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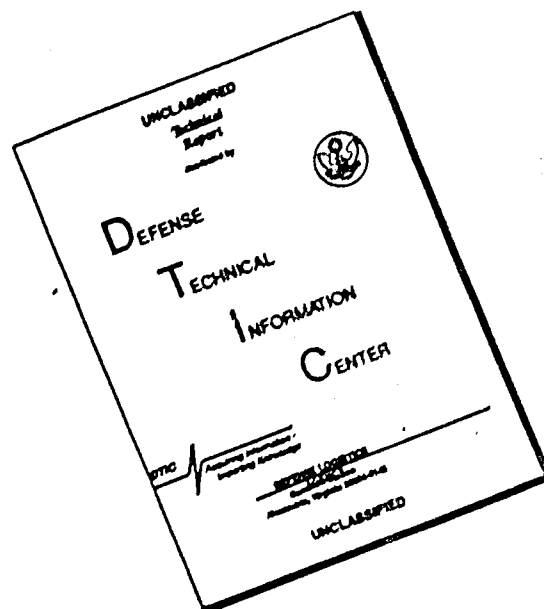
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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

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AGDA-A (M) (27 Jul 71) FOR OT UT 711116

30 July 1971

SUBJECT: Operational Report - Lessons Learned, Headquarters, 27th
Engineer Battalion, Period Ending 30 April 1971

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2. The information contained in this report is provided to insure that lessons learned during current operations are used to the benefit of future operations and may be adapted for use in developing training material.
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Verne L. Bowers
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DEPARTMENT OF THE ARMY
HEADQUARTERS 27TH ENGINEER BATTALION (COMBAT)
APO 96308

EGD-BC-OP

30 April 1971

SUBJECT: Operational Report and Lessons Learned, 27th Engineer
Battalion (Combat), Period Ending 30 April 1971.

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

SECTION I: Operations: Significant organizational or unit activities

1. Command:

a. During the reporting period the 27th Engineer Battalion (C) and the attached 591 Engineer Light Equipment Company (LE) were located at Camp Eagle (Gia Le - YD833152) RVN. On 22 January 1971 Co. C moved from Gia Le to Camp Evans and occupied an area vacated by Co. D, 14th Engineer Battalion (C). Co. D, 27th Engineer Battalion moved from their Company area at Camp Wilkinson (YD830144) to the area vacated by Co. C, 27th Engr Bn (C) on 24 Jan 71 at Gia Le. On 30 January 1971, 3/A/27 Engr Bn (C) was tasked to the operational control of Task Force 326 which was composed of elements of 326 Engr Bn (Ambl) and 3/A/27 Engr Bn (C). On 1 February Task Force Tiger, composed of the 27th Engr Bn (C)(-); Task Force 326 (less 3/A/27 EBC which reverted to parent unit on this date); 43rd Engr Detachment; 1/59th Land Clearing Company (LC); 1/591 Engr Company (LE) moved to Khe Sanh Combat Base XD850318 to take part in operation LamSon 719. On 20 February 1971 Task Force 326 was released from the Operational Control of the 27th Engr Bn (C) and returned to Camp Eagle. On 27 February 1971 2/C/27 Engr Bn (C) moved to Khe Sanh to assist Co A, 27th EBC in construction of airfield facilities. On 25 February 1971 1/59 Land Clearing Co. was released from operational control of the 27th EBC and became opcon to the 14th Engr Bn (C). 2/D/27 EBC moved from Gia Le to Khe Sanh on 4 March 1971 to assist with airfield and base construction. HHC (-) and the forward CP of the 27 EBC returned from Khe Sanh to Gia Le on 22 March 1971. The remainder of D/27 EBC moved to Khe Sanh on 27 March 1971. A/27 EBC (-) moved to Gia Le from Khe Sanh on 26 March 1971. The last elements of the 27th Engr Battalion left Khe Sanh on 3 April 1971. The 1/59 Land Clearing Company again reverted to the operational control of the 27th EBC on 29 April 1971.

