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DEPARTMENT OF THE ARMY
HEADQUARTERS, 39TH ENGINEER BATTALION (COMBAT)
APO San Francisco 96325

LGD-BA-3 10 August 1969

SUBJECT: Operational Report of 39th Engineer Battalion (Combat) for Period Ending 31 July 1969, RCS CSFOR-65 (R1)

THRU: Commanding Officer
45th Engineer Group
ATTN: S-3
APO 96308

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

Commanding General
United States Army, Vietnam
ATTN: AVHGC (DST)
APO 96375

Commander in Chief
United States Army, Pacific
ATTN: GPOP-DT
APO 96558

TO: Assistant Chief of Staff for Force Development
Department of the Army (ACSFOR DA)
Washington, D.C. 20310

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Regraded unclassified when separated from classified inclosure.

DRS-65-069

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Classified by Cdr 39th Engr Bn
SUBJECT TO GENERAL DECLASSIFICATION SCHEDULE OF EXECUTIVE ORDER 11652 AUTOMATICALLY DOWNGRADED AT TWO YEAR INTERVALS
DECLASSIFIED ON DECEMBER 31 1975

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(C) Section I

A. (C) General:

1. (U) Organization:

During the report period, the 39th Engineer Battalion (Combat) consisted of a Headquarters and Headquarters Company and four lettered line companies. The 1st Platoon of the 511th Engineer Company (Panel Bridge) remained under the operational control of the 39th Engineer Battalion until 15 May, when it relocated to Fire Support Base Bastogne to rejoin Headquarters and the 2nd Platoon attached to the 27th Engineer Battalion. Headquarters and one Equipment Platoon of the 630th Engineer Company (Light Equipment) relocated to GIA LE on 1 May and was attached to the 27th Engineer Battalion. The Quarry Section of the 517th Engineer Company (Light Equipment) remained attached to Company D, 39th Engineer Battalion thoughout the period. On 7 June the 137th Engineer Company (Light Equipment) was placed under the operational control of the 39th Engineer Battalion and remained attached to the 19th Engineer Battalion. The 1st Platoon of the 511th Engineer Company (PB) was again attached to the 39th Engineer Battalion on 7 June. On 26 June, Headquarters and 2nd Platoon of the 511th joined the 1st Platoon in CHU LAI and was again attached to the 39th Engineer Battalion.

2. (U) Command: The 39th Engineer Battalion (Combat) remained under the command of the Commanding Officer, 45th Engineer Group. The battalion remained in support of the Americal Division thoughout the report period, with Headquarters and Headquarters Company at the same location within the CHU LAI Base perimeter. Incumbent commanders at the close of the report period were as follows:

CO, 39th Engr Bn	- LTC Thomas A. Ghormley
CO, Co A, 39th Engr Bn	- CPT Charles R. Eller
CO, Co B, 39th Engr Bn	- CPT Bruce W. Haigh
CO, Co C, 39th Engr Bn	- CPT Gregory L. McClendon
CO, Co D, 39th Engr Bn	- 1LT William R. Porter
CO, HHC, 39th Engr Bn	- CPT George R. Paul II
CO, 511th Engineer Co (PB)	- 1LT Michael P. Ogrodnick
CO, 137th Engineer Co (LE)	- 1LT Irwin L. Egger

3. (C) Major Activities: During the report period the battalion concentrated increased effort on the upgrade and maintenance of QL-1 from QUANG NGAI to MO DUC. In addition to this LOC project, the battalion was given the responsibility for the upgrade of an additional 16 km of QL-1 from MO DUC to DUC PHO. Other projects during the period included the construction of 11 defensive bunkers and 2 observation towers for CHU LAI Defense Command, the upgrade of the DUC PHO helipad, the repair of 6 bridges on QL-1 and minesweeps of 59.1 km of QL-1 daily.

(a) The upgrade of QL-1 between QUANG NGAI and MO DUC continued with the subbase being completed on 22 May. The base rock laydown began on 10 May and has been completed on 21.1 km of 24.9 km at the end of the report period. The contract paving was completed for 9.3 km.

(b) The responsibility for upgrade of QL-1 from MO DUC to DUC PHO was transfered to the battalion on 7 June. The subbase was completed on 3 July and the 19th Engineer Battalion began placement of base rock on 16 July.

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~~DOWNGRADED AT 3 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS~~
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(c) The defensive structures for CHU LAI Defense Command (CLDC) were completed on 26 July and consisted of construction of two 35 foot observation towers and 11 perimeter bunkers.

(d) The DUC PHO Helipad consisted of scarifying, grading, recompacting and treating with MC-30 a 2100 foot helicopter taxiway and the adjoining parking areas. It was begun on 17 June and 65% complete at the end of the report period.

(e) Five timber bridges were reconstructed during the report period and the 590 foot Bailey Bridge over the SONG VE was reinforced and repaired to upgrade the class.

4. (C) Activities of Headquarters Company:

Throughout the report period, Headquarters Company was located at CHU LAI (BT 534036) with the 39th Engineer Battalion Headquarters. Headquarters Company continued its mission to support the line companies and to accomplish engineer support tasks for the Americal Division within the CHU LAI Base area. During the report period the 511th Engineer Company (PB) moved into the Battalion Headquarters area to support the batalion's rock haul on QL-1. Messing and administration, maintenance, and supply were provided to the 511th Engeneer Company (PB) by Headquarters Company.

Throughout the report period the Heavy Equipment Platoon of Headquarters Company supported the line companies in their various projects on the upgrade and maintenance of QL-1. The Heavy Equipment Platoon was under the operational control of Company D, 39th Engineer Battalion, and had the responsibility of the LA HA PIT operations and supervision of the battalion's rock haul until 27 June. On this date the 511th Engineer Company (PB) took over the control of the rock haul. Throughout the report period Headquarters Company provided one to three 5-ton dump trucks for the battalion's rock haul.

Throughout the report period Headquarters Company continued to make improvements in the company area through the self-help program. Minor repairs were done on all living quarters and a new wash house was constructed for the mess hall. New fighting bunkers were built on the perimeter by Company B, and Headquarters Company provided personnel for the sandbagging of these bunkers. Ten perimeter lights were installed in front of the bunker line.

Enemy activity throughout the report period was light and consisted of mortar and rocket fire on the CHU LAI Base Area. Throughout the entire report period no enemy rounds landed in the Headquarters Company Area.

5. (C) Activities of Company A.

Throughout the report period Company A, 39th Engineer Battalion (Combat) was located at LZ COLDIE where it replaced the 630th Engineer Company (Light Equipment) which relocated to GIA LE. Second Platoon of Company A had been at LZ COLDIE since 3 April 1969. The main element relocated there on 30 April 1969. At this time First Platoon of Company C, located at LZ SNOOPY (BS706612) came under the operational control of Company A. On 7 June the Second Platoon of Company A moved to LZ SNOOPY and replaced the element of Company C. On 15 June the Second Platoon of Company B moved to LZ SNOOPY and came under the operational control of Company A. During the remainder of the Quarter all of Company A remained at LZ GOLDIE with the First Platoon of Company B under its operational control at LZ SNOOPY.

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The primary mission of Company A during the period was the maintenance and construction of the bridges and culverts along QL-1 between QUANG NGAI (BS645728) and MO DUC (BS733544). Company A also conducted minesweeps on QL-1 between BS685655 and BS715605, built essential tactical operating facilities at LZ GOLDIE and LZ SNOOPY, conducted active combat operations and aided in the civil affairs program.

During the report period, emphasis was placed on the upgrade of defenses at LZ GOLDIE and LZ SNOOPY. Berms were strengthened, concertina added and additional living/fighting bunkers were constructed. Existing bunkers were upgraded. The installation of perimeter lights at LZ GOLDIE greatly improved the defenses. One 35 foot observation tower was built on the east perimeter of LZ GOLDIE.

During May, culvert QL1-410D (BS679667) was restored. The concrete box culvert had to be lengthened in preparation for widening QL-1. All forms were prefabricated and moved to the prepared site. Ready mixed reinforced concrete was used in the construction of the box culvert. The eight foot long timber wingwalls were held in place by piles and deadmen. The culvert was backfilled and completed on 12 July.

During the period, Bridge QL1-406 (BS706618) was rebuilt. Abutments and wingwalls were constructed with two piles per wingwall. Deadmen were installed and secured to the wingwall piles. One hundred and fifty cubic yards of fill were hauled for wingwalls and abutments. Two unserviceable conexes were cut and placed on the northeast and southwest corners of the bridge as protective bunkers. The substructure, started on 13 May, was completed on 7 June. Construction was hampered and finally halted altogether due to the inability of ARVN forces to secure the worksite. Work was resumed in July, and the bridge was completed on 14 July.

On 17 June, work was begun on a bypass for Bridge QL1-408. Approximately 6,000 cubic yards of fill were hauled, and 60 feet of 60 inch culvert and 30 feet of 48 inch culvert were installed. The project was completed on 7 July. It was difficult to keep the bypass open during periods of even moderately high water due to limited culvert capacity and the extreme fluctuation in the water depth. On 24 June the upgrade of Bridge QL1-408 (BS695635) was begun. Bailey Bridge QL1-408 had been in use for over a year with little, if any, maintenance. Thirteen pieces of chess and 90 feet of treadway were replaced, 46 supplementary chords were installed 28 tie plates and one ramp pedestal were added and patches were welded on damaged panels. This project was completed on 25 July. One additional guard bunker was built on the south side of QL1-408.

