

DEPARTMENT OF THE ARMY
HEADQUARTERS 19TH ENGINEER BATTALION (COMBAT)(ARMY)
APO San Francisco 96493

EGACDB-OP

31 January 1970

SUBJECT: Operational Report Lessons Learned for the 19th Engineer Battalion (Combat)(Army) for the period ending 31 January 1970 RCS CSFOR-65.

THRU: Commanding Officer, 35th Engineer Group (Construction),
APO 96312

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

Commanding General, United States Army, Vietnam, ATTN:
AVIGC-DET, APO 96375.

Commander-in-Chief, United States Army, Vietnam, ATTN:
GROP-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

The 19th Engineer Battalion, organized under TOE 5-36G, consists of Headquarters and Headquarters Company and four (4) line companies. Attached units include the 572nd Engineer Company (Light Equipment) and the 547th Engineer Platoon (Asphalt). The 23rd Engineer Detachment (Well Drilling) was attached to the battalion until 23 December 1969, and the 40th Engineer Detachment (Well Drilling) was attached to the battalion until 28 January 1970. The 171st Engineer Detachment (Well Drilling) was attached to the battalion during the period 5 December 1969 to 28 January 1970.

During the reporting period, the major portion of the battalion has been concerned with the battalion's primary mission of upgrading 81 kilometers of National Highway QL-20 from Di Linh to the II/III CTZ Boundary, with Headquarters and Headquarters Company, Company B, the 572nd Engineer Company (LE), and the 547th Engineer Platoon (Asp) located at Camp Smith, Bao Loc (in the approximate center of the MOR), and Company A at Camp Brown, B'Sar (24 kilometers southwest of Camp Smith). Until 19 November, Company C was located at Camp Brown with Company A. On that date, Company C was detached from the 19th Engineer Battalion and attached to the 86th Engineer Battalion. Until 23 January 1970, Company C was located at Phai Thiet, performing several vertical construction tasks and facilities maintenance tasks for units in that area. On 23 January, Company D executed an immediate and complete unit move, with a portion of the company going to 35th Engineer Group Headquarters at Cam Ranh Bay to coordinate the units

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activities and establish a timber pre-cutting yard, and the remainder of the moving to an undisclosed location to construct a Special Forces camp.

Changes in the command and staff of the 19th Engineer Battalion during the reporting period were as follows:

4 Nov 69 - 1LT Kenneth R. Brown was assigned as Asst S-3 Officer, replacing Cpt Frederick Smith who returned to COMUS on 1 Dec 69.

5 Nov 69 - Cpt David H. Sigafos was assigned as Battalion Surgeon.

7 Nov 69 - 1LT Harry E. Lundvall was assigned to Co B as Engineer Platoon Leader.

21 Nov 69 - 1LT James R. Pickins was assigned to Co D as Engineer Platoon Leader.

Cpt Raymond A. Gajewski assumed Command of Co D, replacing Cpt Guy Donaldson who departed for COMUS on 1 Dec 69.

Cpt Daniel A. Smith assumed duties as Battalion Adjutant, replacing Cpt Gajewski.

27 Nov 69 - Cpt William C. Obloy, former Commander of Co C, was assigned to HQ USARV as aide to BG Dillard.

28 Nov 69 - 1LT David F. Jones was assigned as Battalion S-4 Officer replacing Cpt Arthur A. Koppo who returned to Hawaii for release from A.D..

20 Dec 69 - 1Lt Paul C. Williams assigned as Asst S-4.

28 Dec 69 - CW2 Earl L. Powell assigned to Battalion Maintenance as Engineer Equipment Repair Technician replacing CW2 Leonard W. Detwiler who was reassigned to Europe.

28 Dec 69 - 1Lt Thomas P. Wilczak, formerly of C/19 assigned as HHC Executive Officer replacing 1Lt Michael Shulock.

15 Jan 70 - George W. Pinkston, Executive Officer of Co A left for COMUS.

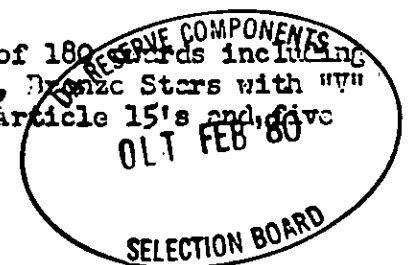
18 Jan 70 - 1Lt Alan D. Drayson assigned to 572nd Engr Co (IE) as Maint Platoon Leader replacing 1Lt Eric Funderbunk who returned to COMUS for ETS.

26 Jan 70 - Major James H. Scott was assigned from the 31st Engr Det, 5th Special Forces Group.

Cpt James E. Van Sickle assumed Command of Co A, replacing Cpt Robert H. Lane Jr. who was assigned to 13th Engr Bde S-2.

At the end of the reporting period, total assigned strength was 784 of 817 authorized. During the period, 225 personnel were assigned to the Battalion and 296 rotated. High morale continued as indicated by 118 extensions and 9 reenlistments during the period.

Other pertinent Personnel action included the presentation of 180 awards including ARCOM's, ARCOM's with V device, Purple Hearts, Bronze Stars, Bronze Stars with "V" device, Air Medals and Silver Stars. Thirteen Field Grade Article 15's and five Court Martial convictions were dispensed during the period.



Enemy activity in the 19th Engineer Battalion (C)(L) area of operations increased appreciably from the previous quarter. During the period 430 enemy sightings and 97 VC propaganda lectures were reported within the Battalion AO. The 19th Engineer Battalion came under hostile fire consisting of harassing sniper fire, ranging from small arms to B-40 rockets and M-79 grenades on 63 different occasions. The Battalion also experienced 1 culvert and one bridge damaged; these incidents were in II JF2 where D/19 was located. There were four mining incidents during the period. On 20 December, a 3 1/2 ton truck was declared a total combat loss when it detonated a 40-60 lb mine near the quarry. Two US were slightly wounded. On the same date, an anti-personnel mine was located a few feet from the detonated mine and was blown in place. A suspected minefield was discovered on 14 January by land clearing crews when they came upon a sign marker "M11". The area was probed without results and was bypassed until such time as ARVN units could further probe the area. On 24 January an ARVN soldier while working with elements of the battalion, stepped on a VC mine, injuring himself and another ARVN. Both ARVN soldiers required Medivacs. On 23 January, battalion personnel discovered 2 homemade VC grenades which were destroyed in place. On 21 January, a road obstacle consisting of logs, loose dirt, and 3 ChiCom grenades was discovered. The grenades were blown in place without further incident. Two ambushes were also experienced during this period. The first ambush was on 4 November when battalion elements entered a road block and came under hostile fire. This action began at 0830 and concluded when enemy broke contact at 1400 hours. The road block was then reduced. Casualties from this ambush consisted of 2 ARVN KIA, 7 VC/NVA (VC), 3 VC/NVA CIA. A search of the area after the break revealed numerous blood trails. The second ambush occurred on 29 December. An element of Co B and the 572nd Engr Co (L) entered the ambush zone and came under 60mm mortar fire, B-40 rockets, hand grenades, and automatic and small arms weapons fire. The lead vehicle had three tires blown out by enemy fire, causing it to career off the left shoulder and partially block the road. Mortar, Artillery, and air strikes were called in.

