

VOL. 1 NO. 14

QUI NHON, VIETNAM

AUGUST 31 1967

ENGINEERS TEAM WITH ROKS, 196TH TO OPEN VC-HELD ROBERTSON ROAD

523/35 SPANS

LAI CIANG

A two platoon effort by Bravo Company, 35th Engineer Battalion, 45th Engineer Group recently reconstructed a blown portion of the 1,574-foot highway bridge across the Song Lai Ciang River near Song Son.

In late 1966 the Viet Cong closed traffic on the bridge when they blew one of the center piers and dropped two spans. This left only the railroad bridge open to motor traffic, to which the Bravo Company engineers added a causeway and a float bridge.

But with the approach of the heavy Monsoons the highway bridge seemed the only alternate to the railroad bridge since the causeway and float bridge could not be maintained through the high waters anticipated.

After building an extension to the existing causeway to provide access to the downed spans, the 1st Platoon, led by Lieutenant Ronald A. Gentry (Abilene, Texas), pulled the northernmost of the two damaged spans, with two bulldozers and a winch.

The southern span was then jacked up to the

five Bailey bridge jacks and successive cribbing of 12 by 12's. Once this span was raised the damaged end of it was removed, reducing it to a 21 meter span.

A 40-ton crane from the 523rd Engineer Company (Port Construction) 45th Group was used to drive two piers of 15 piles each on which the rebuilt spans would be placed. The raised span was then extended to 24 meters and set down on one of the piers.

While this reconstruction was occurring, the 2d Platoon, led by Lieutenant Lynwood E. Tyndall was redecking the existing bridge.

*

COMMO SCORES 13 BRIGADE 1ST

"We now have the first radio-teletype net within the 18th Engineer Brigade," said Captain Lawrence O'Brien, Communications Officer of the 45th Engineer Group.

This communications breakthrough was recorded when the 19th Engineer Battalion (Combat) installed an AN/GRC-46 with a range of 50 to 150 miles at their Tam Quan base camp. Staff Sergeant Benny Allison and Special 1st Four Gary Tucker

Forty-four grueling days, one Silver Star, three Bronze Stars, two men KIA and four wounded. This was the price that Bravo Company, 39th Engineers Battalion, 45th Engineer Group had to pay to complete Robertson Road.

On June 30 the 2nd Platoon of Bravo Company, led by Lieutenant Joseph A. Kucera (Warton, West Virginia), drew the assignment of opening Robertson Road, a five kilometer stretch which had not been traveled since French troops pulled out of Vietnam in 1954. Located 15 miles south of Chu Lai the once notorious Thunder Road juts off from Highway QL-1 near Binh Son and weaves out near the South China Sea before rejoining Vietnam's main north-south supply artery.

Although the area is heavily infiltrated with hard core Viet Cong, the Republic of Korea (ROK) Marines and the 196th Light Infantry Brigade are responsible for securing the road. By opening the route the engineers would save combat units a great deal of time and eliminate the ferry across the Song Tra Bong river near the northern intersection of Robertson Road and QL-1.

The third day on the job the engineers were ambushed twice and sniped at five or six times. Fortun-

COMMANDERS COLUMN

by Col. K. T. Sawyer

The units of the 45th Group have a big important job to do. Getting our job done strains our resources, men, equipment and material. To ensure that we never lose resources unnecessarily we all must constantly be mindful of the conditions under which we operate.

To minimize hazards to our people and our equipment and supplies it is essential that we continuously evaluate our enemies. In this category I would include terrain and weather, the enemy soldier and ourselves.

We know the enemy soldier well. He has assassin teams who can walk among you as you work at a site or throw a hand grenade as you pass thru a village or poison your food in bivouac. He places mines and booby traps on our roads, bridges, fill pits and quarries. He mortars our camps, snipes at our perimeters and lays ambushes for the unwary. He operates mostly in darkness but we cannot be certain that he will not use the day time to his advantage. He is a clever resourceful, ruthless, enemy who doesn't care a whit about killing us by any means.

We know the terrain and weather too. As the monsoon season begins you and your equipment will be taxed ever more heavily to keep up your present high levels of productivity.

Above all we know ourselves, perhaps our greatest enemy is fatigue, a moment of carelessness, of thoughtlessness.

During July and August men of the group have met enemy soldiers on 138 occasions involving mines or firing. We have suffered 10 KIA and 46

(Continued on Page 7)

DOUBLE WITH SUPPLY SGTs

It is fortunate that there is only one supply sergeant for each engineer company within the 45th Engineer Group for Sergeants Robert and Thomas Donaldson could easily cause confusion if they were assigned together. Robert is with Bravo Company of the 19th Engineer Battalion, 45th Engineer Group and Thomas is with Charlie of the 19th.

Being together in the Army is nothing new to these two twins from New Castle, Pennsylvania. Actually, when the 19th recently moved from Long My Depot to an area 70 miles north of Qui Nhon it was the furthest the brothers have been separated. Charlie Company and Sergeant Thomas Donaldson remained in Qui Nhon working on the Long My Depot.

After graduating from New Castle High School the brothers were employed by the Youngstown, Ohio Sheet and Tube Company.

A year later, in September of 1965, they enlisted together and were assigned to the same Basic Training Company at Fort Jackson, South Carolina. After BCT they remained at Fort Jackson for advanced training in the Basic Supply Course.

In order to continue the confusion of company commanders and first sergeants, the twins traveled again to the same company at the Quartermaster School at Fort Lee, Virginia.

After this final part of training, the Army assigned them back to Fort Jackson in March, 1966 for duty as supply specialist. However, this time they were in different companies although in the same brigade.

They remained at Fort Jackson for fourteen months both earning their present rank of sergeant.

DUC PHO GAINS ASP

A 13-lad Ammunition Supply Point (ASP) has been constructed in Duc Pho to replace the one on the Beachhead which was destroyed during one of the worst ASP fires of the Vietnam War.

Completed by the 1st Platoon of Delta Company 39th Engineer Battalion, 45th Engineer Group, the new ASP consumed 80,000 cubic yards of laterite during the project.

Giant Clark 290 tractor-scrappers did most of the earthwork for the storage area just west of the Duc Pho C130 airstrip.

Almost immediately after fire swept through the old ASP on the beach six miles from Duc Pho, the 1st Platoon, led by Lieutenant Mike Colleyer (Hoytstown, Illinois) started construction on the ASP. Brigadier General George H. McBride, Commanding General of Qui Nhon Support Command, later described this ASP as the finest one in any forward combat area in Vietnam.

