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AGO D/A ltr, 29 Apr 1980

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DEPARTMENT OF THE ARMY
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IN REPLY REFER TO

AD 879968

AGDA (M) (11 Jan 71) FOR OT UT 703063 20 January 1971

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

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BY ORDER OF THE SECRETARY OF THE ARMY:

VERNE L. BOWERS
Major General, USA
Acting The Adjutant General

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

EGFA-OP

15 August 1970

SUBJECT: Operational Report - Lessons Learned, 69th Engineer Battalion
(Construction) for the period ending 31 July 1970, RCS CSFOR-
65 (R2)

Commander in Chief, US Army Pacific, ATTN: GPOP-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) On 29 July, command of the battalion passed from LTC Alfred F. Lawrence Jr. to LTC John H. Kern. The battalion continued its primary construction mission during the reporting period.

(2) Headquarters Company was commanded by CPT Michael E. Stovall during the entire reporting period.

(3) Command of Company A passed from CPT James R. McIntyre to CPT Roy F. Krag on 30 July 1970.

(4) Command of Company B passed from CPT David C. Jones to CPT Jeff E. Maynard on 3 July 1970.

(5) Command of Company C passed from CPT Raymond R. Barrows to CPT Barry E. Kerby on 11 June 1970.

(6) Command of Company D remained with CPT Daniel R. Wells during this entire reporting period.

(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: Small elements from Company B and Company D moved to locations near Vi Thanh and Rach Goi respectively to begin preparing base camp areas required for LOC 71 Construction.

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

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b. Personnel, Administration, Morale, and Discipline:

(1) The 69th Engineer Battalion (Const) remained organized under TOE 5-115G, with the companies organized under MTOE's 5-116G, 5-117G, and 5-118G.

(2) Continuity of personnel in major staff positions was interrupted by a shortage of officers.

- a. The E4D position was vacated on 30 July.
- b. The Commanding Officer of HHC, has held the additional duty of S-4 officer since 11 June.
- c. The Construction Engineer position was vacated in June and was not filled until July.
- d. The Pipeline Engineer position became vacant on 29 July.
- e. The Signal Officer position became vacant on 27 July.

(3) Major Edgar M. Steinhilper replaced Major Walter D. Needham as Executive Officer of the Battalion on 18 May 1970.

(4) Strength of the Battalion as of the end of the reporting period was as follows:

	<u>OFF</u>	<u>WO</u>	<u>EM</u>	<u>TOTAL</u>
AUTH	31	7	861	899
ASGN	25	5	811	841

(5) The last half of this reporting period saw a gradual decrease in the battalion strength. In one case, a line company had only (2) officers during this period while continuing work on critical construction projects. Other shortages of personnel which affected the construction effort of the battalion by MOS, Rank, and Title are as follows.

<u>MOS</u>	<u>TITLE</u>	<u>GRADE</u>	<u>AUTH</u>	<u>SHORTAGE</u>
51H	Construction Foreman	E-7	11	6
51H	Construction Foreman	E-6	21	3
62N	Construction Machine Supervisor	E-7	4	2
62N	Construction Machine Supervisor	E-6	11	7
62N	Construction Machine Supervisor	E-5	7	2

(6) During the reporting period, 1 EM was promoted to E-7, 3 EM were promoted to E-6, 78 EM to E-5, and 159 EM to E-4. There was 1 officer promotion to 1LT and one to CW2.

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(7) Awards data for the period:

<u>MEDAL</u>	<u>RECOMMENDED</u>	<u>APPROVED</u>
Bronze Star Medal	57	46
Soldiers Medal	0	0
Air Medal	1	1
Army Commendation Medal	93	69
Purple Heart	0	0
20th Engr Bde Certificate	15	16

(8) The battalion employed an average daily total of 203 Vietnamese National personnel in skilled, semi-skilled and unskilled positions.

(9) Morale within the Battalion remained generally good.

(10) Discipline remains good, with no major problems.

c. Intelligence and Counter-Intelligence:

(1) The battalion continues to receive comprehensive intelligence for its AOR by daily visits to G-2, IV Corps and review of operational wrap-ups and intelligence assessments disseminated daily by G-2, IV Corps. INTSUMS are received 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.

