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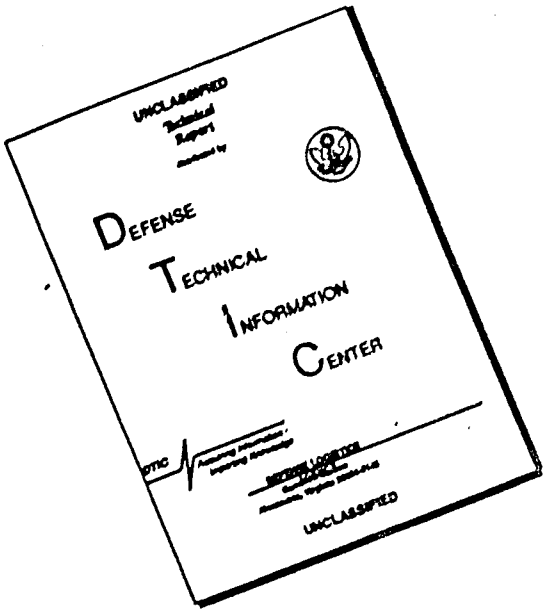

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DEPARTMENT OF THE ARMY
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IN REPLY REFER TO

AGDA (M) (5 May 70) FOR OT UT 701284 13 May 1970

SUBJECT: Operational Report - Lessons Learned, Headquarters, 92d Engineer Battalion, Period Ending 31 January 1970

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2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 92D ENGINEER BATTALION
APO 96491

EGBD-OP 15 February 1970

SUBJECT: Operational Report - Lessons Learned, 92d Engineer Battalion (Construction), Period Ending 31 January 1970, RCS CSFOR-65 (R2)

THRU: Commanding Officer, 159th Engineer Group, ATTN: EGB-OP, APO 96491
Commanding General, 20th Engineer Brigade, ATTN: AVBI-COS, APO 96491
Commanding General, United States Army, Vietnam, ATTN: AVHGG(DST), APO 96375
Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT, APO 96588

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

Section 1, Operations: Significant Activities

1. Command: LTC William A. Anderson commanded the 92d Engineer Battalion during the reporting period until 18 January 1970, at which time LTC Beaufort C. Katt assumed command.

a. The 92d Engineer Battalion Headquarters and Headquarters Company is organized under MTOE 5-116G, strength b; A Company under MTOE 5-117G, strength b; and Companies B, C, and D under MTOE 5-118G strength b. The 41st Engineer Company (Port Construction) is organized under MTOE 5-129G and was attached by 159th Engineer Group General Order Number 34, dated 18 December 1967. The 100th Engineer Company (Fleat Bridge) is organized under MTOE 5-78G and was attached by 159th Engineer Group General Order Number 43, dated 17 August 1969. The 100th Engineer Company (Float Bridge) was reassigned to the 79th Engineer Group by 20th Engineer Brigade General Order Number 1269, dated 4 December 1969, effective 5 December 1969. The 515th Engineer Platoon (Asphalt) is organized under MTOE 5-114D, Paragraph 4, and was attached by 159th Engineer Group General Order 53, dated 31 October 1969. The 41st Engineer Company (Port Construction) has its authorized strength reduced 44 enlisted men by 20th Engineer Brigade effective 30 November 1969. The 100th Engineer Company (Fleat Bridge) has its authorized strength reduced 72 enlisted men by 20th Engineer Brigade effective 30 November 1969.

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b. The mission of the battalion is to construct and rehabilitate roads airfields, pipeline systems, structures and utilities, to assist emergency recovery operations, and to defend 2000 meters of the Long Binh Post Perimeter. The attached companies have the missions of port construction, pier protective systems, and float bridging.

c. The 92D Engineer Battalion AOR consist of Phuoc Tuy, Bien Hoa amd Gia Dinh Provinces.

d. Assignment: Refer to paragraph 1, subparagraph a.

e. Movements: Attachments and Detachments: Refer to Paragraph 1, subparagraph a.

f. The awards program has been highly emphasized and a total of 132 medals were presented during the reporting period.

2. Personnel, Morale and Discipline:

a. Personnel:

(1) Personnel Shortages: The following listed personnel shortages are considered critical and are, in effect, having a pronounced impact upon the construction and general production capability of the 92D Engineer Battalion and its attached units, the 41st Engineer Company (Port Construction) and 100th Engineer Company (Float Bridge).

(a) Of the 23 structure specialists (51C30) and riggers (51C20) authorized, there are 7 assigned. Although this problem has been alleviated by highly trained carpenters, a trained structure specialist or rigger would be a valuable asset.

(b) Of the 15 masons (51D20) authorized, there are 4 assigned. Civilian hire can usually accomplish the physical aspects of this job, but very often a trained soldier's job knowledge is necessary.

(c) Of the 45 plumbers (51K20) authorized, there are 21 assigned. A sudden plumbing requirement of appreciable magnitude would reveal a serious incapability to accomplish the mission.

(d) Of the 16 surfacing equipment specialists (62D20), there are 5 assigned. In view of the Batch Plant operation of Company A, this shortage poses a serious problem. As a result of this shortage many men have been pulled from other sections to perform these duties.

(e) Of the 2 Harborcraft NCO's (61B40) authorized, none are assigned, and of the 3 Marine Enginemen (61C20) authorized, none are assigned. Because of the technical and safety factors involved in this skill, OJT is a slow process.

(f) Of the 173 Truck Drivers authorized by the Civilianization Program 6, there are 10 assigned. The effect of this program is readily apparent. In addition, the utilization of local nationals for light vehicle drivers where radio communications are involved is impossible because they can not properly be cleared for security.

(2) The rotation rate of the 92d Engineer Battalion, to include the 41st Engineer Company (PC), 497th Engineer Company (PC) and the 100th Engineer Company (FB), averaged 83 personnel per month. The average input into the Battalion, to include the attached units is 86 personnel per month.

(3) All military personnel shortage (E1-E6) are requisitioned each month by 20th Engineer Brigade. Military personnel shortages (E7-E9) are requisitioned each month by the 92d Engineer Battalion Personnel Section on USARV Form 162 revised 29 May 1967. Effort is continuing to train unskilled military (OJT) personnel in the critically needed skills.

