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| AGO ltr 29 Apr 1980 ; AGO ltr 29 Apr 1980 |

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THRU: Commanding Officer
9th Logistical Command (B)
APO US Forces 96233

THRU: Commanding General
USARYIS
APO US Forces 96331

THRU: Commanding General
CHAUSRNC
APO US Forces 96557

TO: Department of the Army
APO: QMCPak
Washington D.C. 20310

Attached is the quarterly Operational Report of Lessons Learned, for the 44th Engineer Group (Const) for the quarter ending 30 April 1966.

FOR THE COMMANDER:

[Signature]

MALCOLM B. TERNARD
Major, CE
Executive Officer

1 Incl

FOR OR RD
660037
1. **Mission:** The 44th Engineer Group has the mission of providing general engineer construction support to the 9th Logistic Command. Areas of responsibility cover eastern Thailand from Battalip in the south to Ubon in the east to Ubon in the north. The radius of operation extends up to 400 kilometers from the headquarters at Korat.

2. **Projects Completed:** Although the official opening ceremony for the Bangkok air force base was held on 25 March, slope shaping and final clean up remains in progress at this time. Completed projects include:

   a. **Korat ITF Facility - Phase I.** So much of the project required to provide a usable facility (basins, piping, manifolding, separators, pumps, truck fill stands, hardstands, and connections to the existing system) was completed on 10 April.

   b. 3 Kilometers of double bituminous surface treatment over a 6" base was applied to the road connecting Camp Friendship with the Korat air base. Costs were borne by the Air Force.

   c. 10,000 square meters of miscellaneous roads, parking lots, and hardstands were completed at Camp Friendship.

3. **Projects in Progress:** The following new projects, consisting of design and construction phases were received during the reporting period.

   a. **Camp for 50th Airmen at Battalip.** (9th Log Command 66-14). This project consists of some 10,000 barrel tanks, piping, manifolding, pumps and separators, fill stands, roads, a hardstand, fencing and lighting, and an administration building. The camp includes provisions for enlargement to a 1000 man camp. The estimated cost is $75,000.00. This project was started on 10 Feb and is 45% complete.

   b. **Battalip ITF Facility (9th 66-13).** This project consists of 5 ea 10,000 barrel tanks, piping, manifolding, pumps and separators, fill stand, roads, a hardstand, fencing and lighting, and an administration building. This project has a 1 July completion date and is estimated at approximately $200,000.00. This project was started on 21 March and is 60% complete.
The old hospital: (16-26). This project was completed in the Friends Hospital in 1914. It consists of 10 buildings, 7 buildings are on the main line, and 3 buildings are on the side line. The estimated cost is $750,000.

- New hospital: (28-40). The 
  hospital will consist of 4
  buildings, 90 x 100
  feet, including
  the main line
  building. The
  estimated cost is
  $900,000.

- Project 3: (39-42). This facility
  consists of 3 buildings, 75
  x 100 feet, including
  the main line building.
  The estimated cost is
  $750,000.

- Project 4: (33-38). This
  project will be a
  hospital, consisting of
  6 buildings, 90 x 100
  feet, including the
  main line building.
  The estimated cost is
  $900,000.

- Project 5: (26-42). This hospital
  consists of 10 buildings, 7
  buildings on the main line,
  and 3 buildings on the side
  line. The estimated cost is
  $750,000.

- Project 6: (25-26). This
  hospital consists of 10
  buildings, 7 buildings on
  the main line, and 3 buildings
  on the side line. The estimated
  cost is $750,000.

- Project 7: (28-32). This
  project will consist of 4
  buildings, 90 x 100 feet,
  including the main line
  building. The estimated
  cost is $900,000.

- Project 8: (39-42). This
  project will consist of 4
  buildings, 90 x 100 feet,
  including the main line
  building. The estimated
  cost is $900,000.

- Project 9: (33-38). This
  project will consist of 4
  buildings, 90 x 100 feet,
  including the main line
  building. The estimated
  cost is $900,000.

- Project 10: (26-42). This
  project will consist of 4
  buildings, 90 x 100 feet,
  including the main line
  building. The estimated
  cost is $900,000.

- Project 11: (25-26). This
  project will consist of 4
  buildings, 90 x 100 feet,
  including the main line
  building. The estimated
  cost is $900,000.

- Project 12: (28-32). This
  project will consist of 4
  buildings, 90 x 100 feet,
  including the main line
  building. The estimated
  cost is $900,000.

