DEVICE CUTS MINE DAMAGE

The French called it Bac-Tien but to the engineers of 5 Company, 35th Engineer Battalion (Combat), it is better known as LZ (Landing Zone) English, one of the most important tactical airstrips in Vietnam.

Located just north of Bong Son at the mouth of the An Leo Valley, the 3,600-foot airstrip is the base of northern operations for the famed 1st Cavalry Division (Airmobile).

LZ English was originally a 2,000-foot field of compacted laterite. In September and October, 1966, the strip was extended to 3,600 feet by the 86th Engineer Battalion (Construction).

An urgent mission was required in mid-November for 6 Company, 19th Engineer Battalion (Combat), to place HSAL all-weather matting on the airfield. The need was so great that there was not time for the grading, recrowing, and sealing of LZ English before the matting was placed.

With the arrival of monsoon rains and the days of continuous heavy rainfall the airstrip began to experience a sub-grade failure under the heavy loading of C-130 and OV-2 aircraft.

When the matting gradually became distorted and the HSAL panels became a hazard to the aircraft, the decision was made to repair 2,100 feet of the field's southern portion. (Continued on Page 6)
577TH BUILDS MESS HALL FOR HOSPITAL

By COL. GEORGE M. BUSH

Engineers hard at work in a "dirty" environment. Mud, cement, creosote, dust, penta-prime, oil, asphalt and sweat are all in the engineer's daily diet of fare.

Vigorous men who work hard play hard. Men who work in a dirty environment have difficulty maintaining a high state of personal military appearance.

It is for the above reasons that I am particularly proud of the disciplinary record and personal appearance of the men of this group.

The pride which you men have in your unit is evidenced by the smartness of your uniform, your haircut and shave. Your discipline is evidenced by the continuing low rates of Class I and II offenses.

By your congratulations,

B.G. DUKE IS BRIGADE CG

Brigadier General Charles H. Duke has assumed command of the 18th Engineer Brigade and Colonel James B. Keenor, Jr. has been appointed deputy commander.

B.G. Duke succeeds COL. Paul W. Ramsey, who has been assigned to Europe. Before coming to Vietnam, B.G. Duke held the post of Engineer Commissioner for the District of Columbia for three years. He is a 1939 graduate of the U.S. Military Academy and graduated from the Industrial College of the Armed Forces in 1959.

COL. Keenor is a 1941 graduate of Carnegie Institute of Technology and gained his master's from the University of Minnesota in 1952.

The 2d Platoon, Company B, 577th Engineer Battalion (Construction) has just finished building the largest mess hall ever constructed in the Tuy Hoa area. It is also one of the largest military mess halls in Vietnam.

The 11,000-square-foot mess hall will serve staff members and patients of the 400-man 91st Evacuation Hospital, now being constructed at the Tuy Hoa Free World Forces cantonment area by the 577th Battalion and self-help crews of the 91st Medical Battalion.

Considering the building's size, the 2d Platoon completed vertical construction in record time — 12 days. "The men were pushing all the way to finish on time," said SSG. Dewitt Woods as members of his squad put finishing touches on the new mess hall.

The T-shaped mess hall has a 4,800-square-foot storage area and kitchen, where cooks will prepare various diets needed for patients at the hospital.

Staff members and ambulatory patients — those who are able to walk will eat in a 4,800-square-foot mess area.

The remaining 2,200 square feet will be occupied by refrigerators and large scullery for cleaning pots and pans.

The mess hall is now fully operational.

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PERSONAL Glimpses

The largest U.S. mail box and the smallest U.S. Army mailman in Vietnam are both located at the 73rd Engineer Company (Construction Support) near Qui Nhon.

The mail box is part of a familiar, steel, box-like container called a Conex. The mailman, PFC Darrell L. Heston, has no trouble entering or leaving his office in the Conex: he is 5 feet, 1 inch tall.

PFC Heston is short in stature but "tall" when it comes to getting things done. His main job is acting as company smirmer — he takes care of weapons — but he handles additional duties as unit courier and mail clerk.

As courier and mail clerk, Heston makes four 24-mile round trips daily from his company to Headquarters, 84th Engineer Battalion (Construction) at Qui Nhon. After picking up messages and mail he makes sure that both — especially the mail — are delivered without delay.