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SMOOTH RIDING ROADS

RE-UP

COMPLIMENTS OF 73RD

UNDERWATER

Rock, dust, heat and boiling asphalt is what the men of the Quarry and Asphalt Platoons must endure so that the Army will have the best possible roads in the Qui Nhon, Vietnam area.

One of the major tasks of the 45th Engineers Group is the paving of highway QL-1 and the road in the coastal city of Qui Nhon. And the men who make this possible are the Asphalt Platoon and the Quarry Platoon, 73rd Engineer Company, 84th Engineer Battalion, 45th Engineer Group.

The Quarry Platoon provides the rock for the asphalt mix and base course while the Asphalt Platoon debarrels the asphalt, mixes it and lays it on the roads. The work of the two platoons can be seen anywhere along the 30 miles of roadway they have paved in the past six months.

Comprised of 29 enlisted men, two non-commissioned officers and one officer, the Asphalt Platoon has been in operation only six months but already they have paved 30 miles of road, placed a 1,500 foot extension on the Qui Nhon Airfield runway and produced 45,000 tons of asphalt.

They work in two shifts of eight to nine hours each and produce up to 60 tons of asphalt per hour. Although the asphalt machine is 14 year old they have produced a record high of 1,370 tons in one day.

Under the supervision of Lieutenant Vernon C. Watters (Whittier, California), platoon leader, each man is trained to work at the plant or lay the asphalt on the road so that they may rotate every few months because of the dust hazard.

Staff Sergeant Thomas Howlin (Fort Worth, Texas) is responsible for the drumming of the asphalt, then the mixing of the asphalt and rock, and finally the proper heating of the mixture. This requires 2,000 to 5,000 gallons of diesel fuel, 8,000 gallons of water, and 100 to 300 barrels of asphalt a day.

While the Asphalt Platoon is trying to achieve their goal of paving one-half mile of single lane road per day, the Quarry Platoon is busy supplying them and the other battalions with crushed rock.

Lieutenant Eric Landenburger (Rockville, Maryland) keeps the quarry open 24 hours a day blasting, hauling and crushing the vital commodity.

Working in two 12 hour shifts the understrength 60 man platoon incorporates one 225-ton-per-hour primary crusher with a 225 ton-per-hour and 75 ton-per-hour secondary crusher.

Platoon Sergeant Joseph Walker (Charleston, South Carolina) said his men have exceptionally high spirit. The 30,000 cubic yards of rock per month with a new record of 2,478 yards in one 24 hour period is evidence of this statement.

SGM S
REASSIGNED

New assignments for Sergeant Majors within the 45th Group have affected four key personnel.

Sergeant Major Robert C. Brown has stepped into the Group SGM slot left vacant when SGM Robert E. Fogarty was assigned to 18th Engineer Brigade. Replacing him as Group Operations SGM is SGM Waldon L. Richey who comes from the 35th Battalion. SGM Frederick Summe-

Sometimes in helicopters sometimes even on board ship. But today four fathoms (24 feet) down on the bottom of the South China Sea Sergeant First Class (SFC) Frank H. Smith (Jersey City, New Jersey) took the re-enlistment oath for an additional four years with Uncle Sam.

Conducted by 1st Lieutenant Harvey Williams (Rochester, New York), a qualified Army diver working in the operations section of the 45th Engineer Group, ceremonies were in crystal clear water. This re-enlistment marks the final leg of the 20 year career for the 36 year old master diver who has explored the waters from Pusan, Korea to the Caribbean.

Sergeant Smith is the non-commissioned officer (NCO) in charge of the nine man diving section of the 523rd Engineers Company (Port Construction), 45th Engineer Group. Everything worked well until the two hard-hat divers reached the ocean floor and discovered that Sergeant Smith's intercom set did not function properly. So rather than cancel the entire ceremony the master diver cut off his set and relied on Lieutenant William's set to transmit his voice which was heard at topside on the 100-foot diving barge.

Standing on the barge were Captain Charlie C. Crowler (Danville, Virginia) Commanding Officer of the 523rd; Lieutenant Rodney Nickel (Hot Springs, Arkansas), diving officer; Sergeant First Class (SFC) Hard Woodby (Colorado Springs, Colorado), re-enlistment NCO with the 45th Engineer Group and members of the 523 diving section.

REINS CHANGE ON CHOPPER

In a helicopter somewhere between Tam Quan and Duc Pho the "Seshorse Bridle and Reins" of the 19th Engineer Battalion, 45th Engineer Group were ceremoniously passed from Major Richard Stevens to the incoming battalion commander, Lieutenant Colonel Andrew C. Remson, Jr.

Colonel Remson arrived at the 19th headquarters from Cam Ranh Bay but because of the recent move of the battalion, there was little time for the change of command. In a matter of minutes Colonel Remson and Major Stevens the acting battalion commander, were headed north to Duc Pho for a meeting with Major General Richard T. Knowles, Commanding General of Task Force Oregon (TRO), a multi-brigade sweep and destroy mission in the southern I Corps area.

And so without the traditional formal ceremony at battalion headquarters the colors of the 19th were passed rather uniquely on the chopper.

Colonel Remson comes to the 19th Engineers with an impressive and highly enviable career record. Upon graduation from the United States Military Academy in 1951 he was selected as a heralded Rhodes Scholar at Oxford University in England. Here he received his BA in Philosophy, Politics and Economics in 1954 and his Masters Degree in the same field in 1957. Colonel Remson returned to the United States and earned a MA degree in Civil Engineering from the University of Michigan at Ann Arbor in 1958.

The new battalion commander previously served as an instructor of Social Sciences at West Point for four years and until he arrived in Vietnam was Assistant United States Attache to Italy

Despite race, culture and the Vietnamese-English language barrier, the men of the 589th Engineer Battalion, 45th Engineer Group and the Trung Ai Protestant Church proved once again that Christian people can work together.

Chaplain (Captain) Charles Wolcott, battalion chaplain, has been working quite closely with Reverend Nge Kinh and the church for about three months. But not until recently did he see the need for an educational building which would provide comfortable and sacred surroundings to conduct Sunday School and Bible Study classes.

He first acquired cement and steel reinforcing bars to begin the construction.

Then it was decided that the July offerings collected from the chapel services could best be spent helping to finish the much needed building. So in a brief ceremony at the church Major Kenneth Davidson, the battalions Executive Officer, and Chaplain Wolcott presented Reverend Kinh with a gift of 290.00 dollars.

Reverend Kinh, assisted by his father, mother, wife and four children, has been at the Trung Ai Church for three and one half months during which time he has built a congregation of 50 families.

To show his appreciation for the warm gift the Reverend gave some flowers to decorate the 589th Battalion Chapel.