The action lasted approximately 3 hours at which time 3 RF companies from Bac Loc arrived and began a sweep of the area. Casualties from this ambush consisted of 2 US KIA, 10 US WIA (8 requiring Medivac), 4 ARVN KIA. Equipment lost due to the ambush consisted of one 3/4 ton truck and one Euclid, 3 Euclids, 2 ten-ton tractors, two 600 CFM compressors, one pneumatic rock drill, one 25 ton trailer, and one 3/4 ton truck damaged. Enemy losses were 15 KIA (VC), and an additional 3 bodies found two days later during the land clearing operations. One VC/NVA captured wounded, Air Force estimated 20 KIA. Five (5) AK-47's, several B-40 rockets, and quantities of small arms and web gear were captured. The enemy force consisted of two units. The main force was C/730 (NVA) and was supported by elements from C/720 (VC). The enemy force was attempting to destroy Engineer Heavy equipment. Most of the enemy force wore green fatigue uniforms such as are issued to ARVN soldiers, so there was a slight hesitation on the part of our troops in returning fire.

On 13 January, 2 helicopter gunships, and a Medivac helicopter joined the battalion. In addition to the gunships, a reaction force under the control of the Battalion S-2 was organized to make daily road sweeps prior to equipment and work crews leaving the Base Camp; these sweeps include an F Company of Light Infantry on O1 aircraft or helicopter visual reconnaissance.

On 15 December, the only mortaring incident took place. Six mortar rounds landed within the base camp during the night. The firing was mainly of a harassing nature, lasting from 1930 to 0300 the following morning. There were no casualties or damage from the mortar attack.

CS2 drops have been requested and are to be dropped by Air Force fighter aircraft in areas of harassing sniper fire. CS in F15082 consists of clusters is

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also available and will be put into use. In areas where land clearing crews cannot operate because of the terrain, defoliation sprays will be used to destroy possible sniper locations.

During the past three months the major health problems have been malaria and mental hygiene.

An effective malaria control program in effect and the rate of this disease has shown a marked decrease. There have been no new cases since December 1969.

The rise in the rate of psychiatric disorders from 13.2 for October 1969 to 273.4 for January 1970 represents a twenty fold increase. This is an alarming rise in psychiatric diseases and several of the patients were involved in incidents that almost resulted in serious injury to themselves and others.

The standard TO&E for first echelon medical therapy (Battalion Aid Station) and Medivac facilities were inadequate for the first month and a half of the last quarter. The deficiencies noted in the standard TO&E apply specifically to laryngoscopes, cuffed endotracheal tubes, aspirators and minor surgical equipment needed to establish emergency airways. This problem was further aggravated by the absence of the immediate availability of Medivac helicopters. For the first month of the past quarter there were no Medivac ships within the immediate vicinity of the 19th Engineers. Under ideal conditions flying time for a Medivac mission to bring a seriously injured man to definitive medical therapy was 45 minutes to one hour from the time the mission was called in. Fortunately there were no deaths as a result of this but there were several near deaths. This situation has since been corrected along with emergency airway facilities and the only deficiency at present is the absence of stockpiling equipment for minor surgical procedures which can prevent many man days lost to the unit for minor injuries.

The Battalion Communications Section worked daily to maintain and improve communications both within the unit and with higher headquarters. The Battalion Communications Section currently monitors the command net, IMCV, dustoff frequency, and the gunships to maintain continuous contact with all elements. In order to speed repair of radio sets of the organic units, the communications section has acquired its own PLL. An automatic system of emergency power now insures that communications will not be disrupted by power failure. In case of damage to a communications generator, a battery pack immediately switches on. The battery pack allows continued use of the radios for a period of two hours, thereby insuring communications during repair time on the generator.

During this period, the Battalion S-4 has worked steadily to maintain an adequate supply of construction materials and operating equipment to enable the battalion to fulfill its mission. Supply continues to be a problem area because of the long haul distance to the Cam Ranh Bay Depot. A convoy requires a minimum of 5 days to make the trip from Bao Loc to Cam Ranh Bay and return. This long haul distance removes men and equipment from the mission effort, but is essential to maintain operating capabilities. An additional requirement has been assigned to the battalion S-4 section in the form of ammunition support for the gunships. Supply problems become more acute when large distances separate elements of the Battalion. Co A is located 26 km from the main base camp, while Co D was located at Phan Thiet, some 160 km from Bao Loc. With relocation of Co D to three areas of operations, the problem has multiplied. In order to re-supply forward elements of Co D, it is necessary to utilize both C-130 aircraft and OH-67 helicopters because of enemy locations and impassible roads. Despite these major transportation problems, the S-4 continues to supply all elements of the battalion with the necessary materials and equipment to complete the Engineer mission.

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Construction projects during the reporting period have consumed approximately 2,000 board feet of lumber from 2 to 10 inches in thickness, 2,000 pounds of nails and spikes, 200 pieces of culvert ranging in size from 18" to 72", and 1400 barrels of asphalt. A rimometer upgrade required the use of 80 rolls of barbed wire, 200 rolls of concertina, and 8,000 sandbags.

