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DEPARTMENT OF THE ARMY
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WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGAM-P (M) (20 Feb 69) FOR OT UT 684171 25 February 1969

SUBJECT: Operational Report - Lessons Learned, Headquarters, 45th Engineer Group (Construction), Period Ending 31 October 1968

AD848911

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

BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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UNCLASSIFIED REPORT

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DEPARTMENT OF THE ARMY
HEADQUARTERS 45TH ENGINEER GROUP (CONSTRUCTION)
APO 96337

EGD-3 31 October 1968

SUBJECT: Operational Report of the 45th Engineer Group (Construction) for Period Ending 31 October 1968, RCS CSFOR-65 (RI).

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

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

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

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

Section 1. Operations: Significant Activities

1. The 45th Engineer Group (Construction) is located in the I Corps Tactical Zone, the Republic of Vietnam with its headquarters located in Danang. The battalions of the 45th are located in the vicinity of Hue, Phu Bai, Danang, and Chu Lai, RVN. Inclosure 1 is a schematic diagram depicting the organizational structure of the 45th as of the end of this reporting period. Inclosure 2*is a listing of units and commanders comprising the 45th. Inclosure 3*is a map of I Corps showing the location of each unit.

2. The mission of the 45th Engineer Group has been to provide non-divisional engineer support throughout I Corps Tactical Zone in general support of III Marine Amphibious Force. Specific tasks undertaken in accomplishing the mission were in the form of minesweeps, combat engineer construction in support of infantry operations, LOC construction and upgrading, and cantonment construction for US forces in northern I Corps.

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3. The mission of the 45th is accomplished through its battalions. A listing of the accomplishments of the battalions serves to define the accomplishments of the Group. Following is a list of the significant accomplishments for this reporting period, by battalion.

a. 14th Engineer Battalion (Combat)

(1) Construction of a C-123 airstrip and Special Forces cantonment facilities at Mai Loc.

(2) Construction of parking aprons and drainage facilities for the Camp Evans airstrip for the 1st Cavalry Division (Airmobile). Construction of limited cantonment facilities for the 1st Cavalry Division (Airmobile) at Camp Evans.

(3) Construction of a brigade size cantonment area to include maintenance facilities and aircraft parking areas with revetments at LZ Nancy for the 1st Cavalry Division (Airmobile).

(4) Various facilities were constructed for the 26th General Support Group at Quang Tri. Some of the more significant facilities were approximately 60,000 square meters of hardstand area, concrete slabs for refrigerator storage area, an ice cream plant, bunkers, and generator sheds.

(5) Support of a search and clear operation by clearing approximately 600 acres of land along the "Street Without Joy" southeast of Quang Tri.

(6) Clearing of logistical complex during close-down of Wunder Beach.

(7) Maintenance of Hai Lang Road during period of severe flooding.

(8) Conducted daily minesweeps throughout the battalion area of operations.

b. 27th Engineer Battalion (Combat)

(1) Completed construction and upgrading of MSR 547 and a section of road known as "Eagle Bypass" by constructing a two lane all weather road. Constructed two concrete abutment steel stringer bridges. Installed approximately 1300 meters of culvert. Placed approximately 345,000 cubic yards of earth and rock.

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(2) Conducted a land clearing operation north of Hue known as "Open Housing." Cleared approximately 790 acres and destroyed approximately 2937 enemy bunkers. Discovered numerous "booby traps" and captured 6 NVA POW's.

(3) Constructed cantonment facilities at LZ Sally for the 101st Airborne Division (Airmobile). Facilities constructed during this reporting period include one reefer pad, 180 Southeast Asia huts, 28 tent frames, and concrete slabs for two messhalls.

(4) Construction of an 85,000 square foot "sling out" and refuel pad for the 101st Airborne Division (Airmobile) located at Camp Eagle west of Phu Bai.

(5) Construction of a maintenance hardstand area for the 5th TAMS Battalion. One site located at Gia Le combat base required 50,000 cubic yards of earth fill. During this reporting period 485,000 square feet of hardstand was completed; 285,000 square feet was surfaced with M8A1 matting. Another site located adjacent to Phu Bai airstrip required the movement of some 30,000 cubic yards of sand fill. As of the end of the reporting period this site was still under construction. After completion it will yield 350,000 squqre feet of sand-cement stabilized surface covered with M8A1 matting.