(4) The battalion and attached units had a total of 22 gains and 246 losses in personnel during the reporting period. The forecast rotational rates are 5.7% for February, 10.2% for March, and 8.8% for April.

(5) Personnel Strengths Chart:

(a) 31 November 1969

UNIT	OFF AUTH/ASG	WO AUTH/ASG	EM AUTH/ASG	TOTAL AUTH/ASG
92d	40/33	7/7	727/672	774/712
41st	9/9	1/1	174/208	184/218
100th	7/7	1/1	144/134	152/142
515th	1/1	1/1	31/33	32/32

(b) 31 December 1969

UNIT	OFF AUTH/ASG	WO AUTH/ASG	EM AUTH/ASG	TOTAL AUTH/ASG
92d	39/33	7/7	657/731	703/771
41st	9/9	1/1	174/194	184/204
515th	1/1		31/27	32/23

(c) 31 January 1970

UNIT	OFF AUTH/ASG	WO AUTH/ASG	EM AUTH/ASG	TOTAL AUTH/ASG
92d	32/29	7/7	657/675	696/711
41st	9/8	1/1	171/165	181/174
515th	1/1	0/0	31/24	32/25

b. Morale has been excellent during the entire quarter. There were 68 foreign service tour extensions approved during the reporting period; 33 of these were for an additional six months. The Battalion had 65% participation in the Savings Bond Program. During the reporting period, 45 personnel participated in the Rest and Recuperation Program.

c. Discipline:

1) Most disciplinary problems were resolved under Article 15, UCMJ. There were 135 Articles 15 administered, 0 Summary Courts-Martial, 4 Special Courts-Martial, and 0 General Courts-Martial.

2) There were three Congressional Inquiries and one IG Complaint during the period which were satisfactorily resolved locally.

d. There were two minor non-battle casualties during the reporting period resulting in the loss of 2 man-days.

3. Intelligence:

a. Problem: To Increase the Effectiveness of Concertina as an Anti-Sapper Barrier.

b. Situation: During the past several months the enemy has been increasing his use of sapper teams to infiltrate U.S. Base Camps in the Republic of Vietnam. The 41st Engineer Company (PC) has particularly felt this change in tactics. There have been several recent instances of confirmed sapper activity in the 41st perimeter which affords well concealed avenues of approach. Enemy sappers have cleverly disarmed claymore mines and trip flares, and holes have been cut or forced open in the defensive wire. The problem seems to have been abated since the 41st launched an intensive program of perimeter improvement to include the extensive use of Vietnamese daily hire.

c. Solution: In addition to the usual precautions of eliminating vegetation and installing more trip flares, the 41st has created what seems to be an effective antisapper barrier by reinforcing concertina with barbed tape. Each side of the lower course of concertina is strung lengthwise with five to seven sharply twisted ribbons of barbed tape utilizing barbed tape dispensers to apply the twist and string out the tape. The tape is tied to the concertina with the wire every four to six feet. This procedure makes the concertina nearly impossible to penetrate without cutting, which should attract the attention of the bunker guards. In addition, barbed tape is then cut into approximately eighteen-inch lengths and dropped inside the concertina in sufficient density to prevent personnel from crawling thru the concertina.

c. These short lengths will maintain the circular curl they achieved when wound on the plastic dispensing reels. As a result they will lie on their sides within the concertina with all their barbs ready to slice or snag any passing c. clothing. In the hours of darkness, these small barbed strips seem to prove nearly impossible to clear away. Care should be exercised in handling barbed tape as it is particularly vicious.

4. Operations, Plans and Training:

a. Operations and projects completed during reporting period:

(1) Combat Support Missions Completed:

(a) 146-5435-0-20, Open New Fire Support Base: 41st Engineer Company (Port Construction)/92D Engineer Battalion (Construction): A fire support base at a classified location was constructed between 2 January 1970 and 8 January 1970. One D7E dozer was provided to shape berms.

(b) 146-5437-0-20, Equipment Support, 199th Infantry Brigade: Company B/92D Engineer Battalion (Construction): One dozer was provided for one day to shape berms for a fire support base near QL-1 approximately twelve miles east of Long Binh on 5 January 1970.

(c) 146-5426-0-20, Establish Temporary Fire Support Base, Company B/92D Engineer Battalion (Construction): Protective berms were constructed around 6 howitzers at a fire support base near QL-15, approximately twenty miles southeast of Long Binh using D7E dozers on 17 and 18 December 1969.

(d) 189-5420-0-20, Dry Gap Span, 199th Infantry Brigade; 100th (Float Bridge Company)/92D Engineer Battalion (Construction): One 90' M4T6 dry span with intermediate trestles was installed near Trang Bom Tank Range in support of the 87th Engineer Company to provide stream-crossing capability for Rome plows. Project began on 4 December 1969 and ended 6 December 1969 when the bridge was extracted.

(e) 153-5409-0-20, Bridge Support, Dry Spans; 100th (Float Bridge Company)/92D Engineer Battalion (Construction): Three 38'-4" M4T6 dry spans were delivered to the 8th Engineer Battalion at Quan [illegible]. A demonstration was presented on how to prepare the bridge for airlifting and three personnel were provided for duration of the mission for technical assistance. Project began on 2 November 1969 and ended on 10 December 1969.

(f) 189-5446-0-20, Equipment Support; Company A/92D Engineer Battalion (Construction): One lowboy was provided to the 79th Engineer Group for one day on 25 January 1970.

(g) 173-5410-0-20, Foot Bridge Support, Duc Hoa; 100th (Float Bridge Company)/92D Engineer Battalion (Construction): One each 160' long foot bridge was delivered to Cu Chi in support of the 65th Engineer Battalion. Project began on 4 November 1969 and was completed on the same day.

(2) Operational Support Missions Completed:

(a) 243-5872-0-20, Equipment Support, Plantation; 100th (Float Bridge Company)/92D Engineer Battalion (Construction): One D7E dozer, frontloader and dump truck support was provided to build a firing range for the 199th Infantry Brigade. A total of 1635 CY of fill was used in construction of the berm. Project was begun on 8 September 1969 and was completed on 1 November 1969.

