

PHU LOC QUARRY - A NEW ARVN A.I.T. SITE

by SP5 William Ostrow

PHU LOC QUARRY, RVN (45th Engr Gp) - There will be cycles of Advanced Individual Training in Quarry Operations starting in the 45th Engr Gp this month, run by men who only left their own A.I.T. a few months ago. Phu Loc Quarry has become a new A.I.T. site; it is where the 591st Light Equipment Company is running a program to train ARVN Engineers from the 8th ARVN Engineer Group from Da Nang in general quarry techniques.

The training will take the form of the regular American A.I.T. classes and practical exercises, with the trainees being a platoon of ARVN Engineers, who will work with the 591st Quarry Section for four weeks. In that short time they will try to cover every aspect of quarry operations. The ARVN platoon is led by 2nd Lt. Luong Tien Toan, from Da Nang, who has been with his men since the start of their Army training. He and his men will work and train with their American counterparts on all elements of the Phu Loc Operation, from the demolition team who blasts the rock out of the mountain, to the crane operators who load the rock onto dump trucks, to the Crusher Operators who produce the usable chunks of rock to the scoop loader operators who load the finished products onto dump trucks to take the rock to its final destination. SFC Douglas Harris of Birmingham, Ala., and SSG Gerald Horrath, of Columbus, Ohio, are the two training sergeants of the 591st and they run their course much the same as they would if they were training U.S. personnel. The two Sergeants will concentrate on general first echelon maintenance and safety for the first few days. "We don't want to lose any one before the program really starts," explained SSG Horrath. "Safety is of the utmost importance when working with these machines, and it's the best thing to get it down pat in the begin-

ning." After these initial briefings the ARVNs will get right into the general operation of all the quarry machinery.

Getting the information across to the ARVN troops, from the U.S. Sergeants would be a problem, since none of them including their officer, speaks English. But the 27th Engr Bn solved that problem by assigning one of their interpreters, SSG Nguyen Thanh Mau to handle all the lingual problems. In a typical class, SSG Horrath will question the class through SSG Mau; SSG Mau can turn any American GI idiom into its appropriate Vietnamese counterpart, and this way, understanding is more complete.

While the ARVN Engineers are working at the Phu Loc site, they will be billeting at the 83rd ARVN Battalion located between Phu Bai Combat Base and Camp Eagle.

From the 45th Group Commander, Col Kenneth McIntyre, on down to the OIC of Phu Loc Quarry, 1st Lt. Thomas Steele, there is a good feeling about this project. 1st Steele commented, "The ARVNs have a good attitude, and seem eager to learn. This is helpful to our men too. They have little chance to see the Vietnamese side of this war. Now they are beginning to realize that this is their war - in all respects, including the engineering side."

ROAD TO PROGRESS

by PFC Dan McVana

CHU LAI, RVN (39th Engr Bn) - The pacification and building program being done by C Company in the well-known Mai Lai area, located 100 miles south of Da Nang, has been greatly aided by the Vietnamese people themselves.

C Company's efforts have been directed mainly at building a road and bridges from QL-1, the main highway, through the Mai Lai area. This area was formerly inaccessible to vehicular traffic, but the new road will offer the farmers and villagers an easier access. (Cont'd on page 4, col 1)

ROAD TO PROGRESS

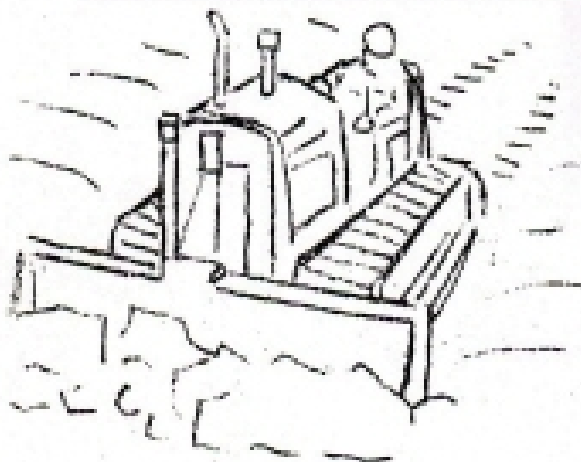
(Cont'd from page 3, col2)

to the markets and villages.