Shortages of several types of equipment have seriously hampered the 19th Engineer Battalion's operational capability of improving National Highway QL-20, which at the present time is the main mission of the Battalion. The following list gives the status of pieces of equipment that are critical:

EQUIPMENT	QTY	AVAIL	CRIT
Rock drilling equipment	572	2	0
Roller, towed, shooptuck	172	3	0
Roller, towed, pneumatic	572	2	1
Kettle, heating, bituminous	572	1	0
Distributor, bituminous	572	3	0
Crane, shovel, 20 ton MT	572	4	2
Crane, shovel, 20 ton MT	19	2	1
Compressor, 600 GPM	572	2	0

Maintenance activities continued with the mission of support to all units of the 19th Engineer Battalion and attachments. Battalion maintenance personnel conducted pre-inspection of all units prior to the C&I and AGI, rendering technical assistance when required. Continuous support of the 547th Asphalt Platoon has presented the greatest problems for the Maintenance Section. There is no FILL currently on hand for the asphalt platoon. The lack of readily available parts for the asphalt plant and paver has resulted in long down times while securing the needed repair parts. Repair parts for all units of the Battalion had been a major problem until early January. As the reporting period drew close, repair parts began to become more readily available.

During the reporting period, numerous civic action and ARVN Affiliation programs were undertaken. A joint program with ARVN Engineers involved Bridge 5 on National Highway QL-20. While ARVN Engineers began construction of the bridge itself, Co A prepared the approaches to the bridge, upgrading them to CONCOM standards. A second program of affiliation with ARVN forces involved the LOC program directly. A long haul (40 km) in order to bring fine aggregate for the asphalt mix to the industrial site necessitated support in the form of trucks. Local ARVN Engineers are currently supporting the 19th Engineer Battalion in hauling the fines to the industrial site at Camp Smith. ARVN training programs have proved to be of value during the period. Programs were conducted on heavy equipment at Company A and Company B. Training on operating the asphalt plant and the crushers was given by the 547th Engineer Platoon (Asphalt) and the 572nd Engineer Company (E) respectively.

In the city of Bao Loc, 19th Engineer Battalion elements leveled areas for a local jail and a school yard. Many of the children of Bao Loc showed their appreciation for the efforts of the battalion by staging a Christmas show for the Battalion at Camp Smith. The Christmas party for the children following their performance gave both Vietnamese children and the personnel of the battalion a better understanding of different ways of life.

Plans for a playground at MILPHAP have been drawn up by the 547th Engineer Platoon. Slides, swings, and see-saws for the hospital yard should make for

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...enjoyable visit to the doctor for both parent and child.

During the last three months, the number of Direct Hire Personnel working for the 19th Engineer Battalion and attached units has more than doubled. The total number working now is 62 with approximately 12 more pending clearance. Presently, the Battalion is working on a new TDI to meet the Battalion's needs. The new proposed slots would include filing clerks, clerk typists, PLL clerks, and dispatchers. In January, the Domestic Hire Fund was begun. This fund brought the 62 households under the central control. Along with the establishment of a central agency, the fund provides such benefits as workmen's compensation insurance.

The Battalion Chaplain has responsibility for all US Troops in Lam Dong Province to include the 9th Engineer Battalion and attachments, B.C.V., L.S.I., and M.I.I.M.F. Roman Catholic services are provided at Camp Smith by a Vietnamese Priest. It is the belief of the Battalion Chaplain that the key to an effective counselling program lies in visitation. A regular schedule has been established to provide character and spiritual guidance to all units of the command. The Battalion Chaplain spends several days with each of the more remote elements of the battalion, thereby insuring the availability of his services to every man in the unit. The character guidance program has been running at a high level of attendance for all personnel of the command.

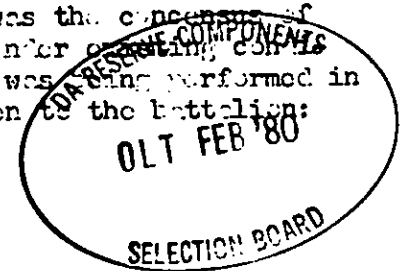
During the period, the Public Information Office of the 19th Engineer Battalion published its authorized newspaper, The Seahorse News, on a monthly basis. Issues appeared on 27 Nov 69, 25 Dec 69 and 31 January 1970. The newspaper was distributed on a basis of one issue per three men. The newspaper was also distributed to higher information echelons in accordance with instructions set forth by the 18th Engineer Brigade Information Office.

Also during this period, the following were sent by the 19th PIO to higher headquarters for wider distribution:

DA Form 1526 (Information for Hometown News Release).....230
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During this period the Information Office of the 19th Engineer Battalion received the following publications: Kysu (Engineer troops, Vietnam), Uptight (USAFV), Army Digest (DA) and Commander's Digest (DD). These publications were distributed to all units subordinate to the Battalion. In addition, newspapers and command information material received from 35th Air Gp, 18th Engr Bde, M.C.V., US F.V. and Engineer Troops were distributed to units to insure an effective command information program within the Battalion. The 19th Engineer Battalion Information Office also initiated a fact sheet the purpose of which was to periodically keep units within the Battalion informed on both command and general information. These fact sheets have included such subject areas as M&I and reenlistment.

The annual General Inspection, FY 70, of the 19th Engineer Battalion (C)(A) was conducted during the period 12-16 January 1970. It was the consensus of the inspecting team that within available resources and under operating conditions, the mission of the 19th Engineer Battalion (C)(A) was being performed in a satisfactory manner. The following evaluation was given to the Battalion:



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 Battalion (Construction) (Army) for the period ending 31 January
 1970 HQS USARP-65.

Outstanding 1
 Satisfactory 145
 Unsatisfactory 100
 Total 246

During this period, the Quality Control Section, consisting of 2 civil engineers and a soils technician, has been instrumental in the upgrading of QL-20. Daily hot bin gradation checks have been run on the asphalt plant. Tetraox extractions to determine asphalt content are made at the beginning of the day's operation and are continued until the plant has reached an acceptable asphalt content. In-place density tests are made of the base course at intervals of 100' to insure proper compaction. In addition, samples are taken every 100' for laboratory tests to include sieve analysis, Atterberg Limits, and compaction criteria for the base course. With systematic tests, it is expected that QL-20 will become one of the finest highways constructed in the Republic of Vietnam.

