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AUTHORITY

AGO, d/a ltr, 29 Apr 1980

DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGDA (M) (11 Sep 70) FOR OT UT 702103

21 September 1970

SUBJECT: Operational Report - Lessons Learned, Headquarters, 815th Engineer Battalion, Period Ending 30 April 1970

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Information of actions initiated as a result of subject report should be forwarded to ACSFOR OT UT within 90 days of receipt of covering letter.

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:

Donald L. Geer

DONALD L. GEER
Colonel, AGC
Acting The Adjutant General

1 Incl
as

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UNCLASSIFIED REPORT
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DEPARTMENT OF THE ARMY
HEADQUARTERS, 815TH ENGINEER BATTALION (CONSTRUCTION)
APO San Francisco 96318

EGCE-OP 30 April 1970

SUBJECT: Operational Report - Lessons Learned for the 815th Engineer Battalion (Construction) Period Ending 30 April 1970, RCS CSFOR - 65 (R2).

THRU: Commanding Officer
937th Engr Gp (C)
APO 96226

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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Inclosure

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EGCE-OP 30 April 1970
SUBJECT: (Operational Report - Lessons Learned for the 815th Engr Bn (Const) Period Ending 30 April 70, RCS CSFOR - 65 (R2)

Section I, Operations: Significant Activities

1. Personnel Administration, Morale and Discipline:

a. Personnel: The average present for duty strength of the Battalion and its units remained within the range of 88.4% to 94.4% with an average of 92.4%. At the present time the Battalion is employing 100% of the local nationals authorized by TDA.

b. Administration:

(1) Three (five drawer) filing cabinets have been obtained and are being utilized for filing of military personnel records jackets. This method of securing records will assist responsible records clerks in accounting and controlling their records, and provide security against pilfering and loss of records.

(2) A new system of preparing personnel inventory reports and deros loss reports was employed, making records clerks responsible for completion of these reports for their respective units of responsibility and then they are consolidated by the personnel management section. A complete audit of records and accounting is presently being conducted, after much previous purifying, with the objective of 100% accountability and appropriate action.

(3) Many problems have been encountered in the area of records maintenance. Extensive effort, complete review, and an enormous amount of "overtime" has assisted in revealing to responsible clerks, the inadequacy of previous records maintenance and through on the spot corrections, has improved the quality and accuracy of approximately 60% of the records currently maintained. This has created an interest to the records clerks, made them aware of inspection procedures, and the satisfaction of significantly improving the quality of records and maintenance procedures has greatly increased the morale, competitive spirit, and ability of the individuals within the section.

c. Morale and Discipline:

(1) Morale was high during the quarter due to the successful completion of primary projects and awards presented to individuals on behalf of their efforts by the RVN, and the US Army.

(2) Disciplinary problems were largely limited to off-limits violations, sleeping on guard, and failure to repair. During the report period there were no summary court-martials and two special court-martials.

(3) A total of 116 religious services were conducted by assigned chaplains during the report period. Attendance was 1995. Twenty-six Character Guidance classes were conducted with an attendance of 1760. The assigned chaplains counseled 100 members of the battalion on matters dealing with personnel, morale, religious and family problems. Visits by the chaplain

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and the chain of command to the 71st Evacuation Hospital were made according to the need and/or number of unit personnel hospitalized. Chapel offerings during this report period were received for the ARVN Protestant School Project, the Protestant Preaching Mission sponsored by the Vietnamese National Church and the Pleiku Evangelical Clinic for the hire of a night nurse. Catholic offerings were received for Dr. Pat Smith's Hospital, Kontum, Bishop Sieta's fund, Kontum, St. Paul's Orphanage, Pleiku. The assigned chaplain regularly visited elements of the battalion located in outlying districts. Battalion personnel working in the Kontum area were provided with Catholic Services by an ARVN Chaplain. Regular visits to the work sites and company areas allowed the Chaplain to personally contact individual members of the battalion. Through this contact the chaplain was able to assist the commander in the fulfillment of his responsibility for the morale and welfare of assigned personnel.

