

~~FOR~~  
 DEPARTMENT OF THE ARMY  
 HEADQUARTERS 19TH ENGINEER BATTALION (COMBAT) (ARMY)  
 APO San Francisco 96492

*file*

EGD-BE-OP

9 May 1969

SUBJECT: Operational Report Lessons Learned (RGS CSFOR-65), for Quarterly Period Ending 30 April 1969.

THRU: Commanding Officer, 45th Engineer Group (Construction),  
 APO 96308

Commanding General, 18th Engineer Brigade, ATTN: AVEC-G,  
 APO 96377

Commanding General, USARV, 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 I. OPERATIONS: SIGNIFICANT ACTIVITIES

A. Battalion Narrative

During the reporting period (1 February 1969 through 30 April 1969) the 19th Engineer Battalion (Combat) (Army) has continued its primary missions of completing LZ English Airfield, maintaining National Highway QL-1 from Phu Cat to Mo Duc, upgrading QL-1 to MACV standards from Bong Son to Mo Duc. The 19th Engineer Battalion has also provided operational support for the 173rd Airborne Brigade, 11th Light Infantry Brigade, MACV team at Tam Quan, and 6th Battalion, 84th Artillery.

The 19th Engineer Battalion (Combat) (Army), organized under TOE 5-36G, consists of Headquarters and Headquarters Company and four (4) line companies. Attached to the battalion are the 137th Engineer Company (Light Equipment) and the 73rd Engineer Company (Construction Support).

During this reporting period, major changes in location of units took place to consolidate the effort of the battalion in the upgrading of QL-1. Toward the end of this reporting period, B Company and components of Headquarters moved from LZ North English to LZ Debbie. The administration and logistics portions of Headquarters Company moved from LZ North English to Lowboy. The 137th Engineer Company moved to LZ Max. C Company continues to operate from LZ Lowboy and D Company and A Company continue to operate from LZ Debbie and LZ Max respectively.

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Changes in the command and staff elements of the 19th Engineer Battalion (Combat)(Army) during this reporting period included the Battalion Commander, Executive Officer, Adjutant, Maintenance Officer, Communications Officer, and the Assistant S-3. On 7 February 1969 LTC Gilbert L. Burns assumed command of the battalion from LTC Donald A. Wisdom. Major Charles G. Marvin assumed the duties as Executive Officer upon his arrival on 20 February 1969. On 25 March 1Lt Armond B. Hagerman relinquished his duties as Adjutant to 1Lt Dan O. Turner. 1Lt Bernard A. French departed the battalion on 15 February 1969 for 1st Signal Brigade in Long Binh and he was succeeded as Communications Officer by 1Lt James C. Staubach. Cpt Thomas W. Skelton replaced Cpt Herbert Loesch as Maintenance Officer on 4 March 1969. 1Lt Louis T. Pavlik was assigned to succeed Cpt Daniel H. Hornberger as assistant S-3.

At the end of the reporting period, total assigned strength was 969 of 1141 authorized. During the period 270 new personnel were assigned to the battalion and 334 rotated. High morale continued as indicated by a total of 77 extensions during the period.

Other pertinent personnel actions occurring during this period include three re-enlistments, five special courts martial, and 29 field grade article 15's administered.

During the reporting period, the reconnaissance section of S-2 completed several missions, including evaluation of several locations for possible new company command posts and battalion headquarters. Areas around BS9226, BS8638, BS8731, and BS7647 were examined and recommendations made concerning their use. The section also reconnoitered the areas between BS901906 and BS90100, and BS868962 and BS895875 to determine the best route for new roads and the amount of material and manpower to be used. National Highway QL-1 was continually reconnoitered between Bong Son and Mo Duc as enemy activity destroyed many drainage structures and as new structures were constructed. All information received was recorded on DA Form 1249. The reconnaissance section made a total of eight patrols around base camp areas to check for possible enemy structures, observation posts, tunnels and signs of recent enemy activity. All enemy structures located, including 10 tunnels and 6 bunkers, were destroyed with high explosives.

