8.85 kilometers of sub-base and base course on QL13 as part of the LOC program. This was an extremely challenging job. It involved the establishing of an engineer NDP large enough to house a soils stabilization plant and all the equipment assets of a light equipment company and a line company. At the same time the NDP was being constructed a substantial effort had to be put on the construction of the road in order to complete it before the rainy season. The project involves the moving of approximately 60,000 CY of laterite and the production of 21,000 CY of soil cement. The project is scheduled to be finished on 1 June 1970. Major battalion projects:

TITLE

SCOPE

*Phuoc Vinh Runway

Extend resurface w/soil cement and asphaltic concrete (4100 ft)

*Phu Da Ra

Signal Relay Facilities

NOT REPRODUCIBLE

TITLE

SCOPE

*Helicopter Refuel, Phuoc Vinh

Refuel facilities for UH-1/LOH - 16 pts

QL13 39+700 - An Loc

Build 8.85 kilometers of highway.

Phuoc Vinh Parking Ramp

Removed matting and upgraded the parking ramp.

Box Culvert QL13

Construct a two barrel reinforced concrete box culvert.

Chon Thanh Bridge

Finish the construction of a 60' steel girder, and cement bridge in the vicinity of Chon Thanh. Construction was started by 168th Engineers.

Phuoc Vinh Aviation Unit Move

Construct 39 helicopter revetments. Clear 160,000 acres of mine fields, place 8 concrete pads and construct 72,000 SY of hardstands and airways, 17,000 SY of maintenance area, and 70,080 SY of living area.

*Song Be Runway

Placed a 6" lift of soil cement and used AF-2 for wearing surface (3600 ft long with turn arounds).

LZ Buttons Water Supply System

Put in a system for purifying the water, three storage tanks and a system for dispensing the water.

*Projects completed during this period.

g. Civil Affairs: None

h. Civilian Personnel Affairs: The continued use of local nationals for prefab operations and KP has been without incident. Daily hires have been utilized as the need requires for use in filling sandbags, grass cutting, etc. This operations has also been conducted without incident.

i. Battalion Staff Personnel:

(1) Major Edward G. Rapp continued as Battalion Executive Officer.

(2) Major John F. Sobke continued as Battalion S-3.

(3) Capt. Charles E. Hesch continued as Adjutant.

(4) Capt. John T. Nicoles replaced 1Lt. Ronald Mosos as Intelligence Officer on 1 March 1970.

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- (5) Capt. Gerald L. Mock continued as S-4 officer.
- (6) Capt. Christos A. Dovas continued as Maintenance Officer.
- (7) Chaplain (Capt.) Arthur Kinsler replaced Chaplain (Major) Edwin York on 31 March 1970.
- (8) Capt. Harry Ramsay replaced Capt. Irvin F. Rogers as Battalion Surgeon on 4 March 1970.
- (9) 1Lt. John Ritchie filled the vacant communication officer position on 28 February 1970. The position had been vacated by Capt. Paul McDevitt on 14 Jan 70.
- (10) Mr. Nicholas Radoe continued as personnel officer.
- (11) Mr. Frank Kellerseskie continued as the property book officer.

j. Headquarters & Headquarters Company, 31st Engineer Battalion (C)(4):

- (1) Command: 1Lt. Charles T. Brewer replaced Capt. Michael A. Smith as Company Commander on 1 April 1970.
- (2) Operations: The Heavy Equipment section and the maintenance section contributed immeasurably to the mission requirements of the Battalion. Projects such as the Song Be Runway depended a great deal upon the equipment and maintenance support of headquarters company. The company replaced three buildings that were destroyed in a wind storm and presently, as mission requirements permit, the company is replacing the deteriorated sandbags around company hootches with revetments fabricated from salvaged M5A1 matting from the Phuoc Vinh Airfield.

The Heavy Equipment section continued to support the Battalion with its airborne equipment section. This section had numerous combat support missions to its credit. The section is also in charge of resupply lifts to isolated units of the Battalion.

k. Company 4, 31st Engineer Battalion (C)(4):

- (1) Command: Capt. Joseph Dietzel replaced Capt. Thomas J. Sheehy as company commander on 1 February 1970.