- Project 13: (33-38). This
  project will consist of 4
  buildings, 90 x 100 feet,
  including the main line
  building. The estimated
  cost is $900,000.

- Project 14: (26-42). This
  project will consist of 4
  buildings, 90 x 100 feet,
  including the main line
  building. The estimated
  cost is $900,000.
4. **STATUS OF PROJECTS:**

   **a.** Bangkok By-Pass Road: This job is complete except for shaping of slopes and final clean up. Current percentage of completion is 99.7%.

   **b.** Bangkok By-pass Extension: (Military Road phase). Clearing is approximately 85% complete, subgrade work is progressing and application of a granular surfacing material has begun in the center section. The military road phase is 32% complete.

   **c.** Paving of Open Storage Facilities (Korat). Concrete pad and two double bituminous surface treatment pads are complete and usable. The project is 93% complete.

   **d.** Korat IIF Facility phase II: This phase (see par 2a above) will complete the facility and consists of 6 permanent buildings including a camp and can cleaning building, a can and can filling building, a knock engine building, a laboratory building, an administration building and a welding facility. This project is awaiting materials and will be programmed as construction forces become available from higher priority projects.

5. **Accomplishments:** The 44th Group has the mission of conducting reconnaissance and compiling reports on all main and secondary roads in northeast Thailand. 162 kilometers of roads and 463 bridges have been reconnoitered and reports prepared during this period.

6. **Organization:** (See incl 1 and 2)

7. **Field Organization:** (See incl 3)

8. **Field Organization:** (See incl 4)

   **a.** 561st Engineer Co. (Const): Effective 1 May, the 561st Engineer Co. (Const) will be relieved from assigned to the 569th Engineer Co. (Const) and assigned to the 44th Engineer Co. (Const), closing into Camp Friendship by 15 May. The mission of the company will be to accomplish the increased construction requirements in the Korat and outlying areas thereby releasing the 569th Engineer Co. (Const) to devote full effort on the Korat-Kabinuri Extension of the Bangkok By-Pass Road. The earth moving platoons of the 561st will be attached to the 569th to give added earth moving capability.

   **b.** 569th Engineer Co. (Const): Present plans provide for the 569th to complete the Wattanip IIF facility and cantonment and finish slope work and final clean up on the Bangkok By-Pass Extension and then be relocated to projects yet undetermined.

9. **FUTURE ACTIVITIES:**

   **a.** Construction materials: Materials are an ever increasing problem due to an increasing demand and a general shortage of all but native materials.
Primary difficulty lies in the area of delivery time and compliance with specifications. Approximately 60 days are required from initiation of purchase action to receipt of materials. Many materials, including the more common items such as lumber and aggregate do not meet specifications. Lumber is green, poorly sized and often unsound. Aggregates do not meet specifications for gradation and cleanliness. Action taken to alleviate the problems include mass-carrying purchase requests through the administrative channels, constant follow-up, writing specifications for the non-technically qualified, contracting personnel and performance of tests and inspections upon materials for the contracting officer. Efforts to forecast requirements in advance are continuous; however, this is not possible for emergency requirements. We also have requested that action be taken to establish an operating stock which would provide a source of materials to permit rapid reaction to an emergency requirement.

b. Spare parts: Unavailability of repair parts continues to be the greatest obstacle to full production. As an example, the 536th eng. bn (Const) has been in-country over 9 months, yet the AS of 1695 line items stands at 679 items at zero balance, (52%). At the same time the FL of the 536th has 18% of the line items at zero balance. During the report period, the 536th submitted 65% requisitions, of which 60% were outstanding at the close of the period. The baseline rate in the battalion, stands at 90% for engine and 12% for ordnance items. The 509th eng. bn (Const) is in somewhat better condition statistically with 45% line items at zero balance, of the 4515 listed on the ASL. This figure is deceiving in that most of the items at zero balance are high demand items. A reexamination of requisitions and upgrading of priority 15 and 12 to 0 and 4 has brought some relief, however, this relief will probably prove temporary once all units adopt this approach. A major source of parts for engineer items, common with civilian contractors, has been local purchase. Without this source, the situation would indeed be bleak since as much as 40% of the engineer parts have come from local purchase. A critical situation has developed in the supply of tires, which is beyond the capability of this organization to solve. The sizes are 1100 x 20 for 5 ton camp trucks, 1300 x 20, for the motorized grader, 1500 x 20 for the scraper loader plus 2350 x 20 for the 6541 tractor are not being received and stocks are virtually exhausted. If this situation continues, earth work operations will cease within a few weeks and units of the 4th Engineer Group will be unable to perform their mission. Immediate attention is urgently required.

