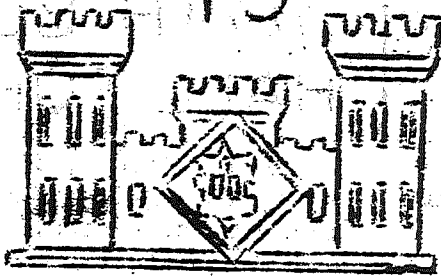


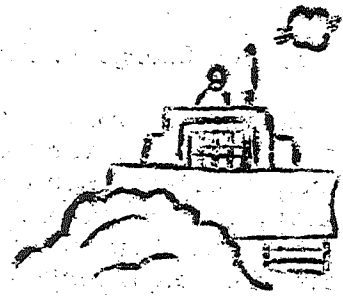
# COLT



# 45



# NEWS



VOL. 1, NO. 9

QUI NHON, VIETNAM

MARCH 22, 1967

## DEVICE CUTS MINE DAMAGE

One of the cleverest and most dangerous devices used by the Viet Cong is a land mine placed in road beds to disable drivers and their vehicles.

But members of Company B, 39th Engineer Battalion (Combat) have come up with a plan of their own.

To decrease the impact of the explosion, a cage-like box made of re-bar (steel) and packed with sandbags has been welded over the front wheels of five-ton dump trucks.

Before the installation of these cages, 15- and 20-pound Viet Cong mines were throwing the entire engine back into the cab of the truck and hurling the vehicle off the road. The truck would be destroyed and the driver seriously wounded or killed.

To test the cages, engineers first buried 15 pounds of C4 plastic explosive on Highway 7B west of Tuy Hoa. They brought a partially-destroyed five-ton truck to the area. The truck, equipped with the cages and a dummy "driver" made of sandbags, was rolled over the explosive.

The blast blew off the left front wheel and de-

(Continued on Page 4)

## 35TH MAKES ENGLISH TOP-FLIGHT AIRSTRIP

The French called it Bac-Tien but to the engineers of B 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 Lao 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 84th Engineer Battalion (Construction).

An urgent mission was required in mid-November for C Company, 19th Engineer Battalion (Combat) to place M8A1 all-weather matting on the airfield. The need was so great that there was not time for the grading, recrowning and sealing of LZ English before the matting was placed.

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

When the matting gradually became distorted and the M8A1 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)

## 84TH GETS TET GIFT

The "Tet" season in Vietnam is Christmas, New Year's and the 4th of July all rolled into one. While it is primarily a Vietnamese celebration, the 84th Engineer Battalion (Construction) got into the act on the receiving end this past holiday season.

As a way of saying thanks for the 84th's support of the Holy Infant Orphanage in Qui Nhon during the past year the sisters and children presented a gift of two

roasted pigs to CPT Edward Haggerty, Commanding Officer of Headquarters Company and SSG Donald Daoust, mess sergeant, who received the gift on behalf of the battalion.

Chaplain (MAJ) Leroy James of the 84th was the man most responsible for the battalion's assistance program.

## COMMANDER'S COLUMN

## 577TH BUILDS MESS HALL FOR HOSPITAL

By COL George M. Bush

Engineers work hard in a dirty environment. Mud, cement, creosote, dust, penèprime, oil, asphalt and sweat are all in the engineer's daily bill of fare.

Vigorous men who work hard play hard. Men who work in a dirty environment have difficulty in 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 you salute, the appearance of your uniform, your haircut and shave.

Your discipline is evidenced by the continuing low rates of Class I and II offenses.

My congratulations.

## BG DUKE IS BRIGADE CG

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

BG Duke succeeds COL Paul W. Ramee, who has been assigned to Europe. Before coming to Vietnam, BG 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 Meanor 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 from 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 4,000-square-foot mess area.

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

The mess hall is now fully operational.

\* \* \*

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\* \* \*

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## 19TH ASSISTS GREEN BERETS

Outside the mid-day sun beat down unmercifully on the Vietnamese Special Forces troops manning the bunkers of the 223 Special Forces "A" team at Van Canh.

It was noon and inside the small mess hall the silence at the table was broken by the chiding tone of a man they all referred to as Top.

"What do you mean you don't have any other pudding besides chocolate? Why that's even worse than what the front line troops get," he laughed. No explanation was needed for the Vietnamese Ranger Interpreter with the Beagle-type haircut knew what he meant. And even the cook, SSG Ken Lasure, realized that his chile, roast beef and tomatoes and even the pudding were the talk of the camp.

"I don't know what we're going to do when the engineers pull out," someone said. "I guess we'll go back to a steady diet of beans and franks.

The engineers were guests at the camp but since their arrival in February, 1967 they had made a real contribution.