b. The battalion remains assigned to the 45th Engineer Group (Const) with the primary mission of providing combat and operational engineer support to the 101st Airborne Division (Ambl) and general support to elements of the XXIV Corps in the area south from the Song O Lan River, north from the Thua Thien/Quan Nam province border and east from the A Shau Valley to the Gulf of Tonkin. During the period 1 November 1970 to 30 April 1971

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SUBJECT: ORLL - 30 April 1971

30 April 1971

support consisted of numerous vertical construction projects in the Phu Bai - Camp Eagle area; upgrade and maintenance of area roads and interior roads on Camp Eagle; upgrade and maintenance of Route 547, Eagle Bypass, Arsenal road and the Rakkasan road; construction of tactical and secondary roads in support of military operations and Combat support of Operation LamSon 719.

c. Commanders and Principal Staff:

Bn CO	1 Nov 1970 - 30 April 1971	LTC Russell L Jorns
Bn XO	1 Nov 1970 - 30 April 1971	Maj. Leon C. McKenzie
S-1	1 Nov 1970 - 30 April 1971	1LT Thomas E. Dunne
S-2	1 Nov 1970 - 1 February 1971 1 Feb 1970 - 25 March 1971 25 Mar 1971 - 30 April 1971	Cpt Juan R. Viader 1Lt Jack R. Alley Cpt Eloy Baca
S-3	1 Nov 1970 - 13 November 1970 14 Nov 1970 - 30 April 1971	Cpt Willard P. McCrone Cpt Joseph T. Larremore
S-4	1 Nov 1970 - 25 November 1971 25 Nov 1970 - 25 March 1971 25 Mar 1971 - 30 April 1971	1LT Henry Benz Cpt Eloy Baca Cpt Jake Puzio
CO HHC	1 Nov 1970 - 1 February 1971 1 Feb 1971 - 30 April 1971	1LT James Dedolph Cpt Juan R. Viader
Co A	1 Nov 70 - 30 April 71	Cpt William H. Elliot
Co B	1 Nov 70 - 30 April 71	Cpt Frederick J. Nakaharra
Co C	1 Nov 70 - 30 April 71	Cpt Wayne J. Herrschaft
Co D	1 Nov 70 - 30 April 71	Cpt Dennis P. Walko
Co 591	1 Nov 70 - 2 Nov 70 2 Nov 70 - 14 Nov 70 14 Nov 70 - 30 April 71	1LT David A. Bisset III 1LT Thomas W. Steele Cpt Willard P. McCrone

2. Personnel, Administration, Morale and Discipline

a. As of the end of the reporting period the battalion strength including attachments was as follows:

	OFF	WO	NCO	EM	Total
Authorized	41	4	106	956	1007
Assigned	42	4	94	690	830

b. Personnel Statistics

- (1) KIA: Off 0; EM 0
- (2) WIA: Off 1; EM 13
- (3) Medevac out of country: Off 0; EM 11
- (4) 60 day loss as of 30 April 1971
 - (a) ETS: Off 9; EM 19
 - (b) DEROS Off 2; EM 48

c. Discipline

(1) Field Grade Article 15's	41
(2) Company Grade Article 15's	143
(3) Summary Court Marshal	0
(4) Special Court Marshal	9
(5) General Court Marshal	0

d. Awards

- (1) Bronze star: Achievement & Service; 75
- (2) Army Commendation medal: Achievement and Service; 715
- (3) Purple heart: 13
- (4) Soldiers medal: 2
- (5) Bronze Star: Valor; 25
- (6) Army Commendation medal valor; 27

e. Reenlistments - 1st term: 55

S-2

3. INTELLIGENCE - COUNTERINTELLIGENCE

(a) Battalion intelligence activities remain at a low level. Daily intelligence summaries are received from the 101st Airborne Division (Ambl) G-2 at Camp Eagle and the 1/5th Mechanized Infantry Division at Quang Tri.