c. Specialized equipment: No workable method has been found for obtaining essential and special equipment not found in the ASC. This problem has been compounded since implementation of the concept of the I.C.E. As but one example, the 536th initiated action to obtain critically needed water distributors for compaction control in October 65, however, they did not receive authority to place requisitions until April 66. Other similar experiences have been undergone for generators, compaction equipment and rectifiers. Some resources have been diverted from the 509th, however, this is only a temporary solution. In order to obtain immediate relief for the shortage of water distributors in the 536th, a rental contract has been negotiated.

d. Surfacing material for the Funk box is essential as a suitable surfacing material for this reason so far been difficult to locate.
natural materials in the area are generally silts, clays or a combination of the two. The wearing course must be granular in order to provide a durable all weather surface. Some laterite exist at K-130, however, the quantity is limited and hauling to the center sections of the road would be uneconomical. Deposits of a decomposed granitic material were found in the vicinity of K-130 with a high GBR value and good abrasion resisting qualities; however, the majority of the grains (80% - 90%) will pass the 4" sieve and are virtually non plastic. Any surface constructed of this material would be extremely dusty and chalky, and would be subject to heavy erosion. In order to provide some stability, three methods of binding the material were considered. A portland cement soil stabilization, a road mix using this material mixed in place with an asphalt product, and finally a modified surface treatment. Considering time and equipment, plus the intended life span of the military road phase, the surface treatment was chosen for tests. A test section is being prepared in which a 10 inch lift of the decomposed granite will be compacted to 100% modified AC-2 density. Next an AC-2 prime coat will be applied at the rate of .2 gal/sq yd. After 72 hours for curing, a tack coat of AC-2 is applied at a rate of .15 gal/sq yd, followed by a 2nd application of decomposed granite. Due to the fineness of the material, curing is slower, thus an AC was substituted for an HD cut back. After the asphalt achieves its set, the section will be tested by traffic. Indications thus far appear promising.

c. The K.L. Tank Farm, at first, presented a problem in tank erection when it was discovered that the 10,000 bbl tanks manufactured by American Pipe and Steel Co. would not fit together properly. Holes prepunched for bolts in the side sections did not line properly and the final row of side panels would not close. These tanks were replaced by similar ones produced by the Butler Tank Co., and by Black Hills Dryson Co. Inc., with much better results. Lesser difficulty was encountered with the product of the Favorite Implement Co. A separate report of unsatisfactory equipment has previously been forwarded through command channels.

d. Personnel skilled in operation of equipment are in short supply. Approximately 10% of the replacement equipment operators have sufficient experience to operate equipment without further instructions. The remainder must receive further training and undergo extensive closely supervised OJT prior to assuming full resonsibility for operation of equipment. The 827th experienced a shortage of equipment operators who could perform to the tolerances required of a Class I highway during construction of the Bangkok bypass road. Temporary relief was achieved by obtaining skilled operators on TDY from other units. Although bulk fills now account for less than 5% of our incoming personnel this figure is increasing. These personnel required retraining, and cause considerable hindrance to a unit working close to a deadline. The OJT's previous training is unused, skilled personnel must devote time to retrain them and the end product is often an individual trained at a lesser skill level than he previously worked in, and not necessarily proficient at the new skill. The short tour necessitates repetition of this OJT training cycle.

e. Due to circumstances peculiar to short tour areas, units of the 44th Engineer Group are constantly understrength. As is normal, the assigned strength averages from 75% to 65% below the authorized strength. However, because individuals are picked up as assigned when they leave their units
to call the attention of the Secretary of the Navy to the following.

...
SECTION II

LESSONS LEARNED

A. PERSONNEL

1. No provisions exist in the T&U for staffing of purely overhead positions necessitated by the operation of separate installations. Tables of Distribution must be approved in advance in order to avoid bleeding the organizational supervisory structure to staff requirements such as Club Custodians, R & U Supervisors, PA managers, H & R Specialists, Provost Sgts etc.

2. The immense amount of hand work coincident with construction in jungle terrain, plus the 15% average T&U understrength, necessitates employment of several hundred laborers. Supervisors for these crews now must be provided at the expense of the T&U structure. Here again, a T&D is essential in order to avoid cannibalization of the organization to provide supervision. It has been experienced that the effectiveness of the T&U force, as well as the local national labor force, suffers when T&U supervisory positions are split between the two functions.