Commanded by 2LT  
(Continued on Page 5)

## PERSONAL GLIMPSES

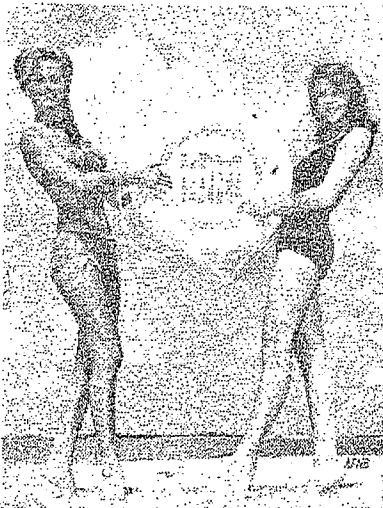
The largest U. S. mail box and the smallest U.S. Army mailman in Vietnam are both located at the 73d Engineer Company (Construction Support) near Qui Nhon.

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 armorer -- 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.



**MARCH MAIDENS**—Calendar girls Kathy Thompson (l) and Linda Hurst are in Cape Coral, Fla., and most likely will avoid the gusty winds of March.

## 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. Knadle 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 577TH BUILDS 12-PAD 3 COMPANIES 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 C. Crowder and attached directly to 45th Group, is located in the Qui

Nhon harbor area. While stationed at Ft 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. Walsh, Jr., is located at Dai 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)  
molished 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 81,520 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 18 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 40,000 square yard surface. After compaction, 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 Dewey H. McBrayer, 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 73d 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 air-

craft. 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 complex. The plant produces 80 to 120 tons of this superior blend of asphalt per hour.

In the runway paving job, trucks rushed finished asphalt with a temperature of 250 to 300 degrees Fahrenheit from the plant to the field, where a paver placed it down on the airstrip.

## MAJ RODOLPH TAKE FIVE 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 173d 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 Hammond Field 35 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 sand, 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. Strayhand  
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 over-all mission, what are we doing in our little time that we can call our own?

Let's consider a few of the "either-ors" 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 lock them up so they don't bother you until your DEPOS date.

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 210th "Headhunters" Aviation Battalion.

At present C-123s as well as L-19s -- combat surveillance crafts which skim the treetops -- 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 LT Steed. 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 Canh 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 1½ miles of mountainous jungle to build what has become a two-lane, heavily traveled access road from Port Lane, Vung Ro to Highway QL-1.

Now the 572d has duplicated that feat. Using practically the same methods, the light equipment company, led by 2LT John J. White III, project officer, has completed a one-lane, 1½ mile pioneer road from Highway QL-1 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, Ninh Hoa, Nha Trang and Cam Ranh 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 hill side, 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.

Eighty inches of rain fell 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 D-7E 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 Willie Walker and SSG Vernon Owens, continues to improve the road by cutting grades and installing a drainage system. The road is designed for light traffic only.

# 35TH REPAIRS LZ ENGLISH

(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 CPT Douglas J. Hirte, began the task of repairing the substandard sections. The repair consisted of removing the existing M8A1 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 M8A1 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 disassembly.

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 18 days of steady work.

Bac-Tien, the old French airstrip, had undergone a complete transformation. From a 2,000-foot dirt runway, 45th Group engineers had created a 3,600-foot airfield.

# 643D BUILDS 39TH LIFTS CONCRETE POL LINE SLABS FROM RIVER

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 1LT Charles R. McDuff and SFC Monroe Crouthers, 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 clearers 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 eased the engineers' task a bit by furnishing CH-47 Chinook helicopters to haul 900-pound valves in the most inaccessible areas.

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 balsa wood. Holes 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.

Answer to Previous Puzzle

## CROSSWORD PUZZLE

<p><b>ACROSS</b></p> <p>1-Ethiopian title 4-Athletic groups 9-Farm animal 12-Mohammedan name 13-Royal 14-Exist 15-Clothes basket 17-Mended with cotton 19-Irritate 20-Custom 21-Depend on 23-Pronoun 24-Waistcoat 27-Employ 28-Stroke 29-More unusual 30-Pronoun 31-Obstruct 32-Be ill 33-Note of scale 34-Memoranda 36-Concealed 37-Policeman (slang) 38-Blemish 39-Flying mammal 40-European 41-Substance 43-Study 44-Portions 46-Treat 49-River island 50-Locations 52-Ordinance 53-Sign of zodiac 54-Tally 55-Organ of sight</p> <p><b>DOWN</b></p> <p>1-Cheer 2-A state (abbr.)</p>	<p>3-Figure of speech 4-Hike 5-Without end (poet.) 6-Symbol for silver 7-Title of respect 8-Thick slice 9-Easy gait 10-Native metal 11-Merry 16-Lift with lever 18-Competitor 20-Strike 21-Rubble 22-Bar legally 23-Cut of meat 25-Surgical thread 26-Worthless thing (slang) 28-Dance step 29-Free of 31-Hinder 32-River island 35-Fruit 36-Man's nickname 37-Taper 39-Fundamental 40-Man's nickname 42-Girl's nickname 43-Carton 44-Sodium chloride 45-Hasten 46-Pronoun 47-Song 48-Female sheep 51-Preposition</p>
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# 45TH GROUP PROMOTIONS