(2) Operations: Company 4 completed construction of a 60 ft aircraft control tower at Quan Loi on 6 March 1970. In addition Company 4 completed the helicopter refuel facilities at Phuoc Vinh consisting of two 50x1000 ft stabilized flyways, six each 20x20 concrete landing pads, erection of three each 500 bbl storage tanks with barns, and necessary associated pipe lines. This project was completed on 30 April 1970. Alpha Company did a "quick fix" on the Buiard Airfield on 12 - 14 March bringing this field up to Type I C-130 standards to allow a combat operation to take place in the Buiard area. Company 4 is presently engaged in two LOC projects, a concrete box culvert and a bridge on QL13. The box culvert is a two section reinforced concrete culvert scheduled to be completed on 6 May 1970. The Quan Thanh Bridge which was taken over from the 168th Engineer Battalion is a

60 ft steel girder bridge with a concrete deck and is scheduled to be complete on 10 May 1970. Company A has one platoon in Phuoc Vinh reconstructing a 80'x120' aircraft maintenance hangar damaged by high winds. The estimated completion date for this hangar is 15 June 1970. Company A has two mine sweeps which it conducts daily from Phuoc Vinh along Routes L4L14 to "Claymore Corners" (XT888367).

1. Company B, 31st Engineer Battalion (C)(4):

(1) Command: Capt. Peter Spandau replaced Capt. Michael R. McCartor as company commander on 15 February 1970.

(2) Operations: B Company devoted its efforts to the completion of fields of fire (2 Feb 70), erection of perimeter bunkers (28 Feb 70), construction of maintenance hardstands for the 11th LCR (10 Apr 70), and construction of an ammo retrograde point at Quan Loi (12 Mar 70). In addition to these tasks Bravo Company upgraded the Tonle Cham Airfield. They brought this field up to Type II C130 standards with the project being completed on 14 Mar 70. On 18 Apr 70 B Company moved to Phuoc Vinh from Quan Loi to undertake the project of supporting the movement of two aviation companies to Phuoc Vinh. The scope of this project includes the clearing of 160,000 square yards of mine fields, the construction of 89,000 square yards of flyway and maintenance hardstand areas, the construction of 41 prefabricated concrete revetments. This project is presently 75% complete and is scheduled to be complete on 15 Jun 70.

2. Company C, 31st Engineer Battalion (C)(4):

(1) Command: Capt. Thomas Daybrook replaced Capt. Karl R. Woodruff as company commander on 16 February 1970.

(2) Operations: Charlie Company devoted all of its efforts early in the quarter to the completion of the Phuoc Vinh Runway. This project was started on 28 Nov 69. The project consisted of removing the existing MB41 matting from the runway in segments in order to allow continual air traffic into Phuoc Vinh. The sub-base was prepared by hauling in laterite as required and compacting it to a CBR of 20, two 6" lifts of soil cement were then placed on the sub-base, and a 3" lift of asphaltic concrete was used as a wearing surface. Operations had to be carried out on a 24 hour basis in order to keep with the tight schedule on the air field dictated by the tactical situation. The project was completed on 15 Feb 70. During the last week of February C Company moved two platoons to a location approximately 8.0 kilometers south of An Loc on QL13 to establish an NDP in preparation for a soil cement operation on 3.5 kilometers of QL13. C Company is presently engaged in this operation which requires them to prepare the sub-base and base course on 6.5 kilometers of QL13. The 554th Engineer Battalion is responsible for the paving of the road once the base course is placed. This project is scheduled to finish on 1 June 1970. At the time of this report the project was 35% complete. One platoon of Charlie Company assisted the 557 Light Equipment Company in removing the matting from the Phuoc Vinh parking Ramp (10 Mar 70) and built revetments around a signal bunker at Phuoc Vinh (17 Mar 70). Upon completion of the signal bunker revetments this platoon moved to the NDP to assist in the construction of culverts on QL13.

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n. Company D, 31st Engineer Battalion (C)(A):

(1) Command: Capt. William L. Allen continued as company commander.