The intelligence collection and dissemination efforts of the S-2 were augmented by receipt of daily intelligence summaries from the 173rd Airborne Brigade and from the 11th Light Infantry Brigade. Intelligence agent reports which affected elements of the battalion were gathered from MACV advisors in Mo Duc, Duc Pho, Tam Quan, and Hoai Nhon along with agent reports from the 172nd and 52nd Military Intelligence Detachments and the 1st ARVN Regiment and 4th ARVN Regiment. This gave a comprehensive study

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of enemy activity throughout the battalion of area of operations. The S-2 section through the use of interpreters, has been able to extract information from the local populace through the use of agent nets and under the VIP program in the battalion AO.

There were 395 enemy incidents recorded during this reporting period. Elements of this battalion were fired upon by the enemy with small arms, automatic weapons, grenades, M-79's, and B-40 rockets in 134 of these incidents. Equipment, vehicles, personnel, and a water buffalo detonated 38 mines and booby traps ranging from hand grenades to mines with an approximate charge of 60 pounds. The company mine sweep teams detected 72 mines and booby traps along QL-1 within the battalion's AOR. This gave the battalion a 65% rating in finding all mines that were placed by the enemy. Casualties resulting from these incidents were 6 KHA and 65 WHA. The enemy constructed 108 obstacles on QL-1 for the purpose of harassment. These obstacles usually consisted of hand dug trenches and barricades of bamboo, earth mounds, wire and pieces of metal. This reporting period showed a sharp increase in enemy activity, with the number of incidents being nearly double those of the previous reporting period in all categories.

The battalion's VIP program was maintained throughout this period with continued success. Funds were obtained from the 52nd Military Intelligence Detachment and the 172nd Military Detachment. At the end of the period, however, funds from the 172nd were closed out. The local Vietnamese have turned in 426 rounds of 40 mm or greater and 25 mines during this reporting period. The local Vietnamese were paid the sum of 112,700 piasters for their effort.

Propaganda was found by the battalion including large banners and posted propaganda on trees. Approximately 10% of this propaganda was written in English. In April, due to the large volume of propaganda, individual records of propaganda were discontinued unless it dealt directly with the tactical situation or the security of the area.

The primary missions of this battalion during this reporting period were the completion of LZ English Airfield and the upgrading of QL-1 from Phu Cat to Mo Duc. In April the LZ English Airfield project was completed. The airfield, with its 3-inch asphalt surface on 3600' runway, parking aprons and taxi ways, was turned over to the airfield commander on 17 April 1969.

At LZ North English, this unit provided assistance to the 6th Battalion, 24th Artillery Brigade in the construction of Classic Firebase. This unit constructed protective berms and built six gun pads, each 50' in diameter.

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This unit also furnished extensive support for the 173rd Airborne Brigade and the 11th Light Infantry Brigade. To support the MACV team in the Tam Quan district, C Company constructed living quarters for approximately 30-50 men, overhead cover, an electrical system, and complete water and sewage systems. At the close of this reporting period, the project was 95% complete.

Civic action projects for this unit included 87 Medevac missions and 816 Medcap missions in Mo Duc and Thuy Thach. The joint American-Vietnamese project of drainage ditches in Bong Son was a continued success during this period.

Technical advice and assistance given by this unit included construction support to the 61st Aviation Company and 364th Aviation Detachment which aided them in the construction of 32 SEA huts for living quarters.

During this reporting period, B Company constructed a causeway at Bong Son consisting of two (2) 110' triple-single Bailey bridges and one (1) 100' triple-single Bailey bridge. The drainage ditches in the village of Bong Son were extended in the joint American-Vietnamese project during this reporting period and paving of QL-1 from Bong Son to two miles north of LZ Lowboy was completed. Maintenance and upgrade of QL-1 north of LZ Lowboy was continued at a reduced rate.

With the move from the 937th Engineer Group to the 45th Engineer Group, this battalion relinquished maintenance control over the section of QL-1 from Phu Cat to LZ Lowboy. The responsibility for this section of QL-1 remains with the 937th Engineer Group.

Heavy enemy action north of LZ Lowboy has caused delays in the upgrading of QL-1. Enemy sniper action, ambushes, and various mining activities as well as the destruction of existing bridges and culverts have necessitated a daily 29 mile minesweep and extensive security operations. During this quarter, enemy action accounted for the destruction of bridges at BS857319, BS840330, and BS815359, which had all recently been repaired after earlier destruction or damage. In addition, several culverts were destroyed north of LZ Debbie; repair work on the culverts has already begun. Extensive construction of by-passes has been accomplished as a temporary solution to the problem of destroyed bridges.