To give it a distinctive appearance, Heston has painted his "mail box" appropriate colors of red, white and blue.

84TH PROJECT HELPS TROOPS EAT BETTER

Troops in the Qui Nhon, An Khe and Pleiku areas of Vietnam will be eating more fresh "A" rations soon, thanks to the 1st Construction Platoon of Company D, 84th Engineer Battalion (Construction).

Company D is building a 40- by 110-foot prefabricated refrigeration warehouse that will add over 30,000 cubic feet of cooling and freezing storage space to the U.S. Army Depot at Qui Nhon.

The 1st Platoon, led by 1LT Vidas P. Kleiza and SFC Gerald G. Martin, has completed foundation work. The engineers have placed over 465 cubic yards of concrete and several miles of reinforcing bar.

Despite 22 days of rain in January, the engineers and Vietnamese laborers assisting them have rolled up a total of more than 32,370 man-hours on the project.

Target date for completion of the warehouse is March 31.

'NUMBER 10' BYPASS PLAGUES CO. A OF 35TH

"Number 10" is an expression used by American soldiers in Vietnam to signify that some thing or situation is as bad as it can possibly get.

For Company A of the 35th Engineer Battalion (Combat), a certain bypass near its base camp at Hammond Field, 35 miles north of Qui Nhon, is strictly "Number 10." Twice in one week, the engineers met Viet Cong harassment at this spot.

It all started at 8:30 one morning when the 2d Platoon was making a daily mine sweep with security forces from the 1st Cavalry Division (Airmobile). A sudden explosion shattered the stillness; the engineers and cavalrymen hurried to the bypass site.

They found a demolished military police jeep and a large crater in the road; MPs were dug in near the crater. Led by 2LT Robert E. Knoble of the 2d Platoon, the engineers, cavalrymen and MPs took up defensive positions and returned enemy fire for almost an hour. When the action was over, the engineers removed the jeep, filled the crater and opened the road.

Three days later, a VC demolition charge at the same spot destroyed two culverts and left a gap in the road 18 feet wide, 22 feet long and 4 feet deep. A reconnaissance platoon leader from the 8th Engineer Battalion of the 1st Cav discovered the damage while flying over the area. He stopped at the 35th and told CPT Harold Kiesling, commander of Company A, who ordered his men to the site.

Even though the engineers made a careful sweep of the area, a scoop loader ran over a C4 plastic explosive charge that was detonated by a pressure-type fuse. The charge was buried three feet under the surface, and the loader didn't become vulnerable until it had cleared a large amount of fill.

This setback didn't stop the determined engineers. In place of the disabled loader, they used a bulldozer to push in the old road bed and open the road. They finished within three hours. Just in time to allow a 100-vehicle convoy to pass the road's "Number 10" spot.
45TH GAINS 3 COMPANIES 577TH BUILDS 12-PAD HELIPORT FOR CH-47S

Three newly-arrived companies in Vietnam have been added to the 45th Engineer Group.

The 523d Engineer Company (Port Construction), commanded by CPT Charlie G. Crowder and attached directly to 45th Group, is located in the Qui Nhon harbor area. While stationed at Pt Belvoir, Va., the unit underwent eight weeks of intensive training in preparation for its overseas move.

Delta Company of the 39th Engineer Battalion (Combat), commanded by CPT Martin W. Walah, Jr., is located at Da Lanh, about 30 miles south of Tuy Hoa. The unit was known as B Company, 31st Engineer Battalion at Ft. Bliss, Texas.

Delta Company of the 35th Engineer Battalion (Combat), commanded by CPT McCoy L. Jolley, is located at Hammond Field, about 35 miles north of Qui Nhon. The unit was known as D Company, 31st Engineer Battalion at Ft. Bliss.

DEVICE CUTS MINE DAMAGE

(Continued from Page 1) moilished the entire front end of the truck, but the engine did not penetrate the cab and the steering column was untouched. Examining the dummy, engineers found that a real driver would have suffered only minor cuts and bruises.

Since engineers are constantly hauling men and equipment over roads with possible land mines, the 39th Battalion's invention could be a big lifesaver.