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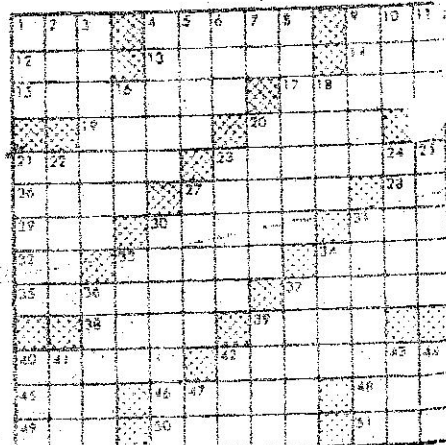
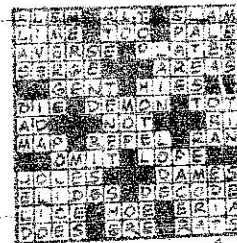
CROSSWORD PUZZLE

ACROSS

- 1-Meadow
- 4-Subject of discourse
- 5-In favor of
- 12-Gown
- 13-Term of endearment
- 14-Uncooked
- 15-Shawl
- 17-Encasement
- 18-Flower
- 19-Fruit
- 20-Place
- 21-Snow
- 22-Unshared land
- 23-Latin conjunction
- 24-Collection of facts
- 25-Cave
- 26-Cathedral
- 27-Symbol for tellurium
- 28-Toot edges
- 29-Join
- 30-Soft shoe
- 31-Seasonal festival
- 32-Antlered animal
- 33-Fish
- 34-Mohammedan noble
- 35-More dismal
- 36-Mean
- 37-Mean
- 38-Nothing
- 39-Pastor
- 40-Acted with
- 41-Worked
- 42-Japanese point
- 43-Down
- 44-Around
- 45-Rock
- 46-Godless of
- 47-Ready

DOWN

- 2-Land of the tree
- 3-The ones here
- 4-Snakes
- 6-Fruit
- 7-Francon
- 8-Part of face (pt)
- 9-Investigation
- 10-Tattered cloth
- 11-Be in debt
- 14-Carry
- 15-Covers
- 16-Strong winds
- 17-Quarrels
- 18-Jury list
- 19-Body of water
- 20-Pee Wee of the old Dodgers
- 21-Beef animal
- 22-Flicker
- 23-Francon
- 24-Follower of Red
- 25-Luc
- 26-Fencing sword
- 27-Fight
- 28-Model of perfection
- 29-Fragment
- 30-Edible fish
- 31-Man's nose
- 32-Cry like car
- 33-Drink slowly
- 34-Vast age
- 35-Girl
- 36-Note of scale



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ALL IN A DAYS WORK SAYS ALPHA 3RD SHOP

A 39-year old Vietnam - ese lubricates and oils a five ton dump truck while two GIs prefabricate nuts and bolts in the welding section. No matter what the job, the 53 men at the Third Shop, Alpha Company realize their responsibility to the line companies of the 84th Engineer Battalion, 45th Engineer Group to keep their equipment running.

The Third Shop, Alpha Company in Phu Tai Valley is responsible for supply and support to seven companies within the 84th Battalion. Commanded by Captain Hugh F. Boyd, Alpha is a Maintenance and Equipment Company which rarely is engaged in construction missions.

No one at the shop seems to doubt that maintenance is the backbone of a construction battalion. Led by Lieutenant Charles Garrett (New Castle, Pennsylvania), the shop is divided into the engineering, ordnance and allied skills shops. The purpose of the first two is to pull third echelon maintenance on major assemblies for the companies. It could be a Clark 290 tractor-scraper or a 60KW generator.

When a replacement joins the shop he is put with a man who has been on the job for a while. This affords the new man an opportunity to gain some experience and training until he gets his feet on the ground.

Aside from the engineer and ordnance shops the allied skills section, composed of nine engineers and one Vietnamese, is invaluable. Their prime job is to prefabricate such items as bolts, bearings and bushings, as well as perform body work and welding.

Vietnamese civilian

workers play a major role in the functioning of the Third Shop. With four working in ordnance, five in engineering and one in allied skills, production has soared.

No Vietnamese works by himself because of their lack of extensive training when they come to Alpha Company. By working with a specialist they may quickly pick up the skill and get a broad knowledge of the operation.

Another vital element of the Third Shop is the supply section which handles more than 3, 250 supply parts for the line companies.

MONSOON'S MAY COME BUT

Marked as an emergency Monsoon airstrip, the 2,000-foot Mo Duc field located ten miles north of Duc Pho on Highway QL-1 has been completed by the Heavy Equipment Platoon and Charlie Company of the 39th Engineer Battalion, 45th Engineer Group.

Led by 1st Lieutenant John D.E. Reed (St. Louis, Mo.) the Heavy Equipment Platoon relied on three Clark 290 tractor scrapers to haul 55,700 cubic yards of laterite. The initial earthwork of leveling the ridge line between two saddles was also done by the 290s.

Shortly after its completion an Air Force and Marine Corps inspection team landed on the pennepriced, laterite-packed strip and classed it as Type I for C-123 aircraft and Type II for C7A.

The 80-foot wide strip will be used for emergency landings during the Monsoons and to supply combat units in the immediate area.

"BRIDGE MEN" DONT SIT STILL

The first concrete, permanent-type bridge to be constructed by US Army engineers north of Qui Nhon has been completed by Delta Company, 35th Engineer Battalion, 45th Engineer Group.

Constructed with 150 cubic yards of concrete and 4,000 feet of reinforcing steel, the 40-foot span marks a milestone for Delta Company, the bridge builders of QL-1. Prior to this the combat engineers had built 29 bridges, all timber trestle.

The concrete bridge was started on June 5 and received the final coat of waterproofing asphalt solution as Colonel Kenneth T. Sawyer, Group commander, landed in his helicopter for dedication ceremonies.

Located just north of Phu Cat the bridge marked the 10th span for the 2nd Platoon, led by Second Lieutenant Lawrence Fish III (San Francisco, California) and Platoon Sergeant Joe McPherson.

They are presently working on a similar type 60-foot bridge five miles north of Landing Zone Hammond, headquarters for the 35th Battalion.

(Continued from page 1)

ately only one man was wounded.

There soon wasn't any doubt that Charlie wanted Robertson Road all to himself and would put any resistance to keep it. So much so that the 196th called in air strikes and the 11th Armored Cavalry Regiment employed a 22 armored personnel carrier (APC) escort for Bravo.

From then until July 24 Charlie's harassment remained sporadic. With the 6th Company of the 2d ROK Marine Battalion providing security, Lt Kucera

(Continued on page 8)

A/35 BRIDGES * 57 FT. GAP

Alpha, Company, 35th Engineer Battalion, 45th Engineer Group has broken into the bridge building business on Highway QL-1 with the construction of a 57-foot long timber trestle span just north of Phu My.