Near the end of this reporting period, consolidation of this battalion began. B Company began construction of its new compound at LZ Debbie, building living/fighting bunkers, emplacements, and perimeter revetments. The S-2, S-3, and communications sections, Sergeant Major, and Battalion moved to the new forward CP at LZ Debbie.

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Simultaneously with the above moves, the administration and logistics sections of Headquarters Company moved from LZ North English to LZ Lowboy and began construction of their living and operating areas. While these components of the battalion were conducting their respective relocations, the 137th Engineer Company made its move to join A Company at LZ Max. They began construction of their perimeter and living and operating areas and were almost completed with construction at the close of this reporting period.

During this report period, the battalion has consumed approximately 412,000 board feet of lumber from 1 to 16 inches in thickness, 13,600 pounds of nails and spikes, 2,080 pieces of culvert ranging from 18" to 72", 7,400 barrels of asphalt, and 3,300 sheets of corrugated tin.

Shortage of several types of critical equipment has seriously hampered operational capability. The following list gives the status of critical items of equipment:

<u>NOMENCLATURE</u>	<u>UNIT</u>	<u>AUTH</u>	<u>O/H</u>
Truck, utility, $\frac{1}{2}$ ton	19th	29	19
Tank and pump unit, liq disp	19th	6	1
Distributor bituminous	19th	1	0
	137th	3	1
	73rd	1	0
Semi-trlr L/B 60 ton	73rd	4	1
Shop equip contact truck	137th	1	0
Launcher 40mm	137th	36	1
Water distributor 1,000 gal	137th	3	0
Detector set, ptbl metallic	19th	40	29

Another major problem continues to be the long haul distance from depot. Materials have to be transported 70 miles from Qui Nhon to LZ Lowboy and then hauled to the companies which means an additional 25 miles in the case of A Company and the 137th Engineer Company.

B. Headquarters and Headquarters Company Narrative

During this reporting period Headquarters and Headquarters Company continued to support the battalion in all areas. Operations continued to function smoothly despite the large turn-over in key personnel and the split of Headquarters components between LZ Lowboy and LZ Debbie.

Three major events occurred which directly involved the staff or had an effect on them. The first of these was a change in command. During this period this battalion had not only a change in Battalion Commander, but also changes of Executive Officer, Adjutant, Maintenance Officer,

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Communications Officer, and Assistant S-3. The second event was the move of the Battalion to I Corps, with Headquarters split between LZ Lowboy and LZ Debbie. The third event, connected with the move completely into I Corps, was the change from the 937th Engineer Group to the 45th Engineer Group. These changes have not decreased the operational readiness of Headquarters or Headquarters Company.

The battalion heavy equipment section was committed throughout the Battalion AOR in support of battalion projects primarily providing D7E dozer, grader, and 20 ton crane assistance. Operational support was furnished to elements of the 173rd Airborne Brigade, the 11th Light Infantry Brigade, and other neighboring units. The majority of heavy equipment effort was expended in work on the LOC.

The communications section worked daily against natural and enemy forces to maintain constant communications within the battalion and with higher elements. The communications section has maintained radio contact with all elements throughout the period preceding, during, and following the battalion move.

The battalion medical section continued its excellent medical support throughout the reporting period. Skin and respiratory diseases remain the majority of cases treated. Treatment of injuries caused by hostile action was started immediately and with great care. During this reporting period, injections were given to keep battalion personnel current in their immunization status. Frequent inspections were made of living, working and eating areas as well as the water supply in the various component units.

During the reporting period, the battalion maintenance section continued its mission of support to the companies of the battalion by providing constant maintenance assistance, centralized evacuation to direct support units and overall inspection and supervision of company maintenance programs. A concentrated program of repair parts supply management has resulted in a large increase in the stockage levels of company prescribed loads.

#### C. A Company Narrative

During the first two months of this reporting period, A Company continued its mission of widening and up-grading QL-1 to MACV standards. With the assistance of 290M scraper units from the 137th Engineer Company (LE), A Company hauled, spread, and compacted 53,906 cubic yards of laterite.

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Improvement of A Company perimeter consisted of placing six new lights, erecting six guard towers, ten supplementary fighting positions, strengthening their wire and claymores and repairing the berm. Further improvement of the area was achieved by constructing a new CP and operations bunker and increasing drainage capacity and effectiveness.