(6) Various combat support tasks were accomplished requiring the construction of heavy artillery gun pads, bunkers, and improvements to numerous fire support bases.

(7) Daily minesweep was conducted throughout the battalion area of operations.

c. 35th Engineer Battalion (Combat). During this reporting period the 35th remained completely committed to the upgrading of 51 kilometers of Highway QL-1 from Nam O through the Hai Van Pass to Phu Loc, RVN. During the reporting period the following work was accomplished. Base course of 3 inch minus rock was placed on 10 KM of 2 lane road. A pavement of 2 inch asphaltic concrete was placed on 12 KM of 2 lane road. Four concrete abutment steel stringer bridges were constructed. 104 meters of culvert were placed and 30 masonry headwalls were constructed. Daily minesweep was conducted in the battalion area of operations.

Typhoon "Bess" struck the Hai Van Pass in early September causing considerable damage to limited sections of roadway. Additional, but lesser, damage occurred during a major storm in October. Storm damage is presently under repair. Meanwhile greatly increased volumes of military and civilian traffic are crossing Hai Van Pass.

d. 39th Engineer Battalion (Combat)

(1) Provided combat support to the Americal Division during Operation Burlington Trails by upgrading MSR 533 located west of Tam Ky. During this reporting period the engineers placed approximately 14,000 cubic yards of earth and rock fill and 400 feet of culvert.

(2) Repaired the runway of Duc Pho Airfield by removing the MX19 matting, repairing the base, reseaing the surface, and replacing 3000' of MX19 matting.

(3) Worked on upgrading QL-1 from Mo Duc to the Song Ve River placing some 38,000 cubic yards of earth fill.

(4) Constructed 1100 feet of revetment wall for the 21st Reconnaissance Aircraft Company at Chu Lai.

(5) Constructed approximately 300 feet of revetment wall around the ADP facility of the 34th S and S Battalion in Danang.

(6) Constructed two 35 foot observation towers for the 9th Support Battalion in Chu Lai.

(7) Conducted daily minesweep throughout the battalion area of operations.

4. A shortage of construction materials in I Corps Tactical Zone caused major problems during the reporting period. As a result many vertical construction projects were delayed.

Weather has been another major factor affecting construction operations during this quarter. A typhoon in early September followed by the start of the northeast monsoons in late September combined to provide extremely heavy precipitation in I Corps. I Corps Tactical Zone was subjected to heavy rains and high winds occasioned by Typhoon "Bess" during the period 4 - 7 September. Rainfall in Danang totalled 13.84 inches; in the 14th Engineer Battalion area of operations north of Hue, rainfall totalled 18.27 inches. Heavy landslides blocked Hai Van Pass; several drainage structures were destroyed; several shear failures caused the loss of a portion of the traveled way. Hai Lang Road, connecting the Wunder Beach logistical facility with Highway QL-1 was inundated; the road was cut in several places. During the period 20 - 22 September another severe rainfall totalling over 15 inches in the area of Wunder Beach again inundated Hai Lang Road causing further damage to this road which had been designed for dry season operations. The heaviest rain storm occurred during the period 9 - 18 October when over 38 inches of rain fell on Danang and similiar heavy rainfall occurred throughout ICTZ. Heaviest flood damage was suffered in the southern I Corps where Highway QL-1 was inundated, several bridges were damaged, cluverts were

destroyed, and sections of roadway were washed out. Traffic was restored in the 39th Engineer Battalion's area of responsibility (Chu Lai to Mo Duc) in seven days. South of Mo Duc the road remained closed for a total of two weeks. Table I gives rainfall data for the Danang area during this report period.

TABLE I: RAINFALL IN DANANG AREA

| | AUG | SEP | OCT |
|---|---|---|---|
| 12 Hour Total | | 8.24"/6 Sep 68 | 13.88"/16 Oct 68 |
| Monthly Total | 4.00 inches | 16.37 inches | 39.01 inches |

5. For the purpose of this report civic action is defined as any constructive assistance given to the native civilian populace by the U.S. Forces. The units of the 45th Engineer Group have engaged in many civic action projects during the reporting period.

a. Some of the major civic action projects undertaken by units of this Group were:

(1) Construction of a dispensary for a refugee village near Mai Loc by the 14th Engineer Battalion.

(2) Construction of a school for the villagers of Nam Hoa by the 27th Engineer Battalion. This project was begun late in the reporting period and is not yet complete.