2. During this report period the battalion completed a wide variety of projects with highway 14 North from Kontum to Tan Canh receiving most of the attention. A power distribution system was completed at Camp Holloway with the correction of electrical deficiencies. At the Kontum Air Field, the remodeling of the control tower was completed to include the construction of a new roof, placement of interior insulation, installation of a new lighting system for better visibility and installation of a air conditioner, an additional air conditioner will be installed upon its arrival. The 604th Maintenance Hanger at Camp Holloway was accepted by PA&E with no deficiencies. Also, and extensive electrical upgrade of Pyle Barracks was accomplished during the period. Work consisted of a load survey, the installation of poles, the sagging of 3600 feet of wire and the interchanging of feeder lines. The task of repairing Bridge 14/29 was completed to include the installation of a new 60-foot-long I-beam, decking, guard rails at the approaches, and the addition of sheet piling to the existing abutment in order to prevent a continuation of serious erosion. The battalion drilled a 155-foot-deep water well for the 173rd Airborne Brigade at LZ English. The 75 GPM production of this well is the highest of any well drilled in the 18th Engineer Brigade in recent history. In addition, a well drilling team performed a Civic action project by drilling a 165 foot deep well for the Pat Smith Hospital in Kontum. The swimming pool well on Engineer Hill was made operational with the completion of final plumbing and electrical connections. Operational support was given to the 24th STZ with the upgrading and expansion of airmoble facilities at the Dak To and Kontum Airstrips. Work at both sites included the preparation of rearming points, POL berms, UH-1 and CH-47 revetments, refueling points, and the priming of hover areas. In addition, six living bunkers were prefabed and placed at the Dak To Airstrip and a signal position was prepared at the Kontum Airstrip. Also, a 20'x40' Tactical Operations Center was erected in Tan Canh. An attached platoon from the 14th Engineer Battalion accomplished most of the work on the structure. At the CIA Yard, a dedrumming rack was completed adjacent to the asphalt plant. The purpose of the new rack is to speed up the loading of asphalt distributors due to the lack of adequate loading capabilities at the barrel farm. The ARVN training program has continued to prove effective with instruction and practical application involving the 20 ton crane,

40 ton crane, D7E Dozer, welding techniques and various machine shop activities. The battalion feels that its efforts will pay dividends by enabling the ARVN's to observe and to learn from the experience and knowledge of skilled operators. A graduation ceremony was held during the period at the battalion headquarters for 18 ARVN trainees. Another program has been initiated for 21 trainees with training involving the D7E, generators, air compressor, and various technical activities.

3. Several projects at various stages of completion were canceled during the period. These projects included three maintenance buildings at Camp Schmidt, EM billets at Camp Holloway and the electrical upgrade of Camp Enari. Work has recently resumed on a partially completed BOQ at Camp Holloway. The project will be completed with self-help labor, while the battalion supplies materials and technical assistance. The upgrade of Base Camp Security continued at Wooly Bully Too with the adding of a new 12'x12' bunker, filling and placing over 4700 sand bags, initiating construction of personnel shelters and trenches, and the filling and placing of 350/55 gallon drums around bunkers. Also, the perimeter was improved on Engineer Hill to include removing old concertina, cutting grass, setting trip flares, placing brass in cans for use as noise makers, and the filling and placing of over 2700 sand bags and 150/55 gallon drums for intermediate firing positions. The upgrade of the old section of perimeter wire continued with the installation of approximately 500 meters of triple concertina, and 2700 meters of tangle foot. The upgrade of security lighting for the 509th Engineer Company perimeter on Engineer Hill was completed during the period with the addition of new poles, guy wires, lighting, and the resagging of 2300 feet of wire.

