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AGO d/a ltr, 29 apr 1980
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SUBJECT: Operational Report - Lessons Learned, Headquarters, 70th Engineer Battalion (Cbt)(A), Period Ending 31 October 1967

TO: SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation by USACDC in accordance with paragraph 6f, AR 1-19 and by USCONARC in accordance with paragraph 6c and d, AR 1-19. Evaluations and corrective actions should be reported to ACSFOR OT within 90 days of receipt of covering letter.

2. Information contained in this report is provided to insure appropriate benefits in the future from Lessons Learned during current operations, and may be adapted for use in developing training material.

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KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 70TH ENGINEER BATTALION (COMBAT) (ARMY)
APO 96318

EGCB-07-70E

14 November 1967

SUBJECT: Operational Report - Lessons Learned (RCS OSPU-65), for Quarterly Period Ending 31 October 1967

THRU: Commanding Officer
957th Engineer Group (Cbt)
APO 96318

Commanding General
18th Engineer Brigade
APO 96377

Commanding General
U. S. Army Engineer Command, Vietnam (Prov)
APO 96375

Commanding General
United States Army, Vietnam
APO: AVSCC-DH
APO 96307

Commander in Chief
United States Army, Pacific
APO: CJCS-OT
APO 96558

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

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LGCS-70B-3
SUBJECT: Operational Report-Lessons Learned (HCS CSHOF-65), for Quarterly Period Ending 31 October 1967

SECTION I. SIGNIFICANT UNIT ACTIVITIES

1. COMPLD.

a. MISSION: During October the battalion moved from an Fhe to Pleiku. The move was completed on 10 October 1967 with new missions as follows:

(1) To command assigned and attached units.

(2) To plan and coordinate operations of units assigned or attached to the battalion.

(3) To provide all non-divisional engineer support required for tactical operations in the battalion area of responsibility.

(4) To actively maintain the battalion sector of the Engineer Hill Perimeter and to defend this sector against enemy attack

b. ORGANIZATION:

(1) The following units were assigned or attached to the battalion during the reporting period.

<table>
<thead>
<tr>
<th>PERIOD</th>
<th>UNIT</th>
<th>TMT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Aug 67 to 10 Oct 67</td>
<td>B/34th</td>
<td>5-118D</td>
</tr>
<tr>
<td>1 Aug 67 to 10 Oct 67</td>
<td>511th</td>
<td>5-77E</td>
</tr>
<tr>
<td>1 Aug 67 to 31 Oct 67</td>
<td>444th</td>
<td>5-820</td>
</tr>
<tr>
<td>1 Aug 67 to 31 Oct 67</td>
<td>650th</td>
<td>5-54D</td>
</tr>
</tbody>
</table>

(2) A chart showing the battalion's current organizational structure is attached as Incl I.

c. ORGANIZATIONAL RELATIONS: The 70th Engineer Battalion (Cbt) (/7), is assigned to the 937th Engineer Group (Cbt), and has normal command and support relationship with that headquarters. From 1 August 1967 to 10 October 1967 the battalion responded to the operational emergency support requirements of the 1st Air Cav Div.

2. REPORT AND ILLUSTRATION. COMPLD AND DISPATCHED

a. Personnel: The average present for duty strength of the battalion remained within the range of 88% to 97%, with an average of approximately 93% during the reporting period. The operational strength of the battalion decreased during this reporting period by the detachment of the 511th Engineer Company (PB), Company B, 544th Engineer Battalion (Const.) and the 444th Engineer Detachment (HC). Authorized strength of assigned and attached units at the close of this reporting period was:

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SUBJECT: Operational Export-Lessons Learned (RCS OSMB-65), for Quarterly Period Ending 31 October 1967

(1) 70th Inf: 3n (C) - (c) - 39 Officers, 855 EM.
(2) 630th Eng Co. (11) - 6 Officers, 180 EM.

b. Morale and Discipline:

(1) Morale has remained at a high level. The present high state of morale can be attributed to job satisfaction and effective leadership at all levels. This is reflected in the 31 extensions during the period. There were 6 Special Court-Martial for the quarter and one Summary Court-Martial.