Work was initiated on the reconstruction of Bridge QL1-410 (BS685658) on 6 July. One major problem encountered was an obstruction in the form of two 36 WF 300, 60 foot long steel beams that were twisted and submerged in the gap where the new bridge was to be constructed. These beams were cut and blown in two and finally dragged from the bridge site with a D7E dozer. Unusually high water hindered the obstruction removal for several days.

On 13 July construction was initiated on picket type wingwalls to supplement the concrete headwalls on six culverts on QL-1. The 8 foot picket supported wingwalls, ranging in height from three to five feet with three to seven foot long deadmen buried and staked in the shoulder of the road, provided a durable erosion bar.

Construction was initiated on a 20'x32' medical building the QUANG NGAI Orphanage on 14 July. No major problems were encountered in the construction, and the 5 room dispensary was completed on 28 July.

In addition to the construction projects, Company A was responsible for the minesweep of QL-1 from LZ GOLDIE (BS680657) to MO DUC (BS733544). Company A also conducted daily search and secure missions from one to six kilometers in all directions from LZ GOLDIE.

From 9 June to the end of the period, Company A provided the battalion with seven 5-ton dump trucks for daily rock hauls from CHU LAI to LZ SNOOPY. From mid-June to the end of July, Company A also provided Company D with an average of 5 men daily to run rock drills for the LZ GOLDIE QUARRY.

Enemy activity was comparatively heavy during the report period. On 11 May, LZ SNOOPY came under a ground attack by an estimated company size enemy element. The result was four friendly fatalities and 26 confirmed enemy kills. On 10 June, the Second Platoon minesweep team of Company A was ambushed on QL-1 (BS718595) by an estimated 200 VC firing M79's and small arms. Fire was returned and artillery called in. There were no friendly casualties in this ambush. On 12 June, LZ GOLDIE came under a ground attack by an unknown size enemy force. Two minor friendly casualties and six confirmed enemy kills were reported. On 16 July, First Platoon of Company B was ambushed on QL-1 at BS715567 with no friendly casualties. Later, two 5-ton dump trucks on the rock haul were severely damaged by mines and a third was hit with an RPG round in the same area. One driver received minor injuries. On 17 July, First Platoon of Company A made a combat sweep from BS724570 to BS716567. Enemy contact was made several times and artillery and air strikes were called in. Two friendly fatalities were suffered. Attempts to push unfriendly forces further than a few hundred meters from QL-1 have generally been successful with the assistance of gunships from the 11th Light Infantry Brigade. Sniper incidents along QL-1 between LZ GOLDIE and MO DUC were numerous during the latter part of the report period. Mining incidents between LZ GOLDIE and MO DUC were frequent. Mines have ranged in size up to 30 pounds and in types from home-made to very sophisticated factory-made plastic mines, using both electrical and pressure type firing devices. LZ GOLDIE received four light mortar attacks during the report period, but suffered no casualties.

During the report period, Company A was credited with 350,000 $VN of VIP turn-ins which included all types of mines from the home-made types to US mines.

Projects initiated and completed during this period include wingwall extension and repair of Bridge QL1-405 (BS707617), rebuilding of Bridge QL1-406 and guard bunker placement, maintenance of Bridge QL1-408 plus bypass construction and bunker placement, treadway replacement of Bridge QL1-409 (BS691646), bypass repair and rebuilding of Bridge QL1-410, a concrete box culvert at 410D, placement of wingwalls on six culverts, and construction of LZ GOLDIE and LZ SNOOPY defenses. Some of the materials used this Quarter were 512 rolls of concertina wire, 211 rolls of barbed wire, 12 cubic yards of concrete, approximately 7,500 cubic yards of fill and 60,000 sandbags.

6. (C) Activities of Company B

Throughout the report period, Company B, 39th Engineer Battalion (Combat) was located at LZ DOTTIE, (BS628854). One platoon relocated to LZ SNOOPY (BS706612) on June 15. The assigned mission included the road maintenance and upgrading of bridges on highway QL-1 from QUANG NGAI (BS642747) to BINH SON (BS601922), a total distance of 18 km. In addition Company B conducted a daily minesweep of QL-1 between BS601-922 and BS642747. At the start of the report period, major emphasis was placed on

repair of enemy damage, renovation of existing living bunkers, construction of new facilities and improvement of the base camp defensive perimeter.

Projects under construction at the start of the report period were as follows: erection of two each SEA huts at LZ DOTTIE; a daily rock haul of 2"(-) rock from CHU LAI to LA HA Pit (BS675686); the widening and construction of a new superstructure for bridge QL1-416 (BS623865); the construction of 10 each 8'x8' guard bunkers to be located at bridges QL1-415 (BS638657) through QL1-418 (BS596921); and the construction of 12 each 5'x8' supplementary bunkers for LZ DOTTIE. Projects initiated during the report period consisted of construction of 2 each 32' wide gun pads for D Battery, 1/82 Artillery; construction of 6 each living/fighting bunkers; and establishment of a fill haul to upgrade QL-1 south of QUANG NGAI. Bridge QL1-417 (BS609-904) was widened to MACV standards and a new superstructure was placed. Company B continued to haul 2"(-) rock directly to QL-1 for placement of a base course in preparation for pavement. Company B was further given the mission of constuction of 6 each guard bunkers for CHU LAI Defense Command, as well as completion of a 35 foot observation tower at LZ MUD. In addition, Company B continued to repair existing facilities and improve perimeter defenses at LZ DOTTIE.

The rock haul to LA HA Pit for stockpile for QL-1, started on 13 March 1969, was completed on 6 May with a total of 1,627 cubic yards of 2"(-) rock hauled, 770 cubic yards since the start of the report period. Company B hauled fill from LA HA Pit to QL-1 to finish widening operations. During the period 6 May 1969 to 19 May 1969, a total of 3,116 cubic yards of fill was hauled and placed.

The widening and construction of new superstructure for bridge QL1-416 which was started on 28 April 1969 was completed on 18 May 1969. The entire project involved the removal of the damaged superstructure and replacement of 6 spans using TSFC bridge kits. The two remaining SEA huts which were started on 26 April 1969, were completed on 30 May 1969.

On 19 May 1969, work was started on construction of 2 each 32 foot diameter gun pads. This project was completed on 7 June and involved preparing 2 circular pits, placing select fill and 6"(-) rock for a pad base, and construction of wooden floors on the base. The pads serve the 155 mm guns of D Battery, 1/82 Artillery at LZ DOTTIE. The widening and constuction of a new superstructure for bridge QL1-417 was started on 12 May 1969, and completed on 30 May 1969. TSFC bridge kits were again used to bring the bridge up to MACV standards.

On 3 June 1969, work was completed on the construction of 10 each 8'x8' guard bunkers for bridges QL1-415 through QL1-418. On 7 June 1969, work was completed on the construction of 12 each 5'x8' supplementary bunkers for LZ DOTTIE.

On 15 June 1969, the 1st Platoon, Company B, moved to LZ SNOOPY to take over LZ defense and minesweep operations between LZ SNOOPY and bridge QL1-404 (BS728556). On 27 June work was started on the widening and construction of new superstructure for bridge QL1-406 (BS706618). This project was completed on 13 July 1969.

Work was started on 24 May to construct 6 each living/fighting bunkers at LZ DOTTIE. This project was completed on 19 June 1969, and was required to replace the old bunkers on the defense perimeter. Repair of a 35 foot observation tower at LZ MUD which was started on 9 June, was completed on 30 June 1969.

On 10 June 1969, Company B was assigned the mission of construction of 6 each perimeter guard bunkers for CHU LAI Defense Command. The bunkers were constructed according to standard CLDC plans to replace the deteriorated bunkers being used. The elevated bunkers with sandfilled walls were completed on 26 July 1969.

Throughout the report period, work has continued on improving perimeter defenses and repair of existing facilities, including living/fighting bunkers with a total of 12,320 new sandbags filled and placed. The daily rock haul started on 6 May to transport 2"(-) rock for the base course QL-1 south of QUANG NGAI, has resulted in placing 3,850 cubic yards of rock. For the report period Company B had installed 110 linear feet of culvert for drainage and hauled 2,210 cubic yards of fill for drainage and road upgrade.

Enemy activity was at a low level during this report period with only two significant incidents. At 2345 hours 7 June, the LZ came under a mortar attack and small arms fire, resulting in negative damage. A sweep of the defensive wire the following morning revealed 2 enemy KIA, 1 AK-47 rifle, 4 Chicom grenades, and one pair of wire cutters. At 0635 on 9 July 1969, the south minesweep received 200 rounds of small arms fire and 4 mortars, resulting in 3 WIA and minor equipment damage. Total enemy activity during the report period consisted of one mortar attack, 8 blown culverts, 3 sniper incidents, 1 ambush, 1 nuisance minefield, and a total of 8 separate mining incidents.