(b) Counterintelligence summaries

1. Confidential clearances	73
2. Secret clearances granted	4
3. Secret clearances validated	31
4. Top Secret clearance validated	6
5. Revocations and Suspensions	0

(c) During the reporting period there has been a total of four mines found along Route 547.

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4. Operations 1 November - 30 April

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a. HHC

- (1) Continued to provide engineer equipment and logistical support to assigned and attached units as required.
- (2) Operated and maintained water points at Gia Le (YD833152), Camp Evans (YD640275), FB Birmingham (YD702102) and Khe Sanh (YD850418) producing 8,599,720 gallons of potable water.
- (3) Assumed operations of Phu Loc Quarry on 19 March 1971 producing 3,855 cy of 2 $\frac{1}{2}$ "(-) rock and issuing 4,020 cy of 2 $\frac{1}{2}$ "(-) rock.

b. Co A

- (1) Constructed bridge on Arsenal Road at YD806092. Bridge was built over existing pilings. Ten-foot bents were constructed atop the pilings to obtain additional height required. The total span was 260 feet. The project required 26 each 12" diameter piles; 4,352 BF of 12x12 timbers; 32,756 BF of 8 x 12 timbers and 31,700 BF of 3 x 12 decking.
- (2) Constructed nine "L" shaped, 4 $\frac{1}{2}$ ' x 40' x 48' aircraft revetments for the 108th Artillery Gp. They were salvage M8A1 rectangular revetments filled with sandbags, and permeprised to reduce dust and erosion.
- (3) Combat Support of Operation Lam Son 719 included restoration of an existing runway at Khe Sanh (YD850418) and the construction of a new assault runway. The project also required the necessary aircraft turn-arounds, taxiways and parking aprons. 1790 panels of AM-2 and 15,768 MK-19 panels were placed on the two runways.
Minefield clearing in the Khe Sanh area also became the task of Co A. Thousands of pounds of explosives were required to eliminate minefields which existed throughout the area.
- (4) Completed 900 linear feet of covered walkways at the 85th Evacuation Hospital (YD879146).

c. Co B

- (1) Constructed an 18' stall dog kennel at Phu Bai Combat Base. 268 cy fill were required to bring the site to proper grade and 251 cy of concrete were placed for the footers, floor slab, and walls.
- (2) Mudslides, Culvert washouts and bridge abutment washouts along National Highway (QL) 1 between Phu Bai (YD880144 and the Lang Co Bridge (YD887960) required 1000 cy of 2 $\frac{1}{2}$ " rock to repair.
- (3) Constructed one each 60-ton loading ramp and one each 10-ton tractor inspection ramp for the 67th Maintenance Company, Camp Eagle.

(Co B)

(4) Upgrade of F-Sector perimeter at Camp Eagle required the construction of 63 standard fighting positions (10' x 4') and seven slots to accommodate searchlight jeeps. Three existing bunkers were replaced with 10' x 12' timber bunkers.

(5) Constructed a cement storage shed 20' x 160' in the Battalion S-4 yard. Cleared a 20' x 60' area for relocation of the carpenters building. Constructed a panel bridge parts shed.

(6) Maintained a portion of the Camp Eagle interior road net. Grading, ditching and construction of several culvert headwalls took place. In addition 400 cy of 2 1/2"(-) and 10,000 gallons of penoprime were expended.

(7) Participated in Operation "Red Ball" which entailed opening Route 547 from FB Bastogne (YD626097) to FB Rendezvous (YC440962) a distance of 48 km. The road was required to withstand usage by eight-inch howitzers. The mission was completed in seven days.

(8) Reconstructed the bridge at Site Number One (YD798140) on the Eagle Bypass. The existing bridge was removed and a new bridge was constructed above the high water level. The new bridge required five piles and eighteen 8" x 18" stringers. Most material expended was salvaged from the previous structure.