(3) Restoration of a church for villagers near LZ Young by the 39th Engineer Battalion.

(4) A Revolutionary Development project was recently begun by the 14th Engineer Battalion in conjunction with the 101st ARVN Engineer Battalion. The project is called "Operation Fishermans Wharf". It consists of building 6 KM of road to give the native fishermen an access road to the sea during the monsoon period. A 5 KM section of this roadway is being constructed of sand cement. Eventually a resettlement village with a population in excess of 9000 will be supplied by this road.

b. Some of the minor civic action projects have been:

(1) Hauling 6 tons of dried fish for villagers near Mai Loc by the 14th Engineer Battalion.

(2) Construction of culverts and headwalls for irrigation purposes by the 39th Engineer Battalion.

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(3) Leveling 550 square yards of land for the people of An Tan village by the 39th Engineer Battalion. This was done in conjunction with the 29th Civil Affairs Company as part of a refugee village construction program.

(4) Construction of swing sets and playground equipment for various orphanages by the 35th Engineer Battalion.

6. The 45th Engineer Group is participating in the Voluntary Informant Program (VIP). Under this program a Vietnamese national is paid in piasters for ordnance turned over to U.S. troops. The 39th Engineer Battalion has realized significant success with this program. This battalion has awarded $VN349,170 in return for 608 rounds of ammunition 40 mm or larger, 261 mines, and 16 individual turn-ins of small arms ammunition.

7. Enemy activity in the I Corps Tactical Zone affecting the units of the 45th Engineer Group has progressively decreased during the reporting period. During August, the Group experienced its second highest number of enemy initiated incidents this year. A majority of the incidents were directed against the 39th Engineer Battalion, located in southern I Corps. During August the 39th Battation recorded the highest number of incidents for one battalion within this Group; 53 mine incidents and 34 sniper incidents were significant in the total of 114 incidents. Table II lists enemy initiated incidents during the reporting period.

TABLE II: SUMMARY OF ENEMY INCIDENTS

| TYPE | AUG | SEP | OCT |
|---|---|---|---|
| Mine incidents | 69 | 27 | 32 |
| Mortar/rocket attacks | 26 | 17 | 8 |
| Booby traps | 6 | 2 | 4 |
| Ambushes | 1 | 4 | 0 |
| Sniper Fire | 43 | 23 | 17 |
| Bridges damaged/destroyed | 6 | 3 | 0 |
| Culverts damaged/destroyed | 11 | 3 | 9 |
| Other | 7 | 8 | 4 |
| Total | 169 | 87 | 74 |

During September and October enemy initiated incidents in northern I Corps decreased signficantly.

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8. Two significant enemy encounters were experiended during the reporting period. In early August, Company A of the 14th Engineer Battalion (Combat) and the 630th Light Equipment Company (-) moved into a new area, LZ Nancy, with the mission of constructing a tactical operating base for the 1st Cavalry Division (Airmobile). The perimeter was secured by one company of the 1st Cavalry Division reinforced with engineer troops. Before adequate perimeter defenses were established, the enemy struck. During a heavy mortar attack, an NVA sapper company was able to penetrate the perimeter. The sappers detonated satchel charges and threw hand grenades into perimeter positions, into tents, and into bunkers where the troops had taken shelter from the mortar fire. The assaulting force was defeated but at a heavy cost to the engineer units. Thirty-three enemy were KIA; 9 engineers were killed and 28 were wounded.

In September a platoon sized work party from Company A of the 39th Engineer Battalion (Combat) was ambushed on Route 533 west of Tam Ky while returning to their compound. The ambush was initiated by heavy small arms, recoiless rifle, and machine gun fire. ARVN security forces, also reportedly hit by the NVA forces, failed to rally to the defense of the engineer platoon. Aerial support was hampered by the lack of communications and by heavy machine gun fire. U.S. infantry forces in the area responded and eventually subdued the enemy. The friendly casualties suffered by the 39th were 8 KIA and 16 WIA. Approximately one half of these casualties were suffered by the platoon sized reaction force which was also ambushed on the way to the battle site.

9. 45th Engineer Group personnel casualties during the reporting period are summarized in Table III.