3. The 530th Engineer Bn arrived in-country on 15 August yet no effort was made to adjust rotation dates of personnel till Dec, after the battalion was assigned to 44th Engr Cp. As a result, over 50% of the battalion will rotate in a 60 day period, making continuity extremely difficult to maintain. Upon arrival, an immediate and planned reassignment by MGS and grade should be undertaken with similar in-country units to iron out the rotation bump.

B. ORGANIZATION

1. As lines of communications are constructed or rehabilitated, no maintenance force exist for reliable maintenance and deterioration begins immediately. Local highway departments will not maintain roads in a satisfactory condition and reliance on construction forces will rapidly deplete their ability to construct new routes. Provisions for specially tailored maintenance units should be made while construction is in progress. Type B units or Labor Service Units are recommended as a means of staying within troop position authorizations.

2. Some workable method for obtaining additional supplemental and specialized equipment must be provided. Submission of an WPA each time a need arises is unworkable and unsatisfactory. Some approved authority should rest with the area command or allowances for purchase from project funds should be made. Each mission assigned an engineer construction force requires some special equipment for which the WPA system is not sufficiently flexible or responsive.
C. TRAINING

1. The majority of supervisors, both officer and enlisted, are inadequately prepared to efficiently employ the equipment of an engineer construction company. An intensified training program is therefore necessary to achieve an accepted degree of efficiency in maintenance and employment of equipment. Such a school requires the services of expert instructors, adequate training aids, and should be established and planned centrally and executed at no higher than group level.

2. M.O.L. qualifying schools should be locally established to provide retraining into critical MOS or to further qualify personnel partially trained. Again, this training should be accomplished at group level to minimize absences from units. Resources to conduct this training are not available to the 44th Group, which is understrength in experienced officers and NCO's and fully committed on an operational mission.

D. INTELLIGENCE: There is a general lack of engineer intelligence in underdeveloped countries, in areas of roads, airfields, materials, and terrain data. Consequently the 44th engineer Group has been conducting extensive reconnaissance which further dissipates key personnel. Provisions should be made for providing these services by trained and competent personnel organized as terrain and intelligence detachments attached to the headquarters with overall planning responsibility.

E. ORGANIZATION

1. Inadequate groundwork was laid for the arrival of the 538th. A planning detachment should precede the main body by at least 75 days to coordinate requirements and support and to communicate additional requirements to the parent unit prior to shipment of its equipment.

2. An aviation augmentation was provided for the 538th engineer BN. for the purpose of medical evacuation and facilitation of command and control. Although personnel, equipment and parts shortages have thus far made it impossible to station the aircraft with the 538th, the original requirements still exist and it is recommended that the aircraft be stationed with the 538th when conditions make this possible.

3. The reliance on local purchase, by a contracting officer without a technical staff, has placed an increased burden on Group and Battalion operations sections. Detailed specifications must be written in non-technical terms but yet definitive enough to bind the contractor. Added quality control teams must be provided to test and inspect all contractor deliveries. As an alternative, it is recommended that technical personnel be added to the staff of the contracting officer, capable of writing and interpreting specifications, making precontract surveys to determine the contractors performance capability and conducting inspections at the point of shipment.
The present system of inspection leads to constant poor relations with contractors who have other markets and are not motivated to comply with specifications. Indigenous suppliers often resort to unethical practices which could be largely avoided by a technically trained staff closely inspecting production and shipping.

4. The value of air test, prior to hydrostatic tests, was recently proven at the Korat IOL Facility. Air was used as a preliminary method of locating leaks in the Victaulic and flanged connections. The more serious leaks were audible while the smaller ones required a soap-and-solution for detection. Approximately 15% of the Victaulic couplings leaked on first test. It was discovered that the gaskets had lost elasticity in storage and, where there was a small amount of foreign matter on the joint, the gasket would not seal tightly. Joints were thoroughly cleaned and more pliable gaskets were installed and the air test was continued till only slow bubble forming leaks remained. Next the system was filled with J.P-4 and pressurized. Two small leaks developed which were easily and quickly repaired. The use of air facilitated testing in that no fire hazard was created by spillage, no contamination of the ground was created, and time required to drain the system before leak repair was eliminated. Close inspection of each joint is generally the quickest way to determine if leaks exist since temperature changes cause widely fluctuating pressure. Compressors with high volume capacity and pressure of at least 150 psi are desirable for rapid high pressure testing.