During the period redeployment started for D Company and the 102d Engineer Company from the Wooly Bully Too compound to a new compound near Di Linh in the 35th Engineer Group AO. This move is now considered approximately 70% complete. The unit move covers 375 miles and is considered to be the longest land movement of an engineer unit during the Vietnam War. The Di Linh compound is astride Highway 20 and this requires a movement from Wooly Bully Too (Kontum) through Pleiku to Qui Nhon, to Cam Ranh Bay to Phan Ranh to Dalat and then to Di Linh. A road recon was conducted between Wooly Bully Too and the new Di Linh compound in preparation for the redeployment of the two companies. Also, rest and overnight stops were arranged along the route. The movement began on 1 Apr with the departure of the advance party, and the first major land convoy departed on 8 Apr. In all, the movement consisted of two land convoys of approximately 25 vehicles each, 109 S&P trailers and 4 sea-land vans and 49 tractors provided by transportation in order to cut down handling, 2 barges and 4 LST's operating between Qui Nhon - Cam Ranh Bay - Phan Rang, and the use of one aircraft on 13 April for 45 men. A shuttling system was utilized between Wooly Bully Too and Qui Nhon and between Cam Ranh Bay - Phan Rang -Di Linh. Thus far no major problems are being experienced, and this is largely due to prior planning, anticipation of problems beforehand, close co-ordination with units along the route, and the placement of Liaison Teams at various points to insure adequate control over all aspects of the movement. At the Wooly Bully Too compound, the asphalt plant, soil stabilization

plant and the crushers were dismantled, cleaned, and transported south for use in the 35th Engineer Group AO. Also, all buildings and material scheduled for movement south were dismantled and shipped during the period. The Wooly Bully Too compound was closed out on 30 April with the facility turned over to the ARVN's. At the close of the period a considerable amount of material was in Cam Ranh Bay and Phan Rang awaiting movement on the final leg of the trip.

At the end of this report period, an operational support mission commenced at the ARVN ASP, Pleiku in support of II Corps. The scope of work will include the construction of six each 100'x100' pads with earth berms, improvement of revetments of six existing pads, the upgrading of 5.6 KM of interior road net and 2.5 KM of access road, along with the installation of culverts and headwalls. ARVN engineers will install M8A1 on all of the pads. Work has also been initiated on a 6,200 sq. ft. Tactical Operations Center at the CCC, Kontum. The structure will consist of a steel frame, concrete block walls, and a combination sheet pile concrete slab roof. During this period the battalion assisted the Kontum SPA in a "clean-up Kontum" project for TET by consolidating, loading, and hauling trash, and digging a new sanitary fill for the city. As part of the ARVN affiliation program, a small amount of asphalt was made available to the city of Kontum for the paving of several deteriorated streets. The laydown of asphalt was accomplished by the ARVN 202d Engineer Company. The battalion also assisted a leper colony near Kontum by clearing five acres of land in three days whereas it would have taken one year per acre if done by the lepers.

4. The LOC mission to rebuild QL-14N (Pleiku - Kontum - Tan Canh) was completed on schedule - 1 April. This included all complete rebuild areas, overpave areas and earthwork. On 29 March, a joint US-Vietnamese ceremony was held at Tan Phu, Kontum Province in which QL-14N was dedicated. During the period the battalion engaged in a driving effort to complete QL-14N by 1 April. Many of the highway construction crews worked 12-hour days, 7 days a week in order to accomplish the mission by the deadline date. Work accomplished between Kontum and Tan Canh included the paving of 24.3 KM of 20 ft. wide double lane roadway using 22,893 tons of asphalt. Earthwork north of Kontum involved the ripping, shaping and compacting of 8 KM of roadway and shoulders. In addition over 54,000 CY's of fill was hauled, compacted, and shaped, for the travelled way and shoulders. Also, the battalion spread 33,918 tons of cold mix on 24 KM of road and shoulder surfaces. Work accomplished between Kontum and Pleiku included the paving of 9.33 KM of 20 ft.-wide double-lane roadway using 7,286 tons of asphalt. Earthwork south of Kontum involved the ripping, shaping and compacting of 20.25 KM of roadway and shoulders, and the hauling, compacting, and shaping of 32,000 CY's of fill. A new base coarse was added to 4 KM of roadway with the laydown of 7,237 tons of cold mix. Also, a great deal of effort was expended on QL-14N in placing culverts, building headwalls, and constructing 157 checkdams to prevent erosion. Drainage improvement also included upgrading and cutting drainage ditches, and the construction of drainage diversion ditches. In addition, 250 potholes were prepared and patched with 464 tons of asphalt between Pleiku and Kontum and 200 potholes were filled with 525 tons of asphalt between Kontum and