(9) Constructed six kilometers of pioneer road from YD635095 to YD624144. 20,000 cy laterite were moved, and several culverts placed. Phase II of the same project required a pioneer road from YD632124 to YD683210. Work is progressing at present.

d. Co C

(1) In upgrading the Arsenal Road, Co C installed 158' of 60" culvert and placed 760 cy of gravel at YD826114. An additional 380 cy of gravel was placed on the road in various locations. The panel bridge at YD805082 was repaired and two deadmen were constructed to further secure it.

(2) Upgrade and maintenance of the T-Bone Road required placement of 200 cy of fill at YD644203. Placement of 260 cy of gravel in various locations, cleaning of ditchlines to improve drainage and line the ditchlines with sandbags in several locations to prevent erosion.

(3) Produced 2,582 cy of blast rock at Boyd Quarry (YD743137) while expending 14,248 pounds of explosives. The rock was used in the maintenance of Rt 547.

(4) Transported 115 cy of rock to Route 551. Backfilled bridge abutments and repaired decking, curbs and handrails.

(5) Constructed and placed 3 each 48" culverts on access road to Phu Bai fill pit (YD872118).

(6) Assembled 36 feet of 18" culverts and installed them on the interior road net at 85th Evacuation Hospital (YD819146). Constructed three headwalls and placed 85 cy of 2 1/2"(-) on the road system.

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(Co C)

- (7) Constructed a 24-foot guard tower at Tan My (YD85311).
- (8) Constructed a 24-foot guard tower at Phu Loc quarry (YD027024).
- (9) Constructed helicopter refuel ditches at Camp Evans (YD640275).
- (10) Construction of a 38-stall dog kennel for the 58th Inf Plt (Scout Dog), Camp Evans, is now in progress.
- (11) Transported 4,300 cy of 2 1/2"(-) from Camp Sally to Rakkasan stockpile; cleared 2.9 km of roadway; widened 2.8 km of road; hauled 16,900 cy of fill; constructed 480 LF of 24" culvert, 420 LF of 36" culvert; and expended 330 pounds of explosives in the upgrade of Rakkasan Road.

c. Co D

- (1) From 1 November to 1 January 1971, Co D placed a total of 780 cy of blast rock, 605 cy of 2 1/2"(-), and 270 cy of sand on the Eagle Bypass and Route 547 from the Eagle gate (YD803146) to FB Bastogne (YD619093) as part of the monsoon maintenance program.
- (2) On three occasions, emergency crews were dispatched to the Pohl Bridge (YD756141) to remove entanglements of logs and other debris from beneath the bridge.
- (3) On 2 November 1970 a temporary panel bridge was removed at Bridge Site 21 and repairs were initiated on the existing bridge which was damaged as a result of enemy action. A new abutment wall was constructed and a sixty-foot gap was spanned with six each 33" wide flange steel stringers. A total of seven each 14" diameter by 50' piles were utilized on the abutment wall.
- (4) Two 20' x 32' mess bunkers were constructed at FB Birmingham (YD702102). Floors required a total of 25 cy of concrete. Timber and other building materials were supplied by the 326 Engr Bn (Ambl).
- (5) A surface failure on National Highway (QL) 1 in the vicinity of Hue (YD783205) was repaired with 40 cy 2 1/2"(-) rock; 60 cy 3/4"(-), 360 cy 3/8"(-), and 25 cy of sand.
- (6) Maintenance of the interior road net at Camp Eagle was accomplished by improving the drainage and roadway surface of New Providence Road. 43,615 gallons of pomprine were applied to the road between coordinates YD839152 and YD813163.
- (7) Constructed an annex to the 27th Engr Bn enlisted mess club. An existing 16' x 32' building was transported to the site, placed on a foundation and attached to the existing club by a covered walkway.
- (8) Constructed Covered Walkways at the 85th Evacuation Hospital

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(Co D)

Placement of sidewalks required 82 cy of concrete. Over 700 feet of framing for the overhead cover was then erected before Co A, 27th Engr assumed the project.