(2) Operations: Delta Company devoted its efforts in the early part of the quarter to the completion of the commo facilities on Nui Ba Ra Mountain (15 Mar 70). This project was unique in that it involved the airlifting of 50,000 filled sandbags to the top of the mountain in order to complete the project. In addition to this, Delta Company completed the upgrade of two forward airfields, Dunard, completed 12 Feb 70, and Du Dop, completed 20 Mar 70. These airfields were upgraded by (1) scarifying the surface, (2) adding laterite and upgrading to a suitable crown, (3) compacting at CMG, (4) and sealing and pebblesetting the surface. The completion of Song De Airfield on 25 April 1970 marked the end to the biggest challenge Delta Company faced during this quarter. The project started on 18 Mar 70 and a very tight schedule had to be adhered to to insure that the operational capability of the 1st Air Cavalry Division located at FSD Duttons was not impaired. This schedule necessitated working long hours and the employing of two shifts. The operations consisted of putting a six inch lift of soil cement over the existing macadam surface, insuring the soil cement had the proper grade, and the placing of M-2 matting as a wearing surface. Delta Company presently has a platoon working on a water resupply facility at FSD Duttons. The project is scheduled to be completed on 18 May 70. The remaining platoons of Delta Company moved to Quan Loi to support the movement of an aviation company to that area.

o. 557th Lig Equipment Company, 31st Engineer Battalion (C)(A):

(1) Command: Capt. William E. Mulligan continued as company commander.

(2) Operations: The 557th Earthmovers supported C Company in all of the earth work on the Phuoc Vinh Runway. This consisted of bringing the sub-base up to grade, preparing it for soil cement, and constructing the shoulders on the runway after the soil cement and asphaltic concrete had been placed. The earthmovers completed the combat support mission of upgrading the Duc Phong runway on 5 Feb 70. In addition the 557 upgraded the Phuoc Vinh parking ramp by hauling in 10,000 cubic yards of laterite to achieve the proper crown to the parking ramp to insure that it would hold up during the rainy season. The project was completed on 10 Mar 70. The earthmovers provided equipment support to the Song De Airfield project and presently most of the company's effort is devoted to the upgrade of QL13. The 557 is responsible for the preparation of the sub-base on QL13 and at the end of the reporting period 40,000 cubic yards of material on this project had been moved.

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SECTION II: LESSONS LEARNED: COMMANDER'S OBSERVATIONS, EVALUATION, AND RECOMMENDATIONS:

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

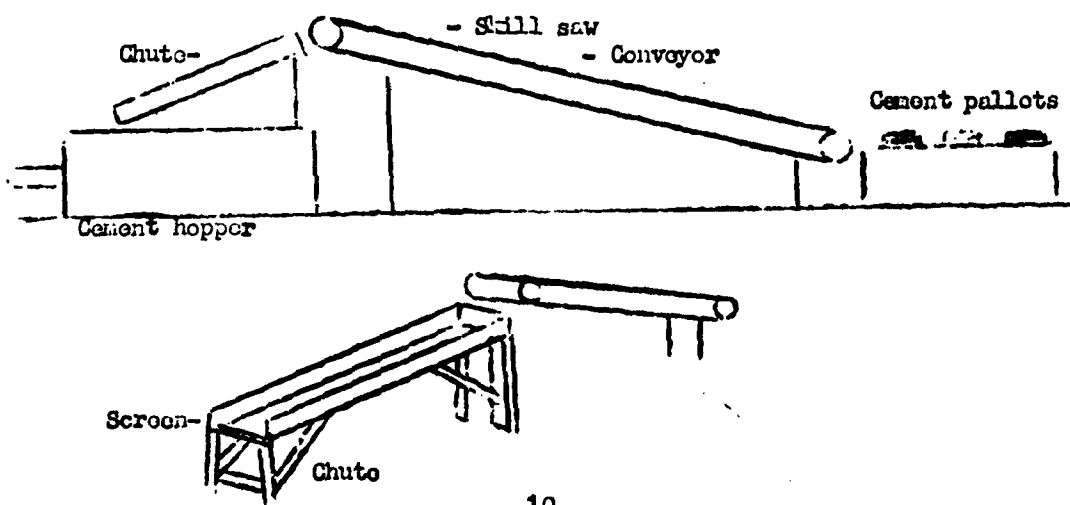
(1) Expedient Method to debug cement:

(a) Observation: Breaking cement bags directly on the top of the cement hopper for the soil stabilization plant is not practical when the mix specifications require 1100 lbs/min of cement.