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Tan Canh. To accomplish all of these projects, 86,254 CY's of rock were crushed at Webb Quarry and 37,555 tons of asphalt were produced at the CIA Yard. Much of the asphalt was either used for various projects in the Pleiku area or used for paving operations on QL-14N. Asphalt and rock was also furnished to the 20th Engineer Battalion for their mission of upgrading QL-14S. The two crushers and the asphalt plant at Wooly Bully Too, produced a total of 48,540 CY's of rock and 7,892 tons of asphalt. The utilization of day and night shifts were a common scene at both crusher operations and asphalt plant operations in order to supply the seemingly endless needs of the users. The cold mix operation at Wooly Bully Too supplied the Battalion with 43,457 tons of cold mix for use on the roadway. The battalion's sand pit operation at Kontum dredged and loaded 22,446 CY's of sand in support of the LOC mission and for the operational support of US and ARVN units in the Kontum area. A center line painter, borrowed from the Air Force, was utilized to paint a center line on the road from Tan Canh to Pleiku. In order to complete the full scope of work on QL-14N by 1 April, additional assets were given to the battalion to include an earthmoving platoon from the 84th Engineer Battalion and 10 MCA trucks. The attached platoon worked diligently on the upgrade of 10 KM of shoulder on both sides of the road. Dump truck support was also rendered by the 20th ARVN Engineer Group, consisting of twenty 2½-ton trucks hauling rock and sand. In return, asphalt was given to the ARVN's for use at II Corps headquarters and assorted small projects. Enemy mining incidents involving Engineer elements were minimal during the period. Mining incidents resulted in damage to two pieces of equipment, however there were no casualties. Soon after the completion of QL-14N, enemy sappers blew a double-barrel culvert resulting in total destruction of the culvert and causing extensive road damage. An emergency road repair project was immediately conducted by the battalion in order to replace the damaged culvert and repair the roadway. ARVN engineers have agreed to rebuild the headwalls. After a very brief maintenance standown and delay caused by an operational support mission, an earthmoving platoon and vertical construction platoon redeployed to fire base Blackhawk on QL-19E. The mission will involve the repair of QL-19E from bridge 34 to the Maing Giang Pass. Work accomplished to date includes the rebuilding of 2 KM of shoulders and 150 meters of roadway. In addition, over 6,000 CY's of fill was hauled, compacted, and shaped in a slide area. Also, work has started on the placing of culverts, building headwalls, and constructing checkdams to prevent erosion. An attached platoon from the 299th Engineer Battalion worked on vertical tasks. The battalion is presently in a race against time in order to complete construction of QL-19E prior to the beginning of the monsoon season.

5. On 15 April 1970, LTC Charlie L. Blalock took over the control of the battalion from LTC James C. Donovan. Inclosure 1 gives a list of all units assigned, attached, and under operational control of this unit during the report period. During this period the 815th Engineer Battalion and its attached units were engaged in 6.5 days of training, 6.5 days of maintenance, 8 days of troop movements and 65 days of normal operations. Also, the battalion engaged in 3 days of standown. Two of these days were awarded to

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the battalion by the Commanding General, 18th Engineer Brigade as a result of the fine accomplishment on QL-14N. Maintenance continued to be constantly emphasized but is still a problem because of the rapid pace of daily operations. There were no major difficulties encountered in any of the tactical troop movements.

6. MCA Equipment: There are currently twenty-eight pieces of MCA equipment in the battalion. The battalion had fifty-five pieces of equipment during most of the report period; however, the loss of twenty-seven pieces of equipment is due to the transfer of equipment and priority to the 20th Engr Bn (C) and the movement of D Co. of the 815th and the 102d Engr Co. (CS).

a. Parts: The resupply of vital repair parts continues to be a problem. The response time from the time a part is ordered until it arrives continues to be excessive. A high priority is needed in order to have these parts shipped by air.

b. Training: The training of operators for MCA equipment continues to no longer be a major problem.

c. Personnel: All MCA personnel working for the battalion are currently living on Engineer Hill.

d. Operators: Operators for MCA equipment have to be well trained and highly motivated because of the complexity of these vehicles and equipment. During the period the battalion experienced greatly increased support, both in parts and MCA mechanics. The emphasis on preventive maintenance continues to be stressed.