(9) Constructed a 10' x 30', four-stall dog kennel for the battalion mine detection dogs.

(10) Removed all useable matting from the assault strip, turnarounds and taxiways at the Khe Sanh Airfield. 524 bundles (32 panels/bundle) of M-19 aluminum matting, and 179 bundles (10 panels/bundle) of M-2 aluminum matting were returned to depot stocks.

(11) Began construction of Tiger Stadium, Camp Eagle. 480 linear feet of #3 rebar have been positioned in the foundation. 390 feet of forms have been constructed for the footings. The placement of concrete and erection of the frames commence in May.

(12) Reconstruction of the bridge at Site Number Two (YD792139) on the Eagle Bypass was begun. The existing bridge was disassembled in preparation for construction of the new facility. To date, 12 piles 12" diameter by 40' long and one abutment deadman have been placed.

fy1 591 IE

(1) 120 cy of laterite and 320 cy of 2 $\frac{1}{2}$ "(-) rock were placed on the Camp Eagle North Perimeter Road during the monsoon season. When the dry season began 11,650 gallons of peepine were placed for dust control.

(2) During the period 1 Nov 1970 to 19 March 1971 the Quarry section produced 24,506 cy of 2 $\frac{1}{2}$ "(-) rock. 18,009 cy of 2 $\frac{1}{2}$ "(-) was issued in support of the road building projects throughout Northern Military Region I.

(3) A major upgrade of the Arsenal Road from YD829138 to YD812078 was begun. Prominent low areas were raised and the road was widened. Base rock was placed over the full length. 19,936 cy of laterite and 1,189 cy of 2 $\frac{1}{2}$ "(-) were placed.

(4) Maintenance of the Gia Lo access road to Camp Eagle required 304 cy 2 $\frac{1}{2}$ "(-) rock and 13,700 gallons asphalt.

(5) Upgrade of the Eagle Bypass to Route 547 included raising the road above flood water levels, rocking the surface, and application of surface treatment. To date 7,585 cy of laterite have been placed, spread and compacted.

(6) The opening of QL-9 from XD701382 required 420 cy of laterite, to be placed at seven bypasses. A total of 650 LF of 60" culvert were used in the construction of the bypasses.

(7) Provided engineer support for the construction of the Khe Sanh airstrip and Combat base.

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(591 LE)

(8) Provided 4,695 cy of fill for the Hue High School Site, (YD779218) a civic action project.

(9) Constructed a railroad hardstand in Phu Bai. The work included filling and moving an area 80' by 240'. 2,237 cy of laterite, 1,075 cy of 2 1/2"(-) rock, and 10,000 gallons of asphalt (MC250) were required.

(10) Constructed a railroad spur at Phu Loc quarry. Placed 735 cy of laterite.

(11) Constructed a rock offload point at the railroad at Camp Sally. The work is still in progress. The scope includes constructing a sheet pile retaining wall. 24 each MZ-27 piles have been driven to date.

(12) Constructed a helicopter logging area at Lang Vei (XD815364) this area totalling 85,000 SM was cleared, leveled, compacted and permeprised.

(13) Constructed a helicopter logger area at Khe Sanh totalling 50,000 SM.

(14) Upgraded numerous roads within the Khe Sanh base.

(15) Constructed helicopter parking areas for the 2/17 Air Cav and 4/77 Artillery.

(16) Expended over 90,000 gallons of permeprime in the Khe Sanh area. The permeprime was utilized on the air facility helicopter areas, and roads.

(17) Constructed protective berms around the rearm pad at Khe Sanh.

(18) Excavated over 100 bunkers and tent slots.