The VIP program during the report period resulted in an expenditure of 262,300 piasters through 23 July.

7. (C) Activities of Company C.

At the beginning of the report period, Company C was located at LZ SNOOPY (BS-706612). On 3 May 1969, Company C (minus the 1st Platoon) was relocated to CHU LAI for stand down, and for combat support of Americal Division in and around the Battalion Headquarters area. The remaining platoon at LZ SNOOPY secured a sector of perimeter as part of the CP defense with B Battery, 1/82 Artillery. On 12 May 1969, the 1st Platoon relocated to CHU LAI and was replaced at LZ SNOOPY by the 3rd Platoon. During the latter part of May, Company C was alerted to an impending move to LZ MAX (BS763473) to replace Company A, 19th Engineer Battalion (Combat). The move began on 2 June 1969 with the 2nd Platoon relocating to LZ MAX, followed by the 1st Platoon on 4 June 1969, and finally the entire company closed at their new LZ on 7 June 1969.

During the period 3 through 30 May 1969 the platoon at LZ SNOOPY conducted daily minesweeps from the LZ to MO DUC (BS733543), and established defensive positions with B/1/82 Artillery. Upon completion of the defensive responsibilities, the platoon was OPCON to Company A, 39th Engineer Battalion (Combat) for project work. The Company Headquarters and remaining platoons at CHU LAI were in support of all operations for battalion in and around the base camp area. Projects initiated included defensive positions for CHU LAI Defense Command, and revetment walls at the 27th Surgical Hospital. Also, a daily minesweep from CHU LAI to the SONG TRA BONG River (BS596928) was conducted. With the move to LZ MAX, several new missions and projects were initiated. Minesweeps originating at LZ MAX moved north to MO DUC and south to DUC PHO (BS807377), a total distance of approximately 16.9 km. Company C was also responsible for the maintenance and upgrade of all bridges and drainage structures between QL1-404 (BS728556) and DUC PHO, a distance of 19.6 km.

Direct support was also provided to the 137th Engineer Company (LE) in all phases of upgrading QL-1 to MACV standards. During this report period, Company C embarked on several projects including defensive roles for CLDC, revetment walls, two destroyed bridges, and several culvert sites in the new area of operations at LZ MAX. A highly coordinated effort was expended on several joint projects with MACV personnel in establishing defenses for each bridge site and an extensive land clearing operation in areas of high enemy activity.

From the period 1-3 May, all operations were directed toward the company move to CHU LAI, and the construction of three 20'x32' living bunkers in one section of the artillery compound located at LZ SNOOPY. The company move took place on 3 May with headquarters and two platoons moving by vehicle. The remainder of that day involved setting up operations and preparing to take over the projects left by Company A, 39th Engineer Battalion. The platoon remaining at LZ SNOOPY continued working on construction of living/fighting bunkers, defensive positions, and earthwork in the construction of a storage yard. Projects assumed at CHU LAI included the completion of two 35 foot observation towers for CLDC, the complete construction of two perimeter bunkers for CLDC, and the upgrade of a pioneer road in the Subsector VIII interior. The road was to be used as a travel route for the battalion's rapid reaction force. The revetment project called for the construction of 4,100 linear feet of protection around 9 quonset huts at the 27th Surgical Hospital. By 12 May, the work completed on these projects included the construction of 200 feet of revetment wall.

At approximately 0225 hours, 12 May 1969, the platoon located at LZ SNOOPY came under a heavy ground attack consisting of rockets, grenades, satchel charges, and automatic weapons by a reinforced company of NVA. The platoon was credited with 12 enemy kills. Weapons captured included one RPG, 2 launchers, two RPG-7 rockets, 100 Chicom hand grenades, and four AK-47 rifles. Friendly casualties to Company C were 3 killed and 11 wounded. Damage from the attack included the complete loss of one living bunker with all personal and military gear. That afternoon the 1st Platoon was replaced by the 3rd Platoon, and operations continued as ususal. On 18 May 1969, LZ SNOOPY came under attack once again, but the attack was restricted to RPG's and small arms fire. Negative casualties or damage were inflicted upon the Engineers. Work on the LZ defenses increased with the installation of 2 strands of triple concertina wire, 2 additional living bunkers, and 3 fighting positions. Ammo and demo storage areas were laid out and constructed, and a sandbag mortar emplacement was constructed. Dozers were employed to push up a berm around the platoon defensive area and to clear 2,000 square yards of brush and earth for more effective fields of fire. Eighteen perimeter lights were placed around the entire LZ.

Assigned projects and support for battalion at CHU LAI were continued by the 1st and 2nd Platoons. From 12-31 May work on the CLDC bunkers continued with the placement of five 8"x10'x10' concrete pads, and construction of six fighting bunkers. Throughout the period, at CHU LAI, Company C conducted a rock haul from RMK-BRJ to LZ GOLDIE. The 27th Surgical Hospital's revetment project continued with a total 206 feet of revetment wall being constructed, and 68 CY fill hauled and placed with with the help of a conveyor belt.

At the beginning of June the 1st and 2nd Platoons were making preparations to move to LZ MAX, while the 3rd Platoon remained under operational control of Company A. On 2 June 1969, the 2nd Platoon moved to LZ MAX, while the 1st Platoon continued building bunkers for CLDC. On 4 June, the 1st Platoon convoyed to LZ MAX leaving headquarters as the only element of the company at CHU LAI. The same day the 2nd Platoon assumed responsibility for the north minesweep out of LZ MAX. During the

next three days the 1st and 2nd platoons worked in the new company area renovating living and fighting bunkers, unloading the convoys of equipment, supplies, and company property. On 7 June, the 3rd Platoon and headquarters closed at LZ MAX, and once again the entire company was together. Immediately the company began work on renovating the entire company area to include living/fighting bunkers, ammo and demo bunkers, perimeter defenses, and the unit mess hall.

On 8 June, two enemy mines were detonated by minesweep proof vehicles, and on 9 June , a trip-wired 105mm round was detonated by a member of the minesweep point squad. During this same period of increased enemy activity, the south minesweep discovered one of two 60 inch tubes blown at culvert QL1-402G (BS781436). The crater was filled and the road reopened. On 14 June, a land clearing team was organized and began the mission of clearing areas along QL-1 to eliminate possible ambush sites. On 20 June, a Vietnamese outpost was started by dozing up a six foot high berm at BS774457. Two days later the enemy activity built up to such a high level that the new outpost was relocated to QL1-402 (BS771461). On 27 June, all operational 5-ton dump trucks began hauling laterite for the upgrade of QL-1. On 30 June 1969, 180 CY fill was hauled to build a bypass around QL1-403 (BS736533) in order to begin the restoration of the partially destroyed bridge. Also, 166 CY of crushed rock was hauled and dumped next to the newly constructed water well at the LZ. Enemy activity for the month showed a large increase over May. Eight mining incidents and 2 ambushes took place, and friendly casualties were 1 killed and 1 wounded. Civic action went into full swing with the relocation to LZ MAX, and Company C provided the local nationals with 37 MEDEVACS and 180 treatments for minor wounds.

During the month of July, enemy activity again increased with 8 more mining incidents (6 detected), 2 ambushes and 2 sniper incidents encountered by minesweep teams at QL1-402 and QL1-402J. Work on the renovation and defense of LZ MAX continued with the completion of the well, a new company demo bunker, and a grease rack installed to facilitate vehicle maintenance. Perimeter work included installation of additional barbed wire and clearing of fields of fire around the LZ's outpost. Work on the LOC began in earnest with the installation of one 60 inch CMP at site QL1-402J, as well as the restoration of bridge sites QL1-402 and QL1-403. Necessary bypasses at QL1-402 (BS789417) and QL1-402J (BS781437) were upgraded, and 75 feet of M4 floating bridge was installed at site QL1-403 to facilitate traffic movement. At site QL1-402 three unserviceable conex bunkers and one 8'x24' command bunker were installed to provide the basics for an RF outpost at that location. In the AO, land clearing operations continued along QL-1 eliminating known and possible ambush sites. A 40'x40' administrative helipad was constructed for the 11th Infantry Brigade at DUC PHO. During the period 8-20 July, all of Company C's 5-ton dump trucks were OPCON to the 511th Engineer Co (PB) at CHU LAI for rock haul operations for QL-1 base course.

At the end of the report period the completion of six bunkers at CHU LAI for CLDC had been accomplished. In addition, 406 feet of revetment wall was installed around the 27th Surgical Hospital. A defensive perimeter sector for LZ SNOOPY had been completed. Work on LZ MAX included the placing of 35 CY fill for drainage and defensive work, and the installation of 263 rolls of barbed wire, and 103 rolls of concertina. Land clearing operations included a total area of 308,500 square yards cleared and the destruction of 12 enemy tunnels and 26 enemy fighting positions. The peneprime operation initiated at LZ MAX for the purpose of decreasing mining incidents covered 2 km of road and used 10,000 gallons of peneprime. Bridges QL1-402 and QL1-403 were begun and completed. A total of 54 feet of CMP was installed on QL-1, and 18 cubic yards of concrete were placed. A total of 1,034 cubic yards of fill and 921 cubic yards of rock were hauled during the report period.