(b) 243-5510-1-23, BOQ Revetments; 100th (Float Bridge Company)/92D Engineer Battalion (Construction): Four-foot revetments were constructed around 5 each Long Binh Post BOQ's. The project was started on 10 July 1969 and was completed on 1 November 1969.

(c) 243-5894-0-20, Engineer Support IIFFV; Company B/92D Engineer Battalion (Construction): Protective berms were constructed around six 155 howitzer (SP) positions for Battery C, 2nd Battalion, 35th Artillery Group. Project was started on 27 October 1969 and was completed on 3 November 1969.

(d) 246-5801-0-20, Repair Aircraft Revetments, Long Thanh North; Company D/ 92D Engineer Battalion (Construction): Twenty each 12 foot fixed wing aircraft revetment were repaired by reinforcing the existing revetments with "H" beam stiffeners concrete in the ground; three each 3' high earth berms were constructed around 3 existing fuel bladders; 21 each 4-man personnel bunkers were constructed. Project started 7 August 1969 and was completed on 5 November 1969.

(e) 207-5933-0-20, Pier Repair, Bien Hoa Barge Site; 41st Engineer Company (Port Construction)/92D Engineer Battalion (Construction): One stringer and all decking and curbing were replaced on the pier at the Bien Hoa barge site. Two transverse braces were also repaired. Project was started on 4 November 1969 and was completed on 6 November 1969.

(f) 243-6003-0-20, Raft Missions; 100th (Float Bridge Company)/92D Engineer Battalion (Construction): One each 5-float M4T6 Reinforced raft was constructed on a La Nga River and utilized to cross 3 artillery howitzers in support of 23d Artillery Group. Project began 3 November 1969 and was completed 5 November 1969.

(g) 243-5892-0-20, Timber Trestle Bridge Repair; Company B/ 92D Engineer Battalion (Construction): Minor repairs were accomplished by installing 400 feet of 2x6 lumber for decking. Project was begun 6 November 1969 and completed 6 November 1969.

(h) 273-5910-0-20, Remove Float Bridge, Ben Luc; 100th (Float Bridge Company)/92D Engineer Battalion (Construction): Technical assistance and hauling capability were provided to the 30th ARVN Engineer Group for the removal of a 1200' M4T6 float bridge. Project was started on 2 October 1969 and was completed on 13 November 1969

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(i) 251-5950-0-20, Repair Culverts RT 316; Company B/92D Engineer Battalion (Construction): Two 24-inch 30 foot culverts were replaced on Highway 316 approximately nine miles north of Long Binh in support of the 1st Infantry Division. Project was started on 3 November 1969 and completed 11 November 1969.

(j) 225-6020-0-20, Footbridge to 3d Brigade, 9th Infantry Division, (25th Infantry Division); 100th (Float Bridge Company)/92D Engineer Battalion (Construction): One 300-foot aluminum foot-bridge was delivered to the 571st Engineer Company at Cu Chi. Technical assistance was given on preparation of the bridge for air-lifting. Mission began 13 November 1969 and the bridge was returned 23 November 1969.

(k) 243-5736-0-20, Access Road, Long Binh North Post; Company B/92D Engineer Battalion (Construction): A 700-meter, single lane, minimum standard road was constructed near bunker #430 to provide easy access to a Long Binh North perimeter defense reaction bunker. Project was started 24 October 1969 and completed 19 November 1969.

(l) 290-6002-0-20, Dry Span Support For Land Clearing; 100th (Float Bridge Company)/92D Engineer Battalion (Construction): A 45-foot M4T6 fixed span was delivered by air to Can Ben Nom near Song Dong Nai in support of a small stream crossing by the 199th Infantry Brigade. Technical assistance was provided in erection. Project started 1 November 1969 and was completed 3 November 1969.

(m) 246-6030-0-20, Helicopter Revetments Report; Company D/92D Engineer Battalion (Construction): Constructed were 5 each CH-13 K-Wall revetments, each consisting of two parallel walls 35' long, 4' high; and two, CH-47 standard corrugated sheet metal and wood design revetments, each consisting of two parallel walls 35' long, 9' high. Project began 29 October 1969 and was completed 30 November 1969.

(n) 273-5461-2-20, Binh Loi Fender System; 41st Engineer Company (Port Construction)/92D Engineer Battalion (Construction): Port construction support was provided to the 46th Engineer Battalion by the 497th Engineer Company (Port Construction) from 14 June 1969 to 18 August. 1969, when they were detached from the 92D Engineer Battalion (Construction). The 497th Engineer Company (Port Construction) constructed one fender and assisted in the completion of the floating cellar system during this time. From 18 August 1969 to 30 November 1969 the 41st Engineer Company (Port Construction) completed the mission by constructing the remaining 3 fenders of the system and by anchoring the upstream side of the floating cellar system. The cellars are floating stand-off barriers around the piers, and the fenders are protective measures used to channelize barge traffic away from the floating cellars.

(o) 287-5974-0-20, M4T6 Bridge Removal QL 15, near Baria; 100th (Float Bridge Company)/92D Engineer Battalion (Construction): Technical assistance and equipment support was provided to the 1st Australian Task Force at Nui Dat. Project began 19 November 1969 and ended 25 November 1969.

(p) 287-0616-0-20, Dry Span Support to 1st AFT; 100th (Float Bridge Company)/92D Engineer Battalion (Construction): 150 feet of M4T6 Bridge (dry span) was delivered to the 1st Australian Task Force at Nui Dat. Project began 19 November 1969 and ended 24 November 1969.

(q) 212-6029-0-20, Equipment Support, 79th Engineer Group; 92D Engineer Battalion (Construction): Eight 10-ton tractors and seven each 25-ton lowbeds with operators and guards supported the 79th Engineer Group for a unit movement from Long Binh to Lai Khe. Project began 3 December 1969 and ended 6 December 1969.

(r) 246-6001-0-20, CS Request LTF AAF; Company D/92D Engineer Battalion (Construction): 300 meters of perimeter earth berm were constructed and 300 meters of existing berm were upgraded; 4 each 10' by 10' fighting bunkers, 3 each 8-foot observation towers and 3 each ammunition bunkers were prefabricated and delivered to the user for self-help erection. Project was begun 25 November 1969 and was completed 10 December 1969.