Section II: Lessons Learned

A. Personnel: None

B. Operations

1. Airfield Construction

a. Observation: Installation of AM-2 replacement panels at Khe Sanh Airfield was a slow and tedious process. Screws were frozen in place and could be freed or driven only with great difficulty. The primary cause of this problem was that short handles of Allen wrenches did not give the leverage necessary to free a frozen screw.

b. Evaluation: A more efficient method of handling AM-2 replacement panels was necessary in order to accelerate the operation.

c. Recommendation: Two modifications to the standard Allen wrench were employed. The first required welding a short section of steel rod to the allen wrench then obtaining additional leverage (see drawing number 1b). The second modification was a speed wrench handle welded to an Allen wrench which accelerated an otherwise slow process of tightening screws.

d. Command Action: The modified Allen wrenches were used extensively on the AM-2 strip and proved to be a time saver.

2. Airfield Construction

a. Observation: In order to insure stability of a mat runway under pressure of a moving aircraft an anchorage system had to be developed. The standard anchorage systems were unavailable which necessitated the development of an expedient system.

b. Evaluation: The initial system of anchorage consisted of eight "U" pickets driven into the ground at intervals along the edge of the runway. The top 6" - 8" was heated with an oxy-acetylene torch and the pickets were then beat over the mat. This method proved ineffective in that the flex of the mat would pull the pickets from the ground. A better system had to be developed.

c. Recommendation: The expedient anchorage system which proved to be the most effective consisted of two eight-foot "U" pickets welded to a three-foot piece of angle iron and pressed into the ground with the angle iron holding the edge of the mat in place. Drawing number 2a,b,c pictures the three anchorage systems which were tried. Drawing number 2a was the most effective.

d. Command Action: None of the above anchorage systems proved to be completely effective, the standard anchorage system divided with the runway set should be utilized.

3. Airfield Maintenance

a. Observation: A C-130 aircraft landing at the Khe Sanh Airfield lost a dual wheel on the left side damaging approximately 2800 foot of runway. The damage was confined to the center of the runway. Due to the assembled configuration of MK-19 mat, removal of the damaged mat would be impossible without disassembling almost $\frac{1}{2}$ of the runway. Replacement panels were not on hand in sufficient quantities to repair the runway in this manner.

b. Evaluation: A method of repair had to be found which would prove strong enough to withstand the flexural stress of a landing aircraft. The time factor was extremely important in this instance because the alternate AM-2 strip was not withstanding the strain of heavy C-130 aircraft. This fact all but eliminated replacement of the damaged panels.

c. Recommendation: It was decided to try epoxy cement. A test of the epoxy on one of the damaged panels indicated that with a mere time of about 24 hours the epoxy would probable work very well. A modification in the form of sand used as a filler proved to be even better. With sand the epoxy became a sort of grout. This method reduced the repair time by many hours.

d. Command Action: In this situation the epoxy proved to be an extremely effective method of repair.

4. Road Construction

a. Observation: As a result of the recent operation in Northern Region I an acute shortage of earth moving equipment developed in other areas. To keep construction projects progressing at a reasonable rate it became necessary to modify techniques somewhat.

b. Evaluation: In order that road construction progressed in a timely manner a new method of making sidehill cuts would reduce dozer time in the cut and expedite sub-grade construction.

c. Recommendation: To reduce the number of hours a D-7E spends in any one cut an expedient method of loosening the soil was developed. An earth auger would bore holes 10-foot on center to a depth of 6-foot. 40-pound cratering charges were then placed in the holes and detonated. The procedure loosened the embankment and lessened the amount of earth moving time.

d. Command Action: This method proved to be a valuable aid on the Rakkasan Road. However, on most situations it would not be a recommended procedure.

5. Road Construction

a. Monsoon rains caused numerous sub-grade failures on tactical roads. The primary cause was poor drainage of the road surface and puddling action of water. Under the constant strain of heavy vehicular traffic, sections of the road would become saturated and as a result fail.

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b. Evaluation: An expedient means of repairing subgrade failure was necessary in order to keep the vital supply routes open.

c. Recommendation: The first step was to remove the saturated material. This was followed by laying a 6-inch lift of sand in the damaged area to act as a filler. Blast rock was placed on top of the sand filling the damaged area to within 6-inches of the road surface. 2 1/2" (-) was then used to act as a choker and bring the area to final grade. Finally a layer of sand was added to act as an additional choker and wearing surface.

d. Command Action: The removal of saturated material and replacement with rock worked very well as an emergency repair method during monsoon rains.