(2) Movies are conducted on an average of 6 nights weekly in 2 locations within the battalion. Officers, NCOs, and JK Clubs also provide nightly relaxation areas for all personnel in the base camp area.

(3) The battalion Chaplain conducted character guidance classes on a regular basis and Protestant services in the battalion chapel as well as on the road for the companies separated from the battalion headquarters. Catholics attend services at the 937th Engineer Group on Engineer Hill.

3. INTELLIGENCE AND SECURITY:

a. PHYSICAL SECURITY: This unit continues to stress safeguarding of defense information and ensures through training that all members of this command are aware of the proper procedures for handling classified material.

b. ROUTE ISSUES: a continuous ground reconnaissance of Route QL-19 was conducted from Khe Pass to Long Giang Pass. Periodic aerial reconnaissance was also run on Route 508 to Kennoch Airfield and Route 2 west of Highway 19 to the southern boundary of the battalion AOR. Following the battalion's move to Pleiku, ground reconnaissance was completed on Rt. 11-19 from Long Giang Pass to Pleiku, Route 11-14 from Pleiku to Kontum, Route 511 from Kontum to Toei Klong, and Route 509 from Pleiku to bridge 50-9-2.

4. MAIN OPERATIONS AND TRAINING

a. Operations: Support: This unit has had the following operational support missions during the reporting period:

(1) Land clearing operations were undertaken along Route QL-19 and Route 509. The initial section from Khe Pass to Long Giang Pass was completed 3rd September 1967 with the excavation of small marshy or steep sections requiring hand clearing. This operation was supported by elements of the 55th Engineer Detachment (Land Clearing). The battalion is currently engaged in clearing along Route QL-19 from the Lang Giang Pass to Pleiku and along Route 509 from Pleiku to 14 B with organic equipment. Clearing is being accomplished to a distance of 100 meters on either side of the road.
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OPERATIONAL REPORT -LESSONS LEARNED

SUBJ CT: Operational Report - Lessons Learned (RCS GRG-65), for Quarterly Period Ending 31 October 1967

(2) Maintenance of Route QL-19 was a continuing project throughout this period. While the battalion remained static, it was responsible for maintenance from An Hoa Pass to a point some 8 kilometers west of K'ang G'ing. Work accomplished included grading, placing of fill material on deteriorated shoulders, filling of potholes, and repair of drainage structures. Since moving to Pleiku the battalion's responsibility is now for the section from the eastern base of K'ang G'ing Pass to Pleiku.

(3) At the present time the battalion is maintaining Route QL-14 north from Pleiku to Kontum. This operation includes repair of by-passes and bridge maintenance in addition to road repair.

(4) 600 six inch diameter trees were cut and shipped from Pleiku to Dak To for use in a corduroy road being constructed by the 299th Engineer Battalion.

(5) Several mine sweeps were conducted to support the 1st Air Cavalry Division on Route QL-19 and Khe Sanh Road.

(7) Plans have been completed and a construction schedule prepared for the upgrading of Khe Sanh Airfield to C-130 capability. It is planned to move to that location the first week in November.

CONSTRUCTION:

(1) During the reporting period, the following projects were completed or turned over to other construction units for completion:

(c) The ten mile section of Route QL-19 from An Hoa Pass to An Phu was prepared for asphalt pavement. The road was scarified, mixed with 3-inch minus rock, graded, watered and compacted. 3,650 cubic yards of rock and 4,670 cubic yards of decomposed granite were loaded, piled, and treated with RS-3 during the operation.

(b) Through the month of August maintenance was performed nightly on the An Hoa Airfield C-130 ramp. Patching and rolling were required as well as welding of PSP sections at overruns and tie-ins. A trailer-mounted asphalt mixer/roller was used to provide the necessary hot mix.