(s) OS 159-68-233, Trang Bom Tank Range; Company B/92D Engineer Battalion (Construction): 52,750 SY of jungle were cleared; 46,440 CY of overburden was stripped from laterite pits and the construction site; 86,195 CY of laterite fill was used in the project; 3200 meters of access road was constructed; one 2750 meter "assault" road in the firing range itself was constructed; 6 each 48" culverts, and eight each 24" culverts were installed and the headwalls of the culverts were backfilled with 604 tons of 10"(-) rock. One 20,000 SM firing pad was constructed; two target berms were constructed using 25,000 CM of laterite fill. The project was begun 20 February 1969 and completed 13 December 1969.

(t) 273-6007-0-20, LST Ramp Repair At Newport; 41st Engineer Company (Port Construction)/92D Engineer Battalion (Construction): Technical assistance was provided to the 4th Transit Company in the repair of an LST Ramp from 21 November 1969 to 11 December 1969.

(u) 290-5963-0-20(c), Radar Towers, Saigon; Company B/92D Engineer Battalion (Construction): Two each 45' radar towers were erected in the Saigon Area and four each 10' by 10' prefabricated bunkers were provided to the personnel at one of the sites. Work began 8 December 1969 and was completed 17 December 1969.

(v) 246-6054-0-20, Equipment Support, RTAVF; Company B/92D Engineer Battalion (Construction): Three dozers with operators were provided for one week for construction of protective berms at a fire support base located approximately 5 miles east of QL 15 from Phouc Hoa. Dozers were also used to clear fields of fire out to a distance of 200 meters from the support base. Project was started 10 October 1969 and completed 21 December 1969.

(w) 291-5559-0-20, Bridge Security Maintenance; 41st Engineer Company (Port Construction)/92D Engineer Battalion): Pier protective systems were constructed around 5 piers of the Nha Be Bridge. System consisted of a floating collar around each pier from which was hung chain link fence and concertina as an anti-sapper measure. Project was started 10 December 1969 and was completed 24 December 1969.

(x) 243-6012-0-20, Crypto Center Security; Company B/92D Engineer Battalion (Construction): A nine foot high precast concrete revetment 50 feet long was constructed and erected around the 92D Engineer Battalion (Construction) Crypto Facility. A chain link fence was erected around the facility and a concrete pad for a generator was poured in the vicinity of the battalion operations center. Project began 18 December 1969 and was completed 29 December 1969.

(y) 216-6099-0-20, Minesweep; Company B/92D Engineer Battalion (Construction): An area 50 meters by 100 meters, near QL 15, approximately thirteen miles south of Long Binh was swept for possible mines between 22 January 1970 and 24 January 1970 with negative results.

(z) 243-6065-0-20, C/S Sanford AF; 41st Engineer Company (Port Construction)/92D Engineer Battalion: 3000 feet of chain link fence was erected around part of Sanford AF as an anti-sapper defense measure. Vegetation was cleared out to a distance of 200 meters from the fence. The project began on 23 December 1969 and was completed on 31 January 1970.

(aa) 243-6034-0-20, Clearing Finger Ridge; 41st Engineer Company (Port Construction)/92D Engineer Battalion (Construction): 323 acres were cleared of vegetation from a ridgeline south of Long Binh Post. Project began on 15 December 1969 and was completed on 28 January 1970.

(bb) 243-5867-0-20, Sanford Airfield Improvements; Company B/92D Engineer Battalion (Construction): Eleven CH'54 revetments were improved by construction a 12-foot high end-wall revetment between existing parallel revetments. Four each U-shaped U-21 revetments, 12' high and a 500 SY hardstand and taxiway were constructed. Six parallel revetments for UH-1C's were converted into L-shaped revetments for gunships. One 7600 SY hardstand and four each 4' by 9' by 40' blast walls were constructed for a gunship re-arm point. Project was begun 24 September 1969 and completed 31 December 1969.

(cc) 290-6080-0-20, Equipment Support; 92D Engineer Battalion (Construction): Two each 25-ton lowboys were provided to support a 62D Engineer Battalion convoy between 14 January 1970 and 16 January 1970.

(dd) 273-6085-0-20, Diver Support; 41st Engineer Company (Port Construction)/92D Engineer Battalion (Construction): Scuba divers investigated a river bottom obstruction at Newport Docks. The obstruction was found to be a silt bar. Work was accomplished on 13 January 1970.

(ee) 243-5338-0-20, Land Clearing, Long Binh; Company B/92D Engineer Battalion (Construction): Vegetation was cleared from approximately 25 acres of land surrounding the Long Binh Class III yard with the exception of 4 acres of untrafficable marsh. Project began 22 January 1970 and was completed 31 January 1970.

(ff) 243-6097-0-20, Sanford Airfield Improvements (Revetments); Company B/92D Engineer Battalion (Construction): Eleven portable revetments were constructed for use in closing off the open end of U-shaped CH54 revetments. Basic design involved use of M8A1 A-frame revetment mounted on a portable dolly. Project began 21 January 1970 and was completed 1 February 1970.

(3) MER Project Completed: 159-68-014, 378th Maintenance Support Company; Company B/92D Engineer Battalion (Construction): A 5500 SY hardstand was constructed. Hardstand had a 3-inch laterite cap with peneprime. Project started 29 August 1969 and ended 7 November 1969.

(4) MACV Support Projects Completed:

(a) 87-241-01, MACV Advisory Facilities Ba Ria; Company D/ 92D Engineer Battalion (Construction): A 988 SF maintenance building was constructed between 11 December 1969 and 31 December 1969. Design was standard USAECAV drawing #L2002.

(b) 887-0302-0-01, MACV Advisory Facilities, Long Hai; Company D/92D Engineer Battalion (Construction): A 20' by 56' concrete block building providing billets, mess hall, covered storage, administration facilities and community facilities were constructed. A maintenance/ generator shed was built. An electrical distribution system, a water distribution system, and a waterborne sewage system were provided. Project began 1 November 1969 and was completed 10 December 1969.