TO&E Equipment: The shortage problem with 5 ton dumps has been overcome due to the issue of 10 each 5 ton dumps. Problems worthy of note include:

a. Parts: Weekly up to twenty-five pieces of equipment are down waiting for parts. The MRE team and our own ASL have helped but the battalion is still at the end of the supply line.

b. Operators: The battalion is currently over-strength but this is largely due to the addition of a 68 man security platoon, assigned to HHC, charged with the defense of Engineer Hill and Zone White. Since there are twenty-eight pieces of MCA equipment on hand in addition to our authorized TO&E equipment, many sections and companies continue to make extensive use of local nationals to complete their mission. A training program for local nationals is utilized with a great deal of success.

7. The amount of material received by the Class IV (CIA) yard of the 815th Engineer Battalion (Construction) during this report period was again drastically reduced due to the suspension of nearly all vertical construction. The battalion received very limited amounts of 1x and 4x4 lumber and concertina wire. During this report period the class IV (CIA) yard was inventoried two times with excess supplies being transferred to needing units. Units

receiving most of these supplies included the 4th Division, 299th Engineer Battalion, 84th Engineer Battalion, 20th Engineer Battalion, and the Pleiku Branch of PA&E. Outstanding requisitions of non-essential items continued to be canceled in order to futher reduce the inventory. A major project for the period was the fabricating of all required sizes of culvert from 12-inches to 60-inches in size. Several thousand linear feet of culvert was prefabricated into 20-foot sections for use on QL-14N. The method of prefabricating the culvert and stockpiling it at two locations proved to be a great time saver in completing QL-14N on time. Also, several thousand 4-inch concrete blocks were produced at the Class IV (CIA) yard for use in checkdams and headwalls on QL-14N.

8. During the report period the civic action team dropped a total of 200,000 leaflets between Kontum and Dak To as part of the PSYWAR program to assist in the paving of QL-14N. Leaflet subjects included: Equipment Safety, Voluntary Informant Program (mines), and Chieu Hoi Leaflets. The Civic Action Team also conducted a total of seven medcaps treating an estimated 200 people in Dinh Binh and Kon Horing. The close out, Phase IV, of the PSYOPS program was implemented during this period with the disemmination of "Thank You" certificates to village and hamlet chiefs and elders. This event took place on 5 April 1970, just four days after the completion of QL-14N, thereby terminating a highly successful comprehensive PSYOPS program. It was the first major coordination of a PSYOPS program directly related to, and supporting an engineer construction effort ever undertaken in Vietnam at the battalion level.

SECTION II, Lessons Learned: Commander's Observations, Evaluations, and Recommendations

A. Personnel: None

B. Intelligence: None

C. Operations:

1, Concrete blocks:

a. Observation: The construction of headwalls out of concrete block saves time.

b. Evaluation: In an effort to save time on the construction of headwalls on QL-14N, concrete blocks were produced at the CIA yard by local nationals. The use of concrete block requires no form work and are layed quickly and easily in place. A 4-inch block was used on 12; 18-and 24-inch culverts, and an 8-inch block was used on 36-inch culverts.

c. Recommendation: For smaller size culverts use concrete blocks to construct headwalls.

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2. Shortage of certain size screens (75 TPH Eagle secondary):

a. Observation: In one particular application, the 75-TPH Eagle Crusher was used for production of both coarse and fine asphalt aggregates. This configuration required the utilization of 3/8-inch screen on the Eagle secondary but due to the high volume production requirement and the relatively light screen mesh material, the available stock of this size screen was quickly used up.