(2) Current information on LOC's within the battalion's AOR is maintained by daily reports for G-2 AIR, IV Corp, on interdictions of major LOC's in IV Corps.

(3) All intelligence received is carefully scrutinized for the development of possible situations which could endanger the security within the battalion. Warning messages concerning expected increase of enemy activity within the battalion AOR are disseminated as expeditiously as possible.

(4) Elements of Company B and Company D have relocated to Vi Thanh and Rach Goi. The S-2 has established intelligence liaison with District Headquarters in both instances and scrutinizes intelligence reports for these new areas. The S-2 also maintains a listing of VC controlled and/or doubtful hamlets within the battalion AOR, which is updated monthly and disseminated.

d. Plans, Operations, and Training:

(1) The 69th Engineer Battalion (Construction) has taken full advantage of the dry days between monsoon rains to perform its primary mission of construction; involving LOC construction, combat support mission, operational support missions, and base construction.

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(2) Effects of enemy action on battalion operations were minimal. Company B had two (2) personnel wounded by an exploding grenade while voluntarily aiding a Regional Force-Popular Force Outpost during an attack. Can Tho Airfield had several indirect fire attacks; however, none of our personnel or equipment were directly affected.

(3) Company A retained the primary mission of maintenance and equipment support including MCA-LOC equipment. Their support mission consisted of operating the rock offload site at Binh Minh, and operation of the sand-cement plant at Can Tho.

(4) Company B remained primarily committed to the LOC restoration of QL-4 and the construction of the Binh Minh Bypass. A large portion of the construction effort was employed on hardstand construction for the Aviation Relocation project.

(5) Company C performed a large variety of vertical construction work along with several notable horizontal construction projects. The completion of Cantonment buildings for the 147th Aviation Co at Can Tho Airfield, the completion of a 20' steel stringer bridge, the prefabrication and erection of buildings for the 162nd Aviation Co, the prefabrication and erection of buildings for the 52nd Signal Bn in Binh Thuy, the prefabrication of 150' of revotment for a TOC in Can Tho, and the completion of pre-fabbing Mobile Advisory Team huts were among the numerous and notable vertical construction projects. Shoulder repair on QL-4 South; the completion of 13400 SY of the sand cement mixed in place at the CH-47 Staging area; and the undertaking of 33,500 SY of sand cement mixed in place for a unit relocation, were the major horizontal projects worked on during this period.

(6) Company D remained primarily committed to the LOC restoration of QL-4 from Cai Rang to Thanh Hoa. They have opened and operated a rock offload site at An Thanh in support of this LOC upgrade project. Considerable effort was devoted to the Aviation Relocation project for two of the three reporting months.

(7) Company B and Company D have both received continuous equipment support for LOC restoration from all companies.

(8) Horizontal construction has been hampered by rains during the monsoon season. Even with continual emphasis on drainage, construction time continues to be lost due to rain.

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

Operational Support	23.9%
LOC Restoration	62.0%
Base Construction	10.6%
Security	3.5%

(10) The following is a narrative summary of projects which were involved in the scope of work during May, June, and July.

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(a) LOC Restoration QL-4, Binh Minh to Ba Cang. A single two (2) inch lift has been placed over the entire length by the 36th Engineer Battalion utilizing their paving train and their asphalt plant in Vinh Long. The second lift of paving and shoulders remains to complete the entire project.

(b) LOC Restoration QL-4, Binh Minh to Can Tho Ferry. This 3.15 KM section consists of .75 KM of widening of the existing road and 2.4 KM of completely new road construction across rice paddies to bypass the extremely confined road in Binh Minh. In this period, 10,000 CY clay-embankment were placed; 10,190 CY clay-lime subbase were placed over 1.65 KM; 20,726 CY 3"(-) base course were placed over 2.94 KM of roadway. A 20 ft steel stringer bridge was completed on this section of road by C Company and another 70 ft steel stringer bridge being constructed by the 35th Engineer Battalion is 95% complete. A single two (2) inch lift of asphalt concrete has been placed over the entire length except for the bridge approaches. The new road will be opened to traffic the first month of the next reporting period.