TABLE III: CASUALTY SUMMARY

| | 14th | 27th | 35th | 39th | HHC 45th |
|---|---|---|---|---|---|
| KIA | 8 | 0 | 0 | 14 | 0 |
| NON-BATTLE DEATHS | 2 | 0 | 2 | 0 | 0 |
| WIA | 41 | 4 | 20 | 64 | 0 |
| NON-BATTLE WOUNDS | 1 | 0 | 2 | 2 | 0 |

10. The personnel picture of the 45th Engineer Group has improved greatly during this quarter, moving from a low of 83% assigned at the beginning of the period to 91% assigned at the end of the period. NCO's in grades E-5, E-6, and E-7 continue to be critically short. Only 65% of those authorized are currently assigned. Engineer captains remain critically short. Supply sergeants, motor sergeants, and medical aidmen are extremely short. Table IV lists the awards received. Table V summarizes the disciplinary action taken during the quarter.

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TABLE IV: AWARDS PRESENTED

| | 14th | 27th | 35th | 39th | HHC 45th |
|---|---|---|---|---|---|
| Silver Star | 0 | 0 | 0 | 2 | 1 |
| Legion of Merit | 0 | 1 | 1 | 3 | 1 |
| Distinguished Flying Cross | 0 | 0 | 0 | 0 | 3 |
| Soldier's Medal | 0 | 0 | 2 | 0 | 0 |
| Bronze Star w/"V" Device | 16 | 2 | 0 | 0 | 0 |
| Bronze Star | 18 | 29 | 18 | 18 | 10 |
| Air Medal w/"V" Device | 0 | 0 | 0 | 0 | 1 |
| Air Medal | 1 | 2 | 0 | 0 | 9 |
| Army Commendation Medal w/"V" Device | 1 | 0 | 0 | 5 | 0 |
| Army Commendation Medal | 32 | 29 | 15 | 25 | 16 |

TABLE V: DISCIPLINARY ACTIONS

| | 14th | 27th | 35th | 39th | HHC 45th |
|---|---|---|---|---|---|
| Special Courts-Martial | 4 | 5 | 4 | 5 | 1 |
| Article 15's | 31 | 63 | 57 | 43 | 5 |

Section 2. Lessons Learned: Commander's Observations, Evaluations, and Recommendations.

1. Personnel. Recommendations for Officer Promotions.

DISCUSSION: Problems continue to be experienced in obtaining recommendations for promotion of 2LT to 1LT and 1LT to CPT for newly arrived personnel. Current procedure of forwarding DA Form 78 to known gaining units for personnel eligible for promotion is inadequate for Vietnam as only a small number of personnel ultimately arrive at original unit of assignment. Subsequent queries to losing units in CONUS, USAREUR, etc., result in untimely or negative responses and delayed promotion.

RECOMMENDATION: That current DA guidance (AR624-100) be altered to provide for the forwarding of Recommendations for Promotion (DA Form 78) when reassignment results in change of promotion authority to: CG, USARV, ATTN: AVHAG-PA for individuals assigned to Vietnam. This gives in-country gaining units a designated activity from which to request forwarded Recommendations for Promotion.

2. Operations.

a. Design of Drainage Structures.

OBSERVATION: The majority of the construction performed in Vietnam is done during the "dry" season. During the [illegible] on one cannot obtain a good appreciation for the amount of water which the drainage

structures receive during the monsoons. Unfortunately, rainfall data is not readily available to the combat engineers prior to their design of the drainage structures.

RECOMMENDATIONS: Provide a drainage area equivalent to the existing flow whenever possible. When in doubt provide a greater drainage area.

b. Horizontal Construction Damage Affected by Drainage.

OBSERVATION: Experience has shown that most horizontal construction failure can be attributed in some manner to a lack of or faulty drainage. During Typhoon "Bess" sections of Hai Van Pass were damaged. Investigation showed the damage to be a result of faulty or non-existent drainage. Similar damage resulted on many other construction sites.

RECOMMENDATION: Drainage cannot be over-emphasized. Drainage must be fully considered in both the design and the construction phases of all engineer projects, whether combat engineered or deliberately engineered.

c. The Value of Bridge Abutment with Wing Wall.

OBSERVATION: During Typhoon "Bess" the flood waters raging down the Perfume River destroyed the approaches to a large bridge lodated at Nam Hoa. The rapid erosion was caused by the non-existence of bridge abutments and wing walls. This lack of abutments made repair of the storm damage difficult. If abutments had been in place, and the same erosion occurred at the approaches, the solution would have been simple. Merely backfill the abutment again.