During the quarter, A/19 was concerned mainly with LOC Restoration, road maintenance and base camp maintenance. In the base camp at 21Sar, A/19 erected a 10,000 gallon water tower, filled in a ravine for mosquito control, rebuilt the gate to the compound, renovated guard bunkers and ammo bunkers, constructed a ramp for loading heavy equipment and installed two (2) culverts for better drainage within the compound. Drainage along QL-20 had proved to be a problem area during the rainy season. To preclude further problems, most culverts in the area from 21Sar to the II/III IZ border were extended, several new headwalls were constructed, new ditches were constructed to give side slopes correct runoff angles for proper drainage.

During the period extensive road widening operations were conducted between YT847623 and YT933673, and at YT864623, and YT921623. The north side of QL-20 was cleared of brush from the road for approximately 100-200 meters from YT933638 to YT905625 to eliminate sniper positions. A total of 2,550 square meters were cleared. A borrow pit is currently being operated to supply base-course material for National Highway QL-20.

A total of 43,801 cy of fill was placed at the approaches to Bridge #5; 100,180 cy of fill was cut, 420 cy of river run rock was hauled to the crusher site at Camp Smith, 1,122 cy of base course was hauled from the Camp Smith crusher site and 3,054 cy of base course material was placed and compacted on the road in the 21Sar area.

LOC restoration occupied the majority of the manpower and equipment of B/19 for this reporting period. The upgrade of QL-20 was begun at the front gate to Camp Smith (ZT027755) with the scarifying and re-compaction of the sub-base. Following the re-compaction of the sub-base, the base course was screed and compacted to 95% of modified AASHTO density. The base course consists of 4 to 6 inch compacted lift. Following the compaction of the base course, it was shot with a prime coat of MC-70. At the end of this reporting period 1,450 cubic yards of base course had been used on QL-20. The road was ready for asphalt to YT999722.

Culverts have been installed at critical water drainage points. Ten (10)



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feet of 36 inch culvert was added to an existing culvert at ZT025753. Twenty (20) feet of 36 inch culvert was placed at ZT023751 as well as 25 feet of 36 inch culvert at ZT003753. Twenty (20) feet of 36 inch culvert was installed at ZT027755 and twenty (20) feet of 18 inch culvert was placed at ZT042761. In addition to the culverts at the above location, headwalls have been poured at ZT014742 and YT998704 for existing culverts.

On 22 Nov 69 an accident destroyed the bridge at ZT113764. A 90 foot, double-single panel bridge was installed to replace the destroyed bridge. Assembly of the bridge was begun on 24 Nov 69 and it was opened for traffic on 26 Nov 69.

An earth moving operation was required to alleviate the problem of erosion and poor drainage at ZT019746 and ZT011741. 4,500 cy of earth was removed at ZT019746 and 525 cy yards was removed at ZT011741.

The third platoon of B/19 was bolstered by the addition of seven 5-ton dump trucks and has become solely a dump truck platoon. They have a total of eleven 5-ton assigned to them and hauled 13,129 cy of blast rock from the quarry to the crusher complex in Camp Smith in addition to providing the hauling power for base course on QL-20.

Land clearing operations became necessary as a result of enemy ambushes at YT984684 and at ZT003735. At YT984684, 20 acres were cleared, while at ZT003735, 34 acres of land were cleared.

B/19 continued to support the 572nd (LF) at their industrial site. Storage bins and concrete pads were completed this quarter. The pads were poured for the bins and no pad was poured for a generator. The rock bin pads are 23' x 30' x 8" and 20' x 30' x 8", the generator pad is 16' x 20' x 8". All three pads were cured with roter. A reviewing stand was also constructed at the industrial complex site.

Minor repairs were necessary at the Bao Loc airfield when water began to erode the soil beneath the matting. The matting removed, laterite spread, and compacted, and the matting was replaced. Three aircraft bunkers were constructed at the airfield.

On 13 Jan 70 construction was begun on three revetments for helicopter gunships and a Medivac in Camp Smith. Paving of the landing area was performed by the 547th Tank Btl (Asp). Each revetment was constructed using 80 pieces of metal galvanized sheet. Each L-shaped revetment's dimensions are 52 feet by 28 feet. Cuts were made in designated revetment sheets and drainage pipes inserted. Upon assembly of each revetment it was filled with 75 cy of laterite. On the 16th of January an asphalt distributor coated the top of each revetment thus completing the project. 240 pieces of galvanized sheet revetment and 225 cy of laterite were expended.

The efforts and manpower of D Company were spread over a variety of projects many of which were worked on simultaneously.

While using LZ Betty as a base of operations, working parties were sent out to the various firebases in the area and along the roads to work on projects. Road work for the period consisted of minor repairs on QL-1 and LZ Betty. The construction of an access road to LZ Sandy. A road recon mission in D Company's area was conducted to determine the necessary repairs needed for heavy use.

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Work at LZ Betty consisted mainly of construction and repair of existing structures. The repairs included salting JP-4 tanks, airfield runway repairs, repairing pipelines for LSA, repairing a CH-47 pod, fixing the bunkers, fighting positions and perimeter wire and repairing the ISI ramp.

Construction at LZ Betty consisted of a 20' x 40' TOC for Task Force South with a revetment around it, a shower and a latrine for 1/50 Inf (each), two showers and one latrine for Task Force South, three water wells, two CH-47 revetments with a 150 x 30 taxiway, a concrete pad for D/36 Signal, leveling a trailer for Task Force South, hauling rock from Whiskey Mountain for use at LZ Betty and building a berm for 2/1 Cav. Construction for Company D consisted of bunkers, a maintenance shed, two bridges - one leading into the S-4 yard and one into the fill pit/storage area, an ammo/mono bunker and a ceiling for the mess hall.

Construction away from LZ Betty consisted of construction of five pods for D Troop, 2/1 Cav, building a 15' x 30' TOC for 1/50 Inf, support to the 86th Eng (TF Whiskey) for base camp development, combat support to C/75th Rangers (TF South) for destroying enemy bunkers, and the construction of a berm and fighting position at LZ Sandy.