(5) LCC Projects Completed: 417-5304-0-20, Additional Cantonement Facilities, Black Diamond Industrial Site; Company C/92D Engineer Battalion (Construction): Six 20' by 48' South East Asia Huts were disassembled and the salvaged materials were used to construct one 20' by 96' SEA hut completed 20 December 1969.

(6) BACON Projects Completed:

(a) 513-5305-0-20, Move Porta-Campers; Company B/92D Engineer Battalion (Construction): Four Porta-Campers were relocated from the 92D Engineer Battalion (Construction) area to the MCA-LCC maintenance area on 31 December 1969.

(b) 543-0309-0-01, Twelve Gate Entrance to USADLBN near Ho Nai Village;, Company B/92D Engineer Battalion (Construction): A 37' by 77' concrete block building with twelve checkpoints was built. Two each 48' by 77' covered waiting areas were built on either side of the main structure. Project was started 15 November 1969 and completed 17 December 1969.

(c) 710-0303-1-20, Storage, Crating, and Transportation of Construction Materials, for 5th Special Forces Group, Chi Lang; 41st Engineer Company (Port Construction)/92D Engineer Battalion (Construction): Material was received, crated and palletized, marked, stored and transported as directed by S-4, 20th Engineer Brigade to Bien Hoa Air Terminal. The project was started 6 October 1969 and completed 15 January 1970.

(7) Operational Support Missions Cancelled:

(a) 225-5862-0-20, K-Wall Revetments, Dong Tam; 92D Engineer Battalion (Construction): This project was terminated by 20th Brigade teletype message 9337-005 dated 3 December 1969. No work was done.

(b) 159-68-287, Maintenance Hardstand, 303rd General Support Company, Long Thanh North; Company D/92D Engineer Battalion (Construction): A 20,000 SY hardstand was 3% complete when terminated by 159th Engineer Group. Work was done between 21 September 1969 and 30 November 1969.

(c) 243-5748-0-20, Clear Fields of Fire; 92D Engineer Battalion (Construction): Terminated on 27 December 1969, before work was begun. Scope of project was already included under 243-5873-0-20(c).

(d) 243-5502-0-20, Security Upgrade, Sanford AAF; 100th Engineer Company (Float Bridge)/92D Engineer Battalion (Construction): Clearing of vegetation around Sanford and supervision of self-help installation of defensive wire were 6% completed when project was terminated by 159th Engineer Group. Work was done between 4 August 1969 and 1 December 1969.

(e) 217-6032-0-20, Bridge Upgrade, Di An; 92D Engineer Battalion (Construction): This project to redeck two bridges was transferred to 34th battalion by 159th Engineer Group on 24 December 1969 before any work was accomplished.

(f) 243-5686-0-20, Construction of SCC, 53D General Support Group; 92D Engineer Battalion (Construction): Technical assistance was provided between 14 January 1969 and 4 January 1970 in the self-help construction of the SCC. 159th Engineer Group terminated the project on 9 January 1970 at 98% completion.

(g) 159-68-263(c), Dong Nai Mooring Facility; 92D Engineer Battalion (Construction): This project of classified scope was cancelled by 159th Engineer Group on 9 January 1970 before work was begun.

(8) MER Project Terminated: MR 159-68-021, MER for 11th Transportation Battalion, Cat Lai; 92D Engineer Battalion (Construction): This project was terminated by 20th Engineer Brigade letter dated 18 January 1970. No work was done.

(9) BACON Projects Cancelled or Terminated:

(a) 46-228-01, MCA, Civilian Quarters, 34th General Support Group, Long Thanh North; Company D/92D Engineer Battalion (Construction): Two each 20' by 96' BEQ'S were constructed. The 660 SF BOQ was not constructed. Work was started on 29 April 1969 and was terminated on 1 December 1969 at 87% completion. Termination was VOCO, 159th Engineer Group.

(b) 543-0302-0-01, MCA, Cantonment Facilities; 92D Engineer Battalion (Construction): A total of 1840 SF of BEQ was constructed between 1 April 1969 and 9 October 1969. Project was terminated at 94% completion on 1 December 1969, VOCO, 159th Engineer Group.

(c) 43-375-06, Relocation Pipeline, LBN Post; 92D Engineer Battalion (Construction): This project was cancelled by USARCAV letter dated 7 November 1969. No work was done.

(d) 43-280-01-T-7S, Outdoor Recreational Facilities Long Binh Post; 92D Engineer Battalion (Construction): Two basketball courts were constructed under this directive in December 1967. No work was done on the expanded scope, and project was officially terminated by 159th Engineer Group letter dated 26 November 1969. Project was 10% complete at termination.

(e) 87-237-02, MCA, Airfield Pavements, Vung Tau AAF; 92D Engineer Battalion (Construction): This project was cancelled by USARCAV letter dated 26 November 1969. No work was done.

b. Operations/Projects Active at End of Reporting Period:

(1) Operational Support Missions Active:

(a) 291-5559-0-20, Bridge Security Maintenance, Dong Nai Bridge; 41st Engineer Company (Port Construction)/92D Engineer Battalion (Construction): Repairs were made on the existing RMK-installed pier protective systems (PPS) on three piers as a temporary protective measure. Existing contractor-installed PPS around pier #4 was removed and replaced with a steel pile and floating system designed by the 41st Engineer Company (Port Construction). Project was started on 1 December 1969 and is scheduled for completion on 13 March 1970. Project is 71% complete.

(b) 243-5729-2-23, Maintenance of Long Binh Perimeter; 92D Engineer Battalion (Construction): Burned and removed weeds forward of positions; replaced 312 trip flares; installed 842 rolls of barbed wire. Built-up berm with 484 CY of laterite; installed 4 bunkers. Project is continuous.

(c) 243-5732-0-20, Maintenance of Black Diamond Industrial Site Perimeter; Company C/92D Engineer Battalion (Construction): Installed concertina wire and trip flares, repaired existing bunkers and berm, and constructed two 10' by 10' fighting bunkers. Project is continuous.

(d) 290-6062-0-20, O/S for Aviation Units; Company B/92D Engineer Battalion (Construction): Scope-classified; 47% complete. Project began 24 December 1969.

(e) 243-5839-0-20, Equipment Support; 92D Engineer Battalion (Construction): Hauled 150 CY of laterite as required by user, IIFFV. Project began 17 August 1969 and is presently 60% complete.