In April 1969 the 137th Engineer Company (LE) started its move to LZ Max. A Company installed 75% of their perimeter wire and at the close of this reporting period A Company is still in the process of constructing a LP/OP adjacent to LZ Max. A Company has installed a total of 2310 meters of double apron fence and 1950 meters of concertina fence.

Minesweep operations expended an average of five platoon hours daily. A Company detected 19 mines and eight others were detonated during this reporting period. Viet Cong harassment incidents numbered eighty-nine, including twenty-six ambushes or sniper firings. Barricades varied from brush piled in the road to ditches three feet wide by four feet deep by twelve feet long to rock and concertina strung across the road. The Viet Cong destroyed twenty culvert tubes varying in sized from thirty to sixty inches in diameter. During this reporting period A Company had ten personnel wounded by Viet Cong activities. Two attempts were made by the Viet Cong to place or launch satchel charges into LZ Max. The charges fell short in the first attempt, causing no damages to A Company personnel or equipment. With the aid of a starlight scope, A Company discovered twenty-five Viet Cong installing launching sites only two-hundred fifty meters outside the berm. A Company thwarted this second attempt by employing mortar and small arms fire, wounding and killing many of the enemy.

Counter sapper training with realistic demonstrations were conducted for all A Company personnel.

D. B Company Narrative

During this reporting period B Company worked on a wide variety of projects ranging from a drainage system and causeway in Bong Son to construction support for an artillery unit at LZ North English as well as B Company's relocation to LZ Debbie.

Steady progress was made by the 1st Platoon on the Bong Son drainage project and the work there speedily neared completion. With the use of local Vietnamese help (AIK) and one grader, a total of 2,970 feet of ditches were dug. A total of 400 feet of 18" culvert was emplaced also. Graders were concurrently used to scarify and shape the highway through Bong Son, requiring 9,100 gallons of liquid asphalt to seal the surface.

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The 2nd Platoon completed the causeway across the Bong Son River after overcoming several difficulties. During April they assembled the last and longest span of the causeway, a 110 foot triple-single Bailey bridge. By applying base course and an MC-30 seal coat, the causeway surface was made both smooth and durable.

On 21 April the 1st Platoon moved to LZ Debbie to construct a three-row triple concertina perimeter fence around the new compound area and at the same time that scrapers, dozers, and graders were leveling the compound area and forming a berm. By 29 April the compound was secure enough for the 2nd Platoon and maintenance section to move in. The 2nd Platoon immediately began constructing living bunkers while maintenance set up its normal operations.

While the 1st and 2nd Platoons were busy readying the compound, Hq Platoon was dismantling its operations providing for a smooth transition at LZ North English for the 173rd Airborne units moving in. At the same time, B Company was aiding A Battery, 6th Battalion, 84th Artillery in the construction of six gun pads at North English. When completed each measured 50 feet in diameter and 5 feet in height, topped with a 9" layer of compacted base course sealed with MC-30 asphalt.

#### E. C Company Narrative

The dominant project of this reporting period was the airfield construction at LZ English. C Company aided in the completion of this project in several ways. The trucks that had been assigned to the 70th Engineer Company (DT) were assigned to C Company on 1 February 1969. C Company hauled the bulk of the blast rock, base course and asphalt to the airfield. In addition C Company constructed several drainage structures.

At the same time the airfield was being constructed C Company prepared some 7 miles of QL-1 for paving. Four of these miles were between LZ North English and Bong Son and the other 3 miles were north of LZ Lowboy.

C Company rebuilt 80 feet of the 73rd Engineer Company (CS) rock crusher headwall.

During the reporting period C Company gave technical advice and assistance to the 61st Aviation Company and the 364th Aviation Detachment. This advice enabled these units to complete some 32 SEA huts and associated buildings.

C Company constructed a guard tower for the infantry company located at LZ Huynh. This tower is 30 feet in height and provides excellent 360 degree observation.



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C Company removed two Bailey bridges from locations near Tam Quan where semi-permanent bridges had been installed alongside the Bailey.

On 15 April C Company was assigned the mission of constructing living quarters for the MACV element at Tam Quan. This task which included living space for 30 to 50 men, overhead cover, complete water and sewage system, and an electrical system, was 95% complete on 30 April.