8. (C) Activities of Company D

Throughout the report period, Company D was located at LZ GOLDIE. At the beginning of the report period the Quarry Section of the 517th Engineer Company (LE), First Platoon, 511th Engineer Company (PE), Third Platoon, 630th Engineer Company (LE) and the Heavy Equipment Platoon, Headquarters Company, 39th Engineer Battalion (Combat) were under the operational control of Company D. The assigned missions of Company D were the completion of the subbase to modified MACV standards for QL-1 from Bridge QL1-414 (BS642745) north of QUANG NGAI to the SONG VE River (BS695635); the application of the base rock on QL-1 from Bridge QL1-414 to south of MO DUC District Headquarters, BS740525; the repair of enemy damage and the maintenance of all bridges and culverts from LZ GOLDIE north to Bridge Bridge QL1-414; daily minesweeps from LZ GOLDIE to QUANG NGAI (a distance of 6 km); daily operational sweeps of the LZ GOLDIE perimeter; the operation and security of LA HA Borrow Pit; the operation and security of the GOLDIE Quarry, and the security of the job sites along QL-1.

During the report period increased emphasis was placed on defensive fortifications and LZ improvements. On 22 May, the major portion of the subgrade on Highway QL-1 was completed from Bridge QL1-414 to the SONG VE River. The GOLDIE Quarry became fully operational during May with the production of blast rock. A consolidated mess hall for LZ GOLDIE was constructed and a very successful Voluntary Informant Program (VIP)was initiated. Enemy activity during May was heavy with incidents involving mines, snipers and mortar attacks. In order to improve the defense of LZ GOLDIE, Company D installed and maintained a perimeter lighting system consisting of a 100 KW generator and 500 watt flood lights. In addition, 200 meters of triple standard concertina, 500 meters of tanglefoot, and 100 meters of double apron fence were constructed. A total of 10,000 sandbags were filled and placed on living/fighting and guard bunkers. In an effort to improve the overall facilities at LZ GOLDIE, 8 ammo bunkers, 2 demo bunkers, 2 latrines, 2 platoon tool rooms, 1 EM club, 1 grease rack for the motor pool and a 10,000 gallon POL bladder were constructed in addition to the consolidated mess hall.

There were 45 infantry-type operational sweeps conducted by Company D during May. Daily minesweeps of QL-1 and the access road to LA HA Borrow Pit were conducted. In addition Company D opened, secured, and operated the LA HA Pit.

At the GOLDIE Quarry, 3,150 cubic yards of 2 inch minus rock were produced for QL-1. The crusher (75 TPH) at the GOLDIE Quarry was supplied with blast rock produced by jack hammers. Because the rock formation was made up of large boulders, a face could not be developed.

During May, approximately 23,000 cubic yards of fill and 16,000 cubic yards of base rock were placed and compacted on QL-1. Approximately 260,000 gallons of water were used in the compaction.

On 11 May, the First Platoon of the 511th Engineer Company (PE) left LZ GOLDIE and on the 15th of May the Third Platoon of the 630th Engineer Company (LE) departed.

A VIP was initiated on 18 May and proved to be extremely successful. From 18-29 May a total of 45,000 piasters were paid for ordnance turned in under the program. The locations of nine anti-vehicular mines were pointed out in one day.

Enemy activity decreased during June with only 7 incidents, but the severity of incidents increased. On 16 June the bypass at Bridge QL1-411 (BS674677) was completely destroyed by enemy explosives. On 19 June, Company D received three incoming mortar rounds and approximately 200 rounds of small arms fire. Negative casualties resulted.

Under civic action, an irrigation canal system was started for local farmers and 150 meters of canal was excavated. A total of 400 cubic yards of fill was hauled to the Cal Dai Church. A total of 20,000 square feet of rice paddies were reconstructed for farmers around LZ GOLDIE. All these projects were in the TU NGHIA District.

During June, a total of 7,000 sandbags were filled and placed on living/fighting bunkers and five living/fighting bunkers were renovated. Also 250 trip flares were installed on the LZ perimeter and brush and weeds were cleared from a total of 100,000 square meters. A tool room, supply room, maintenance pad and building, wash shed for the mess hall and two demo bunkers were constructed. The access road bridge at LZ GOLDIE was restored and a complete drainage system constructed. A destroyed Bailey Bridge bypass at QL1-411 was removed and replaced using two each 60 inch culverts, 36 feet long and 1,000 CY of fill. Also, 2,500 sandbags were filled and placed for headwalls.

The QL-1 upgrade project continued to receive the major effort of Company D. A total of 12,900 cubic yards of base rock were placed and compacted on the QUANG NGAI to SONG VE River section of the project. This section of the project was completed on 23 June 1969. I addition 2,000 cubic yards of fill were placed along the project in final finishing operations. A total of 254,000 gallons of water were utilized in the compaction effort. The GOLDIE Quarry produced 3,085 cubic yards of 2 inch minus base rock in June.

The upgrade of QL-1 continued in July with emphasis on the southern half of the project (SONG VE River to MO DUC). Seven new guard positions were constucted on the perimeter at LZ GOLDIE using 10,000 sandbags. An additional 200 meters of triple standard concertina were constructed on the perimeter. The civic action program was continued with the construction of 150 additional meters of irrigation canal.

At Bridges QL1-412,411,410D, 408, 407, 406, and 405, new approaches were constructed and fill was placed around wingwalls. Blast rock and fill were used to widen the shoulders in the QUANG NGAI to SONG VE section of the project. A total of 10,000 cubic yards of fill was used during July. A total of 12,885 cubic yards of base rock was placed on the southern half of the project and a total of 248,000 gallons of water were utilized in compaction. At this point the application of base rock extended into a section of QL-1 known as "SNIPER'S GAP". This is an area of intense enemy activity. In this section two platoons were used to provide security for the constuction work force.

During July, 3,690 cubic yards of crushed rock were produced at the GOLDIE Quarry Rainfall curtailed operation for twelve days during July.

Nine enemy initiated incidents were encountered during July. Six of these took place in the two weeks of work in "SNIPER'S GAP". The two most serious occurred on 16 July when two 5-ton dump trucks hit mines and were combat losses. Three enlisted men were WIA as a result. On 19 July, the work and security parties were ambushed as they returned from the job site with negative casualties.

By the end of the report period, Company D had completed a total of 19.5 km of the total 24.8 km of the QL-1 project. Security and safety continued to be stressed. The very successful civic action and VIP programs were being continued and the GOLDIE Quarry was preparing for a sustained maximum production period.

9. (C) Activities of the 137th Engineer Company (Light Equipment)

Throughout the report period, the 137th Engineer Company (LE) was located at LZ MAX and administratively attached to the 19th Engineer Battalion. The mission of the Company was the upgrade of QL-1 from MO DUC (BS740525) to DUC PHO (BS805382). When, on 7 June 1969, this area became the responsibility of the 39th Engineer Battalion, the 137th Engineer Company (LE) was placed under the operational control of the 39th Engineer Battalion to continue its upgrade mission.

The upgrade of the 16.0 km of QL-1 between MO DUC and DUC PHO consisted of completing the subbase and placing base rock in preparation for paving. The subbase was completed on 3 July with 25,037 CY fill being hauled between 7 June and the completion date. Prior to the start of base rock placement, additional fill and compaction was required for the repair of water damage. Approximately 9 km of this area was scarified, graded, sprayed with water and recompacted. On 16 July, the 137th Engineer Company began assisting in the placement of base rock in the vicinity of DUC PHO in conjunction with the rock laydown operations of the 19th Engineer Battalion. The rock was hauled from the crusher site at LZ LOWBOY and had been completed for 4.8 km of QL-1 north of DUC PHO when the report period ended.

On 16 June 1969, the 137th Engineer Company (LE) began the upgrade of the helipad taxiway at DUC PHO. The project consisted of scarifying, grading, recompacting and treating with MC-30 a 2,800 foot taxiway which had become rutted and pitted with pot holes. Progress continued even though the taxiway was not closed to incoming and outgoing helicopter traffic at any time. The progress was stopped several times due to higher priority demands on the bituminous distributor. At the end of the period, the project was 70% complete.

During the report period, enemy activity was light, with 2 KIA and 3 WIA taken in a mining incident on 14 July.

At the end of the report period, the 137th Engineer Company (LE) had 2 significant projects in progress. The unit was continuing to prepare the subbase of QL-1 from MO DUC to DUC PHO and placing base rock in conjunction with the 19th Engineer Battalion. The Company was also in the process of completing the helipad at DUC PHO.

10. (C) Activities of the 511th Engineer Comapny (PB)

At the beginning of the report period, the first platoon the the 511th Engineer Company was located at CHU LAI (BT534036) with the mission of supporting the 39th Engineer Battalion. On 15 May 1969, the first platoon rejoined the company headquarters at F.S.B. BASTOGNE under the control of the 27th Engineer Battalion. On 11 June the first platoon returned to CHU LAI to be followed by the headquarters and second platoon on 26 June. The company remained attached to the 39th Engineer Battalion from 26 June through the end of the report period. The mission of the first platoon prior to 15 June was hauling subbase to QL-1 between QUANG NGAI and the SONG VE River. Upon return to the 39th Engineer Battalion the company assumed the mission of operating the rock haul convoy from CHU LAI.