(f) 212-6041-0-20, Rock Issue to 65th Engineer Battalion; Company C/92D Engineer Battalion (Construction); 303 CY of 1½"(-) rock was issued to the 65th Engineer Battalion during this period. The project is 40% complete.

(g) 291-5986-0-20, Tactical Road Program; Company D/92D Engineer Battalion (Construction): Two roads were upgraded to class 12 at coordinates XT 910110 - XT 926136 and XT912295 - XT 968230. Work was begun on three other roads: XT 841009 - XT 879008, 20% complete; XT 971225 - XT 973170, 10% complete; XS 739893 - XS 751836, 10% complete. Project began on 22 November 1969 and total project is 14.6% complete.

(2) MACV Projects Active: 807-0303-0-01, MACV Advisory Facilities, Duc Tu; Company B/92D Engineer Battalion (Construction): A concrete block building is being constructed for advisory living quarters. Project includes waterborne sewage, running water, and electrical facilities. Work began on 11 November 1969 and is 71% complete.

(3) MACCH Projects Active: 773-5301-0-20, Rock Issue, CMAC; Company C/92D Engineer Battalion (Construction): 164 CY of 1½"(-) rock was issued to CMAC during this period. The project is 16% complete.

(4) Construction Support Projects Active:

(a) 417-5301-0-20, Installation of Asphalt Plant at Black Diamond Industrial Site; Company C/92D Engineer Battalion (Construction): The plant itself was fully operational by 1 January 1970; a fuel tank facility remains to be installed; the project began on 17 September 1969 and is 95% complete.

(b) 417-5303-0-20, Operation and Maintenance of Black Diamond Industrial Site; Company C/92D Engineer Battalion (Construction): 53389 CY of crushed rock and 12869 tons of asphalt were produced during this period. This project is a continuous operation.

(c) 443-5311-0-20, Operation and Maintenance of Concrete Batch Plant at Long Binh North; Company A/92D Engineer Battalion (Construction): 2882 CY of concrete were produced during this period. This project is a continuous operation.

(5) Base Construction: None

(6) Revolutionary Development Support: None.

c. Engineer Plans: None

d. Plant Operations: Refer to paragraph 4b(4).

e. Training

(1) During the past quarter, fifteen Vietnamese were trained as mechanics through "Project Buddy". The success achieved by this program was due in large part to the interest displayed by the trainees and the long hours which they worked.

(2) The battalion training section supervised and assisted in the orderly execution of the required training for the battalion during the past quarter. One aspect of this training was to insure all personnel fired their individual weapons, and that all bunker guards fired the crew-served weapons monthly. The training program received an overall "excellent" rating during the Annual General Inspection conducted in January 1970.

5. Logistics :

a. Construction Materials:

(1) Large dimension lumber, such as 10 x 10 and 12 x 12 is difficult to obtain in sufficient quantity. This lumber is being used for timber bridges built under CD 291-5986-0-20, Tactical Road Program.

(2) In some instances, incomplete inventories at ECMY results in wasted effort and time consuming delays with resubmissions. At times ICCV will release materials they list as on hand, when in fact, they are not physically present. In addition, needed items have been found in ECMY which are not listed by ICCV.

(3) Some construction items have required an excessive amount of time to be released for issue. The primary factor is mal-assignment of Red Ball Document Numbers by DSU. In most cases the requisition was cancelled and had to be reordered losing much valuable lead time. This mistake on the part of our DSU has since been corrected, however the impact is still felt, as some job completion dates are being held up.

b. Contract resources have been excellent through out the quarter. 10,000 bags of portland cement were purchased from RMK due to critical shortages at Depot. Contract haul of bitumen by civilian contractors has provided 80% of much-needed materials. Also valuable to our operation are the Dynalectron personnel assigned to the battalion (see paragraph 5,a.(6)) as maintenance supervisors for the MCA/LOC Equipment.

c. Mineral products presently purchased from RMK include both sand and silt essential in the operation of the battalion's concrete plant which were used to produce 2882 CY of concrete. The mineral products, produced by this battalion during the report period was 53389 CY of crushed rock at Black Diamond Industrial Site.

d. TO&E Equipment: The CCIL Program has greatly reduced the critical shortage of essential items, however much needed equipment is still unavailable in support of the secondary road program. The items short are: 9-25T lowbeds, 2-20T cranes, 2 sheepsfoot rollers, 2-1000 gallon water distributors, and 76 general mechanics tool sets.

e. The MCA/LOC Program has progressed continously during the period. At present the equipment on hand comprises; 1-bucket, concrete, 4-600 CFM Air compressors, 1-hydracone crusher, 4-pneumatic rock drills, 2-scoop loaders, 1-plant, concrete, 1-sharpening and threading machine, 9-transit mixers, 3-tampers, 1-welder, 375 Amp and 1-welder, 400 Amp. All equipment is essential in support of the secondary road projects, and with continued emphasis placed upon the MCA/LOC program the ultimate goal will be obtained with satisfaction.

f. The RVNAF Improvement program has been a success with Phase 4 being completed prior to the end of this reporting period. Total items transfered during the period was 68 and ranged from 4-35mm cameras to a 75 TPH Rock Crusher being prepared for eventual transfer. Total items transferred since the initial turnover in March 1969 has been more than 2200, from elements of the 18th and 20th Engineer Brigades.

g. Maintenance:

(1) During the last quarter three companies passed their CMMI re-inspection.

(2) An ASL for quarry equipment has been established. All items in the ASL have been requisitioned under an 05 priority, and 22% were received by the end of January.

(3) Trouble has been experienced with the alternator on the Allis Chalmers Model 645M scoop loader. During the last quarter six out of nine loaders have been deadlined for this item. M.W.O's have been submitted to install generator regulators in place of the alternators.

(4) During the last quarter the critical items deadlined rate has dropped on an average of 59% to put the battalion rate below the 20th Engineer Brigade goals.

(5) A shortage of repair parts for low density engineer equipment continues to hamper operation in the battalion and the 41st Engineer Company (Port Construction). In-country depots do not have sufficient stocks of repair parts for Euclid Dump Trucks, D9 dozers, Pioneer 225 Crushers, Chicago Pneumatic Rock Drills, Buda Winches, P+H 40-ton cranes and GMC power units.