(b) Evaluation: A mechanical system for breaking cement bags must be devised in order for the soil stabilization plant to operate at maximum efficiency.

(c) Recommendation: A chute can be constructed over the cement hopper using M841 matting placed at a 16% slope with a wire screen on the bottom side of the chute. A conveyor belt can be used to feed the cement bags from the bench where the pallets are off-loaded up to the chute. A skill saw can be mounted over the conveyor belt. This saw rips the bags longitudinally as they travel toward the chute. At the end of the conveyor the ripped bags are spilled into the chute and two personnel are required to shake and remove the empty bags from the chute. The conveyor motor can be controlled through the cement screw contractor and operates only when the cement screw is turning. The skill saw can be wired through the conveyor motor starter and operates only when the conveyor is running. A manually operated emergency stop switch should be located above the hopper. This conveyor system can provide cement at a rate of 1800 lbs/min into the cement hopper. See drawing below:

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(2) Calculating BOM for AM-2 Matting:

(a) Observation: When ordering AM-2 matting by the bundle for a standard airfield 60 feet wide there is an excess of short pieces.

(b) Evaluation: AM-2 matting is packaged in two different size bundles. One bundle has eleven long and two short pieces for a total coverage of 288 square feet and the other bundle has sixteen long and four short pieces for a total coverage of 432 square feet. In each case using the standard pattern for placing the matting there is an excess of short pieces.

(c) Recommendation: When calculating the BOM for an airfield the number of long and short pieces required should be determined and the number of bundles required ordered on this basis rather than on the basis of square footage.

(3) Shortage of Bolts for a Steel Storage Tank:

(a) Observation: The bolted steel storage tank kits in the supply system have been found to not contain a sufficient quantity of bolts to assemble the tank.

(b) Evaluation: An additional source of bolts must be found in order to complete the job.

(c) Recommendation: This shortage can be overcome and a project delay eliminated by requisitioning a re-erection kit (FSN 5430-217-2159) when the tank is requisitioned. This re-erection kit also contains the sealing compound (FSN 8030-290-4586) which is necessary in erecting the tank.

1 Incl
Organization Chart

Raymond A. Teague
RAYMOND A. TEAGUE
LTC, SE
Commanding

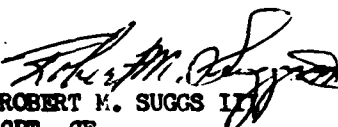
EGE-3 (9 May 70) 1st Ind
SUBJECT: Operational Report Lessons Learned - HQ, 31st Engineer
Battalion (C)(A) for the Period Ending 30 April 1970
RCS CSFOR-65 (R2)

DA, HEADQUARTERS, 79TH ENGINEER GROUP, APO 96491 20 May 1970

TO: Commanding Officer, 20th Engineer Brigade, ATTN: AVBI-OS, APO 96491

This report contains an excellent summary of the operational activities
of the 31st Engineer Battalion during this reporting period.

FOR THE COMMANDER:


ROBERT M. SUGGS
CPT, CE
Adjutant

AVBI-OS (9 May 70) 2nd Ind
SUBJECT: Operational Report - Lessons Learned of 31st Engineer
Battalion (Combat) for Period Ending 30 April 1970,
RCS CSFOR-65 (R2)

DA, HEADQUARTERS, 20TH ENGINEER BRIGADE, APO 96491 14 JUN 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. Subject report has been reviewed by this headquarters and is considered adequate.

FOR THE COMMANDER:

D L Mc Bride
D. L. MC BRIDE
1LT, CE
Assistant Adjutant

Copies Furnished:
CO, 79th Engr Gp
CO, 31st Engr Bn

AVHGC-DST (9 May 70) 3d Ind
SUBJECT: Operational Report Lessons Learned - HQ, 31st Engineer Battalion
(C)(A) for the Period Ending 30 April 1970 RCS CSFOR-65 (R2)

Headquarters, United States Army Vietnam, APO San Francisco 96375 7 JUL 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 30 April 1970 from Headquarters, 31st Engineer Battalion (C)(A) and comments of indorsing headquarters.