Constructed by the 1st Platoon, commanded by 2nd Lieutenant Woodrow B. Has-skins (Franklinton, N.C.) the two pier bridge replaces a one lane concrete T-beam structure built in 1917 by French engineers. Before its completion military vehicles were using a laterite filled bypass leaving the old French bridge open to Vietnamese Lambrettas and motorscooters.

The combat engineers used 200 pounds of Tetra-tol and 150 pounds of C-4 to blast away the exist-ing abutments.

With this first bridge under its belt Alpha Company, commanded by Captain Clyde W. Hotman (Oakland, California), now joins Bravo, Charlie and Delta of the 35th as those units which have contributed to the 42 bridges built on Highway QL-1 between Phu Cat and Bong Son.



TAKE FIVE ON BEYOND ZEBRA

By Chaplain (MAJ) E.T. Silliman
45th Group, Chaplain

A famous writer of children's books in our Country has written wonderful words that I have often read to my boys. The title is On Beyond Zebra. It is a story written in rhyme and concerns an older boy who tells a younger friend that there is a great deal to learn even when he has learned the alphabet down to "Z", which is for zebra. He says to the young boy, "Most people stop at the 'Z', but not me. My alphabet starts where your alphabet ends."

It's an easy thing to stay with the safe and familiar in life. To do only the things that will benefit ourselves. To never get out of the tight circle of our own selfishness. To never really step out and beyond and contribute to life.

Moses, because of his trust in God, set out beyond what he knew, to lead the children of Israel from bondage. Jesus said to his disciples, "Come, follow me." And that took guts. The call comes to each of us, when only we can hear, to give a little or a lot of ourselves to make this world and the lives of people a little better.

History is full of men and women who have gone "On Beyond Zebra." People who have made life better for all of us because they have lived. People who have left the world a little better than they found it. What is your answer when you are called?

WATER, WATER EVERYWHERE AND ALL YOU CAN DRINK

Engineers from the Land of 10,000 Lakes are proving their weight in gold by supplying the all important commodity, water, to four units located on Highway 19 west of Qui Nhon.

Operating two truck-mounted water purification units that produce 1,500 gallons of potable water per hour, the engineers from the 589th Engineer Battalion, 45th Engineer Group are set up three miles west of the Cha Rang Depot.

The water point furnishes 25,000 gallons of water a day to the 589th, the 86th Maintenance Battalion, the 54th Transportation Battalion and a unit of the Republic of Korea (ROK) Tiger Division.

Specialist Four Roger Juscak (Moose Lake, Minnesota), Specialist Four Steve Vagt (Hammond, Minn-

nesota) and Specialist Four Mike Knopik (Red Wing, Minnesota) all live within a 50 mile radius and have been together since Basic Training and Advanced Individual Training (AIT). They are joined at the water point by Specialist Four James Wells and Private First Class (PFC) Fernando Lopez, both of Alabama.

When not operating the water purification units the engineers spend their spare time practicing Tae Kwon Do, the Korean form of Karate they learned from the ROK soldiers who guard the bridge.



(Continued from page 1)
both of the 45th Group communications center, were instrumental in the installation of the radio teletype net at the 19th Battalion.

The other two combat battalions within the 45th Group- the 35th at Landing Zone (LZ) Hammond and the 39th at Chu Lai- were equipped with the radio-teletype machines when Captain O'Brien recently returned from a 21st Signal Group meeting in Nha Trang.

Captain O'Brien received the go-ahead from the 21st Signal Group to have the 37th Signal Battalion in Da Nang and the 41st Signal Battalion in Qui Nhon outfit the 39th and 35th with an AN/GRC-26 and AN/GRC-46, respectively. The AN/GRC-26 has a range of 500 miles and will be used by the 39th Engineers because of the great distance from Qui Nhon, headquarters of the 45th Group.

With the installation of these radio nets all three combat engineer battalions within the 45th will have radio-teletype contact with each other as well as with the Group.

"In the near future we hope to have a secure radio-teletype net similar to the secure land line communication we now have with the 18th Brigade," said the communications officer.

(Continued from page 2)
IN during these two months.

Don't you add to this list of enemy successes. Think about your enemies and keep you and your equipment in good running order. Your country needs you.

523RD ENGR. CO

SP/5 Joseph J. Chiaretti
SP/5 Dennis A. Meyer
SP/4 Bill G. Holloway
SP/4 Athley M. Keys

PROMOTIONS AND AWARDS

HHC 45TH ENGR GP
SP/5 David L. Nord

19TH ENGR BN
SP/4 Larby L. Crawford
SP/4 William F. Sukkert
SP/4 Richard R. El Marrgo
CO C

1LT Lt John G. Dykman
SSG Edward I. Burch
SSG Elwin C. Maynard
SSG Robert W. Snover
SP/5 Samuel L. Boston
SP/5 Gary F. Tegriggs
SP/4 Jon H. Dates
SP/4 Kenneth W. Douglas
SP/4 Theodore A. Grace
SP/4 Alfred C. Houston
SP/4 Larry J. Larsen
SP/4 George Marez
SP/4 Thomas M. McCaughey
CO D

SGT Eugene F. Torres
SP/5 Craig K. Camp
SP/5 Taulbee W. Douglas
SP/5 William E. Quackenbush
SP/4 Donald D. Wells
SP/5 DeVaughn Wooten Jr.

35TH ENGR BN
SGT David L. Robinson
PFC William F. Smith

84TH ENGR BN
643RD CO
SP/4 Perry L. Lloyd
SP/4 Duane P. Leonard
SP/4 Edward E. May
SP/4 Fredrik W. Pepper
SP/4 Roy P. Steber
HHC CO

Capt. Vidas P. Kleiza
CO A
SSG Edward J. Comer
SP/4 John G. Hammond
SP/4 Franklin T. Ellis
SP/4 Isasias B. Esquivel
SP/4 David A. Gierens
SP/4 Berry D. Lezark
SP/4 Robert L. Milam
SP/4 Terry A. Noble
SP/4 Gerald R. Pederson
SP/4 Johnny L. Scott
SP/4 Larry S. Seitz
SP/4 William T. Shemwell
73RD CO