Due to the efforts of D Company, 577th Engineer Battalion (Construction), CH-47s of the 180th Aviation Company are now flying combat support missions from their 12-pad heliport at Tuy Hoa. Approximately 81,550 cubic yards of earth were excavated and leveled over a 20-acre site in preparing the take-off pad, the 280 by 400 foot maintenance area and the 12 parking pads.

Dump trucks of the 513th Engineer Company and cubic yard scrapers belonging to both Company B and Company D of the 577th hauled nearly 10,000 cubic yards of crushed rock and spread it over a 10,000 square yard surface. After compacting, the area was then sprayed with an asphalt emulsion to prevent dust and rock particles from being sucked into the Chinook's jet engines.

Finally, the entire area was provided with a steel landing mat wearing surface.

The 1st Construction Platoon, D Company, commanded by LT Edward A. Brown and SFC Davey H. Mobray, supervised the placement of the steel matting. The platoon was assisted by elements of the 553d Engineer Company (Float Bridge), 513th Engineer Company (Dump Truck) and Headquarters of the 577th Engineer Battalion.

The completion of the CH-47 heliport marks another milestone in the development of the Free World Forces' cantonment area in Tuy Hoa.

73D PAVES PORTION OF QUI NHON FIELD

A wider variety of cargo planes will be able to land for the first time at Qui Nhon Airfield, thanks to a resurfacing project completed by the 73rd Engineer Company (Construction Support) recently.

The asphalt platoon of the 73d, which is assigned to the 84th Engineer Battalion (Construction) resurfaced 1,100 feet of the 5,000-foot airstrip. Almost 2,000 tons of hot mix-asphalt were spread over the 100,000-square-foot section of the field in six working days.

The subgrade repair and the placement of a 2-inch layer of asphalt make possible the landing of several types of medium-size cargo planes on a strip that had been reserved for smaller aircraft. These cargo planes include the C-130, C-133, C-124, the C-54 Korean aircraft and the C-118, which is used for evacuating litter patients from two evacuation hospitals in Qui Nhon.

The project was noteworthy because it marked the first utilization of asphalt from the 73d's new hot mix asphalt plant in the Phu Tai Valley construction support camp. The plant produces 80 to 100 tons of this superior blend of asphalt per hour.

In the runways paving job, trucks rushed finished asphalt with a temperature of 250 to 270 degrees Fahrenheit from the plant to the site, where a power plet was down on the airstrip.
MAJ RODOLPH HEADS 577TH

MAJ Carl P. Rudolph has assumed command of the 577th Engineer Battalion (Construction) near Tuy Hoa.

MAJ Rudolph, whose parents live in Clovis, New Mexico, comes to the 577th from an assignment with the 173rd Airborne Brigade. He has been in Vietnam since May, 1966. MAJ Rudolph graduated from Texas Tech at Lubbock, Texas, in 1952 and obtained his engineering degree from the Missouri School of Mines in 1961. He is a member of the Society of American Military Engineers and the American Society of Civil Engineers.

He has been awarded the Army Commendation Medal with 1st Oak Leaf Cluster, the Air Medal and Dominican Republic Service Medal.

19TH FILLS CAV ROLE

It isn't often that one engineer unit is called upon to provide security for another, but that's exactly what the 3d Platoon of Company A, 19th Engineer Battalion (Combat) is doing.

The 3d Platoon, led by 2LT David A. Paddock, is guarding headquarters, 35th Engineer Battalion (Combat) at Hamdon Field 30 miles north of Qui Nhon.

Until recently, elements of the 1st Cavalry Division (Airmobile) provided security for the 35th. When the Cavalry units moved north, the engineer platoon moved in and built foxholes, log and timber bunkers and set up a defensive perimeter.

Surprisingly enough, the men don't seem to mind their guard assignments, according to LT Paddock. Most of them comment that "the time seems to pass faster."

'WHY ARE YOU HERE?'

By Chaplain (MAJ) Thomas L. Strayhan
45th Engineer Group

A noted lecturer and social worker asked a group of mental patients, "Why are you here?" One outspoken member of the group replied, "We are here because we are not all there."

This is certainly not true of us. We know our mission as it is stated in glowing terms, to deter aggression, halt the spread of communism, permit free elections, help our Southeast Asian neighbors, preserve democracy and many other reasons.

In addition to our support of the overall mission, what are we doing in our little time that we can call our own?

Let's consider a few of the "either/or" we find available to us.