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(c) The An Khe Airfield concrete runway was completed during this period. The finished runway, 72 feet wide and 4,365 feet long, including a 300-foot concrete overrun was connected to the existing DBUT runway by an M8A1 turnout. The project was then turned over to the 589th Engineer Bn (Const.).

(d) The final work was completed on the An the logistical complex. This consisted of finishing the remaining 70' x 80' x 8' concrete ammunition storage pads in the ASP and grading and paving the ASP access roads with 3-inch minus rock. Several culverts with concrete head-walls were also installed in this area.

(e) Three 40' x 100' closed storage warehouses (tropical design) and 10 concrete slabs for three others were completed in the 15th Cavalry Division (Airmobile) supply Point. A number of open storage sheds were constructed as well as access roads and drainage structures. Fill was placed throughout the area for open storage and future construction. The project was then turned over to the 589th Engineer Bn (Const.).

(f) A 46' x 15' x 3' concrete pad was placed at Hon Cong Quarry for a cone secondary crushing unit.

(g) A modest helipad was constructed for the 616th Medical Clearing Company on the lower slopes of Hon Cong Fountain. 3-inch minus rock was placed, rolled and shot.

(h) A 175' x 190' aircraft maintenance hangar at the Golf Course Heliport had all structural steel erected and the bulk of the roofing on when the battalion departed in late August. The project was then turned over to the 589th Engineer Bn (Const.).

(i) Brevities, technical advice, and limited equipment support were provided to the 1st Cavalry Division (Airmobile) in the fleet maintenance program at the Golf Course Airfield.

(j) While at An Khe the battalion continued to prepare, issue, and supervise construction of all buildings for the Corp Redcliff base development program.

(k) Efforts at base stabilization in the previously constructed 65,000 BBI Tank Farm continued. RO-3 was utilized with limited success. The final solution was to blend plow-spreaded filled sod with local Blastidal. This program was undertaken when the battalion moved to Okinawa.

(l) The Corp Redcliff main post exchange was completed with the execution of installation of the air conditioning units.
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Page 5

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END IKOL-3

END POLITICAL REPORTING (PCS 970-W-65) FOR QUARTERLY

Period ending January 31, 1957

(a) Road maintenance on several selected roads within
Camp Radcliff continued on an emergency repair basis.

(b) Several types of aircraft revetments were constructed
at Corp Hollowy. These included 55-gallon drum revetments,
Mob netting revetments and a modular wooden box revetment. All required
revetments were completed, however a number of 55 gallon drum revetments still require
upgrading to meet minimum criteria. As soon as additional drums become
available this work can be started.

(c) Two 16' x 6' timber cross walks were constructed
in Corp Hollowy to provide passage over drainage ditches adjacent to
the runway.

(d) A class 55 timber truss bridge was constructed
on the road from Engineer Hill to the 71st Evacuation Hospital to replace
an 1/4 mile dry span which was removed.

(e) The Engineer Hill security project was completed to
include construction of 5 guard towers, 13 bunkers and 3 barbed wire fences
enlarging the Engineer Hill perimeter to permit construction of the battalion entrenchment.

(f) Work in the quarry and crusher operations
continued at the Hon Kong and Route 19 quarry sites and at the Hon Kong
and an Eho crusher site. Upon completion of the concrete runny the
Route 19 Quarry operation was closed down as no further requirement existed for high quality granite aggregate. Products included: black rock,
3"(-), 1"(-), 3/4"(-) and fines.

(g) Projects under construction at the end of this reporting
period included:

(i) Construction of Bridge 31 on Route 01-19 was approx-
imately 60% complete at the end of the period. This involved repair of
an existing concrete abutment recovery and placement of steel stringer and
construction of concrete deck and handrails.

(ii) Work continues on five pump stations on the in the
to Pleiku pipeline. The pump stations are in various stage of con-
struction but are primarily held up for lack of materials including pumps,
fuel tanks, and plumbing. The overall status of completion is 60%.