SSG Thomas Nowlin
35TH ENGR BN
SGT David L. Robinson
PFC William F. Smith

39TH ENGR BN
SP/4 Roger A. Harmon

BRONZE STAR

Maj. William R. Potter
HHC 45th Engr. Gp.
Cpt. Mark D. Malkasian
84th Engr Bn
Cpt. Thomas F. Reardon
19th Engr Bn
Capt. John I. Winmill
HHC 45th Engr. Gp.
1LT James R. Cantrell
73d Engr Co.
1LT Bernard E. Digiorgio
523d Engr Co
1LT Albert E. McCollam
19th Engr Bn
1LT Michael Petty
554th Engr Co
1LT Roderick H. Simmons
45th Engr Gp
WO3 Charlie D. Hunt
84th Engr Bn
WO1 Beecher Morrow
19th Engr Bn
SFC Gordon H. Eutman Jr.
84th Engr Bn
SFC Thomas D. Derwin
589th Engr Bn
SFC John D. Mikowski
589th Engr Bn
SSG Ernest James
84th Engr Bn

AIR MEDAL

Maj. John W. Furrer
HHC 45th Engr Gp.
Capt. Richard C. Axtell
HHC 45th Engr Gp.
WO1 Ludwig J. Albrecht
HHC 45th Engr Gp.
SSG Jack A. Tinch
HHC 45th Engr Gp.
SP/5 Guy E. Kilgo
HHC 45th Engr Gp.
SP/5 William R. Suggs
HHC 45th Engr Gp.
PFC Samuel R. Nieves
HHC 45th Engr Gp.

ARMY COMMENDATION MEDAL

Capt. David C. Cottingham
35th Engr Bn
Capt McCoy Jolley
35th Engr Bn
1LT Raymond C. Rauscher
84th Engr Bn
1LT Richard A. Reid
19th Engr Bn
1LT Paul N. Pantelis
35th Engr Bn
WO1 Diego L. Poloni
73d Engr Co.
PFC Beverly G. Everett
84th Engr Bn

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worked from north to south on the road using nine dump trucks, three 3/4 trucks, one grader one front loader and one dozer.

Then on the 24th a squad of Viet Cong staged an ambush which triggered off a fierce fire fight. Net result two engineers lay wounded only to die in the hospital two days later. This was the roughest part of the price paid for opening Roberts-on Road.

With the road almost 95 per cent complete on the 29th of July hostilities erupted again. From three sides Charlie hit two of the three engineer squads, and because of a shattered radio no air strikes were called in.

But somehow Platoon Sergeant Frederick Heneger (Roanoke, Virginia) scrambled under fire to a nearby ROK outpost and returned with a company of Korean Marines.

Work came to a standstill until August 12 because the Koreans were on a top secret assignment.

With local engineers on the line, the road was opened on the 15th.

On the 16th the road was opened to traffic.

On the 17th the road was opened to traffic.

On the 18th the road was opened to traffic.

On the 19th the road was opened to traffic.

Finally, at 5 p.m. Captain Wenners ordered the first convoy through. And not even that was easy, as the first three vehicles took rounds and the fourth, a five ton truck caught fire and ran into a roadside ditch with its front end smashed up.

No other traffic could make it through until the five-ton truck was moved so PFC George, now safely on the other side, remounted his dozer, and risked his life once again to tow the damaged vehicle out. Shot up, but safely past the sniper's gap, the convoy proceeded ahead.

It had been a hellish 44 days for the 2d Platoon, Bravo Company. But a strong degree of professionalism in the face of danger opened the infamous Robertson Road.

(Continued from page 7)

SFC Claude M. Bollinger

SFC Ruffin

589th Eng

SFC Peter

19th Eng

PSG Charles J. McInnott

84th Eng

PSG

72d Eng

SSG Andrew

84th Eng

SSG Hyman

51st Eng

SSG Lewis

51st Eng

Sgt Melvin

612

Ohler

1st

Nowak

73d

Vaalbert

73d

73d

73d

73d

73d

73d

73d

73d

73d

73d

73d

73d

C/39, VIETS CROSS SONG VE

American and Vietnamese military engineers are racing the Monsoon clock in the construction of a 580-foot Bailey bridge, the longest in Vietnam, across the Song Ve River eight miles south of Quang Ngai.

Charlie Company, 39th Engineer Battalion, 45th Engineer Group, commanded by Captain Peter Kelly, and a company of the 103d Engineer Battalion, Army of the Republic of Vietnam (ARVN), commanded by Captain Bong, have poured 60 cubic yards of concrete for the first pier. September 1st is the dead line for the erection of the east and west abutments as well as the four additional piers, two timber and two concrete. After that the heavy Monsoon rains will sharply

The history of the Song Ve bridge dates back to 1958 when French Army engineers constructed a French-type Bailey at the location. Early in 1965 the Viet Cong blew a small portion of the span and that is how it stood until the 39th Engineer Company (Fleet Bridge), 45th Battalion, and Charlie Company assembled a 45-foot wide dry span by-pass.

When Charlie hit again blowing the span as well as a 30 to 40 foot gap in the Bailey.

To keep traffic flowing while they disassembled and replaced the Bailey, the engineers used the by-pass.

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GOLD NEWS

VOL. 2, NO. 3

QUI NHON, VIETNAM

NOVEMBER 30, 1967

35TH RECONS 6B FOR FUTURE USE

Traveling a section of road that has not been touched by American troops since 1961 does not seem like a job for a headquarters company. But that is exactly what Headquarters Company, 35th Engineer Battalion did.

The reason for the trip was to recon a 30 kilometer section of Route 6B between Van Canh and Dong Xuan to determine road conditions.

This road is west of Qui Nhon and runs in a south westerly direction past the Van Canh Special Forces Camp. It runs through an area heavily infested with VC and NVA units.

The terrain is relatively flat with hills and mountains rising up parallel to the road. For a third of the distance the road is nothing more than a mere foot path.

As the engineers moved out of Van Canh Special Forces camp on the 23d they were joined by a company of Civilian Irregular Defence Group (CIDG) forces for additional security. The going was slow and because of 50 blown or damaged bridges and a thick overgrowth of foliage the men could make only five miles a

day.

Throughout the morning of the second day the recon element continued their measuring and note taking in an effort to determine the overall condition of Route 6B.

Then about 400 meters east of Thuan, Red Hot Xuan, an L-19 Bird Dog spotted a VC ambush and quickly ousted them with rockets, hand grenades and machine gun fire. Two hours later the same spotter plane broke up another ambush.

That night after the engineers had set up camp the CIDG forces manned defensive positions behind prominent terrain features encircling the camp. "Throughout the night the CIDG continually stepped numerous probes by the VC around the perimeter," said Master Sergeant Eugene Jones of Headquarters Company.

At the beginning of the third day a company of RO KC (Republic of Korea) from the 26th Regiment Tiger Division flew in by Chinook to bolster the security.