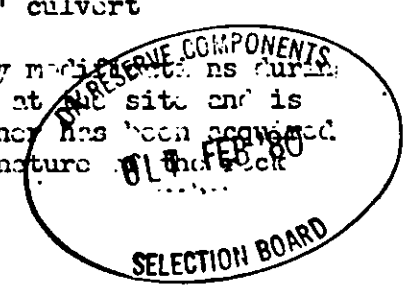
Projects remaining in D/19's AO have been transferred to another Engineer unit to enable D/19 to relocate to assume further engineer tasks. Another move took place for D Company near the end of January. 1st Platoon moved to Jhon Co and then to Gio Pida to work on a bypass and repair of a bridge. 2nd Platoon moved to Lina Co and then to a new worksite for Operation Spirited Maynet. 3rd Platoon and Headquarters Platoon moved to Cam Lambay to set up a procurement yard and company operations there.

Enemy activity for this period was very light. There was no mining incident in which there was no injuries or damage. Also there was an attempted penetration of the perimeter wire with negative results.

Materials used during this reporting period were:

OL-1	IEL-02
608 cy fill	786 cy fill
37 pcs 18x1	24 ft 36" culvert
16 ft 48" culvert	8 ft 48" culvert
42 bf 4 x 4	40 lf 2x12
	60 lf 2x12
	40 lf 1x14
	25 1' 10" spikes
Water Wells	LZ Sandy
592 ft 6" casing	6,000 cy fill
402 ft 8" casing	30 ft 72" culvert

The industrial complex at Camp Smith has undergone many modifications during the quarter. A 35 T H crusher has recently been installed at this site and is currently being made ready for operation. The 35 T H crusher has been acquired to produce fines for the asphalt aggregate. Owing to the nature of the rock



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in the area, normal crushing operations of the 250 MPH and 75 TPH crushers produce insufficient fines for current requirements. In order to obtain a usable supply of material for fines, a new quarry has been started near Di Linh (AN953856). The sandstone from this quarry, (located approximately 40 km from the crusher site), when combined with rock from the Chi Con Quarry, meets rock specifications. The 572nd Engr Co (IF), operating all crushers at the complex, also provided equipment support for the upgrade of QL-20.

The asphalt plant has also undergone many modifications during this period. After a period of mechanical difficulties, necessitating the replacement of the hauler spring, rotation control gearbox, dryer clutch and metering pump, the plant is operational. The mechanical problems coupled with the lack of fines for the asphalt aggregate had greatly reduced production for the larger part of the reporting period. The first loads of asphalt were produced on 1 December 1969. During the last two months of the period, the 547th Engineer Platoon (Asphalt) has paved 3.6 kilometers of double lane road on QL-20. The Asphalt Platoon, crusher platoon and Quality Control section are currently working together to reevaluate, refine and produce the finest materials to make QL-20 a lasting tribute to the Corps of Engineers. During the quarter 20,338 cy of 2"(-), 11,354 cy of 3/4"(-), 7566 cy of fines, and 4,967 tons of hot mix asphaltic concrete have been produced at the Industrial Site.

SECTION II. Lessons Learned: Commander's Observations, Evaluations, and Recommendations.

A. PERSONNEL: Troop Health

1. Mental Health:

a. OPERATION: A very high rate of psychiatric disease has been noted in the battalion.

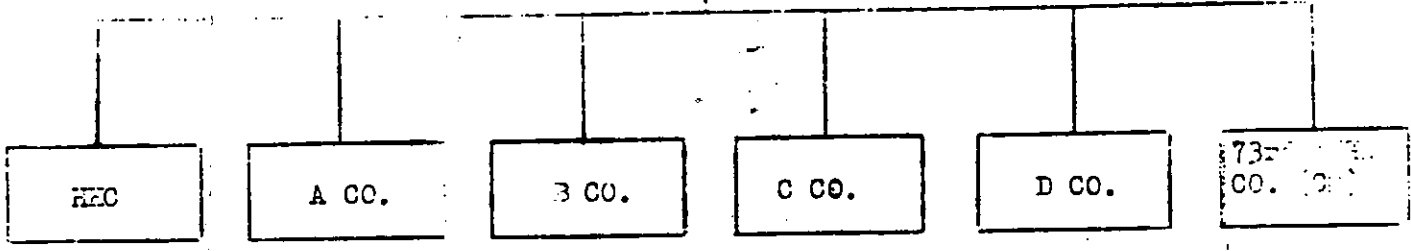
b. EVALUATION: Personnel being returned to the unit after formal psychiatric consultation in borderline psychiatric status that eventually go on to decompensate. This has usually been the result of too strict an interpretation of AR 635-212. This is of particular importance to the 19th Engr Bn where potentially dangerous personnel are being returned to the unit cleared for administrative action, but with no facilities or Military Police to properly detain the individuals until administrative action can be completed. Several serious incidents have almost resulted as a consequence of this method of dealing with personality disorders that do not clearly fit into the psychotic or neurotic categories which can be processed through medical channels.

c. RECOMMENDATION: Curtailment of assigning personnel to combat units who have had long and well documented psychiatric histories of poor tolerance to stress prior to assignment to a combat area where increased stress is a way of life.



1981 (1 FEB 80) (MAY 69 -- 3 SEP 80)

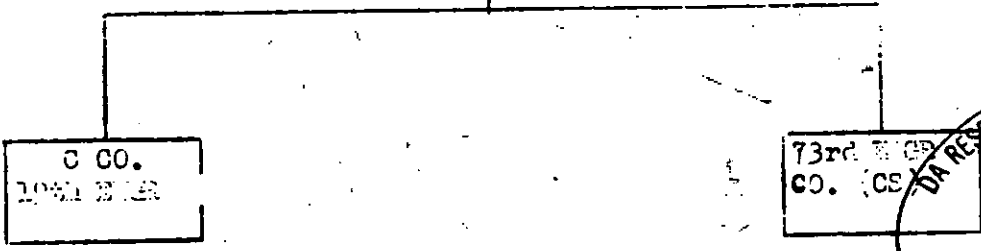
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TASK FORCE HEADQUARTERS (1 SEP 80 -- 10 OCT 80)