b. Evaluation: One solution was to take 3/8-inch screen mesh intended for other screening applications and fabricate holders to secure it into the 75-TPH Eagle secondary screening unit. This solution worked, however, the problem with rapid wearout was still at hand. Another solution, and one which is still in use, was to take a standard 75-TPH Eagle 1-inch screen and superimpose on it another 1-inch screen which had the frame cut off so that it could be off set ½ inch in each direction from the one beneath. Once tack welded on approximately half the joints, a very heavy duty screen was produced which, because of the wire guage size, had effective openings of 3/8 inch. Although somewhat heavier than normal, a 3/8-inch screen resulted which provided satisfactory sized aggregates and a very long-wear life. This was due to the heavy guage wire used on the standard 1-inch screens which had been incorporated into the unit.

c. Recommendation: An expedient 3/8-inch screen can be formed by superimposing a 1-inch screen, with a cut off frame, on a standard 75-TPH crusher 1-inch screen. This solution has proved successful in providing the Battalion's crushers with a sufficient amount of "prefabed" 3/8-inch screen.

3. Cutting edge wear out on the 6 yard MCA Bucket Loader:

a. Observation: The cutting edges of the 6 yard MCA rock bucket used on the Hough 120-C Bucket Loader exhibit moderate to rapid wear especially when used on a double shift basis in hard granite blast or crushed rock.

b. Evaluation: Replacement cutting edges were not readily available and a locally procured substitute had to be found in order to provide continuity of operation throughout the construction season. The most workable solution turned out to be replacing the cutting edge completely with two sections of D7E cutting edge. This approach required that the bucket be removed, inverted and the old, remaining, worn-out cutting edge be cut off prior to the new D7E sections being welded on. Nevertheless, the entire operation can be accomplished in less than 24 hours and the availability of D7E cutting edged insured rapid replacement whenever necessary in the future.

c. Recommendation: The worn out cutting edges of 6-yard MCA bucket loaders can be replaced by the use of an expedient which involves the welding of two sections of D7E cutting edge on to the bucket. This operation will

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save time and insure the maximum use of the bucket loader when normal replacement cutting edges are difficult to procure.

4. Excessive rock spillage from the MCA 250-TPH Crucher Feeder Chain:

a. Observation: Blast rock moving along the feeder chain from the hopper to the jaws has a tendency to rotate slowly and as it does it quite often works its way up the side of the feeder and over the edge, thereby falling on the ground.

b. Evaluation: This problem not only causes a massive additional burden during clean-up sessions around the crusher, but it means an inefficient rehandling of crushable rock as this spillage may approach 200 cubic yards per 24-hour period. A very workable solution to this problem was found by welding sections of M8A1 steel matting to each side of the existing feeder chain sides. These pieces of matting were placed so as to form a vertical wall about 1-foot high and extending from the dump hopper all the way to the vibrating grizzly at the jaws. Additional bracing was provided by welding 1 foot lengths of U-shaped pickets from the top of the matting to the outside edge of the feeder chain sides, in effect acting as knee braces. The net result was literally no spillage, no large mess to clean up and up to 200 cubic yards of rock per day going through the crusher without any additional handling.

c. Recommendation: Sections of M8A1 steel matting should be welded to each side of the existing feeder chain. This solution will save time and reduce spillage of rock.

D. Organization: None

E. Training: None

F. Logistics:

1. Backhauling empty barrels:

a. Observation: The battalion recently received an operational support mission of backhauling empty barrels over a distance of several miles.

b. Evaluation: The banding of the barrels to S&P trailers was the major problem encountered since a banding machine and banding material it self was scarce.

c. Recommendation: One method found to be very sucessful was the use of no. 8 galvanized wire to tie the empty barrels down prior to shipping. By using no. 8 wire (2 wires to each row of barrels) and twisting them together to get the required tightness, much time, effort and money can be saved.

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G. Communications: None

H. Material: None

I. Other: None

CHARLIE L. BLALOCK
LTC, CE
Commanding

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II

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EGC-OP (30 April 1970) 1st Ind
SUBJECT: Operational Report - Lessons Learned, 815th Engineer Battalion, (Const), Period Ending 30 April 1970.