Mine sweeping operations continue to occupy three platoon hours daily. C Company sweeps QL-1 north from LZ Lowboy until it meets D Company's south sweep team, usually in the vicinity of BS911264. During the period enemy activity has been extremely heavy. The enemy continued to harass mine sweep operations with ambushes, mines, and road blocks.

#### F. D Company Narrative

Much of D Company's efforts during this period were devoted to the repairs and maintenance of bridges and drainage structures destroyed by the enemy.

In the northern section of their AOR, D Company utilized 120 cubic yards of headwall rock and over 300 feet of 60 inch culvert to repair a multi-tube drainage structure at BS813363 which was twice the target of enemy demolition. Mining activity at this site was concentrated and frequent, accounting for three men killed and two wounded from D Company and one local national killed and one wounded, and one D7E dozer destroyed.

Enemy activity was particularly heavy during the period, consisting primarily of road mining and booby trapping and bridge demolition. At BS811367 an 81 foot timber trestle bridge was severely damaged by enemy activity early in February. After repairs were completed, the bridge was again destroyed and it became necessary to construct a temporary by-pass including one 36 inch culvert.

An 81 foot timber trestle at BS815359 was burned after being partially destroyed. The by-pass at this site was also in need of repair and D Company hauled in large quantities of blast rock and fill.

At BS840330, a 43 foot timber trestle bridge was partially destroyed and repaired. Again the Viet Cong burned the bridge after repair operations had been completed, necessitating extensive by-pass construction. Over one hundred cubic yards of blast rock and gravel were hauled by C and D Companies to re-open the by-pass.

In addition, two culverts were destroyed just north of LZ Debbie. Repairs on both of these has been initiated.

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At BS813363 a 103 foot steel stringer, class 50 bridge was completed during February. Treadway was replaced on bridges at BS843327 and BS921211. Treadway replacement was underway at the close of the period on the bridge at BS877288.

Night operations continued in the vicinity of LZ Debbie. D Company again rendered demolition support to an infantry company located atop LZ Debbie in the destruction of three enemy tunnels near the compound.

Perimeter and internal security was strengthened during the period due to an increase in mortar and small arms attacks. Individual sandbag positions and M8A1 matting protective walls were placed around 75% of the compound. Another reinforced guard tower was added to house the light intensifier and to afford 270 degrees of visibility for this instrument.

A platoon from D Company constructed the new Battalion Forward Command Post within the compound at LZ Debbie and provided equipment support to B Company in the preparation of that unit's new compound.

The Duc Pho District MACV team requested and received assistance in clearing a tract of land near the PF compound at BS789417. A test fire range was constructed for passing convoys at BS883304.

D Company continued in the preparation of the subcourse south of LZ Debbie for paving. Four miles of roadway were scarified and shaped.

Enemy activity, particularly mining and conjunctive ambush activity, occurred almost daily. Up to sixteen platoon hours per day were expended in minesweep operations. Twelve mines and booby traps were detonated and thirty other mines and booby traps detected. An increase in command detonated mining near the end of the period accounted for two dump trucks destroyed.

D Company lost four men during the period and had twenty-eight wounded. Confirmed enemy losses were three killed, nine wounded, and several weapons captured. Ambush and mining activities were frequently in conjunction with enemy road blocks, which were found to 300 meters in length.

#### G. 73rd Engineer Company Narrative

During the period this company continued to produce rock and asphalt for the various battalion projects to include the upgrading of QL-1 and LZ English Airfield. The production from this unit was as follows:

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Rock Produced:

6"(-) base course	304 cy
2 1/2"(-) base course	46,300 cy
1 1/2"(-) base course	400 cy
1" clean (concrete aggregate)	1,820 cy
1/2"(-) (asphalt aggregate)	16,500 cy
Total	65,324 cy

Asphalt: 12,782 tons of hot mix were produced. This unit paved 7.5 miles of double lane on QL-1. This unit also paved two lifts of 22,572 square yards 1 1/2" thick on LZ English Airfield.

Blast Rock Issued: 11,624 cubic yards of blast rock were issued.

During the last week of April extensive maintenance was begun on the crushing equipment, causing a decrease in production.