During the period 1 May to 15 May, the first platoon continued operating under the Heavy Equipment Platoon of the 39th Engineer Battalion. The mission was the completion of the subbase on QL-1 from QUANG NGAI to SONG VE River. During this 15 day period, appoximately 26,000 CY of fill were hauled from LA HA Pit to the road. With the project within one week of completion, the platoon relocated to F.S.B. BASTOGNE rejoining their parent unit.

In early June, the need arose for the additional hauling capabilities by the 39th Engineer Battalion to haul base rock from CHU LAI to QL-1 south of QUANG NGAI. The first platoon returned to CHU LAI on 11 June followed by the remainder of the unit on 26 June. At this time the company assumed responsibility for the rock haul convoy, using trucks from Companies A, B, and C of the 39th Engineer Battalion, the 137th Engineer Company (LE) and the 511th Engineer Company (PB). While operating the rock haul convoy, a total of 27,300 CY of rock were hauled to the base rock laydown site, approximately 48.0 km south of CHU LAI.

During Operations with the 39th Engineer Battalion, the 511th Engineer Company (PB) was involved in little enemy action. Although the unit vehicles have been involved in several sniper incidents, the unit has taken no casualties or damage due to enemy activity. At the end of the period, the 511th Engineer Company (PB) continued the operation of the rock haul and remained committed to the completion of base rock placement of QL-1.

B. (C) Intelligence

1. (C) Reconnaissance:

During the report period, the Battaion Reconnaissance Section provided the necessary route information in order that the battalion could plan its future route maintenance and upgrade programs.

A Battalion Representative flew a daily helicopter reconnaissance of QL-1 in the Battalion's AO, checking for enemy damage. Through this early morning reconnaissance, information was received at Battalion Headquarters early enough in the day so that plans could be made for repair of any road or bridge damage. Prior to the battalion's beginning a road repair or major upgrade project, the reconnaissance section made either an aerial or ground reconnaissance of the project. Based on the information gathered, the plan for the project and the necessary materials could be determined. During the period, 82 aerial recons, 36 ground recons, and 29 escort missions were made of routes in the battalion's AO.

2. (C) Enemy Activity:

During the report period enemy activity continued throughout the month of May, reaching the high point during the middle of the month. During June enemy activity continued with a high point again in the middle of the month. During the month of July, enemy activity decreased and remained at moderate level through the end of the report period.

(a) Mines: During the report period the battalion encountered 48 mines within its AO. The majority of these mines consisted of bamboo type firing devices, flashlight batteries and an electrical blasting cap attached to explosives. Charges ranged in sizes from 15 to 40 pounds. A total of 16 mines were detonated during

this report period, resulting in 3 US WIA. Vietnamese casualties due to mines during the report period were 32 KIA and 60 WIA. The following is a breakdown of mines detected versus mines detonated:

MONTH	DETECTED	DETONATED	TOTAL
May	19	2	21
June	5	7	12
July	8	7	15
Total	32	16	48

(b) Booby Traps: During this period the battalion encountered 6 booby traps. In one instance, a 105mm round was detonated on the shoulder of the road, resulting in 2 WIA. The following is a breakdown of booby traps by month:

MONTH	DETECTED	DETONATED	TOTAL
May	4	1	5
June	0	0	0
July	1	0	1
Total	5	1	6

(c) Other enemy initiated activities during the report period were as follows:

TYPE	MAY	JUNE	JULY	TOTAL
Sniper Attacks	8	7	7	22
Ambushes	7	4	5	16
Mortar Attacks	14	5	2	21
Bridges Blown	0	1	0	1
Culverts Blown	3	6	1	10
Ground Probes	2	2	0	4
Road Obstacles	0	1	4	5

Of particular interest is one ground attack on LZ SNOOPY on 12 May 1969: At 0240 12 May 69, coordinates BS700697, Company C received 15 rounds of RPG and rocket fire. A ground attack was also initiated with explosives to cut perimeter wire. The First Platoon area was penetrated in two places. The size of the attacking force was 144, consisting of 4 36 man teams, as indicated in captured documents. Teams attacked from four different directions. Communication field wire was layed around the base

of the hill to coordinate attack. (Captured documents were considered to be attack plan). Twenty-three enemy KIA were confirmed. Two PW's were captured, 6 AK-47's, 2 rocket launchers, 2-B40 rockets and 200 hand grenades were also captured. US losses - 3 KIA and 10 WIA.

3. (U) Weather data: During the report period, rainfall was moderate. The month of June showed the most significant amount. Rainfall by month was as follows:

MONTH	RAINFALL
May	.12
June	5.09
July	3.83
Total	9.04

C. (C) Casualties:

During the report period, the battalion suffered the following casualties:

	KIA	WIA	KNH
HHC	0	3	0
Co A	0	2	0
Co B	2	11	0
Co C	4	11	0
Co D	0	0	0
511th	0	0	0
630th	0	0	0
Total	6	27	0

D. (U) Operations and Training:

1. (U) During the report period, the battalion worked a normal six-and-one-half-day work week. Time was allotted on Sundays for mandatory training, religious services, and maintenance of equipment. A total of 190 hours of mandatory training was conducted by the battalion. In addition to Tool Box Safety lectures and daily motor stables, one hour per week was allotted to maintenance and safety training. Four potential career NCO's attended the combat leadership course conducted by the Americal Division Combat Center, compared to three during the previous report period. A total of 179 new in-country personnel attended the Americal Replacement Training Center during the period.

2. (U) During the report period, units of this battalion were engaged in 54 company days of direct combat support operations. The remaining time was spent on construction tasks not directly related to combat operations.

E. (U) Movements:

1. Company Moves:

(a) 1 May, Headquarters and 1 Equipment Platoon, 630th Engineer Company (LE) from LZ GOLDIE (BS680658) to GIA LE (Detached from 39th).

(b) 3 May, Company C (-) from LZ SNOOPY (BS700607) to CHU LAI (BT534036).

(c) 15 May, 511th Engineer Company (PB) (-) from LZ GOLDIE (BS680658) to GIA LE (Detached from the 39th).

(d) 7 June, Company C (-) from CHU LAI (BT534036) to LZ MAX (BS763472) with Third Platoon relocated from LZ SNOOPY (BS700607) to LZ MAX (BS763472).

(e) 26 June, 511th Engineer Company (PB) (-) from GIA LE to CHU LAI (BT534036). (Attached to 39th).

2. Platoon Moves:

(a) 12 May, First Platoon, Company C from LZ SNOOPY (BS700607) to CHU LAI (BT 534036).

(b) 12 May, Third Platoon, Company C, from CHU LAI (BT534036) to LZ SNOOPY (BS 700607).

(c) 2 June, Second Platoon, Company C from CHU LAI (BT534036) to LZ MAX (BS763 472).

(d) 4 June, First Platoon, Company C from CHU LAI (BT534036) to LZ MAX (BS763 472).

(e) 7 June, Second Platoon, Company A from LZ GOLDIE (BS680658) to LZ SNOOPY (BS700607).

(f) 7 June, First Platoon, 511th Engineer Company (PB) from GIA LE to CHU LAI (BT534036). (Attached to 39th).

(g) 15 June, Second Platoon, Company A from LZ SNOOPY (BS700607) to LZ GOLDIE (BS680658).

(h) 15 June, First Platoon, Company B from LZ DOTTIE (BS627856) to LZ SNOOPY (BS700607).

F. (C) Supply:

1. (U) General: During the report period the battalion supply section remained with Battalion Headquarters at CHU LAI. All supply support for companies A, B, and D was provided through the Battalion Supply Section. Company C was completely supplied through the Battalion Supply Section until 7 June 1969 when Company C was

relocated to LZ MAX and began receiving Class I, III, and V support from the FSA at DUC PHO. All other support was provided by the Battalion Supply Section.

2. (U) Logistics Support: Logistics support was provided by the following organizations:

(a) 23rd Supply and Transport Battalion, located at CHU LAI, organic to the Americal Division.

(b) 588th Maintenance Company (DS), located at CHU LAI, organic to the 80th General Support Group.

(c) 596th Maitenance Company (LM), located at CHU LAI, organic to the 80th General Support Group.

(d) 295th Ordnance Company (Ammo), located at CHU LAI, and DUC PHO organic to the 336th Ordnance Battalion at DA NANG.

3. (C) Several major items of equipment were received during the report period which greatly assisted the battalion in the performance of its assigned mission. The following list of equipment transitions reflect greater on-hand balance at the end of the report period:

NOMENCLATURE	BEGINNING BALANCE	TURNED IN	RECEIVED	END BALANCE
Tractor, D7E	7	4	7	10
Truck, Dump	38	9	17	46
Grader	2	1	2	3
Detector Set	38	11	22	49
Gen Set 3 KW	0	0	3	3
Gen Set 5 KW	1	0	1	2
Compressor 250 CFM	0	0	5	5
Rifle M16A1	13	0	678	691

4. (C) Critical shortages of equipment within the battalion and attached companies continued to hamper operational capabilities. These shortages are:

(a) Truck Tractor, 10 Ton	4
(b) Water Purification Set	2
(c) Semitrailer, 25 Ton	2
(d) Distributor, Bituminous	1
(e) Truck, Utility ¼ Ton	7

(f) Truck, Cargo, 3/4 Ton	6
(g) Truck, Cargo, 2½ Ton	5
(h) Truck, Dump, 5 Ton	9

During the report period, the Quarry operation at IZ GOLDIE was hampered because of a shortage of rock drills and blasting supplies. Rock drilling equipment was finally received and an additional allocation of det-cord was approved. A shortage of dynamite existed throughout much of the period.