Renowned in recent years as an infamous VC stronghold, the Vietnamese in the Mai Lai area have not only ignored the many VC signs warning them to stay away, but also the fact that the area has been heavily mined and booby-trapped. Since the Vietnamese have decided to take a more active part in the pacification program, the demolition men of C Company have been kept quite busy destroying enemy rounds, mines and booby traps that have been pointed out to them by the civilian populace.

Ignoring the present dangers, the people have begun moving out to work and reclaim land that has been denied them for years by the VC. The woodcutters, one of the first signs of resettlement, have followed closely the progress of the engineers. They are soon there after followed by the grazing of cattle and the rebuilding of villages.

The Medics of C Company have been invaluable giving immediate aid to those unfortunate Vietnamese injured by unseen booby traps. The price of reclaiming this VC stronghold has been high for many, but strides are being made daily by both the engineers and the local Vietnamese to pacify an old enemy stronghold.



BUILDING LAND BRIDGE

by SP4 Ron Burnett

FSB BIRMINGHAM (27th Engr Bn)—Once again the men of D Company bridged a gap. However this time they went a step further—not only did the engineers bridge the gap, but they made the gap they bridged.

Route 547 runs from Camp Eagle, near Hue, through FSB Vaghel and out into the A Shau Valley. At two places along the route the road dips down into a small creek bed and during the dry season, both points were forded, but when the monsoons hit the small creek transforms into a raging river capable of sweeping a 3/4 ton truck down stream. The 27th was assigned the mission of making the necessary improvements to keep the road open.

The first point was bridged and it was determined the best solution to improving the second point would be another land bridge. D Company, having had the experience of this type operation, was tasked with the assignment.

The engineers were actually dealing with two roads: Route 547 which runs out from Camp Eagle past FSB Birmingham, and out to the A Shau, and another road leading off 547 to FSB Bastogne and rejoining 547 just prior to crossing the creek. After viewing the site, it was decided the best place for the engineers to put the bridge would be at the point where the Bastogne road made its turn back into route 547. To do this the engineers had to mold several feet of new road.

After the dozer made the cut for the road it was used in the creek bed clearing out a space for the three 60 inch culverts that the engineers would have to put in the gap. After the dozer had prepared the rocky bed, the engineers put the culverts together.

When the engineers had the three culverts together they had to maneuver the heavy culverts into the creekbed. Fill was hauled to the site and the dozer once again went to work pushing the mountain of dirt over the edge and onto the culverts.

(Cont'd on page 5, col2)

OF FOR AN ARK!!

by SGT Thomas Jayne

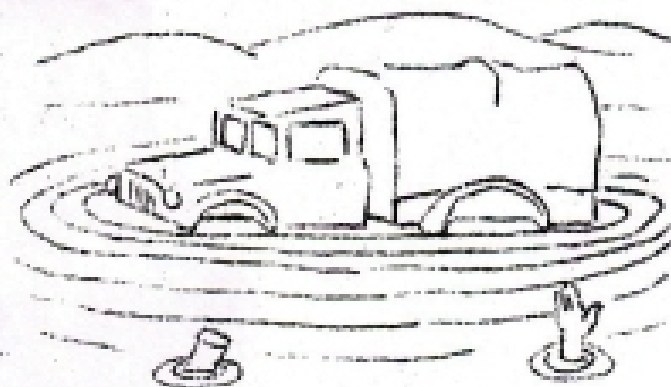
FIRE SUPPORT BASE PHOENIX, RVN (39th Engineer Battalion) - Two early in morning, the first of October to be exact, all was quiet at FSB Phoenix in Tien Phouc, 60 miles southwest of Da Nang. On stage right and left the main characters of the coming drama were waiting for it to begin. On the left was the river, swollen and angry, while on the right was the third platoon of D Company and the 137th Light Equipment Company. The stage was set.

At 0320 a guard from the water point came through the tents saying, "You'd better get out, the river is rising!!" In the NCO's tent, a decision was made to awaken the men. At 0330, SSG James A. Brans of Pontiac, Ill., assigned with the 137th, left the tent and began shouting, "Get out of those tents, the river is rising!" However by then the water was knee deep. Once awakened, the men scurried about and tried to save as much as possible. The water rose too fast, however the straggled troopers of the 39th did manage to save their weapons and ammunition, but little else.