RECOMMENDATION: Some type of abutment should always be constructed at the approaches of bridges. Should the tactical situation require immediate opening of the bridge resulting in the construction of a hasty approach, abutments with wing wall protection should be installed as soon as practical to allay the possibility of major erosion problem.

d. Sand and Sand-Cement Backfill.

OBSERVATION: During the monsoon, backfill operations are extremely difficult. Most soils are saturated, and the backfill site is subject to heavy rains at any time. A method of backfilling conducive to wet and rainy conditions is very desirable. Sand backfilling with sand-cement stabilization is an answer to the problem. This method has had much success in the road reconstruction through the Hai Van Pass. The sand is able to be compacted under water and the water drained off leaving a dense mass. A sand-cement blanket on top of the sand mass stabilizes the surface allowing normal surfacing to be placed.

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RECOMMENDATION: That a sand backfill with sand-cement stabilization be considered whenever the following conditions exist.

(1) The backfill site is subject to unexpected heavy rains.

(2) The potential backfill soil is generally wet.

(3) Sand is readily available.

e. Search for Engineer References in a Combat Zone.

OBSERVATION: Combat Engineers are employed many times to initiate road construction or upgrading tasks as part of an operational requirement. After the initial phase of construction is complete, often the same combat engineers remain to perform a more deliberate construction program. Frequently engineer references, such as original road design plans, rainfall data, geological information are available through the Province or District Engineer's office. The problem arises in that this information normally takes much time to acquire because of the lengthy coordination and difficulty of making specific requirements understood. This engineer information usually proves valuable during the deliberate engineer construction phase.

RECOMMENDATION: Upon arrival in a new area, engineers begin a search and effect the necessary coordination with the Province and District Engineers to obtain whatever engineering information is available. This will help prepare for any deliberate construction program which may develop.

f. Fill and Compaction Operations During Monsoon Rain.

OBSERVATION and RECOMMENDATION: The monsoon period in Vietnam is not a steady downpour of rain for a three-month period. Many times there will be no rain for days or weeks. This leaves some time to be devoted to fill operations, which cannot be conducted during the rain. However, the possibility of a sudden rain storm requires precaution.. Some of the precautions which experience has shown worthwhile are:

(1) Always grade your fill operation to allow for rapid water runoff with minimum of erosion. This may include construction of small earth curbs to channelize runoff water.

(2) Never leave the fill site with an uncompacted lift. Should a sudden rain develop, the uncompacted lift will become saturated and the additional work required to remedy the situation will waste valuable time and effort.

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g. Problems Occurring from the Manufacture of M8A1 Matting.

OBSERVATION: There are three manufacturers of M8A1 matting. The interlocks on the matting are slightly different on each brand. The matting of one manufacturer does not lock with the matting of another manufacturer. Problems arise on large matting jobs in that all three brands are generally represented in the matting on site. Time is wasted sorting the matting in an attempt to use all one brand to solve the interlocking problem.

RECOMMENDATION: That some method be divised for identifying each brand of M8A1 matting to facilitate separation of the brands when delivering matting to a large job site.

h. Reaction Team Tactics.

OBSERVATION: The reaction team going to the assistance of the work party of A/39 caught in ambush was itself caught in the ambush because it rode the 5 ton dump truck carrier vehicles too close to the scene of the ambush. The reaction team suffered a large number of casualties as a result.

RECOMMENDATION: That reaction teams moving to assist some unit caught in ambush dismount their vehicles at a point well removed from the ambush site and walk the remaining distance. This action will preclude their being caught in the ambush while in their vehicles and allow them to deploy more rapidly.

i. Position of Troops During Mortar Attacks.

OBSERVATION: Company A of the 14th Engineer Battalion and the 630th Engineer Company (-) suffered many casualties during a sapper attack on their camp. Analysis of the action revealed that most casualties resulted from the explosions of satchel charges thrown by NVA sappers immediately following an intensive mortar attack. The perimeter guards "ducked" during the mortar attack; other personnel in the camp took cover. The sappers penetrated the perimeter during this unguarded moment killing many men in their perimeter positions, tents, and bunkers.

RECOMMENDATION: That a minimum of one man in each perimeter position keep his head up and be especially observant during any mortar attack.

3. Training. None.

4. Intelligence. None.

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SUBJECT: Operational Report of the 45th Engineer Group (Construction) for Period Ending 31 October 1968, RCS CSFOR-65, (RI).