5. (C) Combat losses during the period were:

FSN	NOMENCLATURE	USA/SER	QTY	DATE
2320-055-9262	Truck, Dump, 5-Ton	5D3875	1	9 Jun 69
1005-673-7965	Pistol, Cal .45	1095314	1	12 Jun 69
1005-589-1271	Rifle, M-14	997561	4	12 May 69
		1241578		
		1000721		
		1002103		
2320-055-9263	Truck, Dump, 5-Ton	5F3777	3	17 Jul 69
		5F5306		
		5F7527		

6. (U) During the report period the battalion operated water points at seven different locations: CHU LAI, LZ DOTTIE, LZ GOLDIE, LZ SNOOPY, LZ MAX, TAM KY and HAWK HILL. At the beginning of the report period four units were in operation at CHU LAI, LZ DOTTIE, LZ GOLDIE and LZ SNOOPY with a total output of 31,000 gallons of water daily. On 15 May 1969, the water point located at LZ SNOOPY was relocated to HAWK HILL in support of the 1/1 Cav, organic to the Americal Division. On 20 May 1969, the water point was relocated from HAWK HILL to TAM KY in direct support of 1st Brigade, 101st Airborne Division (AM). On 8 July 1969, the water point at TAM KY was turned in for support maintenance and retrograded. During the period, it was in support of the 101st Airborne Division (AM). The daily output averaged 12,000 gallons. On 7 July 1969, the water point located at CHU LAI was relocated to LZ MAX in support of Company C. At the end of the report period three water points were in operation at LZ DOTTIE, LZ GOLDIE and LZ MAX with a total daily output of 22,000 gallons.

G. (U) Maintenance:

1. (U) The maintenance program has shown continued effectiveness during the report period. The overall deadline rate for the perid was 12.0%. This is a slight increase

over last period's rate of 11.7%. With the length of the Battalion's AO, it has been found necessary to employ a Maintenance team forward at LZ GOLDIE, supporting the battalion in engineer and ordnance assistance in that area. The team consists of four engineers and four ordnance mechanics with two NCO supervisors. The battalion's mission required the hauling of rock over a 60 mile round trip. On most days there are three such trips made, totaling over 200 miles of driving per day per truck. Although the largest section of the haul is over good roads, the deadline rate of 5-tons is reflecting the high daily mileage rate.

2. (U) Support: During the report period the battalion changed its direct support unit from the 588th D.S. Company to the 595th LM Company. The change was due to the quantity of equipment being processed through the 588th was more than could be effectively handled. The relocation of the 596th to the CHU LAI area has shortened the time of equipment in shop waiting processing.

3. (U) Prescribed Load List (PLL) and Repair Parts Summary. Following is a summary of the PLL stockage level and requisitioning data during the report period:

(a) PLL. The overall zero balance of PLL line items for the battalion at the end of the report period was 42%. This represents a one per cent reduction in zero balance PLL line items over the last report period.

(b) Requisitioning:	Regular Requisitions	Red Ball Requisitions
Number submitted	720	33
Cancelled	78	3
Filled	125	10
Per cent Filled	19	33

The above percentages are based on the uncancelled requisitions and represent a decrease of 12 per cent from the previous report period in the fill of regular requisitions and a decrease of 8 per cent in the fill of Red Ball Requisitions.

H. (U) Medical:

During the early part of this report period, numerous personnel of this unit housed at the CHU LAI Base Camp became ill with "GASTROENTERITIS" at near epidemic proportions.

The first phase of treatment was routine asymptomatic for 24 hours, with no response to the treatment. Stool samples were taken on all patients for culture and sensitivity, oval and parasites, with negative findings in all but two cases. In cases where weakness and dehydration occurred patients were placed on quarters with liquid diet and 4000 units of IV fluids introduced over a twelve hour period. When these patients returned to normal activity the symptoms and diarrhea reoccurred somewhat milder.

All mess facilities, clubs, and theaters were closed and thoroughly cleaned and checked. The water system was checked and the chlorine content increased. Milk was

eliminated from the diet for those persons with diarrhea.

After a study of all laboratory tests and the duration of each case and the absence of any organisms, it was suggested that this was Viral in nature and was to be treated ASYMPTOMATIC.

During the report period the Battalion Medical Section continued its efforts to improve the health and sanitation of the command. The Medical Section served as a coordinator for supplies and equipment to insure that all unit teams, whether assigned or attached, maintained a uniform level of supplies and equipment as outlined in USARV Reg 40-22.

I. (C) Civic Action:

1. (U) Civic Action: During this period a total of 46 man days of civic action assistance was rendered. The projects included the improvement of BINH LIN Church; construction of a dispensary (20'x32' SEA hut) for the QUANG NGAI Orphanage; and the construction of an irrigation canal for the farmers in the TU NGHIA District. Various other small civic action projects were accomplished, accounting for an expediture of 243,300 $VN. Donations of over 2,000 BF of lumber, 1,078 pounds of cement, 300 pounds of clothes, and 2,500 pounds of food were used to help refugees and local civilians who had lost their homes and belongings due to enemy activity in the area.

2. (C) Voluntary Informant Program: During the report period turn-ins under the Voluntary Informant Program amounted to a total of 460,700 $VN. During this report period expenditures have dropped from previous report periods due to a 70% cutback in available funds. The following is a breakdown of turn-ins:

TYPE	MAY	JUNE	JULY	TOTAL
Mines	66	4	1	71
Grenades	245	106	39	390
40mm- M-79	108	52	26	186
60mm Rds	114	63	37	214
81mm Rds	33	20	2	55
105mm Rds	23	14	1	38
155mm Rds	5	2	0	7
4.2" Rds	14	12	1	27
Other Ordnance	1-AK-47 1-SKS	1-Satchel Charge	0	3
Piasters Paid	282,900	123,100	53,900	460,700

Section II (C) Lessons Learned: Commanders Observations, Evaluations, and Recommendations

A. Personnel: None.

B. Operations:

1. (C) Stand-off for RPG Rounds

(a) Observation: Often the enemy is able to get close enough to the LZ perimeter, undetected, to use RPG rounds against living/fighting bunkers.

(b) Evaluation: Since it is extremely difficult to detect the enemy before he gets in range to use RPG rounds, a protective measure should be used. Use of chain link fence 10-15 feet in front of living/fighting bunkers acts as a stand-off in detonating RPG rounds.

(c) Recommendation: As an effective defense against RPG rounds, a chain link fence should be erected in front of all living/fighting bunkers.

2. (U) Widening of Existing Bridges to MACV Standards

(a) Observation: When widening existing bridges to MACV standards it was found that the abutment was 4' to 6' short of required width.

(b) Evaluation: To extend abutments to required width would require digging out the approach and placing wingwalls. An expedient method was devised by driving an extra pile in line with the abutment, placing the cap, and placing a short cap in the approach. Short stringers were then placed between the two caps forming a ramp.

(c) Recommendation: The existing abutments and wingwalls should be left intact, and an additional pile driven to accommodate the larger cap. This saves time and effort and does not result in a declassification of the bridge. (See Illustration 2)

3. (U) End Bits on D7E Dozer

(a) Observation: When working in a blast pit with a D7E dozer, the end bits tend to wear out in a matter of 10 to 14 days.

(b) Evaluation: The constant pushing on large rocks in a blast pit tends to wear out the bottom and side edge of the end bits on the D7E.

(c) Recommendation: A reinforced end bit should be constructed by cutting an L-shaped piece of metal from a used end bit and welding this on to the new end bit. The welded portion should extend below and to the side of the normal end bit.

4. (C) Protection Against Grenades and Satchel Charges

(a) Observation: It was noted during recent attacks that a number of casualties have resulted from satchel charges, percussion and fragmentation granades being thrown into living bunkers.

(b) Evaluation: When living and fighting bunkers were incorporated into the same structure for the purpose of increasing LZ Defenses, it required that all per-

sonnel live and physically occupy the protective berm surrounding an LZ. When the enemy attackers gain any penetration at all, they are immediately able to throw explosives into bunkers while having to cover a minimum distance from the protective wire.

(c) Recommendation: To reduce this threat, ¼" or ½" wire mesh can be firmly attached to the top of the bunker and slanted away from the bunker at a 45° angle. The mesh must be tight and securely anchored to prevent objects from being thrown through the wire and to cause any objects on the wire to roll off the wire to a safe area in front of the bunker or a sump hole cut around the bunker. When erecting this wire mesh, precautions must be taken to avoid limiting required fields of fire and effectiveness of weapons used by the personnel in the bunker.

5. (U) Decreasing Treadway Wear on Timber Bridges

(a) Observation: After moderate use of a new timber bridge the treadway and decking tend to loosen and split.