In the motor pool, yet another chapter of the drama was taking place as the men tried to rescue the equipment parked there. With great determination the men managed to rescue all the vehicles, even those deadlined by breakdown, except vehicle Delta 32, a five ton dump truck. Delta 32 just could not make the grade to high ground. That was alright though, it needed a good bath anyway.

With the coming of first light, the damage was assessed. Assessed that is from a rather great distance, since the water was still up as high as the tent peaks. Although the river rose nearly 25 feet in three hours, it was low enough by mid-afternoon for salvage operations to begin. Even Delta 32, being the valiant old truck it is, started immediately, shook itself dry and proceeded to leave the scene under its own power. By the next day at noon, nearly everything was dry and cleaned.

The most memorable incident of the flood was the "lifesaving" of the mine detectors by PFC Jorge Sevilla Flores of Guaynare, P.R., when first spotted, PFC Sevilla Flores was seen swimming toward dry land, towing in his wake, two mine detectors complete in cases, his way lit by the flashlight held in his mouth. When he emerged from the water, he was dressed in the latest Tien Phouc fashion, shorts and combat boots.



DOZER AND OPERATOR, THE LUCK OF THE TWO

by PFC Dan McVann

CHU LAI, RVN (39th Engr Bn)- Be it luck, fate, or the Grace of God, SP5 George B. Adkins of Bud, W.Va., certainly has a great deal of it. SP5 Adkins, of the 59th Land Clearing Company, has hit six booby traps, including a 105mm and a 155mm artillery round, while operating his dozer during clearing operations.

Even so, his most serious injury has been a shrapnel wound in the elbow and in his words, "It wasn't much." Having never been medicated for an injury, he does feel that he has been quite lucky. And now, with less than 40 days til leaving Vietnam, and his re-assignment to Frankfort, Germany, his reply to the possibility of hitting another one is "Not even going to, I know that for a fact!"

His bulldozer has been lucky too. It was suffered through these same six boobytraps and is still going strong. SP5 Adkins attributes much of the luck to the fact that he has hit all the boobytraps with the dozer's blade and not the dozer itself.

Inquiring into his personal feelings of the importance of land clearing, he said, "It is very important. If we don't clear the area of boobytraps, the infantry would certainly hit them and it makes the 'grunts' job easier and more effective too. It isn't all hard work, at times it's even alot of fun!"

Hopefully there will be few encounters between those involved in the land clearing operation and boobytraps, but we certainly hope that those who do will have the luck of SP5 Adkins!

Answers to the Sports Quiz (from page 5)

1. The Rose Bowl, Pasadena, California; 101,385, seating capacity.
2. The Oakland Raiders with a 12-1-1 record.
3. The Minnesota Vikings scored 379 points, an average of better than 27 points a game.
4. All are called the "Wildcats."
5. Jim Brown, Cleveland Browns, 12, 312 yards in 9 seasons.

WHO'S NEW AT HHC, 45TH ENGR GP??

Cpt Elwood Durhan.....	S-4
Cpt Andrew Lacroix.....	S-4
2Lt Larry Clancy.....	S-3
2Lt John McIlroy Jr.....	PIO
WO1 Michael Brown.....	Aviation
SP4 Mike Schaffner.....	Personnel
PFC Dan Keary.....	HHC
PFC Jerry Clark.....	HHC
PFC Robert Kirvan.....	S-4
PFC James Metz.....	Personnel
PFC Edward Papendick.....	S-4

AND WHO'S WEARING A NEW STRIPE???

(or Bar)

Cpt Elwood Durhan...	Promoted to	Cpt
CW3 J.L. Wells.....	Promoted to	CW3
CW3 James Austin....	Promoted to	CW3
SP5 Harris Smith II..	Promoted to	SP5
SP5 Larry Walsh.....	Promoted to	SP5
PFC Edward Papendick.	Promoted to	PFC
PFC Dan Keary.....	Promoted to	PFC
PFC James Metz.....	Promoted to	PFC