2. Reference item concerning "Expedient Method to Debag Cement," page 10, paragraph c(1): nonconcur. The method described has merit but is considered more complicated than necessary. A chute can be used with several bayonets or other sharp instruments at the bottom of the chute. The ripped sacks then fall onto a bar screen on top of the cement hopper. If a conveyor is available it will assist in loading the chute. Unit has been so advised.

FOR THE COMMANDER:

D. J. Winter
for D. J. Winter
CPT, AGC
Assistant Adjutant General

Cy furn:
20th Engr Bde
31st Engr Bn

GPOP-DT (9 May 70) 4th Ind
SUBJECT: Operational Report of HQ, 31st Engineer Battalion (C)(A) for
Period Ending 30 April 1970, RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 17 JUL 70

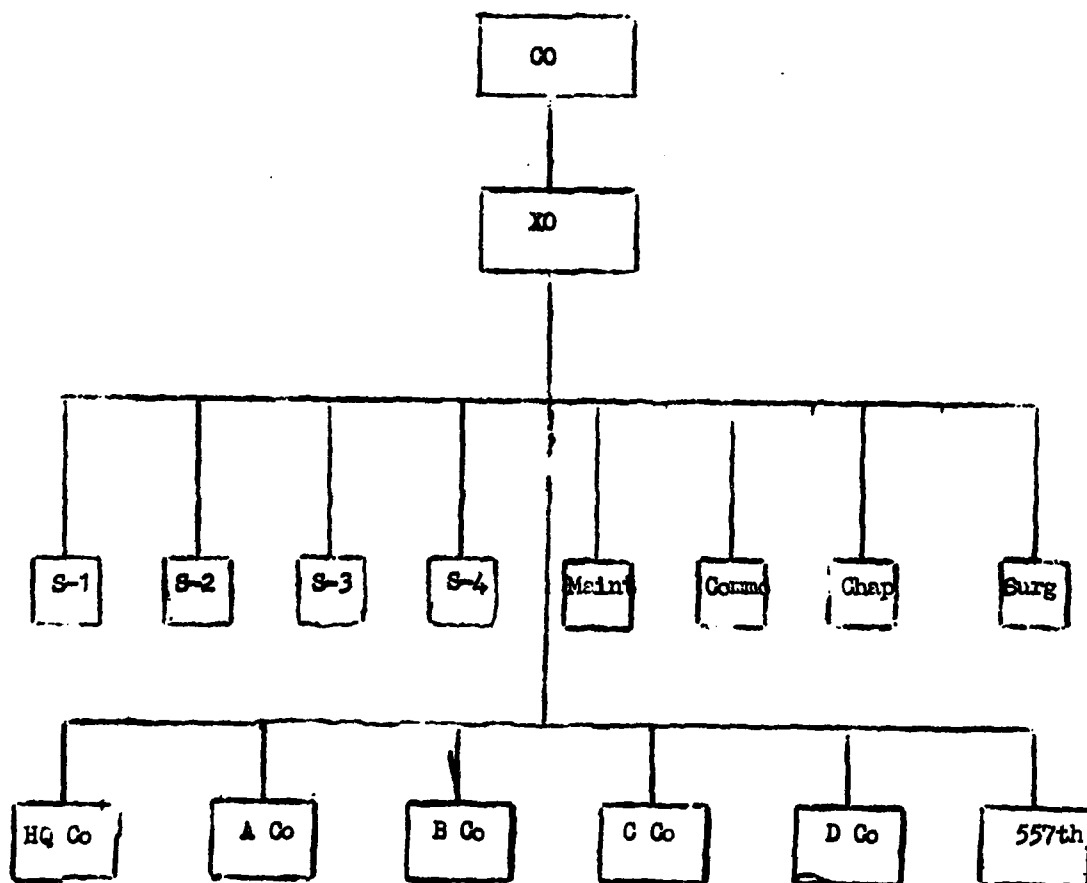
TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:


R.D. CLINE
Maj, AGC
Asst AG

ORGANIZATION CHART - 31ST ENGINEER BATTALION () (L)



Inclosure 1

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Security Classification

DOCUMENT CONTROL DATA - R & D

(Security classification of title, body of abstract and indexing annotation must be entered when the overall report is classified)

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