(b) Evaluation: The deterioration of the treadway and decking is caused by the settling of the approaches below the level of the treadway. As vehicles drive onto or off the bridge, they must go over the small "curb" created between the road and abutment level, which causes a jolting effect.

(c) Recommendation: To prevent this damage, a piece of 2½"x2½" angle iron can be placed over the edge and secured to the bridge. This can more adequately secure the treadway to the decking and prevent such damage. Although this method is effective, it will not eliminate the need for adecuate compaction or periodic replacement of fill on the approachway.

6. (U) Mileage Discrepancy for Minesweep Proof Vehicles.

(a) Observation: There is a discrepancy between the actual mileage and the recorded mileage on all proof (back up) vehicles used with minesweeps.

(b) Evaluation: When a vehicle leaves a compound, it backs down the road for the length of the minesweep and then returns to the compound. There is practically no mileage added to the odometer. Actually there is double the mileage traveled for the partcular minesweep. Trouble begins when mileage and fuel consumption are recorded in the log book.

(c) Recommendation: Twice the minesweep mileage should be added to all proof (back up) vehicles used on minesweeps. This corrected mileage should be recorded in the log book even though the odometer does not indicate these mileage figures.

7. (U) Road Construction in Villages

(a) Observation: When constructing a road through a village where the roadway is close to the front of houses, it has been noted that the day following placement of fill, the fill was removed from the sides and shoulders of the road.

(b) Evaluation: The problem encountered was that the Vietnamese people were taking the fill from the sides and shoulders of the road. Repair of this damage caused an unscheduled delay and additional fill.

(c) Recomendation: A 5% waste factor should be used in calculating the amount of fill required through a village and consideration given in scheduling this type of project.

8. (U) 250 Air Compressor

(a) Observation: It has been noticed that the oil pan on the 250 CFM Air Compressor has a tendency to crack around the drain plug.

(b) When towing a 250 CFM air compressor especially on rough road or off the road, the oil pan is easily cracked or damaged. The repair or replacement of the oil pan is authorized at general support level only.

(c) Recommendation: Care should be taken when towing over rough terrain to prevent shock to the compressor and to prevent the oil pan from scraping any objects.

9. (U) 75 TPH Eagle Model 5157 Rock Crusher

(a) Observation: The footer on the gear reduction assembly to which the turn buckle is attached for the pan feeder will break when subjected to a sudden shock. This will cause severe damage to the gear reduction assembly.

(b) Evaluation: By reinforcing the footers, the production is improved due to the fact that reinforcement prevents damage to vital parts of the gear reducer assembly.

(c) Recommendation: Immediate steps should be taken on all crushers of this model to reinforce the footers. Two ways to reinforce the footers are to replace the footers with angle iron or to arc weld the old footers in place.

10. (U) Towing Vehicles

(a) Observation: It has been observed that the center section of a bumper has been used to tow vehicles.

(b) Evaluation: The center section of a bumper is not designed to be used in towing vehicles and many vehicles have been damaged because personnel have tried to use bumpers in this manner.

(c) Recommendation: If a vehicle is under any kind of stress or resistance, even the tow pindles and shackles should not be used but the lines should be fastened directly to the frame.

11. (C) Anchorage of Concertina

(a) Observation: It has been observed that the concertina around Landing Zones and Fire Support Bases can be easily raised if not anchored down,

(b) Evaluation: By placing short pickets between the long pickets the concertina can be effectively fastened to the ground.

(c) Recommendation: Concertina wire can be fastened to the ground effectively if short pickets are placed between long pickets and wire is used to tie the concer-

tina to short pickets thus preventing the concertina from being lifted.

12. (C) .50 Caliber Guard Bunkers

(a) Observation: Old conexes that are going to be salvaged can be converted into excellent .50 caliber guard bunkers.

(b) Evaluation: The conex is positioned in the perimeter berm and firing ports cut out. Ports should be constructed in front and both sides. The berm is pushed up to the bottom of the firing ports. Sandbags are then used to complete the bunker. A minimum of four layers cover the top. Remaining sides and the area above the firing ports are then sandbagged. The berm is placed around one of the doors and allows access to the bunker. A blast wall as high as the bunker is constructed of sandbags approximately two feet behind the bunker to protect the entrance.

(c) Recommendation: These bunkers are field expedients, require fewer manhours to construct, provide excellent field of vision for the guards, increase value of overhead cover, reduce the use and are portable.

13. (C) Chain Link Fence Defensive Barriers

(a) Observation: During recent ground attacks, sappers and NVA have demonstrated their ability to penetrate standard perimeter defenses.

(b) Evaluation: To reduce the threat of enemy penetration into the base camp a cyclone fence can be effectively used. When well fastened to uprights and anchored approximately one foot in the ground. It provides a barrier difficult to get under, cut or quickly go over. Also a chain link fence approximately 15 feet in front of the bunkers is highly effective against enemy rockets and RPG's.

(c) Recommendations: A ditch approximately one foot deep should be constructed and the fence erected in the ditch. The ditch is then backfilled to prevent the fence from being pulled away from the ground. A barbed wire apron should be added to both sides of the fence and additional barbed wire at the top. Concertina can also be effectively used with this type of fence. It should be erected as high as possible without affecting the visibility or defensive fire of the perimeter positions. (See Inclosure 3)

C. (U) Training: None.

D. (U) Intelligence: Utilization of Interpreters:

1. Observation: Inability of military personnel to communicate with local Vietnamese Nationals while conducting military operations, such as minesweeps and other assigned mission, has proven to be a hindrance to the accomplishment of the mission.

2. Evaluation: ARVN interpreters within this battalion have proven enormously helpful to Vietnamese- US Military relations. Through interpreters, the US personnel are made aware of the problems of the local people. This eliminates the barrier that so often is encountered during egineer operations.

3. Recommendation: All commanders should thoroughly consider the effectiveness their units would possess if each unit had interpreters to help with Vietnamese-American relations.

E. (U) Logistics: Lubrication on the 25-Ton Low Bed:

1. Observation: Failure of wheel bearings on the M175A1 low bed semi-trailer is a constant maintenance problem.

2. Evaluation: Under constant use and when used on bad roads, the wheel bearings on a low bed need lubrication more frequently than shown on the lube charts. Failure to frequently lube the wheel bearings has been a source of excessive maintenance and down time.

3. Recommendation: To combat these wheel bearing failures an additional grease fitting can be installed on the outer hub of each wheel in such a way as to make it easily accessible to a mechanic. There is a possibility however, of over lubrication. Therefore only organizational mechanics should be allowed to service these fittings. This additional fitting has significantly increased the life of the wheel bearings.

F. Organization: None.

Thomas A. Chormley

3 Incls
as
Incl 3 wd HQ, DA

THOMAS A. CHORMLEY
LTC, CE
Commanding

EGD-3 (10 Aug 69) 1st Ind
SUBJECT: Operational Report of the 39th Engineer Battalion (Combat) for the Period Ending 31 July 1969 (RCS CSFOR-65).

DA, Headquarters, 45th Engineer Group (Const), APO 96308 20 August 1969

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

1. The Operational Report - Lessons Learned of the 39th Engineer Battalion (Combat) has been reviewed by this headquarters and is considered to be an excellent account of the 39th Engineer Battalion's activities during the reporting period ending 31 July 1969.

2. This headquarters concurs with the observations and recommendations of the Battalion Commander.

CARROLL N. LeTELLIER
Colonel, CE
Commanding

AVHC-CC (10 Aug 69) 2nd Ind
SUBJECT: Operational Report of the 39th Engineer Battalion (Combat) for the Period ending 31 July 1969, RCS CSFOR-65 (R1)

HQ, 45TH ENGINEER GROUP, 18TH ENGINEER BRIGADE, APO 96377 1 SEP 1969

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

1. This headquarters has reviewed the Operational Report - Lessons Learned for the 39th Engineer Battalion (Combat), as indorsed by the 45th Engineer Group (Const). The report is considered to be an excellent 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.

J. W. MORRIS
BG, USA
Commanding

CF:
1 - CO, 45th Engr Gp
1 - CO, 39th Engr Bn

G3

AVHGC-DST (10 Aug 69) 3d Ind
SUBJECT: Operational Report of 39th Engineer Battalion (Combat) for Period Ending 31 July 1969, RCS CSFOR-65 (R1)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 2 6 SEP 1969

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT, APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 July 1969 from Headquarters, 39th Engineer Battalion (Combat).

2. Comments follow:

a. Reference item concerning "75 TPH Eagle Model 5157 Rock Crusher", section II, page 22, paragraph B9; concur. Welding the "old footers" in place is the preferred method. The installation of angle iron is time consuming and should only be done when old footers are damaged to the extent that welding will no longer suffice.

b. Reference item concerning "Chain Link Fence Defensive Barriers", section II, page 23, paragraph B13; concur. A careful evaluation must be made to determine if the sensitivity of the area to be secured and the intended duration of occupancy justifies this more costly barrier system.

c. Reference item concerning "Lubrication on the 25-Ton Low Bed", section II, page 24, paragraph E; nonconcur. Proper lubrication procedures are explained in detail in Chapter 3, TM 9-2330-211-14, Semi-trailer, low bed: 25 ton, 4 wheel, M172A1, 9 January 1962. This manual recommends lubrication at reduced time intervals under unusual conditions such as continued operation in sand and dust, or extreme hot weather. An Equipment Improvement Recommendation should be submitted when it is felt that modification would improve equipment operation. The unit will be notified by separate correspondence of the proper procedures to be followed. No further action is required by this or higher headquarters.