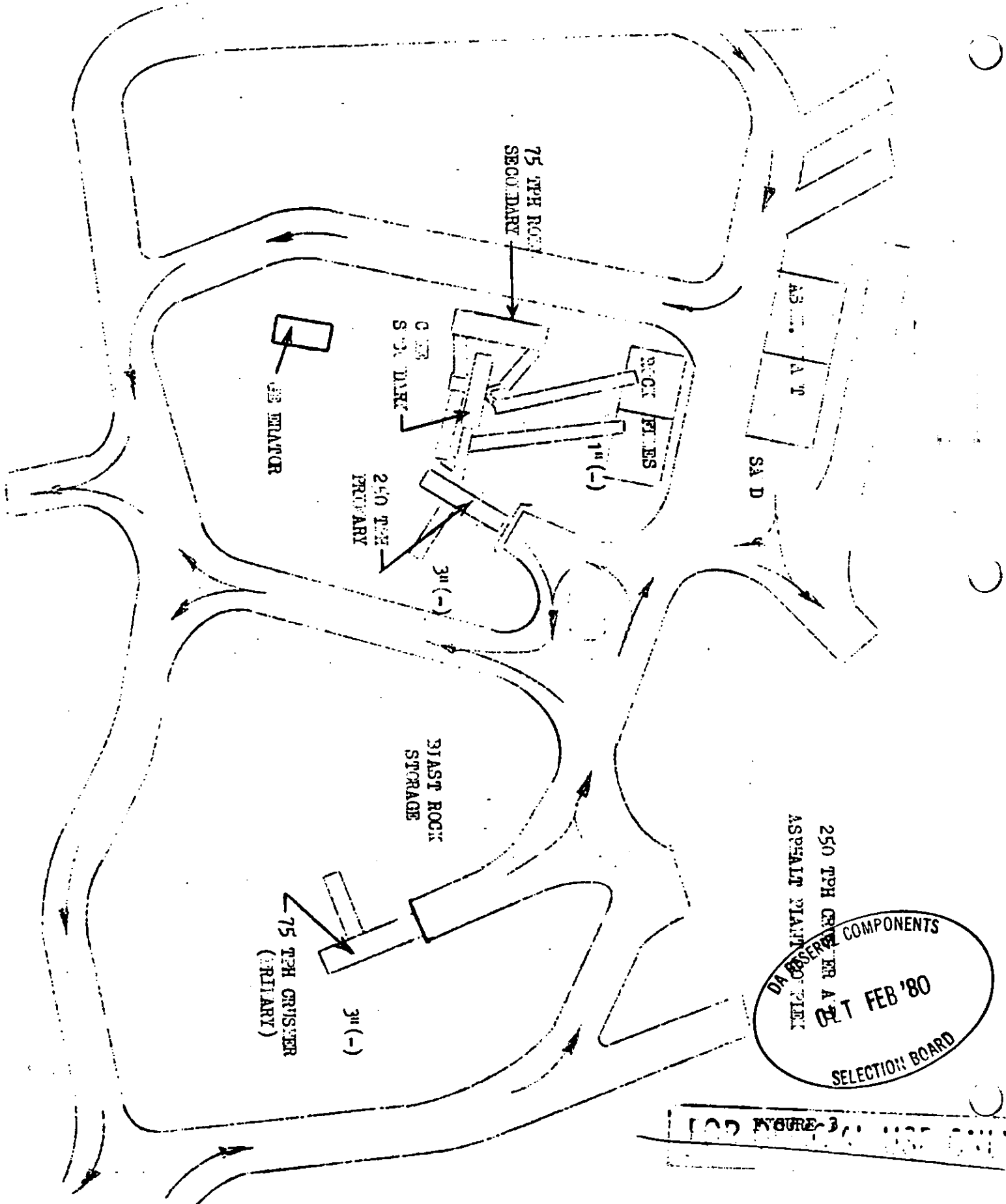
TASK FORCE

(ORIGIN 30th SEP 80)



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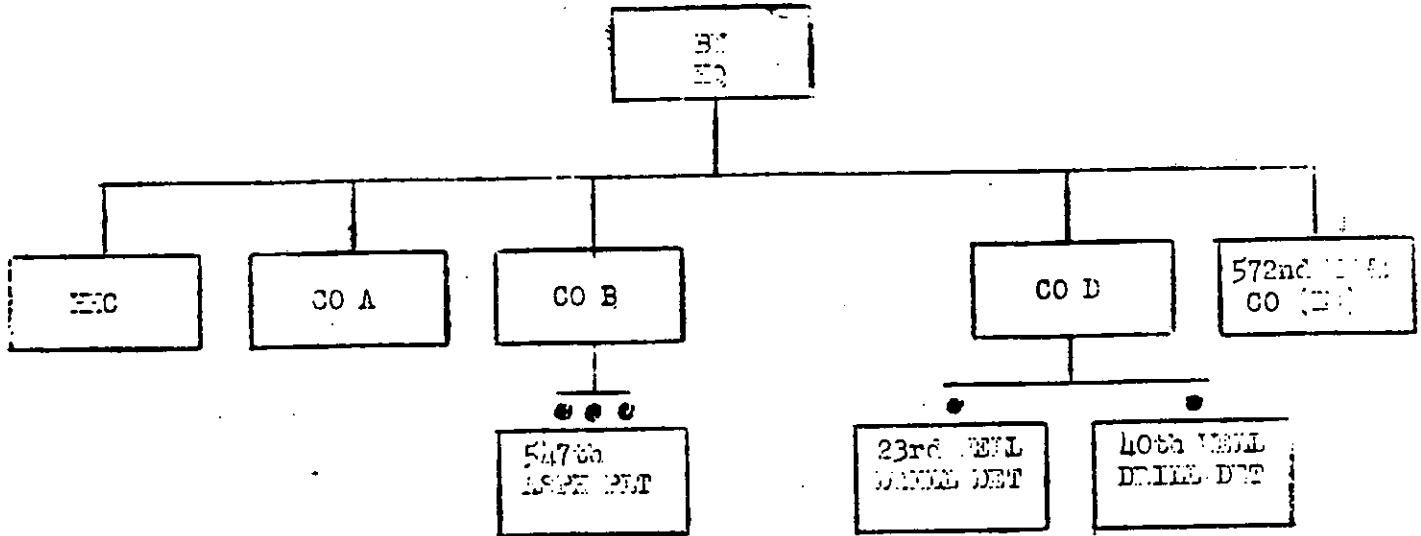
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19th ABN BATTAL ORGANIZATION