After covering the last 10 miles of the recon trip, the patrol moved out at a steady

589TH GETS NEW PRAISE

"The readiness and enthusiasm displayed by your personnel was overshadowed only by the professional way you did the job," wrote Lieutenant Colonel Robert Whitbeck to Major Brian Rutledge, then Acting Commander of the 589th Engineer Battalion.

LTC Whitbeck, commander of the 2nd Howitzer Battalion, 17th Artillery was referring to the way the engineers cleared ten miles of Road Three Alpha leading into Vinh Thanh Airstrip. The artillery was moving a battery of 155mm guns from An Khe in support of Special Forces "A" team at Vinh Thanh in Happy Valley.

There was no problem moving the big guns along Route 19 but once the artillery started into Vinh Thanh along the ten mile stretch of Three Alpha they found much of it washed out.

The road proved no obstacle to the Earthmoving Platoon of Delta, 589th Engineer Battalion as they put their graders and dozers to work.

LTC Whitbeck especially cited PFC Brian Rutledge for the superb job he did in making 3A passable for his unit.

(Continued on Page 4)

COMMANDERS COLUMN

BY: LTC JACK G. BECKER

In the temporary absence of Colonel Sawyer, I have the opportunity to address you as Acting Commander. I will use this occasion to tell you a little bit about your unit commander's interests and responsibilities, and how you can contribute to these efforts.

No one in your unit is more interested in a well run, efficient and just organization than is your unit commander, at any level from squad size up. This is evidenced by the Commander's open door policy at company and battalion level, and the Acting Inspector General program at battalion level. These programs are established to provide you, the individual, with direct access to the man most interested and best qualified to solve any problem you may have. If he cannot solve it, he can certainly direct you to someone who can.

And yet, we receive many letters which were written by servicemen to Congressmen or other high officials, without first fully investigating the matter at the company or battalion level. While it is certainly the right of any individual to correspond with proper authorities, a man with a personal or official problem will receive just and prompt consideration, with much less delay, by presenting his problem directly to his Commanding Officer. In this manner both the individual and the unit receive the benefit of honest appraisal and honest effort which will even further improve our currently outstanding organization.

I encourage you to rely on the military chain of command in all possible cases where you may need assistance.

589TH SPEC BAGS VIPER

Playing the part of a "great white hunter" is all in a day's work for Specialist Four Johnny Wallace, a truck driver with the 51st Engineer Platoon, 589th Engineer Battalion.

While driving on Highway QL-19 recently, with a load of hot mix asphalt to repair potholes in the An Khe Pass, SP/4 Wallace spotted a Vietnamese civilian running and throwing rocks at something behind him. Wallace stopped to see what the problem was and discovered that the Vietnamese was being chased by a seven-foot six-inch poisonous viper.

SP/4 Wallace came to the rescue in white hunter fashion by shooting the viper 15 times with his M16. Leaving behind a thankful civilian and a not-so-thankful snake, SP 4 Wallace casually went on with his day's work.

TWO SPANS COMPLETED

The "Bravo Bridge Builders" are at work again. Lieutenant Henry Greenwalt and the 3d Platoon of Bravo Company, 19th Engineer Battalion have completed two more timber trestle bridges to prove that they have earned the title.

The first 12 days of October, Lt. Greenwalt and Platoon Sergeant Norman Reynolds had their men working on an 80-foot timber trestle span eight miles south of Duc Pho. Using a 20-ton crane from the 137th Light Equipment Company the piles were driven into place and the supporting stringers were positioned. In less than two weeks the bridge was completed.

After the project the 3rd Platoon took a week's

break from sleeping in the field to stay in the company area and haul fill and Bailey Bridge equipment for other platoons.

For the first time weather must have been on the engineers side. While the 3d Platoon was bivouached at the bridge site there was nothing but dry weather. Just as they completed the bridge the skies opened up drenching the area for a week. They stopped, however, just in time for the platoon to begin construction on a 40-foot timber trestle structure. This was completed October 31.

Both Lt. Greenwalt and Sergeant Reynolds agreed that their main problems have been equipment and lack of manpower. The steady pace that the engineers maintain keeps equipment running constantly.

Despite these problems the 3d Platoon continues to prove that they are the real "Bravo Bridge Builders," with over 300 feet of bridging to their credit since early July.

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19TH MISSION, QL-1 PROVES TOUGH TASK ✓

Pushing north from Bong Son through 40 miles of Viet Cong infested real estate to open up another section of Highway QL-1 is the arduous mission that the 19th Engineer Battalion has drawn.

The 45th Engineer Group is making history along the tortuous coastal route. Having already reclaimed 65 miles of roadway from Qui Nhon to Bong Son from the control of the VC, the engineers are in the process of taking even more.

Originally QL-1 was a French road partially paved and dotted with Eiffel span bridges all the way to Chu Lai. But Charlie started placing charges on the bridges and hacking away at the roadway until traffic was forced to creep along if it moved at all.

Now, thanks to the untiring efforts of the 19th Combat Engineer Battalion, commanded by Lieutenant Colonel Andrew C. Remison, another vital link of the 510 mile north-south supply artery from Phan Rang to the DMZ has been opened up. This is the link from Bong Son to Duc Pho popularly nicknamed "Seahorse Turnpike."

With their base camp at "Camp Shook" just south of the village of Tam Quan, the 19th Engineers have spent four months widening, scraping, hauling, grading and bridging to bring QL-1 to an all weather road. The job has required a full battalion effort working long hours and tangling with the VC every inch of the way.

Bravo was the first to reach the new battalion area on July 20. Starting work almost immediately the "Bravo Bridge Builders" have constructed over 700-feet of bridge, replaced 400 feet of

drainage culverts and worked on the upgrade of 25 kilometers of road.

Both Bravo and Alpha Companies are laying claim to the fact that they are the bridge building backbone of the battalion. Bravo leads with total number of bridges at 12. Although Alpha has only 11 bridges to her credit she leads in overall bridging length with 855 feet.

Alpha and Bravo Companies work on QL-1 from Bong Son to a location five miles south of Sa Huynh. From there into Duc Pho Charlie and Delta Companies of the 19th take over and to date have constructed five bridges between them ranging in length from a 60 foot timber trestle to a 128 foot MAT6 float bridge.

To make the road capable of handling the enormous volume of traffic the engineers have hauled 82,000 cubic yards of fill while clearing 47 acres of land and surfacing 281,600 square yards of roadway with asphalt spray and crushed rock.

The battalion, with the help of the 137th Light Equipment Company and the 73rd Construction Support Company, has opened two quarries and two fill sites which are producing surface material for the massive upgrade program. A rock crusher site and an asphalt plant are presently being set up in Charlie Company's area.