(c) LOC Restoration QL-4, Cai Rang to Thanh Hoa. Company D has continued the task of restoring 10.8 KM of road to CENCOI Class F standards. In this period 2.95 KM of road have been cleared and grubbed; 2.95 KM of subgrade have been compacted, 1505 CY of clay lime subbase were placed over a distance of 6.23 KM. A 2" lift of asphaltic concrete has been placed over 6.2 KM of roadway by the 35th Engineer Battalion. The project was 78% complete at the close of the reporting period.

(d) The rock offload site at Binh Minh continued to operate through the period, and offloaded a total of 36,480 tons utilized by Company B on QL-4. Company D opened a rock offload site at An Thanh to support QL-4 and have offloaded 21,250 tons since operation began.

(e) Operational Support projects are as follows:

1. Runway repair at Can Tho Airfield - All repairs are being accomplished by a night crew. The runway has to be kept operational; therefore, the matting has to be removed, failure excavated, new subgrade placed and rematted by beginning of daytime flight operations.

2. Comodos and plumbing work was completed this period for the 34th Group. This entailed installing comodos and pipe for both Officers and E1 barracks. In addition, 800' of pipe were installed to provide washing facilities for helicopters.

3. TOC Revetment - 150 LF of 11' high revetment were prefabricated for TOC protection at Can Tho. Revetment will be positioned in the next reporting period.

4. Blast Shield - 30 LF of 7' high revetment were prefabricated, placed, filled, and capped to provide protection in front of two rocket storage conex's located on Can Tho Airfield.

5. Helipads - 3 helipads (12'x30') were constructed on Can Tho Airfield.

6. CH-47 Staging Area - The pad is 300'x400' and entailed a 13,400 SY area requiring sand cement mixed in place. Extensive cutting and filling had to be completed before the sand-cement operation could begin. Drainage had to be continuously provided due to inclement weather. A 30' wide access road is also being shaped, graded, and filled in preparation for sand cement.

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7. Unit Relocation - Preparatory work for this project, the scope of which includes a 33,500 SY hardstand area, 4928 SF of concrete maintenance pads, relocation of a counter mortar radar control bunker, 8-UH-1 revetments, 9-OH5B revetments, and 9-AH-10 revetments.

(f) Base Construction projects are as follows:

1. Base Camp Construction - Company B began construction on a MCR base camp at Vi Thanh to support our LOC 71 construction. A berm has been pushed up around 40% of the perimeter, but the rate of progress has been severely impaired by rain. The only piece of equipment that can work effectively is a 12½ ton crawler dragline working on cribbage.

2. Aviation Relocation - Companies B and D combined in excavating 2460 tons clay, placing 8862 CY sand, placing 25498 CY sand-cement, priming 20628 SY, placing 975 bundles of M8A1 matting, and filling and capping 15-CH47 and 2-OH6A revetments. The abrasive action of matting on sand cement proved unsatisfactory, so the matting is presently being removed and will be replaced with a different type of surfacing.

3. 162nd Aviation Cantonment - This project is being accomplished with the using unit furnishing labor assistance on a self-help basis. This unit is prefabricating and providing technical assistance for the construction of 1 Mess Hall, 3 BEQ's, and 1 (10x15) Scullery Shed. This unit performs concrete, electrical, and plumbing work for these buildings.

4. 52nd Signal Cantonment - This unit is placing concrete, prefabricating, and providing technical assistance for the construction of 1-20'x50' administration building and 1-20'x216' two story BEQ at Binh Thuy.

(g) MACV Advisory Facilities:

1. MAT Huts - Original scope of prefabricating 75 Mobile Advisory Huts was met this period. A new additional scope has been received and prefabrication will continue as effort is available.

2. Phu Quoc - Planning for facilities at Phu Quoc Island was approximately 90% complete at the end of the reporting period.

3. Kien Giang - A directive was received the last week of the period to design and construct MACV facilities for Kien Giang Province.

(h) Civic Action:

1. Company B assisted the ARVN Training Center in retrieving a four (4) pontoon raft and one 5 ton Dump truck from the canal at Binh Minh.

2. Company B hauled 20 CY of sand for the Catholic Church in Binh Minh, and 20 CY sand and gravel for the Binh Minh School.

3. Company C accomplished a civic action project which entailed moving approximately 250 CY rock from a church located adjacent to the RIK rock offload site near Binh Thuy.

4. Company D cleared and leveled an area in Can Tho in preparation for erecting a church.

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5. Company D leveled an area for a foundation of a dining room and placed 10CY 3"(-) rock in low areas in the playground area for the Province Orphanage.