DA, HEADQUARTERS, 973TH ENGINEER GROUP (COMBAT), APO 96226, 23 May 1970

TO: Commanding General, 18th Engineer Brigade, ATTN: AVBC-C, APO 96337

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

1. In accordance with 18th Engineer Brigade Regulation 525-15, the ORLL from the 815th Engineer Battalion is forwarded.

2. The report is considered to be an accurate representation of the units activities for the period.

FOR THE COMMANDER:

[redacted], III
CPT, CE
Adjutant

AVBC-CG (30 April 1970) 2nd Ind
SUBJECT: Operational Report-Lessons Learned, 815th Engineer Battalion, (Construction), Period Ending 30 April 1970.

DA, HEADQUARTERS, 18TH ENGINEER BRIGADE, APO 96377 19 JUN 1970

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

1. This Headquarters has reviewed the Operational Report-Lessons Learned for the 815th Engineer Battalion (Construction), as indorsed by the 937th Engineer Group (Combat). The report is considered to be an accurate 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.

H.C. SCHRADER
Brigadier General, USA
Commanding

CF:
CO, 937th Engr Gp
CO, 815th Engr Bn

AVHGC-DST (30 Apr 70) 3d Ind
SUBJECT: Operational Report - Lessons Learned for the 815th Engineer Battalion (Construction) Period Ending 30 April 1970, RCS CSFOR - 65 (R2).

Headquarters, United States Army, Vietnam, APO San Francisco 96375 4 JUL 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 30 April 1970 from Headquarters, 815th Engineer Battalion (Construction) and concurs with the comments of indorsing headquarters.

2. Reference item concerning "MCA Equipment Parts", page 7, paragraph 6a: Concur. The MCA LOC commercial engineer equipment is maintained by a contractor, Dynalectron Corporation, Fort Worth, Texas. An ASL/basic stockage of repair parts for this equipment was prepared and requisitioned through USAMECOM. Approximately 40% of the ASL has not been received although the equipment has been in use for over one year. Repair parts for deadlined or anticipated deadlined MCA LOC equipment are ordered by the contractor by telephone/letter to the Fort Worth office. The repair parts required to remove MCA LOC equipment from deadline are shipped to Vietnam by air. These parts are shipped to the field location by air in-country when the size and weight permit. Repair parts support for MCA LOC equipment is improving. No action by USARPAC or DA is recommended.

FOR THE COMMANDER:

D. J. Winter
CPT, AGC
Assistant Adjutant General

CF:
HQ, 815th Engr Bn (Construction)
HQ, 18th Engr Bde

GPOP-DT (30 Apr 70) 4th Ind
SUBJECT: Operational Report of HQ, 815th Engineer Battalion (Const) for Period Ending 30 April 1970, RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 20 JUL 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 IN CHIEF:

D.D. CLINE
2LT, AGC
Asst AG

INCLOSURE 1

1. The following is a list of units presently assigned or attached to the 815th Engineer Battalion (Const).

Units Assigned:	TO&E
HHC, 815th Engineer Battalion (Const)	5-116G
A Co, 815th Engineer Battalion (Const)	5-117G
B Co, 815th Engineer Battalion (Const)	5-118G
C Co, 815th Engineer Battalion (Const)	5-118G
*D Co, 815th Engineer Battalion (Const)	5-118G

Units Attached:	TO&E
542d Engineer Detachment (PL)	5-500 C-TEAM HH
49th Engineer Detachment (WD)	5-500 C-TEAM GD
3rd Plt, A Co, 299th Engr Bn (C)	5-37G

2. The following units were attached to the Battalion during this report period:

Units Attached:	TO&E
102d Engineer Company (CS)	5-114D
585th Engineer Company (DT)	5-142G
15th Engineer Company (LE) (Quarrying and Crusher Section)	
23d Engineer Detachment (WD)	5-500 C-TEAM GD
3d Plt, B Co, 14th Engr Bn (C)	5-37G
EM Plt, C Co, 84th Engr Bn (Const)	5-118G

3. The following unit was under the operational control of the Battalion during this report period.

Operational Control	TO&E
509th Engineer Company (PB)	5-77G

* D Co was detached from the 815th Engineer Battalion (Const) and attached to the 35th Engineer Group on 13 April 1970.

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5. AUTHOR(S) *(First name, middle initial, last name)*
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