H. 137th Engineer Company Narrative

During this reporting period, the 137th Engineer Company completed work on the LZ English Airfield project. First the saturated laterite of the existing subgrade was excavated as necessary, then the subgrade was built up of blast rock and laterite. The subbase and base were hauled, spread, and compacted, then surveys made to verify the accuracy of the surface before paving. Soils tests made by a USECAV specialist confirmed the quality of the base. A prime coat of MC-30 was applied before the two lifts of hot mix asphalt, each 1 1/2" thick. Nearby, but not a part of the airfield project revetments for eight fixed wing aircraft were provided with a firm base and a prime coat in preparation for paving.

During the English Airfield project, this unit also furnished equipment support to B Company and C Company for paving their sectors of QL-1 from Bong Son to LZ English and 2.2 miles north of LZ Lowboy.

Near the end of this reporting period, this unit began its move from LZ English to LZ Max. Completion of the orderly room and supply building on 25 April marked the end of construction of most of the new buildings.

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**SECTION II, LESSONS LEARNED: COMMANDER'S OBSERVATION, EVALUATION, AND  
RECOMMENDATIONS**

A. **PERSONNEL:** None

B. **OPERATIONS:**

1. **Removal of Bailey Bridge:**

a. **OBSERVATION:** Removal of Bailey Bridge is delayed when  
on curve with Vietnamese hooches in area.

b. **EVALUATION:** Removal can be facilitated if both above  
conditions are altered.

c. **RECOMMENDATION:** 1) Site bridge on straight approach if  
feasible.

2) Have right-of-way cleared beforehand  
so Vietnamese cannot erect hooches nearby.

2. **Mine Sweeps**

**Removal of Mines Over Drainage Structures**

a. **OBSERVATION:** Removal of mines over drainage structures  
by use of grappling hooks is inadequate due to depth and shape of mine.

b. **EVALUATION:** An alternative method of removing such mines  
is necessary.

c. **RECOMMENDATION:** A simple substitute device can be con-  
structed from heavy gauge steel wire and nylon parachute cord. Four pieces  
of wire were cut in 4" lengths and bent roughly into a fish hook shape.  
Ends of hooks were sharpened to a point and eyelets formed in the shank  
ends. Each was tied to the cord, 12"-18" long, and all four cords tied to  
a steel ring. Another steel slip ring was placed above the hooks and four  
nylon cords. When a mine was encountered, the assembly was used in con-  
junction with a wooden A-frame (see fig. 1) and the charge could be re-  
moved with far greater ease and safety than with the old grappling hook.

**Brush Hooks**

a. **OBSERVATION:** Brush hooks used to locate command wires  
did not quickly

b. **EVALUATION:** Some easily replaceable substitute should  
be found.

c. **RECOMMENDATION:** A sharp, pointed stick pushed ahead of  
designated members of the point element of the sweep teams does the job  
quite effectively. The sticks can be replaced frequently and easily with

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Mine Detectors

a. OBSERVATION: The short arms of mine detectors are frequently broken, especially when minesweep teams are fired upon.

b. EVALUATION: Breakage of the short arms on the mine detectors results in loss of the detector for an extended period of time.

c. RECOMMENDATION: Personnel who have experience as body repair men can often repair the shortarms with a fiberglass repair kit. Such local repairs return the detector to service with minimum delay.

3. Quarry Operations

a. OBSERVATION: Quantities of crushed rock produced may be inadequate for requirements of LOC upgrade, airfield construction, or other tasks.

b. EVALUATION: Many quarry sites have received some small arms fire. Security, especially of open quarry face, is often questionable.

c. RECOMMENDATION: After securing additional weapons and security forces, entire quarry operation can be put in 24 hour operation. An aggressive maintenance program permits daily operation for 16 to 18 hours, with maintenance between shifts.

C. TRAINING: None.

D. INTELLIGENCE: None.

E. LOGISTICS: None.

F. ORGANIZATION: NONE.

G. OTHER: None.

1 Incl  
Figure 1

DISTRIBUTION:

6 - 45th Engr Gp (Const)  
8 - 18th Engr Bde, ATTN: AVBC-C  
3 - CG, USARV, ATTN: AVHGC-DST  
2 - CIG, USARPAC, ATTN: GPOP-DT  
1 - File

*Gilbert Burns*  
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LTC, CE  
Commanding