While there is no question that the engineers have had to contend with the driving monsoon rains certainly their biggest headache has stemmed from the VC.

Opening "Seahorse Turnpike" has cost the engineers a heavy price. Since the 20th of July they have encountered 107 enemy initiated incidents

involving mortar attacks, ambushes, snipers, land mines and booby traps. Literally every inch of the road to Duc Pho has had to be fought for during which the 19th has suffered 14 personnel killed in action and 40 others wounded in action.

While convoys may ride up and down the stretch during the day, QL-1 is still not declared open until the engineers have completed their daily minesweep each morning. To date 62 land mines have been placed by the VC in this stretch of the road.

How do you guard 32 bridges adding up to over 2,359 feet in length? Aside from the engineer work parties which frequently spend the night at the bridge sites, security is provided by gun jeeps mounted with 106mm recoilless rifles; APCs of the 1st Cav and American Division; Revolutionary Forces; Popular Forces and ARVN infantry and CIDG troops.

With the initial opening of QL-1 from Bong Son to Duc Pho the 19th Battalion engineers are now turning their attention to widening the road to MACV standards of 24 foot roadway and eight foot shoulders.

The "Seahorse Turnpike" is a testimony to the ingenuity and energy of the 19th Engineer Battalion. The dozers and graders widen the road the Clark 290M tractor-scrappers haul the fill, the drainage culverts accommodate the heavy monsoon rains, and the bridges carry the traffic. The "Seahorse Turnpike" terrain is not as rugged as when the Corps of Engineers was carving out the Ledo Road during World War II. But this vital supply route and the 54 men who were either wounded or killed in the building of it serve as a memorial to the hard driving efforts of the 45th Group Engineers.

"TIMBER" CRY FROM 589TH

If you were around Camp Radcliffe in An Khe recently and heard the cry "TIMBER" don't worry, you were not going crazy. That was just the cry of the men of Delta Company, 589th Engineer Battalion as they entered the lumbering business.

A recent relocation of the air lanes at the 1st Cavalry Division's Camp Radcliffe's chopper pad center required the removal of three 80-foot long antenna poles. The poles were erected by the 371st Radio Research Company and were used to support a large fixed antenna.

Because of the close proximity of buildings, other antennas and communications lines all the

poles could not be cut down from the ground. And since they could not be pulled out due to their length, the engineers were called in.

Led by Lieutenant C.W. Bowman and Specialist 5 Milton Cunningham, the engineers applied lumber-jacking skills to the task.

Specialist 5 Theodore Dzierzanowski got first crack as he scaled the full 80-foot length with a 100-foot line which he secured to the top. He slid down 20 feet to cut a V-shaped notch in the pole in the desired direction of the fall. A pulling crew then yanked the weakened section to a safe landing.

This procedure was followed with each section of the poles to allow the "Skytroopers" of the 1st Cav unrestricted access.

19TH SP-4 WINS TITLE

Everything seemed to go his way after Specialist-Four Larry Hoffman won the 19th Engineer Battalion's "Soldier of the Month" (SOM) award for October.

A combat engineer, SP/4 Hoffman appeared before a board of company First Sergeants and the Battalion Sergeant Major which quizzed him on general military subjects, engineer topics and current events. He defeated five other candidates to win a \$25.00 savings bond and a three day in-country R&R to Vung Tau.

Specialist Hoffman's next stop was 45th Engineer Group where he beat engineers from four other units in the Group. His award was another \$25.00 savings bond and a trip to Dong Ba Thin.

Although SP/4 Hoffman came out on top at 18th Engineer Brigade, his bid for Engineer Command SOM was halted at Long Binh.

However, the 21-year-old engineer did manage to pick up another bond and a wrist watch as well as being promoted to Specialist Five.

(Continued from Page 1)
pace. After a few miles the Koreans, broke up a VC ambush, wounding one and capturing another. An M-16 and a Viet Cong flag were taken.

After interrogation the ROKs learned that the prisoner was a liaison between the VC and the NVA and was considered a "valuable contribution to the intelligence report of 6B" according to Lt. Green.

Finishing up the last of the journey the patrol was airlifted from Dong Xuan by Chinook chopper. Except for a run-in with red ants, fresh tiger tracks and a snake in a bed roll, the engineers came home without a scratch.

CHAPLAIN'S

COLUMN

November is the month of Thanksgiving and December is the month of Remembrance. What can we, who are here in Vietnam, be thankful for? You say you're away from your home, family, girlfriend, wife and all those great Fall festivities, so why be thankful?

I can think of one important reason to be thankful that seems to be tailor made for the GI in Vietnam. It's found in a statement by the author of most of the New Testament, the Apostle Paul, "It is more blessed to give than to receive."

Why is it more blessed to give than to receive? On the surface this statement seems wrong. The thrill of receiving a gift is pretty hard to beat - especially when it's something you've wanted and dreamed of for a long time.

Notwithstanding, Paul still says it is more

blessed to give than to receive. Why? Perhaps, the clue lies in a couple of missing words we can add to Paul's statement.

Add the words "It is more blessed to be able to give than to receive," and I think what Paul meant becomes clearer. To be able to have the means to give, to be in a position to give is certainly more blessed than to receive.

How many would prefer the U.S. to be in the position of Vietnam and Vietnam in the position of the U.S.? Then we would be on the receiving end. To be poor, and in need is not a disgrace. But if the poor could swap places with the other classes of the human race, I'm sure they would do so.

So to be able to give, such as each GI is giving of himself in Vietnam, is truly more blessed than to receive. Don't you agree?

45TH GROUP SOILS MEN COVERS MUCH "GROUND"

Some may think that gathering dirt and mixing it with water is child's play. But to the men of the 45th Group Soils Lab it is a vital and challenging job.

Working in such areas as Bong Son, Mo Duc, Dong Tre and Qui Nhon, Specialist Four Michael Vogan and Specialist Four Michael Seright gather soil samples and test them for strength, gradation, reaction to weather and consolidation. From these tests they can determine whether the soil is suitable for the foundation of a roadway, airstrip or tank farm.

Although neither man had any previous training in this field, they are doing such an exceptional job that 18th Engineer Brigade asked them to experiment with a new

coating to prevent erosion called UCAR 131. The coating may be used on berms, drainage ditches and roadways.

After determining how the new solution stands up and how it can best be utilized in Vietnam, Spec Vogan said that they will report their findings to 18th Engineer Brigade.

To do their work the two engineers have to be in the field constantly, sometimes without and security and in one case dodging an incoming airplane at Landing Zone (LZ) English near Bong Son.