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

LOC Restoration	2
Operational Support Projects	6
MER Construction	3
Base Construction	6
MACV Upgrade	3
Revolutionary Development Support	1

(12) The concrete batch plant at Binh Thuy has produced 1686CY of concrete this reporting period. In addition, 67 bridge slabs were pre-cast for use on LOC Bridges throughout the Delta.

(13) The sand-cement plant produced 52,137 tons of sand cement this period which was utilized on QL-4 South, Aviation Relocation at Can Tho Airfield, and other small jobs within the Battalion.

(14) With the continuance of the seven day work week, the formal training plan has been altered to allow for mandatory training to be scheduled as required at times most convenient to the work scheduled of the unit. The S-3 section continues to provide replacement training for all new arrivals. During this period three (3) ARVN personnel received OJT in the operation and maintenance of the D7E dozer; one (1) ARVN member was taught all applications of welding (MOS 44C20); two (2) ARVN personnel were given a brief three day OJT for 290 and pan operation; and OJT is presently in progress for one (1) welder, two (2) Engineer mechanics and one (1) Ordnance mechanic. The cooperativeness and eagerness to learn has enabled them to develop a highly respected skill in their field.

e. Logistics and Maintenance:

(1) Supply:

(a) Battalion Critical Major Items are continuing to arrive although 25 ton lowbed trailers are not available in Vietnam. The Battalion situation on lowbed trailers is even more precarious than last quarter. The Battalion is short 11 which greatly affects our internal haul capability.

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65 (R20)

(b) Materials for projects are not being transported from Long Binh in sufficient time to meet established deadlines. This necessitates the Battalion sending a convoy to Long Binh approximately every ten (10) days. This combination of lowbed shortage and frequent convoys burdens the internal units which are fully committed on high priority projects. The establishment of Delta Logistic Support Activity, meant to alleviate this problem, has not had any appreciable effect on the delivery of construction materials.

(2) Maintenance:

(a) Because of the continuing dispersion of line Company living areas and job sites, and the maintenance arrangement on MCA-LOC equipment, whereby Dynaelectron Corp does all maintenance other than first echelon, Company A continues to provide operators for all MCA-LOC equipment other than the concrete batch plant and transit mixers. This allows A Company to be responsible for general supervision and administration and allows them to have central control and supervision even when operators are required to be TDY to other companies.

(b) Because of the continued seven (7) day work week, use is still being made of a night maintenance shift when necessary for scheduled maintenance or repair of job essential items.

(3) Support Maintenance:

Job orders submitted to the A Company Direct Support Activity 02-17 requisition and Red Ball status for the reporting period are:

(a) DSA Job Orders:	May	235
	June	231
	July	153

(b) 02-05 Requisitions:		12-17 Requisitions:
Submitted:	873	<u>3885</u>
Filled:	401	<u>1785</u>
% Filled:	46%	<u>45.9</u>

(c) Red Ball Status:

Submitted:	558
Filled:	177
% Filled:	32%

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(Construction) for the period ending 31 July 1970. RCS CSFOR-
65 (R2)

2. SECTION II, LESSONS LEARNED:

a. Personnel: None

b. Intelligence: None

c. Operations:

(1a) Observation: High quality compaction on base course for CENOM class A roads is much easier to obtain when the road is made two feet wider (1 foot on each side) than the required final width.

(1b) Evaluation: The additional foot on each side allows compaction equipment to operate close enough to the edge to obtain required compaction over the entire road bed width to include shoulders without the danger of the shoulders crushing with the compaction equipment. The extra effort required to add these two feet of roadbed width is more than justified by the ease with which specified shoulder compaction is arrived at under these conditions.

(1c) Recommendation: The cross - section be designed to have an additional foot of road bed before sloping begins. This would be an easy modification to help insure as high a quality compaction on the shoulder as other portions of the road.

(2a) Observation: It was found in the assembly of two story buildings that pre-fabricated panels and roof trusses reduced, considerably, the construction time for these buildings.