6. Force Development: None

7. Command Management: Refer to Paragraph 5, sub-paragraph g, sub-paragraph (1).

8. Inspector General Activities: The Annual General Inspection, FY70, was conducted during the period 12-16 January 1970 by the Inspector General, Headquarters, USARV. The Battalion received an overall rating of satisfactory.

9. PIO: There were 340 home news releases and 15 feature stories submitted during the reporting period.

10. Civic Action: During the reporting period the 92D Engineer Battalion (Construction) aided the Vietnamese people through more than 1750 Med Caps, and contributions of building materials such as tin, lumber, and rock. With the Vietnamese people contributing 75-80% on a self-help basis, the civic actions program was greatly enhanced during the previous quarter.

Section 2, Lessons Learned: Commander's Observations, Evaluations and Recommendations

1. Personnel: None

2. Intelligence: None

3. Operations:

a. Construction of Portable Revetments.

(1) Problem: To provide a method of temporarily reveting the entrance to a CH-54 U-shaped revetment so as to provide all-around fragment protection to the parked helicopter.

(2) Observations:

a) Revetments should be reasonably rapid to construct of materials that are readily available and be fairly easy to maintain.

b) The revetments should be easily and quickly moved yet provide an adequate measure of protection.

c) Equipment required for movement of the revetments must not be limited to one critical item, which would make movement extremely difficult if that item of equipment were not immediately available.

(3) Evaluation: Two types of "portable revetments" were constructed and tested:

a) British Plastic Armor.

(1) Five-inch angle iron was cut and welded into a 8' x 12' rectangular box with a backing of 3/16" steel plate. The box was then mounted at an angle of 30 degrees on a supporting angle iron frame. Two layers of asphaltic concrete were placed and compacted in the box with a 8' x 12' section of chain link fence meshed between the two layers. The concept of this design was to provide a sloping surface of asphaltic concrete to absorb and distribute the impact of a steel fragment(s). The resulting force would provide transverse and longitudinal stress over a wide area of the rear steel plate as opposed to the point impact of a fragment directly on the plate. This would be seen as a large bulge or deformation of the 3/16" steel plate. The protection provided by this revetment would be approximately equal to twelve inches of reinforced concrete.

(2) The first revetment consisting of five modules was constructed, tested and determined to be somewhat unsatisfactory due to handling difficulties. Each module weighed approximately 7000 pounds and was transported by forklift from the side of the permanent revetment to the front. Each module was moved separately. The weight coupled with the height (12') of each module made its movement somewhat awkward and required approximately three minutes. Movement of several revetments twice each day required excessive use of a forklift which was required at other sites. Additionally, the materials required for construction were expensive, limited in quantity, and excessive welding machine - manhours were required for construction.

b) Warehouse-Dolly-Mounted M8A1 Revetments.

(1) Two preassembled sections of M8A1 matting were mounted in the configuration of an A - frame on a 4' x 9' warehouse dolly. Each section of M8A1 matting consisted of seven pieces of matting to which two vertical sections of 2½ x 2½" angle iron were welded for stability. A section of angle iron was welded in the center of the frame at each end of the dolly and attached to the apex of the A-frame. Bolts were used to join the two sections of the matting together. One piece of M8A1 matting was suspended from each side of the dolly to provide protection for the dolly wheels and to prevent fragments from traveling under the dolly. This "skirt" was mounted so that it could be rotated upwards to provide easy access to the tires. Three dollys constituted one revetment.

Each dolly had a slotted piece of steel welded to the front and rear with a bolt through the slot. When the dollys were towed by a small tug, which was in use daily for movement of the flying cranes into and out of the revetments, the slots would allow separation of the dollys therefore providing them with a capability for turning. When in place, the dollys could be easily pushed together to provide a continuous wall of matting. A floorboard of M8A1 matting was placed on each dolly so additional weight, for example, sandbags, could be employed to reduce the possibility of overturn resulting from a near blast.

(2) This revetment was more quickly and easily constructed, relatively inexpensive and required less welding hours than those utilizing British Plastic Armor. Movement of the entire revetment could be accomplished either by a small tug, a jeep, or if required, by hand. Movement either into or from position required only about 60 seconds.

(3) This revetment provides a lesser degree of protection than the British Plastic Armor revetments, but is considered to be approximately 78% effective.

(4) Recommendations: Based on the increased portability of the warehouse - dolly M8A1 revetments and the speed and ease with which they can be constructed, employment of this type of revetment is decidedly superior to the British Plastic Armor although they offer a lesser degree of protection.

b. Construction and Erection of M8A1 Aircraft Revetments.

1) Problem: To develop construction and erection techniques for the new M8A1 revetment design.

2) Observations:

(a) The new aircraft revetments designed by the Waterways Experiment Station require two twelve foot parallel walls of M8A1 matting one foot apart. The walls are supported by 6" x 12" posts on six-foot centers embedded in three feet of concrete. The space between the walls is filled with earth or laterite.

(b) Combined weight of a twelve foot section of wall without laterite is approximately one ton. The two sides of the wall are fastened together by nine bolts which pass through both sections of matting and are anchored on the outside by three vertical sections of angle iron on each side. There are three bolts on each two vertical sections of angle iron. The angle iron prevents the M8A1 matting sides from buckling.

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SUBJECT: Operational Report - Lessons Learned, 92D Engineer Battalion (Construction), Period Ending 31 January 1970, RCS CSFOR-65(R2)

3) Evaluation:

(a) The revetment wall could be constructed onsite piece by piece but the difficulties encountered in using this method are many and restrictive. Each 144 pound mat would have to be manhandled and lifted to heights as great as 12'. Holes would have to be cut once each piece of matting was placed so that each level of mat could be secured from buckling as the erection process continued.

(b) The method actually used for construction utilized prefabrication techniques to the fullest. Twelve feet by twelve feet sections of M8A1 matting were interlocked together on two pieces of 12' by 12' lumber. The three lengths of angle iron were welded to the matting at this time and bolt holes were pre-cut. A spacer bar was fabricated so that two 12' by 12' mats could be lifted simultaneously with a crane such that the two walls hang from the spacer bar at about a 1'2" distance from each other. Thus, the crane simply lifts the two mats over the spacer posts and lowers the mats so that they straddle the posts. The bolts can then be quickly inserted and fastened. The crane is then used on the next adjacent section.