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19TH ENGR BNHHC

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SP4 Larry D. Prokop  
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SP4 Johnny C. Flowers

CO B

PSG Bobby R. Harkness

CO C

LLT Dennis I. Kriegel  
LLT George R. Carpenter  
SGT James E. Bay  
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SP4 Henry E. Anderson  
SP4 Cecil W. Eggert  
SP4 Michael C. Missey  
SP4 Frederick J. Friend  
SP4 Charles Brown

509TH ENGR CO

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SP4 Ernest J. Buck

554TH ENGR CO

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PSG William H. Klarner  
SP4 James R. Thoroughman  
SP4 Robert J. Sbarboro  
SP4 John R. Hamers  
SP4 Harlan R. Robins

SP4 Philip G. Styek  
SP4 James E. Fisher  
SP4 Michael C. Leduc

35TH ENGR BNHHC

SP5 Just Manning

CO A

SFC James S. Spurling  
PSG Eugene Rasmussen  
SGT Robert A. Delewinski  
SP4 Steven G. Drake  
SP4 Victor H. Tyler

39TH ENGR BNHHC

CPT Kenneth W. H. Chun  
SFC Ira E. Gibson  
SFC Joseph R. Turner  
SSG Melvin Drew  
SGT Russell M. Gregory  
SP5 David Artybridge

SP5 Jerry D. Clay

SP4 Gary L. Firman  
SP4 Louis R. Srmcik  
SP4 David L. Martin  
SP4 Larry K. Barnes  
SP4 Robert S. Robinette  
SP4 Dennis H. Lemm

SP4 Roger A. Fancher

SP4 Edward V. McKee

SP4 Roman Wisniewski

SP4 Joseph M. Weiss

SP4 Michael D. Jackson

CO A

PSG Conrad P. Iacomacci

553D ENGR CO

PSG Dennis O. Terry

SP4 Jon L. Okapal

SP4 Charles C. Shaw

SP4 Joseph W. Balonis

572D ENGR CO

SP4 Ronald E. Hanson

SP4 Kenneth D. Gaunce

84TH ENGR BNHHC

MAJ Leroy P. James

CO A

SFC Bobbie J. Anderson

SFC Kyle R. Rice

CO D

SFC Raymond H. Morgan

SFC Gerald G. Martin

SP4 Dick R. Kump

73D ENGR CO

LLT Gary G. Baxel

PSG James S. Lang

577TH ENGR BNHHC

SP5 Ronald P. Fuccillo

SP5 Michael J. Place

SP4 Staley Jones Jr.

Distinguished Flying Cross

MAJ John W. Furrer, 45th  
Engr Gp

Silver Star

COL George M. Bush, 45th  
Engr Gp

Bronze Star

MAJ Robert D. Cremer,  
39th Engr Bn

MAJ William L. Jobson,  
45th Engr Gp

MSG Harry G. Vancil, Co B  
577th Engr Bn

Army Commendation Medal

LLT William D. Newlin,  
553d Engr Co

LLT William H. Skkorski,  
513th Engr Co

Purple Heart -- 1st Oak  
Leaf Cluster

PFC Louis F. Walker III,  
Co B, 39th Engr Bn

PFC Roger A. Harmon, Co B  
39th Engr Bn

Purple Heart

SSG Edgar D. Matherly, Co  
B, 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

PFC John E. Demarinis, Co  
B, 39th Engr Bn

PFC Roger A. Harmon, Co B  
39th Engr Bn

PFC Daniel P. O'Brien, Co  
B, 39th Engr Bn

SP4 George J. Splinter  
CO A

LLT Joseph F. Schiavone

SFC David S. Cordasco

SFC William Vanover

CO B

SFC Dewitt Woods

SFC Wilford Peppers

CO D

SP5 John C. Woods

SP5 Earl R. Halterman

SP5 Jerry L. Parker

SP4 Charles W. Wehrmeyer

SP4 Charles H. Reinhardt

SP4 Arthur E. Ayers

SP4 Joe F. Rosetta

SP4 Richard T. Smallen

643D ENGR CO

LLT Charles R. McDuff

SGT Johnny L. Crenshaw

SP5 Edward W. Patton