You can improve your educational level or remain as you are. Many of our friends are enrolled in correspondence courses.

You can learn something of the language and customs of the people or continue to live with your preconceived notions and hearsay.

You can save money for the things you want in the future or spend it for things you hope to forget in the future.

You can leave a good impression and a good record or spend the rest of your life trying to defend the record you left.

You can show that soldiers have pride and moral integrity or look them up so they don't bother you until your Bravo site.

You can increase your devotion, will power and strength of character or lose it because you never used it.

What are you doing here?" The answer my friend, is blowing in the wind," and you know the answer best.

19TH BUILDS RUNWAY FOR SPECIAL FORCES

(Continued from Page 2)

Raleigh Steed, the 2d Platoon "of C Company," 19th Engineer Battalion (Combat) is busily engaged in constructing a 4,000-foot runway and 700 by 200 foot parking apron to accommodate C-123s, C-130s and L-19s of the famed 21st "Headhunters" Aviation Battalion.

At present C-123s as well as L-19s -- combat surveillance craft which the troops -- are landing and taking off. Judging from the comments, none of the engineers have any qualms about living at the Special Forces camp.

"With six and one half days being devoted to the airstrip we are usually able to squeeze in some time for self help work around the compound," said Lieutenant. This includes the building of training facilities and welding of gates.

With the Tiger Division providing security along the rough, well-worn Highway 6B, trucks bring food, mail and supplies daily to the engineers of Charlie Company.

LT Steed also arranged through Qui Nhon Special Services to import movies such as "Harlow" and "The Young Lovers" to the Van Cauh camp.
ME TARZAN, YOU JUNGLE ENGINEERS

"The jungle road builders" is a name that may well be applied to members of the 572d Engineer Company (Light Equipment) who twice in the last seven months have carved a thoroughfare through dense jungle.

Last August the 572d, assisted by Company A of the 39th Engineer Battalion (Combat), blasted and bulldozed its way through 13 miles of mountainous jungle to build what has become a two-lane, heavily traveled access road from Port Lane, Vung Ro to Highway 1-L-1.

Now the 572d has duplicated that feat. Using practically the same methods, the light equipment company, led by 2LT John J. Taite III, project officer, has completed a one-lane, 13 mile pioneer road from 8844 South Airfield to a signal site atop a hill overlooking the highway. The road was constructed in six weeks and is still being improved.

The signal site, which is 400 feet above the highway and about 2000 feet above sea level, was built concurrently, with the road by the 572d and the 2d Platoon of Company C, 39th Engineer Battalion. Operation of the signal tower improves communication between Tuy Hoa South Airfield, Minh Dao, Nha Trang and Cam Rahn Bay, thereby facilitating the planning of logistical and combat operations by Allied Forces.

Construction of the road might have been an engineering nightmare for any unit but the 572d. Large boulders covered the clay soil of the hillside, and often work was slowed to a crawl because of the amount of blasting necessary to clear the right of way. Demolition crews used 52 tons of explosives during the project; these included 15- and 40-pound shape charges, 40-pound cratering charges, dynamite and TNT.

Rainfall during the construction period and continually hampered progress. Mud, developing on portions of the road already cut, prevented the transportation of fuel and explosives by vehicle. Engineers often had to carry explosives on their backs for over a mile up the steep grade.

Considering the weather and adverse terrain, maintenance problems were surprisingly minimal. Bits on rock drills had to be changed often because of the large quantity of rock encountered. New D7E bulldozers were somewhat hindered by the steep slope, but thanks to proper maintenance and supervision, they were always operational.

Ground work for the signal site was done by the 2d Platoon of Company C, 39th Battalion. The engineers did most of the grubbing and clearing of dense jungle growth at the hilltop by hand, with the help of explosives.

Besides the signal tower, Company C also built a quonset that houses 30 signal troops. Work at the site, and steel containers that hold computers. Construction materials were air-lifted to the site by helicopters when weather conditions allowed it.

The 1st Platoon of the 572d Engineer Company, under the direction of SSG Millie Walker and SSG Veronica Owens, continues to improve the road by cutting grades and installing a drainage system. The road is designated for light traffic only.

(Continued from Page 1)

During this top-priority assignment it was necessary to keep a minimum of 1,500 feet of runway open at all times to sustain operations. This would keep the flow of troops and supplies moving day and night.