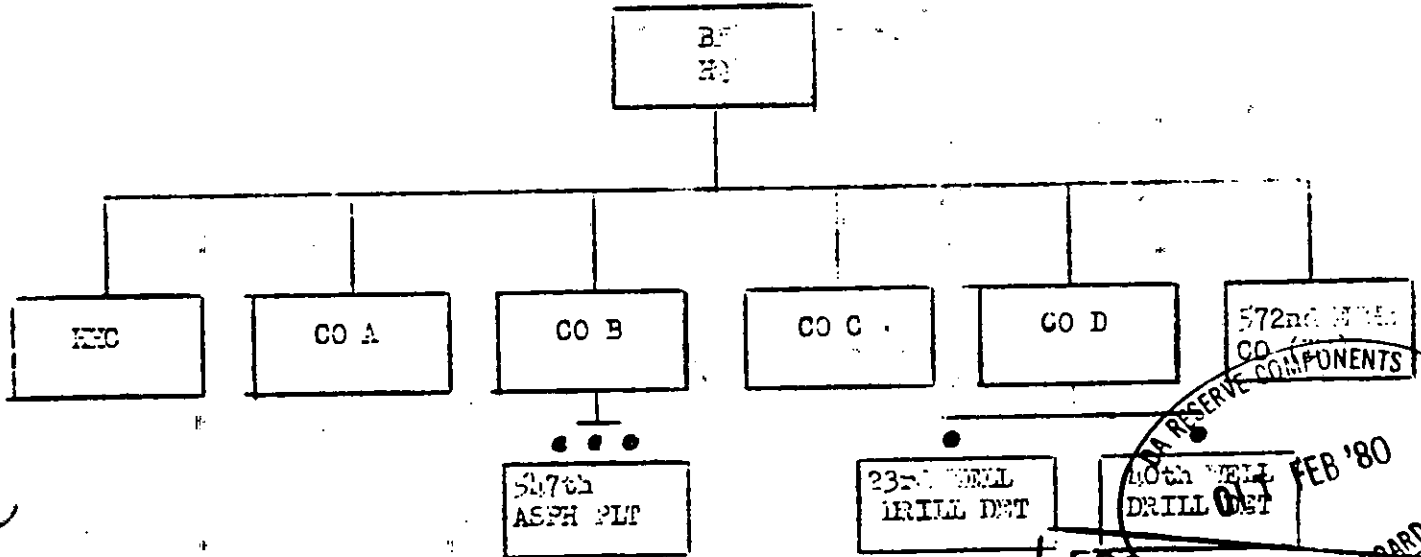
(1 SEP 69 -- 10 OCT 69)

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19th ABN BATTAL ORGANIZATION

(10 OCT 69 -- 31 OCT 69)



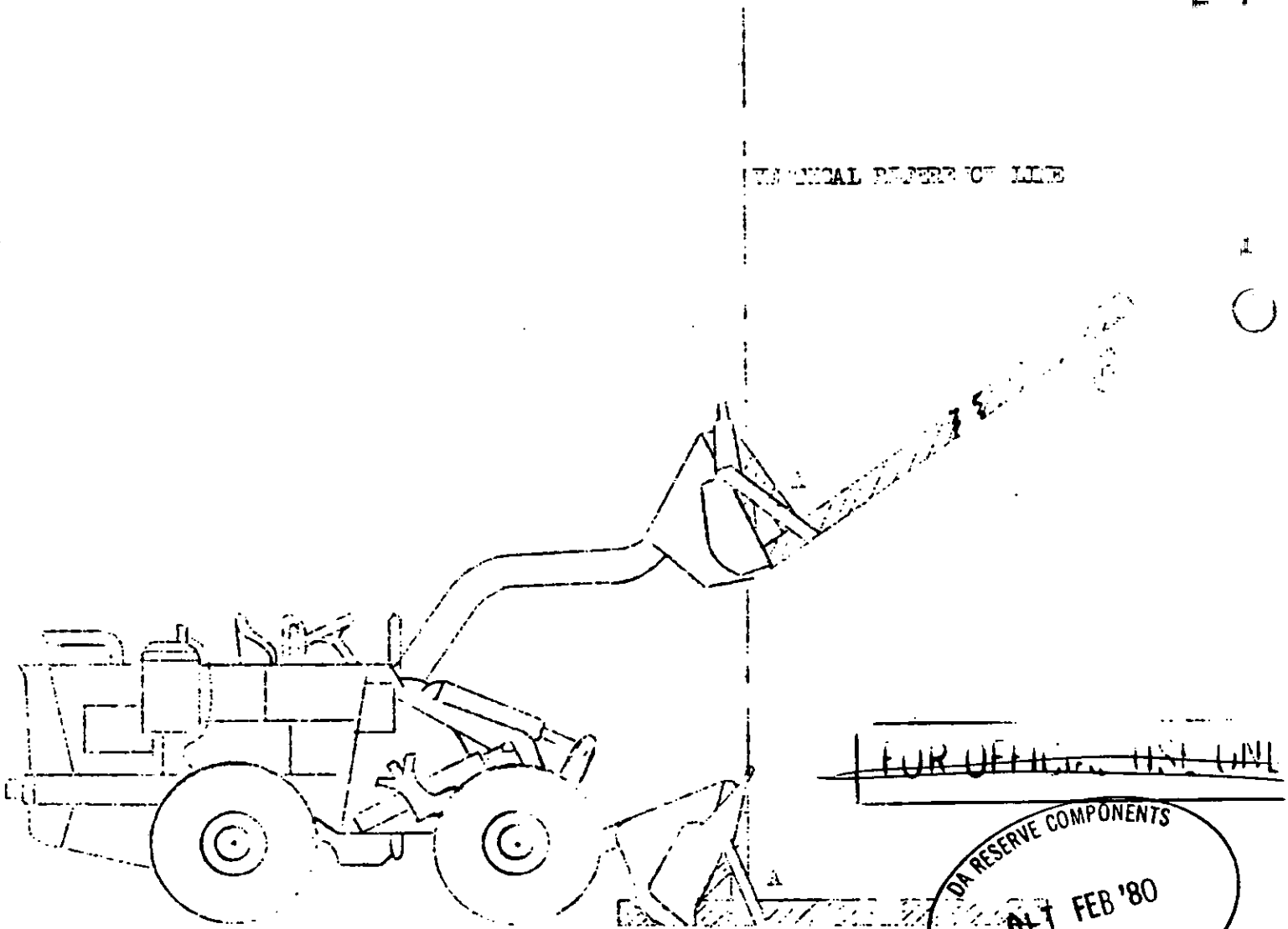
RESERVE COMPONENTS
FEB '80

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~~FOR OFFICIAL USE ONLY~~

NOTE:

1. B'D A 1/2-INCH CHAIN WAS USED TO SECURE LOAD TO JAWS OF LOADER
2. A 1/2-INCH CHAIN WAS USED TO SECURE LOAD TO JAWS OF LOADER



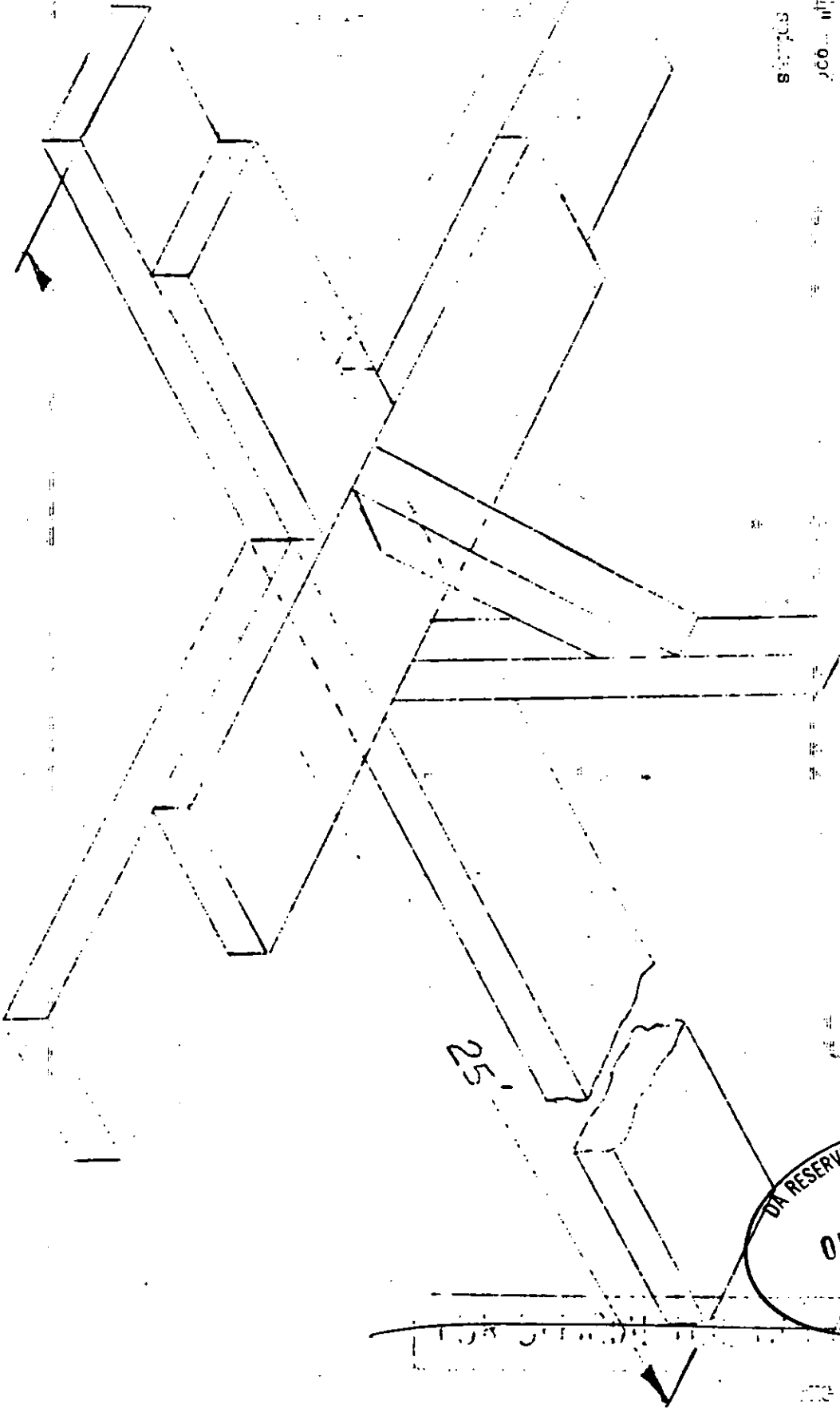
DA RESERVE COMPONENTS
10 FEB '80
SELECTION BOARD

FIGURE 4

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BOARD OF
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DA RESERVE COMPONENTS
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 SELECTION BOARD

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AVBC-CG (31 January 1970) 2nd Ind
SUBJECT: Operational Report - Lessons Learned, 19th Engineer Battalion
(Combat), Period Ending 31 January 1970, RCS CSPOR-65 (R2)

DA, HEADQUARTERS, 18TH ENGINEER BRIGADE, APO 96377 26 MAR 1970

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

1. This Headquarters has reviewed the Operational Report - Lessons Learned for the 19th Engineer Battalion (Combat), as indorsed by the 35th Engineer Group (Construction). The report is considered to be an accurate account of the Battalion's activities during the reporting period.

2. This Headquarters concurs with the observations and recommendations of the Battalion and Group Commanders, with the following comments added:

a. Reference Sec II, item C1. Concur. This Headquarters is aware of the mistaken notions which sometimes arise with regard to technical assistance projects. All requests for technical assistance in II CTZ are processed by IFFV. This Headquarters has explained the limitations of technical assistance to IFFV so that the scope of assistance which requesting units can expect to obtain will be made clear to these units. In addition, information copies of task directives are forwarded to the requesting unit. In its initial coordination, the supporting engineer unit is expected to explain the work which it will accomplish and that self-help work which the supported unit must accomplish.

b. Reference Sec II, item F. Concur. Excesses are required by regulation to be turned in as they occur. However, the unit should bring the problem to the attention of Group Headquarters so that the necessary arrangements can be made with CRB Support Command. Group Headquarters has been advised to coordinate with CRB Support Command to expedite the turn-in of equipment.

J. W. MORRIS
Brigadier General, USA
Commanding

CF:
1 - CO, 35th Engr Gp
1 - CO, 19th Engr Bn

DA RESERVE COMPONENTS
OLT FEB '80
SELECTION BOARD

CF: 19th Engr Bn

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