4) Recommendations: That the second technique be used because of the relative ease of placement of the matting into sections and the reduced workload and savings in time for erection of each section.

4. Organization: None.

5. Training: None.

6. Logistics: None.

7. Communications: None.

8. Materials: None.

9. Other: None.

BEAUFORT C. KATT
LTC, CE
Commanding

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EGB-CO (15 Feb 70) 1st Ind
SUBJECT: Operational Report - Lessons Learned, 92nd Engineer Battalion (Construction), Period Ending 31 January 1970, RCS CSFOR-65(R2)

DA, HQ, 159th Engineer Group, APO 96491 27 February 1970

TO: Commanding Officer, 20th Engineer Brigade, ATTN: AVBI-OS, APO 96491

1. Submitted in accordance with USARV Regulation 525-15, dated 13 April 1969.

2. Comments are made on the following paragraphs:

a. Section I, paragraph 2 a (1): The critical MOS shortages are identified and forwarded to 20th Engineer Brigade weekly. For the current missions of the 92nd Engineer Battalion and attached units surfacing specialists (62D20), harborcraft NCO's (61B40) and marine enginemen (61C20) are considered critical.

b. Section I, paragraph 2 a (2): Until 1 November 1969 USARV would not permit the hire of any additional civilian personnel regardless of authorized spaces. Between 1 November 1969 and 1 February 1970 hire was authorized, but due to a review of authorized spaces by USARV G-3 the area civilian personnel office would accept applications but not complete the hiring process for local nationals. On 1 February 1970 USARV again imposed a freeze on the hire of civilian personnel.

c. Section I, paragraph 3: This paragraph would be equally effective in Section II as a lesson learned.

d. Section I, paragraph 5 a: The low stockage maintained caused additional administrative burden but did not cause work stoppages on construction projects.

J. K. BRATTON
COL, CE
Commanding

CF:
CO, 92nd Engr Bn

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AVBI-OS (15 Feb 70) 2nd Ind
SUBJECT: Operational Report of 92nd Engineer Battalion (Const) for the Period Ending 31 January 1970, RCS CSFOR-65 (R2)

10 MAR 1970

DA, HEADQUARTERS, 20TH ENGINEER BRIGADE, APO 96491

TO: Commanding General, United States Army Vietnam, ATTN: AVHGC-DST, APO 96375

1. Submitted in accordance with USARV Regulation 525-15, dated 13 April 1968.

2. Subject report has been reviewed by this headquarters and is considered adequate.

FOR THE COMMANDER:

Kenneth D. Noehle 1LT CE

FOR H. V. GOSWEILER III
1LT, CE
Assistant Adjutant

Copies Furnished:
CO, 159th Engr Gp
CO, 92nd Engr Bn

AVHGC-DST (15 Feb 70) 3d Ind
SUBJECT: Operational Report - Lessons Learned, 92D Engineer Battalion (Construction), Period Ending 31 January 1970, RCS CSFOR-65(R2)

Headquarters, United States Army, Vietnam, APO San Francisco 96375 30 MAR 1970

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 January 1970 from Headquarters, 92d Engineer Battalion (Construction) and concurs with the comments of indorsing headquarters.

2. Comments follow:

a. Reference item concerning "Personnel", page 2, paragraph 2a: concur. USARV assigns equitably among all major subordinate commands. For assignment purposes the 92d Engr Bn receives replacements from the 20th Engr Bde. Commanders at any level may allocate personnel resources to best perform the mission. DA fill in cited MOS is insufficient to maintain USARV at 100 percent of authorization. USARV percentages range from 27 percent to 66 percent for these MOS's. The 20th Engr Bde is below the USARV average in MOS 51K20, 62D20 and 61C20 and is programmed for priority fill to bring them up to the average. In MOS 64A/B, the brigade is over 100 percent of authorized.

b. Reference item concerning "173 Truck Drivers Authorized by the Civilianization Program 6" page 3, paragraph 1(e): nonconcur. The 173 truck driver positions were allocated by the 20th Engineer Brigade to the 92d Battalion even though the 92d Bn was not one of the Battalions designated for drawdown under the Program 6 civilianization plan. The 92d Bn was never able or capable of utilizing the positions due to non-availability of skilled LNDH personnel and insufficient equipment for this number of personnel. A new TDA is being prepared by the 20th Engineer Brigade which reflects the true requirements for the 92d Battalion to adequately supply the capability of performing their mission. A total of 44 truck drivers is recognized including the truck driver leaders and light truck drivers. The hold on hiring imposed on 1 February 1970 by USARV as referenced in comments contained in 1st Indorsement paragraph 2b was initiated by the Office of Civilian Personnel Director to obtain time to reconcile and balance assigned LNDH personnel against the current vouchered authorizations.

c. Reference item concerning "Effectiveness of Concertina as an Anti-Sapper Barrier", page 4, paragraph 3a. Item has been extracted for possible inclusion is the next issue of Tips for Commanders.

AVHGC-DST (15 Feb 70) 3d Ind 30 MAR 1970
SUBJECT: Operational Report - Lessons Learned, 92D Engineer Battalion (Construction), Period Ending 31 January 1970, RCS CSFOR-65 (R2)

d. Reference item concerning "Incomplete Inventories", page 14, paragraph 5(2): concur. This situation has been brought to the attention of supply managers. The number of updating cycles for these supplies has recently been increased with the result that asset balances at ICCV have been more closely reconciled to the amount of supplies at storage locations.

FOR THE COMMANDER:

for C. E. MICHELS
MAJ, AGC
Assistant Adjutant General

Cy furn:
20th Engr Bde
92d Engr Bn

GPOP-DT (15 Feb 70) 4th Ind
SUBJECT: Operational Report of HQ, 92d Engineer Battalion for Period Ending 31 January 1970, RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 4 APR 70

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 INCHIEF:

D.D. CLINE
2LT, AGC
Asst AG

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CO, 92d Engineer Battalion

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