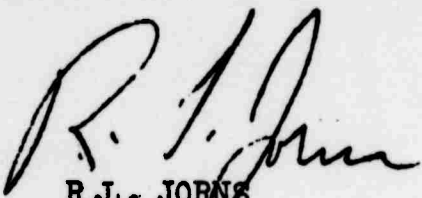
6. Sheet pile

a. Observation: Driving MZ-27 sheetpile requires special adaptations of pile driving apparatus. Rather than using a pile cap a special device referred to as "Pile pants" is required. A lack of time to fabricate this device made it necessary to attempt a different technique.

b. Evaluation: The most expedient method would be to adopt a standard drop hammer and leads system. However, due to the configuration of the leads they will not fit over interlocked sheet pile.

c. Recommendation: A six-foot section of bracing was removed from one side of the leads, thus allowing them to sit firmly on the ground against a six-foot section of the previously driven pile the new pile was interlocked with the driver and it in turn was driven (See drawing number 3).

d. Command Action: The modified lead allowed sheetpile to be driven effectively. However, when possible the pile driving pants should be utilized.


R.L. JORNS
LTC, CE
Commanding

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as stated

4 Incls w/d HQ DA

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AVCC-MC (30Apr71) 2nd Ind

SUBJECT: Operational Report - Lessons Learned, 27th Engineer Battalion
(Combat), Period Ending 30 April 1971, RCS CSFOR-65 (R3)

HQ US Army Engineer Command Vietnam, AFO 96491 : 5 JUN 1971

TO: Commanding General, US Army Vietnam, ATTN: AVHDO-DO, AFO 96375

The significant activities and lessons learned have been reviewed and are an adequate reflection of the unit's operation during this period. No action for USARPAC or DA is recommended.

FOR THE COMMANDER:

Charles M. Peterson

CHARLES M. PETERSON

1LT, CE

Act Asst Adjutant General

CF:

CO, 27th Engineer Bn

CO, 45th Engineer Gp

15
EGD-3 (30 Apr 71) 1st Ind
SUBJECT: Operational Report - Lessons Learned, 27th Engineer
Battalion (Combat), Period Ending 30 April 1971

DA, Headquarters 45th Engineer Group (Construction), AIC 96317
2 June 1971

THRU: Commanding General, United States Army Engineer Command Vietnam,
ATTN: AVCC-MC, AIC 96491

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

Subject report has been reviewed by this headquarters and is an adequate
summary of significant activities and lessons learned during the report-
ing period.

FOR THE COMMANDER:

Ernest C. Heimberg
ERNEST C. HEIMBERG
CPT, CL
Asst Adjutant

AVHDO-DO (30 Apr 71) 3d Ind
SUBJECT: Operational Report and Lessons Learned, 27th Engineer
Battalion (Combat), Period ending 30 April 1971.

Headquarters, United States Army Vietnam, APO San Francisco 96375 10 JUN 1971

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

This Headquarters has reviewed the Operational Report-Lessons Learned for the period ending 30 April 1971 from Headquarters, 27th Engineer Battalion (Combat) and concurs with comments of indorsing headquarters.

FOR THE COMMANDER:


F. L. HONSOWETZ
CPT, WAC
Acting Asst Adjutant General

Cy furn:
USAECV
27th Engr Bn

18
GPOP-FD (30 Apr 71) 4th Ind
SUBJECT: Operational Report-Lessons Learned, 27th Engineer
Battalion (Combat), Period Ending 30 April 1971,
RCS CSFOR-65 (R3)

HQ, US Army, Pacific, APO San Francisco 96558 24 JUN 1971

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:


L.M. OZAKI
CPT, AGC
Asst AG