In early February Company B of the 35th Engineer Battalion, commanded by CAPT Douglas J. Harte, began the task of repairing the substandard sections. The repair consisted of removing the existing mud matting, scarifying (tearing up) the existing surface, adding fill, grading, sealing with asphalt and finally replacing the matting.

A total of 450 cubic yards of compacted fill was placed onto the airstrip and then covered with 13,000 gallons of asphalt.

Since the laying of the matting was a new experience for B Company combat engineers, two days of training were set aside. As the days wore on the engineers discovered that removal of the matting was expedited by breaking it into sections and towing it off to the sides for deassembly.

Weather also proved to be a constant handicap as the rains threatened to completely saturate the entire runway.

Operating on an "around the clock" basis, B Company, with assistance from A Company of the 35th, finally saw the landing of the first C-130 after 10 days of steady work.

Bac-Tien, the old French airstrip, had undergone a complete transformation. From a 4,000-foot dirt runway, 45th Group engineers had created a 3,600-foot airfield.
643D BUILDS POL LINE

Construction of an 8-inch pipeline that will furnish vital petroleum, oil and lubricants (POL) products to U. S. Army and Air Force units in the Tuy Hoa area, is now 90 percent complete.

The 2d Platoon of the 643d Engineer Company (Pipeline) (Construction Support), led by LT Charles R. McDuff and SPC Monroe Grouthers, is building the pipeline from Port Lane, Vung Ro to Tuy Hoa Air Force Base. It is 13 miles long and has two miles of branch lines.

Problems have been numerous during more than two months of construction. In one spot the pipeline had to be laid over a high mountain pass with steep, boulder-littered slopes. On one slope LT McDuff and his crew used Bangalore torpedoes to blast through thick foliage; a group of Vietnamese brush cleaners followed them and chopped down the brush with machetes.

The engineers then lowered pipe down the slope, using a high wire and trolley system strung from the back of a truck. Then they carried the pipe into place, crossing treacherous boulders that had been slickened by monsoon rains.

Probably the chief obstacle has been the scarcity of access points in one-six-mile stretch. On each side of the proposed pipeline route were rice paddies more than a mile wide. Because of this, 212-pound sections had to be carried by hand up to 2½ miles. The 180th Aviation Company aided the engineers’ task by furnishing CH-47 Chinook helicopters to haul 900-pound valves in the most inaccessible areas.

39TH LIFTS CONCRETE SLABS FROM RIVER

It took 1,000 horsepower Vehicular Tank Retriever (VTR) and a bit of demolitions ingenuity by combat engineers of Company A, 39th Engineer Battalion (Combat) to retrieve four T-beam slabs from a swift moving stream.

This was done to clear a site for a timber trestle bridge on Highway QL-1 north of Tuy Hoa.

Three of the 70,000-pound concrete slabs were dragged from the water as if they were pieces of balloons. Rolls were drilled with a jack hammer and steel cable passed through. The ends were then fastened with cable clamps and hooked to the VTR, which was manned by a tank retriever crew from Delta Company of the 704th Maintenance Battalion.

The fourth slab posed a problem in that it was buried in four feet of sand and inaccessible to a jack hammer.

At this point the engineers employed a 15-pound shape charge under water. It did the trick and foot by foot the massive slab was dragged onto the shore.

CROSSWORD PUZZLE
45TH GROUP PROMOTIONS

AWARDS

Distinguished Flying Cross
MAJ John W. Wurrer, 45th Engr Gp
Silver Star
COL George N. Dush, 45th Engr Gp
Bronze Star
MAJ Robert D. Cramer, 39th Engr Bn
MAJ William L. Jobson, 45th Engr Gp
NSG Harry G. Vancil, Co B
777th Engr Bn
Army Commendation Medal
LIT William D. Newlin, 553d Engr Co
LIT William H. Skokowski, 513th Engr Co
Purple Heart — 1st Oak Leaf Cluster
FPC Louis F. Walker III, Co B, 39th Engr Bn
FPC Roger A. Harmon, Co B, 39th Engr Bn
Purple Heart
SSG Edgar D. Natherty, Co E, 39th Engr Bn
SP4 T. J. Beck Jr., Co B, 39th Engr Bn
SP4 Gene Choquette, Co B, 39th Engr Bn
SP4 Dave P. Lerner, Co B, 39th Engr Bn
FPC John E. Domarinis, Co B, 39th Engr Bn
FPC Roger A. Harmon, Co B, 39th Engr Bn
FPC Daniel F. O'Brien, Co E, 39th Engr Bn
SP4 George J. Splinter