FOR THE COMMANDER:

C. D. WILSON
1LT, AGC
Assistant Adjutant General

Cy furn:
39th Engr Bn
18th Engr Bde

GPOP-DT (10 Aug 69) 4th Ind (U)
SUBJECT: Operational Report of HQ, 39th Engr Bn (Cbt) for Period Ending 31 July 1969, RCS CSFOR-65 (R1) (U)

HQ, US Army, Pacific, APO San Francisco 96558 16 OCT 69

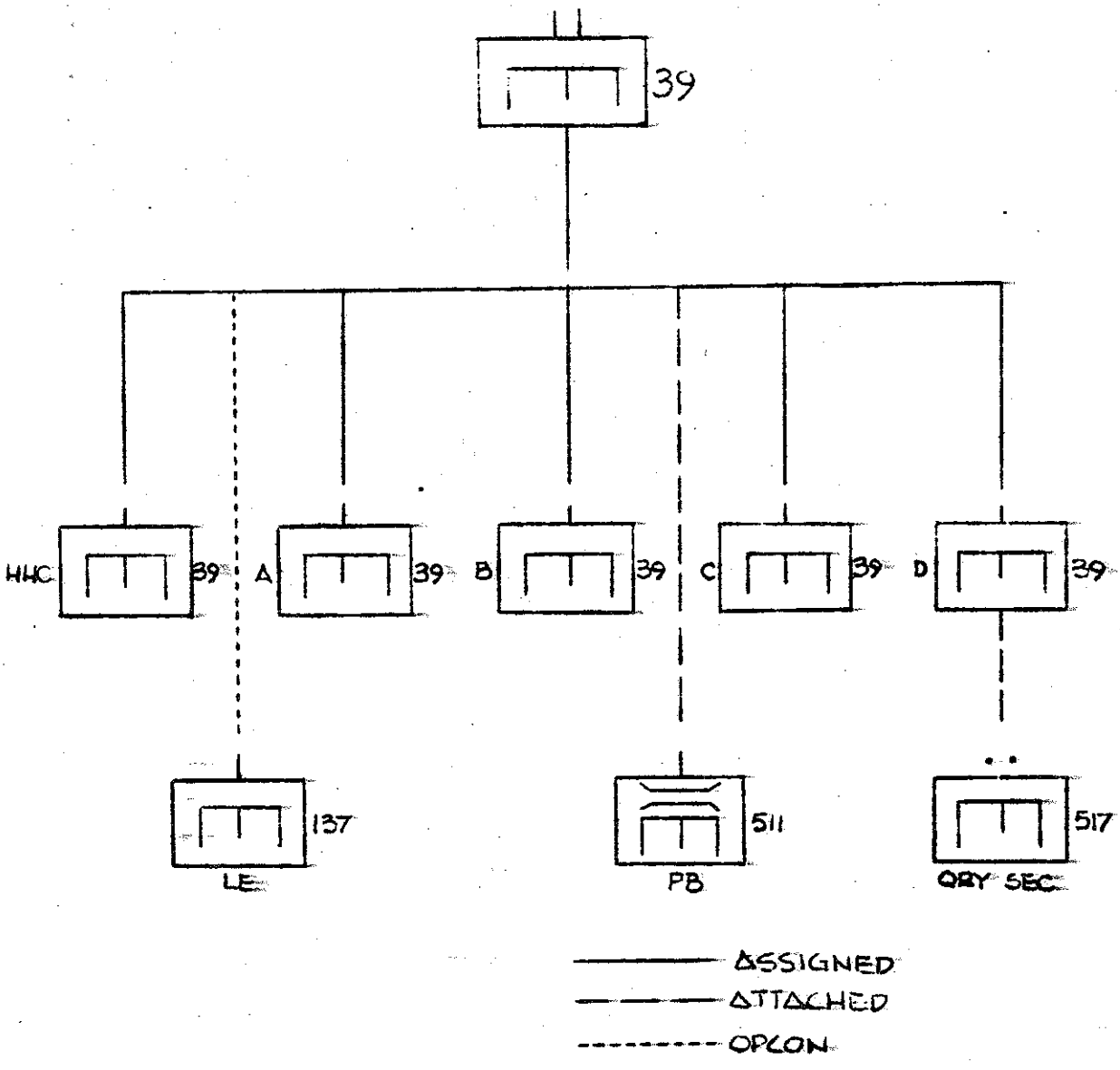
TO: Assistant Chief of Staff for Force Development, Department of the Army, Washington, D. C. 20310

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:

C. L. SHORTT
CPT, AGC
Asst AG

ORGANIZATION
39TH ENGINEER BATTALION (C)(A)
30 JULY 1969



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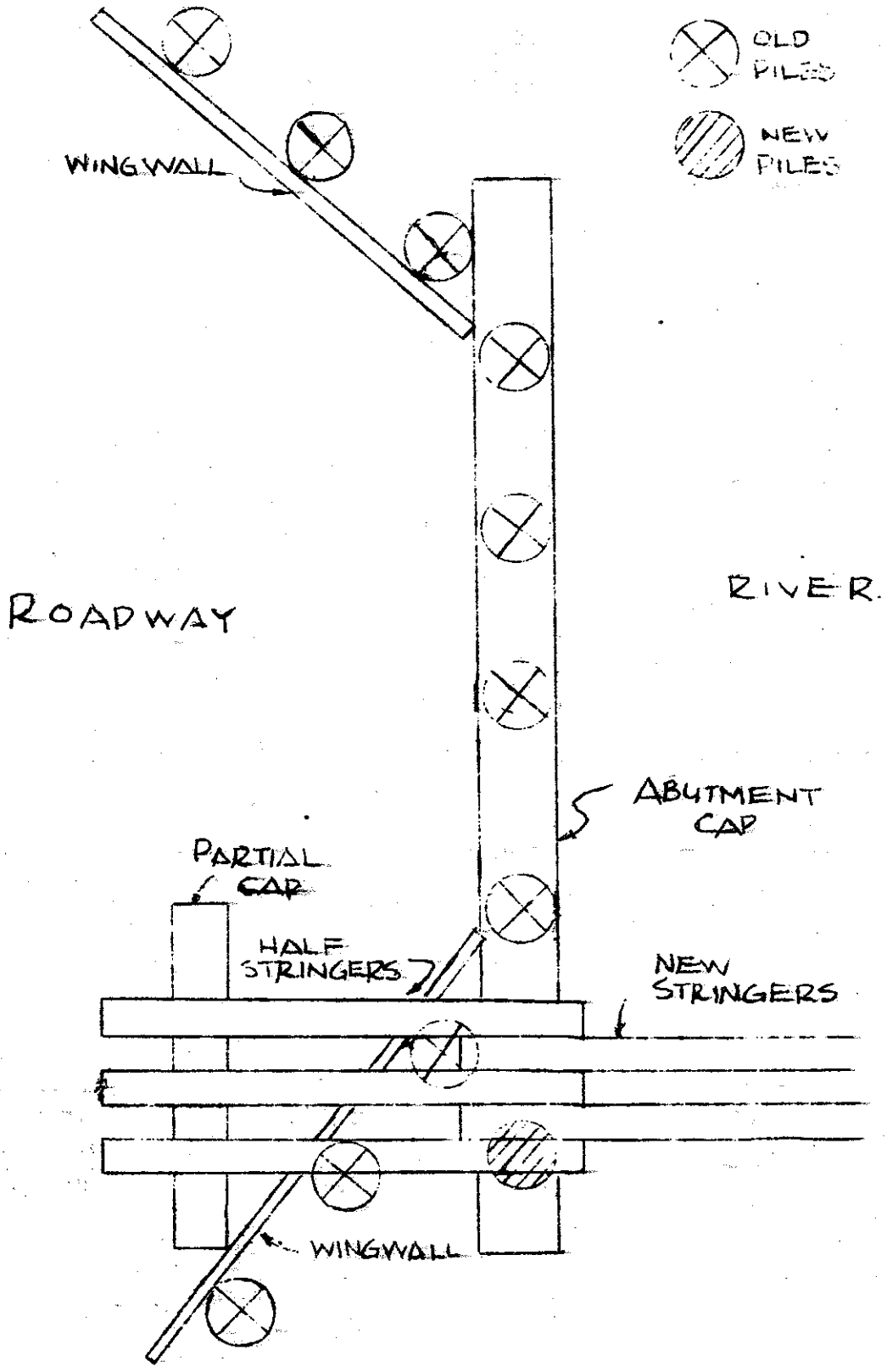
OLD PILES
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WINGWALL
ROADWAY
RIVER
ABUTMENT CAP
PARTIAL CAP
HALF STRINGERS
NEW STRINGERS
WINGWALL

INCL 2

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CO, 39th Engineer Battalion

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