(2b) Evaluation: Pre-fabricated wall panels are carried to the site and separated according to their placement in the building. The individual panels for each wall are laid on the floor, butted together, and nailed. The entire wall has, thus, been nailed together. Next the screen is added to the wall panels, then louver blocks, and finally siding. Care should be taken when placing louver blocks to insure they are properly spaced and level. A string will work for this process. We now have a complete wall which has only to be set upright, put in place, and diagonal bracing added. The advantages of this type of construction are obvious; no scaffolding is needed to install screen and siding, and workers are able to assemble walls with greater speed and efficiency.

(2c) Recommendation: This information be disseminated in engineer brochures that are available to units and supervisors doing this type of construction.

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- (3a) Observation: There is a definite advantage to mixing sand cement in place as opposed to using a plant mix. The key factor is control of the water content.
- (3b) Evaluation: Sand cement which comes from the plant has a formulated water content. If the plant mixture is hauled a large distance or slightly dry, it has the disadvantage of being able to be watered only on top, as mixing or discing may tear up existing compacted layers. Sand cement which is mixed in place can be watered, disced, and watered again. Good water control thus becomes a deciding factor for a good final product.
- (3c) Recommendation: No hesitation is necessary when a sand-cement base is required and a mixing plant is unavailable. The mixing in place also gives control of the finished product to the unit in charge.
- (4a) Observation: Excellent preliminary compaction of base course rock can be arrived at by diverting normal road traffic over the areas.
- (4b) Evaluation: Many times the required roller is not available. The center portion of the roadbed receives good compaction from normal traffic, but the shoulders remain uncompacted. By placing expedient barriers in desired places, traffic can be diverted to use the shoulder areas for trafficways, thus obtaining desired preliminary compaction.
- (4c) Recommendation: Expedient barriers, such as sand filled drums can be used to divert traffic flow over areas needing additional compaction when the proper roller isn't readily available. By good control of the traffic flow, required roller time to reach specified compaction can be reduced to a minimum.
- (5a) Observation: Base course rock containing rock fines for proper gradation has not had the failure frequency as the rock integrated with clay (plastic) fines.
- (5b) Evaluation: The clay fines worked fine in base course material until the wet season began. Areas containing these type fines suffered from a swelling and shrinking action and were almost impossible to get dried out with continuing rains, thus halting paving operations.
- (5c) Recommendation: That rock fines be used in place of clay fines in base course rock wherever possible, particularly during high precipitation seasons.
- (6a) Observation: M8A1 matting cannot be placed directly over sand cement due to the abrasive action of the movement of the matting.

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(6b) Evaluation: M8A1 matting placed over sand cement treated with a bituminous surface will fail because of the pumping action of the matting which pulverizes the sand-cement. Quality sand-cement treated with different bituminous products (RC 800, AC 70, peneprine) and placed at slopes varying to 2% failed with one to two weeks of traffic.

(6c) Recommendation: That DBST or asphaltic concrete surfaces be employed over sand cement bases.

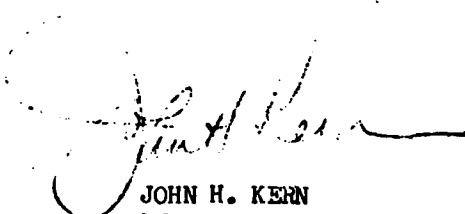
d. Organization:

(1a) Observation: A shortage of welders is being experienced in the line companies with the increase in steel construction projects.

(1b) Evaluation: Each line company has a 300 amp welder and the welder organic to the contact truck. Projects currently under construction include numerous runway repair projects containing M8A1 matting, construction of aircraft revetments, steel stringer bridge construction, as well as piling construction. These projects are widely dispersed and have caused this unit to use welders from our direct support maintenance area, thus hampering the overall maintenance effort.

(1c) Recommendation: That consideration be given to authorize another 300 amp welder per construction company to enable them to accomplish their ever increasing steel construction missions.

- e. Training: None
- f. Logistics: None
- g. Communications: None
- h. Materials: None
- i. Other: None


JOHN H. KERN
LTC, CE
Commanding

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ETW-OP (15 Aug 70) 1st Ind
SUBJECT: Operational Report of 69th Engineer Battalion for Period Ending
31 July 1970, RCS CSFO-65(R2)


DA, HEADQUARTERS 34TH ENGINEER GROUP (CONST), APO 96320 18 August 1970

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

1. The ORL submitted by the 69th Engineer Battalion has been reviewed, and is considered comprehensive and of value for documentation for the reporting unit's activities and experiences.