F. IMPLICATIONS

1. As a further means of reducing lead time for the delivery of materials, the establishment of blanket purchase agreements is recommended. 9th Logistical Command is presently working on this approach, which should contribute materially to the reduction of the 60 day period we must wait for construction to start.

2. As a further expansion of the operating stock previously mentioned, the establishment of a depot stockage, of say 90 days, would enable closer quality control and conformance to specifications, would reduce lead time and would contribute greatly to flexibility in employment of construction forces. This has the added advantage of allowing bulk purchases at more economical rates.

4. Incl.

1. 44th Engr Gp (Const) Lt Col, GS
   Organization - Present Commanding
2. 44th Engr Gp (Const)
   Organization after 6 May 1966
3. 44th Engr Gp (Const) Troop Disposition - Present
PROJECTS

(1) Cantonment area West II (Friendship)
(2) Cantonment area West (Friendship)
(3) USARATTHAI HQ BLDG
(4) Security Guard Regt. HQ.
(5) Extension of Camp Friendship Cantonment
(6) Four man BOQ's
(7) Korat Depot Paving
(8) Korat FOL Facility
(9) Signal Sites Additions
(10) Bangkok By-Pass Extension
(11) Lop Buri Spl Forces Camp
(12) Bangkok By-Pass Road
(13) Sattahip Amn Depot
(14) Sattahip Cantonment
(15) Sattahip FOL Facility
(16) Sattahip Signal Site
GPOP-MH (5 May 66) 3d Ind (U)


HQ, US ARMY, PACIFIC, APO San Francisco 96558 1 JUL 66

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

1. The Operational Report on Lessons Learned of the 44th Engineer Group for the period 1 January - 30 April 1966 is forwarded herewith. It is considered that this is a highly informative report that sets forth many problem areas in a concise, logical manner.

2. In general regard to the repair parts problem, it should be noted that a DA letter, received at this headquarters on 20 May 1966, contained a recommendation of the Chief of Engineers that Engineer units deploy with 90 days supply of repair parts. This recommendation was forwarded to USARV, for comment directly to DA. USARV concurred in the recommendation. Early DA implementation, including extension to Engineer units deploying to Thailand, is expected, and this should relieve shortages of repair parts for all Engineer units deploying to SEA.

3. In reference to paragraph 2a(1)(a), USARYIS 2d Indorsement, it should be noted that this headquarters has a separate action underway to clarify USARPAC ICP/2d Logistical Command responsibilities for improving the supply of repair parts.

4. In regard to Section I, paragraph 9a, basic report, this headquarters has requested USARYIS to advise this headquarters of actions taken, or to be taken, to establish a Class IV construction materials stockage to support troop construction efforts in Thailand.

5. Reference paragraph 2b(1), USARYIS 2d Indorsement, the statement is correct as set forth. In reference to paragraph 2b(2), same Indorsement MTOE's for the 538th Engineer Battalion and the 809th Engineer Battalion (Company A), have been forwarded to DA. The MTOE for Company A, 809th Engineers, was received at this headquarters late in June and will be forwarded ASAP.

6. In regard to Section II, paragraph B2, of the basic report, the statement is not entirely correct. Paragraph 3-27, AR 725-50, provides for submission of requisitions concurrently with requests for authorization. This permits temporary issue of equipment pending approval for inclusion of the equipment in the appropriate authorization document.

FOR THE COMMANDER IN CHIEF:

[Signature]

1 incl

1 Copy: CG USARYIS, Attn: RIC-MH
CONFIDENTIAL

9 JUL 1961

(1) The facts included in reports are submitted for the purpose of
enabling the Department of the Army to determine:

(a) The extent to which the Army may be required to
procure additional units or include additional requirements in
Army purchases.

(b) The extent to which it may be possible to utilize existing
Army units in the 24-inch caliber to meet the demand of officers
and men. The Department of the Army is considering the
use of the 24-inch caliber unit as an additional requirement in the
Army.

(c) The extent of the Army's requirements for all types of
Army units.

(d) The extent to which the Army is able to utilize existing
Army units in the 24-inch caliber to meet the demand of officers
and men. The Department of the Army is considering the
use of the 24-inch caliber unit as an additional requirement in the
Army.

CONFIDENTIAL
CONFIDENTIAL

9 JUL 36

SUBJ: Operations report of troops landed for the Norman invasion

ORG: 7th Division

1. **CONFIDENTIAL**

2. (a) The 7th Division was landed in the area of B-chute-1, approximately 12 miles WSW of C Normandy. The landing was unopposed, and the division made contact with the French forces.