Working with an arsenal of sand bags, shovels, charts, and graphs the men who run the soils lab for 45th Engineer Group are always striving to meet Group standards and improve the quality of construction.

19TH XO LAYS CLAIM TO DUAL OCCUPATION

Many men hold down two jobs but very few can say that they have both a military and a civilian one too. Major James Yannekis, Executive Officer of the 19th Engineer Battalion is a man who can say this.

The story of Major Yannekis' dual roles goes back to 1949 when he left the University of New Hampshire after two years of study and went to work for the New Hampshire Highway Department in the materials research division.

Concerning himself with asphalt and soil although he was a Business Administration major in college, he was drafted into the Army in 1951. Upon graduation from Artillery Officer Candidate School at Fort Sill, he served in Korea for six months. Then a break with the

service after 25 months active duty to return to the highway department and college, graduating in 1957.

But Major Yannekis remained in the Army Reserves. With a background in engineering and working as a real estimator for the highway system in New Hampshire it only seemed logical that the Major should be in the Corps of Engineers. And so in 58 he made a branch transfer to the Engineers.

Some of the service schools he has attended since 1958 have been the Chemical, Biological and Radiological Warfare School, the Atomic Demolitions School and the Engineers Officer's Career Course at Fort Belvoir Virginia in 1964.

It was this more than any training which

prompted Major Yannekis to volunteer for Vietnam and take a two year leave of absence from the Highway Department. "I received a good deal of training these past years and felt it only right to serve in Vietnam," said the 19th's Executive Officer.

Major Yannekis left the Highway Department on the fifth of February and arrived in Vietnam on the twelfth of the same month to begin his tour. He spent the first half of his tour with the 46th Engineer Battalion while they were engaged in the construction of depot and ammunition supply points outside of Saigon.

"I volunteered to be a part of the war and in the capacity I was in I felt that I could make a more significant contribution," he commented. So he put in a request to be transferred to a Battalion further north.

He was on his way for Qui Nhon headquarters of the 45th Engineer Group, and from there to the 19th Engineer Battalion (Combat).

The plans for the future still remain rather up in the air. "If I make the Lieutenant Colonel's list I will stay in the Army for the full twenty years. Otherwise, I'll return to New Hampshire but still remain in the Reserves," he said.

With over a year to go on his present commitment, Major Yannekis would like to return to Fort Belvoir as an instructor in some phase of combat engineering. But for the moment he enjoys it right where he is with a combat Battalion which has certainly seen a "closeup of the war."

When he was asked what the reactions of his wife and family have been the Major replied that after sixteen years they have learned not only to accept but also how to enjoy the dual role of the military-civilian husband and father.

35TH BN LT LOSES LIFE

A Viet Cong ambush that took the life of one officer and wounded seven men is the high price that Alpha Company, 35th Engineer Battalion, 45th Engineer Group, is paying to maintain a 13-mile stretch of Highway QL-1.

Earlier this month as Lieutenant Robert Knadle and seven of his men were returning from the railroad rock unloading point at Landing Zone (LZ) Hammond they were ambushed by an estimated 10 to 15 man Viet Cong Force. Although hit with two B40 rockets, Chinese Communist AK47 automatic weapons and hand grenades, Lieutenant Knadle quickly established and maintained radio communications until help arrived. Half an hour after the initial contact a platoon of Koreans, men of the 54th Transportation Battalion and many from Alpha Company arrived. Even two engineers who were scheduled to return to the United States the next morning went.

Throughout the fighting both the jeep and the truck were shot up but not one friendly weapon was captured by the VC.

This is just one of the instances of enemy harassment from sniper rounds, land mines and ambushes that Alpha Company has had to counter while maintaining their portion of QL-1 from a point five miles south of LZ Crystal to the Phu Ly Bridge.

Initially opening the road from the 35th Battalion headquarters at LZ Hammond to Bong Son, Alpha Company engineers constructed six bridges and repaired one railroad bridge.

An essential but time consuming nine sweep each morning is a first order of business. But even with this, Alpha Company has surface treated 1.2

miles with MC-3 and placed three inch minus rock over 9.5 miles. Five miles have been paved with the help of the 73rd Engineer Company (Construction Support).

Being one of the first companies in the area, Alpha started work on QL-1 in December of 1966 and used the aid of an Army of the Republic of Vietnam (ARVN) roller and grader.

If all goes well and the monsoons hold back their torrential rains, Alpha Company should be finished with their portion of QL-1 by the end of November. And men like Lieutenant Robert Knadle who gave their lives to open the road, will never be forgotten.

NEEDLES IN HAYSTACKS

Engineers from Delta Co 589th Engineer Battalion, went looking for needles in haystacks recently as they sought to relieve critical drainage situations on Route 19 west of An Khe and Pleiku.

Charged with finding culverts inadvertently covered by land clearings teams during recent clearing operations, the men of the 2nd Construction Platoon, led by Staff Sergeant Louis Arias and Sergeant Jerome Barone, first reconnoitered the area. Armed with information of the approximate location of the hidden culverts as provided by the Battalion S-3, areas of standing waters were inspected and engineering estimates were made on a basis of where culverts should be.

With security deployed in view of known enemy troops in the area, the engineers deftly felt their way with crane and bucket to uncover culvert clear access and egress and allow proper drainage. Such timely action will prevent future rains from taking out the road.

GROUP MAJ DECORATED FOR VALOR

Major Lionel Jackson, 45th Group Aviation Officer, was presented the nation's third highest award for valor, the Silver Star, by Brigadier General W. Roper, Commanding General of 18th Engineer Brigade.

The 17-year veteran who already holds the Distinguished Flying Cross and the Air medal with 17 Oak Leaf Clusters, was cited for his action against the Viet Cong on the night of May 1 and 2 earlier this year.

As fire team leader of a 'fire fly flight' of three helicopters, Major Jackson received an emergency request for chopper assistance when an American base camp came under fire near the Cambodian border. On a fire fly flight two of the choppers fly with their lights out while the third hovers high above with its spotlight turned on. The light is used primarily for spotting sampans at night in the Delta region.

Flying through marginal conditions, the Houston, Texas resident led his team into the midst of VC automatic weapons fire to load six wounded into his already overloaded chopper and pull back to a nearby clearing area.

Major Jackson then returned while the base camp was under mortar and frontal attack to direct his team in a head on dive at the Viet Cong. Fifty calibre machine guns silenced two of the enemy mortar positions and pushed the enemy back.

Major Jackson received the Silver Star in ceremonies earlier this month, at 45th Engineer Group headquarters.

Present at the ceremonies, besides General Roper, was Colonel Kenneth Sawyer, 45th Engineer Group Commander.

* * *