45TH GROUP PROMOTIONS

HHC, 45TH ENGR GP
LSG Robert E. McCarthy
SP4 William F. Reppert
SP4 Mitchell Alexander
SP4 Barry E. Atkins
SP4 Leo A. Birkmeier
SP4 LaVaugn E. Bryant
SP4 Donald G. Friesen
SP4 Donald S. Griffith
SP4 Lee G. Hott
SP4 James H. Olsen
SP4 John J. Quill
SP4 Larry J. Wasson
SP4 Carl L. Web
SP4 Ronald P. Vignardi
SP4 Dennis J. Boor
SP4 John L. Evans
SP4 Norman G. Gardner
SP4 Jimmie Jones
SP4 Robert Roytal
SP4 Roy D. Tipton
SP4 John D. West

19TH ENGR BN

HHC
SP4 Dennis L. Eastlake
SP4 William M. Sloan
CO A
SP5 Richard L. Kueht
SP5 Bill J. Williams
SP4 Skippy S. Sparks
SP4 Roger A. Naas
SP4 Larry D. Prokop
SP4 Roger T. Rose
SP4 Johnny C. Flowers
CO B
FSO Bobby R. Harkness
CO C
LIT Dennis I. Kriegel
LIT George R. Carpenter
SGT James E. Ey
SP5 Jimmie A. Fulton
SP4 Martin C. Luna
SP4 Joe P. Ortiz
SP4 Tyrone F. Hulsenbach
SP4 Kelvin L. Robinson
SP4 Jesse J. Guptin
SP4 Richard Childress
SP4 Eugene T. Naya
SP4 Robert A. Miller
SP4 Henry E. Anderson
SP4 Cecil W. Egbert
SP4 Michael C. Missey
SP4 Frederick J. Friend
SP4 Charles Brown
55TH ENGR CO
SP4 Felix E. Jones
SP4 Ernest J. Buck
55TH ENGR CO
FSO Clifford A. Simmons
FSO William H. Klerner
SP4 James R. Thorpe
SP4 Robert J. Shirkco
SP4 John R. hemers
SP4 Harlan E. Robins
SP4 Philip G. Styvak
SP4 James E. Fisher
SP4 Michael C. Leduc

25TH ENGR BN

HHC
SP5 Justin D. Manning
CO A
SPC James S. Spurling
FSG Eugene Esmussen
SGT Robert A. Deleinski
SP4 Steven G. Drake
SP4 Victor H. Tyler

39TH ENGR BN

HHC
CPT Kenneth W. H. Chun
SPC Ira E. Gibson
SPC Joseph R. Turner
SSG Alvin Drew
SGT Russell H. Gregory
SP5 David Arizbide
SP5 Jerry D. Clay
SP4 Gary L. Flamin
SP4 Louis R. Smilk
SP4 David L. Marvin
SP4 Larry K. Barnes
SP4 Robert S. Habinetta
SP4 Dennis H. Leam
SP4 Roger A. Pancher
SP4 Edward V. Nolke
SP4 Roman Wiazewski
SP4 Joseph M. Weiss
SP4 Michael D. Jackson
CO A
FSO Conrad P. Iacocca
553D ENGR CO
FSO Dennis C. Terry
FSO Jon L. O'Kool
SGT Charles C. Shaw
CO D
SP4 Joseph W. Edonis
577TH ENGR CO
SP4 Ronald E. Hanson
SP4 Kenneth D. Gannce

64TH ENGR BN

HHC
MAJ Leroy P. Jones
CO A
SPC Bobbie J. Anderson
SPC Kyle R. Rice
CO D
SPC Raymond H. Morgan
SPC Gerald G. Martin
SP4 Dick R. Kump
72D ENGR CO
LIT Gary C. Daxel
FSG James S. Long

577TH ENGR BN

HHC
SP5 Ronald P. Fucillo
SP5 Michael J. Place
SP4 Stanley Jones Jr.