5. Logistics. Use of Naval Support Activity by Army Units.

OBSERVATION: In the present area of operations, the 45th Engineer Group draws supplies from U.S. Navy sources. There is a wide disparity between Naval Support Activity inventory stock numbers and those used by Army inventory control. FSN's which describe specific Class IV material in an Army ASL do not correspond to FSN's found in US Navy supply catalogues. Therefore, inventory control numbers used in the Naval Support Activity do not match those used by Army requisitioners.

RECOMMENDATION: Naval Support Activities should publish a list of their inventory FSN's with a brief description of the end item. This listing should be made available to Army units required to requisition materials through the Naval supply facility.

6. Organization. None.

7. Escape and Evasion. None.

JOHN G. WAGGENER
COL, CE
Commanding

*Inc 2 and Inc 3 wd Hq DA

AVBC-CS (31 Oct 68) 1st Ind
SUBJECT: Operational Report of the 45th Engineer Group (Construction) for the Period Ending 31 October 1968, RCS CSFOR - 65 (R1)

DA, Headquarters, 18th Engineer Brigade, APO 96377 28 NOV 1968

TO: Commanding General, U.S. Army Vietnam, ATTN: AVHGC-DST, APO 96375

1. The Operat onal Report Lessons Learned of the 45th Engineer Group (Construction) has been reviewed by this headquarters and is considered to be an excellent account of the 45th Group's activities during the reporting period ending 31 October 1968.

2. This headquarters concurs with the recommendations of the Group Commander.

3. The following administrative errors are noted.

a. Reference: Inclosure 2 35th Engineer Battalion (Combat) Commanding Officer LTC Joseph A. Yore, instead of LTC Josepth A. Yore.

b. Reference: Inclosure 2 D/87th Engineer Company (Construction)* Commanding Officer CPT Stephen P. Meyer, instead of CPT Roland M. Myers.

JOHN H. ELDER, JR.
Colonel, CE
Commanding

AVHGC-DST (31 Oct 68) 2d Ind
SUBJECT: Operational Report of the 45th Engineer Group (Construction) for Period Ending 31 October 1968, RCS CSFOR-65 (R1)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 14 DEC 1968

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 1968 from Headquarters, 45th Engineer Group (Construction).

2. Comments follow:

a. Reference item concerning recommendations for officer promotions, page 8, Section 2, paragraph 1. Concur with the recommendation as it pertains to designating a central facility to receive the DA Form 78 intended for the gaining unit. Effective 1 January 1969, all officers assigned to USARV will be assigned to the USARV Transient Detachment for further assignment upon arrival in country. Consequently, the DA Form 78's will be forwarded to the Transient Detachment as the gaining command. The Transient Detachment will forward the recommendations to USARV AG-PM who will in turn forward them to the officers' units of assignment.

b. Reference item concerning Problems Occurring from the Manufacture of M8A1 Matting, page 11, Section 2, paragraph 2g. The 45th Engineer Group has obtained M8A1 Matting, manufactured by the Pickard Steel Corporation, from the Da Nang Depot. This particular lot of matting arrived in RVN early in 1967. A study was performed in August 1967 by the 34th Engineer Group to determine the problems occurring with the matting. The results indicated that the Pickard lot did not meet standard specifications for manufacturing tolerances and consequently would not mate with matting made by other manufacturers. The 1st Logistical Command removed all known stocks of this mat from the supply system. The problem has not been encountered since that time. Apparently a small quantity of the Pickard matting was still in the Da Nang Depot and was issued to the 45th Engineer Group. This headquarters has requested that the 45th Engineer Group determine the extent of non-standard matting encountered. Necessary action will be taken by this headquarters if it appears that the matting is stocked in significant quantities.