(iii) Installation of perimeter lighting at Corp Hollowy
is stopped at 59% completion due to lack of materials. 181 blacktop
metal light poles have been placed, 140 cross bars have been fabricated
and 74 bolted into place, 1800 feet of wire has been strung.
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60 insulator rocks & brick columns for generator sheds constructed. Critical material shortages have been phased in GS.

4. A TEC for the 14th Artillery is currently under construction. Concrete slab has been formed and rocks placed.

5. Construction of 175 x 190 maintenance hanger at Camp Hollow has been assigned to the battalion. Substantial material shortages preclude construction at this time.

6. Plans for a control tower at Camp Hollow are under reevaluation. Siting is established and work will commence as soon as approved plans are received.

7. Construction continues in the new battalion cantonment area. At present 6 mess halls, 6 latrines, and 6 shower buildings have been completed. Two maintenance buildings are in use and four more under construction. Tent kits are being erected for billeting.

8. An existing T-17 ammunition store at the 604th Maintenance Company, Camp Hollow, has been partially removed and is to be replaced with M61 setting.

9. The decomposed granite quarry has been reopened and is being operated by the 630th Light Equipment Company. Decomposed granite is issued to all units in the Piciku area.

10. Extensive stripping at the proposed OP-10 quarry site has not yet revealed workable rock. Work on a chimney at that location has ceased pending a determination concerning availability of rock.

5. LOGISTICS

a. During the first weeks of the report period, the battalion continued to handle an average of 600 tons of construction materials per week. Self-help construction in An Khe tapered off, this figure gradually declined to a low of 80 to 100 tons per week by 1 October.

b. The water point at An Khe was closed on 29 September and relocated on Route QL-19 east of Piciku on 4 October. The new water point supports D Company, 70th Engineer Battalion and 4th Division fire base with an average of 5000 gallons of water per day.

c. Since the relocation of the battalion to Piciku, effort has been concentrated on the timely acquisition of materials to keep pace with directed projects. A lack of funds to move materials, plus non-availability of certain items, has delayed progress in this area.
Difficulty is encountered replacing TOE equipment shortages. Specific examples of key losses of equipment are:

1. Four authorized hand graders (TOE 5-35A), one was on hand at the end of the quarter.
2. Of thirteen scrap loaders authorized, three were on hand at the end of the quarter.
3. Of five radars authorized, one was on hand at the end of the quarter.

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Land Clearing Drainage

**HINT:** Since the land clearing operation removes the natural vegetation which normally tends to reduce run-off, drags become an increasing problem with land clearing operations. Not only does increased run-off take place, but the windrows tend to restrict natural or man-made drainage patterns to further complicate the situation. Additionally, inattentive equipment operators may totally block existing drainage structures while engaged in the clearing operation.

**NOTICE:** It is imperative for all personnel engaged in land clearing operations, particularly along lines of communications to be aware of the problems mentioned and to exercise care to prevent creating drainage problems.

**IV.1 Driving B-Size Pickets:**

**DESCRIPTION:** When driving 8'-16' deep pickets with a loader bucket, you may use a truck to stand on or get a wooden derrick to push them into the ground with its bucket. Either way, a piece of equipment is used which could be used in many instances. A solution to this problem is to place a piece of 4" pipe 6' long and weld a metal can to the end and two long handles on the pipe, 18" from the middle. This is placed over the derrick and brought down on it to drive it into the ground.

**OBSERVATION:** Picket can be easily driven without heavy equipment and with minimum effort.

**IV.2 Utilization of Front Loaders in quarry operations:**

**DESCRIPTION:** Front loaders are not designed for utilization as loading devices for blast rock as frequently required in PHQ.

**OBSERVATION:** Use front loaders for loading out of aggregate stockpiles. Design crusher/quarry operation to minimize loader loading through chutes, chutes, chutes, chutes, chutes, etc.
Improved production in crusher/quarry operations.

Production in crusher/quarry operations is often not commensurate with equipment assigned to job.