2. The recommendations presented in Section II are considered valid and worthy of consideration.

FOR THE COMMANDER:


MARSHALL A STEVENS
CPT, AGC
Adjutant

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AVCI-03 (15 Aug 70) 2nd Ed

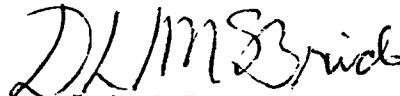
Subject: Operational Report of the 69th Engineer Battalion for Period Ending
31 July 1970, RCS CSICR-65 (A2)

DA, HEADQUARTERS, 20TH ENGINEER BRIGADE, APO 96491 1 SEP 1970

TO: Commanding General, United States Army Engineer Command Vietnam (Prov),
ATTN: AVCC-10, APO 96491

1. Submitted in accordance with letter, AVCC-10, CG, USAECV(P) dated 13 July 1970, subject: Operational Reports - Lessons Learned (OHL's).
2. This headquarters has reviewed the Operational Report - Lessons Learned for the quarterly period ending 31 July from Headquarters, 69th Engineer Battalion and comments of indorsing headquarters.
3. Comments follow: Section II, paragraph d, page 11: Nonconcur. Rather than try to obtain authorization for another 300 amp welder, recommend a 180-day loan for faster results.

FOR THE COMMANDER:



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

Copies Furnished:
CO, 34th Engr Gp
CO, 69th Engr Bn

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AVCC-MO (15 Aug 70) 3rd Ind
SUBJECT: Operational Reports - Lessons Learned for 69th Engineer Battalion

DA, HQ, US Army Engineer Command Vietnam (Prov), APO 96491 3 SEP 1970

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

Subject report is under review in this Headquarters. Comments for inclusion in the Headquarters USARV indorsement to CINCUSARPAC will be forwarded to your headquarters by separate cover.

FOR THE COMMANDER:



ROBERT E. SHEA
CPT, AGC
Assistant Adjutant

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AVHDO-DO (15 Aug 70) 4th Ind

SUBJECT: Operational Report - Lessons Learned, 69th Engineer Battalion
(Construction) for the period ending 31 July 1970, RCS CSFOR-
65 (R2)

Headquarters, United States Army Vietnam, APO San Francisco 96375 24 NOV 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 July 1970 from Headquarters, 69th Engineer Battalion (Construction) and comments of indorsing headquarters.

2. Comments follow:

a. Reference item concerning "Operations," page 9, paragraph 2c(1): nonconcur. In addition to being costly, the recommendation is not considered sound construction practice. MACV Dir 415-6 illustrates cross-sections of Roads Class A through Class E. On the fill side a slope of 2/1 is indicated and a slope of 4/1 is shown on the cut or ditch side. If the roadway subgrade is constructed in layers to this cross-section, a roller or compactor can work to the edge of the fill without causing any rupture to the side slopes. However, if the fill section is side dumped and allowed to seek its own slope an inferior structure and subsequent sluffing results. No action by DA or USARPAC is recommended. Unit has been so advised.

b. Reference item concerning "Operations," page 10, paragraph 2c(6a): nonconcur. M8A1 matting can be placed directly over sand-cement provided the sand-cement is well mixed (preferably in place), and has adequate and uniform cement content. The slope of a helicopter parking apron such as the case in point here should be no less than 2%. Heavy vehicular traffic should not move across the matting unless the sand-cement base has been designed to carry the wheel loads. No action by DA or USARPAC is recommended. Unit has been so advised.

c. Reference item concerning "Organization," page 11, paragraph 2d. The recommendation that one welder be added per construction company appears appropriate. The correct procedure for the unit to follow is to submit a MTOE change request to this Headquarters. The justification for the welders should follow the format contained in AR 310-49. The unit must provide suitable trade-off spaces as strength increases cannot be supported by USARV. Unit has been so advised.

FOR THE COMMANDER:

Cy furn:
USAECV(P)
69th Engr Bn



Clark W. Stevens Jr.
Captain AGC
Assistant Adjutant General

GPOP-DT (15 Aug 70) 5th Ind
SUBJECT: Operational Report-Lessons Learned, HQ 69th Engineer
Battalion (Construction), for the Period Ending
31 July 1970, RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 6 NOV 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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