FOR THE COMMANDER:

F. S. TAYLOR, JR.
Major, AGC
Asst Adjutant General

Cy furn
HQ 18th Engr Bde
HQ 45th Egnr Gp (Const)

14

GPOP-DT (31 Oct 68) 3d Ind
SUBJECT: Operational Report of HQ, 45th Engr Gp (Const) for Period Ending 31 October 1968, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 8 JAN 1969

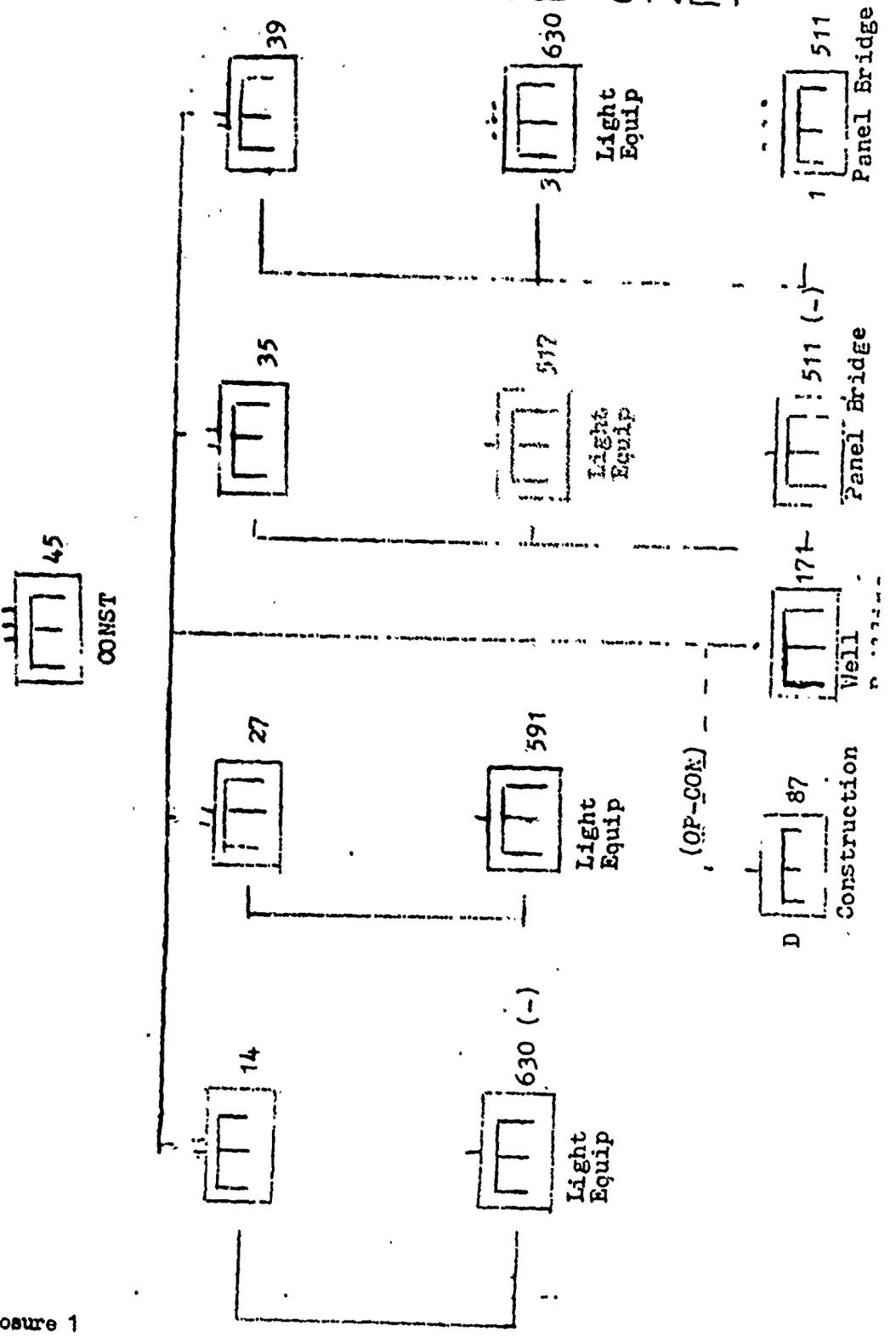
TO: Assistant Chief of Staff for Force Development, Department of the Army, Washington, D. C. 20310

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

FOR THE COMMANDER IN CHIEF:

C. L. SHORTT
CPT, AGC
Asst AG

ORGANIZATION, 45TH ENGINEER GROUP (CONSTRUCTION)




Inclosure 1

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Operational Report - Lessons Learned, Headquarters, 45th Engineer Group (Construction)

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Experiences of unit engaged in counterinsurgency operations, 1 Aug - 31 Oct 1968

5. AUTHOR(S) (First name, middle initial, last name)
CO, 45th Engineer Group (Construction)

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13. ABSTRACT



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