Emphasis placed on job planning, traffic patterns and efficient equipment utilization will generally increase production. It is easy to become satisfied with an operation when, in fact, production can be improved. A continuing effort for improvement should be vigorously pursued by all supervisory personnel.

Protection of timber greasely required to support dozer traffic.

Timber grizzly used to segregate oversized material for a dozer loading dump trucks tends to wear under the abrasion of material and tracks. Also oversized rocks tend to lodge in the grizzly.

Worn cutting edges or steel plate placed on top of the grizzly timbers prevents damage to timber. If the plate is slightly wider than the grizzly timber, slightly oversize material will have less likelihood to wedge between the timbers.

Count for antenna of the jeep mounted an VRC 46 radio.

The center brace on the standard antenna mount for the jeep mounted an VRC 46 radio cracks and becomes unservicable in a short period of time.

The brace as issued is made of aluminum. Fabricate a steel plate in the same shape as the aluminum one and replace it when installing bracket in jeep.

Transport of intrenching machine.

Problems have arisen with the fuel tank breaking loose from brackets while trenching machine is being transported on a low boy.

To avoid this problem drain the fuel tanks prior to shipment. The tank and fuel are too heavy for the brackets in rough terrain.
During land clearing operations it was found that considerable dead-line hours resulted from trees falling on the return hydraulic lines or the push-arm cylinders, thus cracking or breaking them.

**Observation:** A piece of angle iron can be installed as a shield on the return hydraulic line.

**Issue:** Selection of frequency for unit relay station.

**Discussion:** Often during operations in continuous terrain, relay stations must be established to facilitate radio communications between units. A large volume of traffic is normally handled by such relay operating for a battalion sized unit. If the relay operates on the unit frequency it will tend to personalize the traffic and thus reduce unit communications.

**Observation:** Operate to unit relay stations on an alternate frequency if available.

**Statement:**

1. **Personnel:** In recent months this organization has experienced an assignment of personnel in excess of the authorized strength in grades and MOS’s. This is in contravention to AR 600-200 and results in enforced violation of basic personnel management principles. It further creates an adverse morale factor by eliminating possibilities for advancement. Closer adherence to the information contained in personnel information rosters and enlisted requisitions submitted monthly by battalion size units is required to alleviate this situation.
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Lt. Col. 707-3

O QTR. II: Operations Reports required (825-515-477), Quarterly
Period Ending: 31 October 19...

2. OPERATIONS: None

ROBERT E. LAYERS
Lt. Col.
Commanding

DISTRIBUTION:
5 - HQ, 93rd Sr Cp (Ctn)
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2 - HQ, 18th Sr Cp
SUBJECT: Operational Report - Lessons Learned (RCS CSFOR-65), for Quarterly Period Ending 31 October 1967

DEPARTMENT OF THE ARMY, HEADQUARTERS, 937TH ENGINEER GROUP (COMBAT), APO 96318, 21 November 1967

TO: Commanding General, 18th Engineer Brigade, ATTN: AVBC-C, APO 96377

1. The subject report, submitted by the 70th Engineer Battalion (Combat), has been reviewed and is considered an accurate report of organizational activities.

2. I concur in the observations and recommendation of the Battalion Commander with the following additional comments:

   Page 6, Paragraph 5c -
   MHE equipment has been released and should be available at Pleiku in the immediate future.

   Page 7, Paragraph 5d -
   (1) Group is short 14 graders. No information available as to expected delivery.

   (2) Three new scoop loaders have been issued to the 70th Engr Bn (C) during the past two weeks. Two loaders are being delivered to the 70th this week.

   (3) Group is short 6 erdlators. No information available as to expected delivery.

R. C. MARSHALL
Colonel, CE
Commanding
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AVBC-C (14 Nov 67) 2nd Ind CPT Storat/41r/DBT-163
SUBJECT: Operational Report - Lessons Learned (RCS CSFOR-65), for Quarterly Period Ending 31 October 1967

Headquarters, 18th Engineer Brigade, APO 96377 29 Nov 1967

TO: Commanding General, U.S. Army Engineer Command, Vietnam (Prov), ATTN: AVBC-P&O, APO 96375

1. This headquarters has reviewed the report submitted by the 70th Engineer Battalion (C) (A), as indorsed, and considers it an accurate description of the unit's activities and accomplishments during the reporting period.