3. (b) The division encountered minimal resistance and was able to advance quickly. The French forces were not well prepared for the invasion and surrendered without a fight.

4. (c) The division has continued to advance and is currently in the process of securing the area.

5. (d) Further operations will be conducted as necessary to ensure the division's position is secure.

6. **CONFIDENTIAL**
CONFIDENTIAL

9 JUN 1966

Subject: Report on recent changes for the equipment.

A report of unexpected incidents and changes.

Enclosure: List of new parts and updates.

Sincerely,

[Signature]

CONFIDENTIAL
SUBJECT: Operations Report of Lessons Learned for the Period Ending 30 April 1966 (Reports Control Symbol OSFO-28 (R1))

HEADQUARTERS, 9TH LOGISTICAL COMMAND (E), APO U.S. Forces 96233, 5 May 1966

TO: Commanding General, U.S. Army, Ryukyu Islands, APO U.S. Forces 96331

1.(U) Reference paragraph 9b. The constant revision of ASL's and PLL's causes some of the lag in filling of requisitions, however, the main problem is that many items are not readily available in the supply system. Every effort is being made by this command to obtain repair parts and with this in mind, the USAD, Thailand, has recently increased the Requisitioning Objectives; a fact which should alleviate the problem to some extent. In the same vein, local purchase is utilized wherever possible to obtain repair parts and contracts are in effect to accomplish recapping of tires.

2.(U) Reference paragraph 9c. This command is bound by regulation to comply with NAADS. Interim measures to provide special equipment, such as rental of equipment is and has been recommended.

3.(U) Reference paragraph 9f. The 538th Engineer Battalion (Const), for example, arrived in this command in August 1965 with enlisted men who were 60 - 90 day losses. In addition, the unit was under strength. Emergency requisitions were submitted for losses; however, due to the high non-arrival rate of qualified enlisted men in technical MOS's, the individual battalions have experienced personnel shortages. DA has seen fit to fill some of the losses with available bulk assignments. The time frame for submission of requisition until the individuals are received is approximately 5 to 6 months.Coupled with the non-arrival rate, this can only result in a shortage of qualified personnel. The above status of personnel is reflected on USARPAC Job Order 1237, and by a special "non-arrival report" submitted to higher headquarters each month.

4.(U) Reference paragraph 9g. The under strength referred to in this paragraph is actually caused by the non-arrival of qualified personnel. Even though individuals are carried on morning reports when they are in transit in or out, if the arrival rate were higher than a physical under strength would not exist. An example of the non-arrival rate is noticeable in the 538th Engineer Battalion (Const) during the month of January. 130 enlisted men were due to arrive; yet only 40 reported. Shortages in the 44th Engineer Group (Const) have been alleviated to some extent by bulk assignments and extensions of personnel in accordance with current regulations.

5.(U) Reference paragraph 9h. Information received from USARYIS on 5 May 1966 indicates that day room furniture is being shipped to this command this week. In addition, it is planned to open a hobby shop in the 538th Engineer Battalion (Const) area in the very near future and as soon as a facility is available, one will also be opened in the 809th Engineer Battalion area. Promotion allocations from DA are based on the availability...
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RILC-CO

SUBJECT: Operations Report of Lessons Learned for the Period Ending
30 April 1966 (Reports Control Symbol GSGPO-28 (R1))

of funds and the Army wide status of grades. Allocations are closely mon-
itored and are broken out on an equitable basis by each level of command.

6. Reference Section II, A. Areas of interest mentioned in this para-
graph are being considered for manpower requirements by this headquarters.
A representative will visit units concerned in the near future to assist
them in the proper procedures to obtain overhead type personnel.

7. Reference Section II, A-3. Actually, action to adjust rotation
dates of personnel of the 538th Engineer Battalion (Const) was instituted
in October 1965.

8. Reference Section II, D. An Engineer Detachment Terr TY IX, is due in-coun-
try in the near future. Its arrival should alleviate the problem cited in
this paragraph.

9. Reference Section II, E-2. All aircraft within the command are
presently centralized under the 9th Logistical Command Aviation Section and
operate under the control of the Transportation Officer. This arrangement
greatly facilitates maintenance and other overhead type operations as well
as making the aircraft available to the greatest number of people.

1 Incl

4th Engr Gp Command Report

W. H. McKENZIE III
Colonel, CE
Commanding

CONFIDENTIAL