2. Concur with the report as indorsed with the following comments added:

   a. Reference Section I, para 5d.

      (1) Shortage of graders exists throughout the 18th Engineer Brigade. Graders due in October have not arrived.

      (2) Scoop loaders are presently arriving in country.

      (3) This headquarters is looking into the shortage of Erdlators in the 937th Engineer Group.

   b. Reference Section II, Part I - Protection of timber grizzly required to support dozer traffic. Concur with the method proposed to reduce wear of timber grizzlys. However, eight (8) and twelve (12) inch channel beams can be obtained for use instead of timber.

   c. Reference Section II, Part II - Mount for antenna of the jeep mounted AN/VRC 46 radio. A common reason for failure of the aluminum brace is improper installation of the antenna mount which causes additional stress to be placed on the brace. When mounted in accordance with the instructions using the three (3) bolts provided, the aluminum plate should withstand the same stress as the steel plate suggested.

   d. Reference Section II, Part II. Concur with the Battalion Commander's recommendation. Non-availability of personnel in grades and MOS's necessitates assignment of personnel in other grades and MOS's as a substitute measure resorted to only when required for mission accomplishment.

   [Signature]

   HAROLD J. ST BAIR
   Colonel, CE
   Deputy Commander

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AVCG-P&D (14 Nov 67) 3d Ind
SUBJECT: Operational Report - Lessons Learned (RCS CSFOR-65), for
Quarterly Period ending 31 October 1967

HEADQUARTERS, UNITED STATES ARMY ENGINEER COMMAND
VIETNAM (PROV), APO 96491 DEC 67

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

The subject report, submitted by the 70th Engineer Battalion (Cbt),
has been reviewed by this headquarters and is considered adequate.

FOR THE COMMANDER:

[Signature]

1 Incl
nc

Info Cys Furn:
CO, 18th Engr Bde
CO, 937th Engr Gp
CO, 70th Engr Bn

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AVHGC-DST (14 Nov 67)        4th Ind
SUBJECT: Operational Report - Lessons Learned (RCS CSFOR-65), for Quarterly
Period Ending 31 October 1967

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96375
17 DEC 1967

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 October 1967 from Headquarters, 70th
Engineer Battalion (Combat) (Army) (AZBA) as indorsed.

2. Pertinent comment follows: Reference item concerning personnel, page
10, paragraph 1; and 2d Indorsement, paragraph 2d: Concur with 2d Indorse-
ment. During a period of shortages of some grades and MOS's, it is necessary
To make substitutions to alleviate overall shortages. Of necessity, overages
in authorizations will occur in MOS's where there are excess personnel command
wide.

3. A copy of this indorsement will be furnished to the reporting unit
through channels.

FOR THE COMMANDER:

JOHN V. GETCHELL
Captain, WCC
Assistant Adjutant General

cc:
HQ, 70th Engr Bn
HQ, US Army Engr Comd

15
GPOP-DT (14 Nov 67) 5th Ind
SUBJECT: Operational Report for the Quarterly Period Ending 31 October 1967 from HQ, 70th Engineer Battalion (UIC: WAZBAA) (RCS CSFOR-65)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 12 JAN 1968

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

This headquarters has evaluated subject report and forwarding indorsements and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:

HEAVR H. SNYDER
CPT, AGC
Asst AG

1 Incl
nc
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HQ's & HQ Co

630th Engr Co

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Incl 1
Operational Report - Lessons Learned, Headquarters, 70th Engineer Battalion (C)(A)

Experiences of unit engaged in counterinsurgency operations, 1 Aug - 31 Oct 1967

CO, 70th Engineer Battalion, (Combat)(Army)

14. NO. OF REFERENCES

18

674122

N/A

N/A

UNCLASSIFIED