

DEPARTMENT OF THE ARMY
HEADQUARTERS 1ST ENGINEER BATTALION
APO 96345

AVDB-CE-3

2 May 1967

SUBJECT: Combat Operation After Action Report

THRU: Commanding General
1st Infantry Division
ATTN: AVDB-T
APO 96345

TO: Commander
US Military Assistance Command, Vietnam
ATTN: J321
APO 96307

1. NAME OF OPERATION: Operation Junction City I and II.
2. DATE OF OPERATION: 192330 Feb 67 - 152400 Apr 67.

3. GENERAL: The command headquarters for the Engineer portion of Operation Junction City was Headquarters, 1st Engineer Battalion acting in accordance with 1st Infantry Division OPLANS 5-67 and 6-67 dated 151200H Feb 67 and 022000H Mar 67 respectively. The 1st Engineer Battalion provided combat support to 1st Infantry Division operations in War Zone C. The 1st Engineer Battalion was supported by the 168th Engineer Battalion (-) during Phase I and the 27th Engineer (-) during Phase II of Operation Junction City.

- a. Reporting Officer: LTC J.M. KIERNAN, JR.
Commanding Officer
1st Engineer Battalion

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b. Task Organization:

(1) Phase I - 20 Feb 67 - 5 Mar 67.

HQ's, 1st Engineer Battalion - LTC KIERNAN

- (a) Company A - WAYNE L. LUCAS, CPT, CE
- (b) Company C - LARRY A. BLAIR, CPT, CE
- (c) Company D - ROGER M. MILLAR, CPT, CE
- (d) Hq Company (-) - THOMAS J. WOODALL, CPT, CE

HQ's, 168th Engineer Battalion - LTC PELOSKY

- (a) Company A - DONALD WHITLEY JR. CPT, CE
- (b) Company B - DWAYNE G. LEE, CPT, CE

(2) Phase II

HQ's, 1st Engineer Battalion - LTC KIERNAN

- (a) Company A - WAYNE L. LUCAS, CPT, CE
- (b) Company B - ROBERT C. LEE, CPT, CE
- (c) Company D - ROGER M. MILLAR, CPT, CE
- (d) Company E (-) - ROBERT R. OLSON, CPT, CE
- (e) Hq Company (-) - THOMAS J. WOODALL, CPT, CE

HQ's, 27th Engineer Battalion - LTC ROBERTS

- (a) Company B - JERRY E. LOWRANCX, CPT, CE
- (b) Company C - THOMAS E. WARBERG, CPT, CE

4. INTELLIGENCE:

a. Intelligence Prior to Operation:

(1) Friendly elements will encounter mines, booby traps, and permanent type fortified positions in War Zone "C".

(2) War Zone "C" has long been a major VC stronghold and base area, and indications are that VC will attempt to defend.

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(3) Indications of both COSVN and 9th Division Headquarters, are situated in operational area.

(4) The 271st VC, 272nd VC and 101st NVA Regiments of the 9th VC Division and the 70th Security Guard Regiment are the major Viet Cong Forces that are expected to be encountered in the operational area.

b. Enemy Capabilities.

(1) Reinforce with 52nd NVA Regiment within 36-48 hours.

(2) Reinforce with 141st and 165th NVA Regiment within 48 to 72 hours.

(3) The 14 Local Force and the Tay Ninh Local Force companies and guerillas can also be expected to be encountered in harassing tactics, or employed in a limited reinforcing role.

c. Intelligence During Operation:

(1) The following items were detected and either removed or destroyed:

(a)	271020H Feb 67	2 Pressure Mines	vic XT966034
(b)	011745H Mar 67	30 Claymore Mines	vic XT333898
(c)	130745H Apr 67	1 Pressure Mine	vic XT673858
(d)	211030H Apr 67	2 Pressure Mines	vic XT547845 and XT556844
(e)	230845H Apr 67	2 Pressure Mines	vic XT552845 and XT541844
(f)	091000H Mar 67	4 Mines	vic XT527829
(g)	090630H Mar 67	7 Mines	vic XT500821

(2) The 1st Engineer Battalion suffered the following mine damages:

(a)	011640H Apr 67	VTR Minor Damage	vic XT302840 1 WHA
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(b)	031005H Apr 67	Tank Dozer (Combat Loss)	vic XT733910 4 WHA
(c)	051815H Apr 67	Attached Lowbed minor damage	vic XT543177 No Casualties
(d)	071750H Apr 67	1/4 ton Trk (Combat Loss)	vic XT641826 1 WHA
(e)	260845H Apr 67	5 ton dump Extensive damage	vic XT750850 1 WHA

(3) Company B, 1st Engineer Battalion received five (5) separate mortar attacks at XT 565843 with an extensive 170 rounds total during the period 30 Mar 67 thru 6 Apr 67. The unit suffered 13 WHA during the five attacks.

(4) The Battalion received numerous small arms and automatic weapon fire.

(5) There were approximately 53 aerial reconnaissance flights in addition to daily command and control flights in the operational area.

5. MISSION: The 1st Engineer Battalion reinforced with elements of the 79th Engineer Group provided combat support by opening, improving and maintaining roads, constructing bridges, constructing airfields and Special Forces Camps.

6. CONCEPT OF OPERATION: The Engineer effort of Operation Junction City began with the construction of the Suoi Da Airfield by A Company on 10 December. A Company worked until 16 December on the Airstrip, when they were pulled out for a possible tactical deployment. D Company, reinforced with equipment from Headquarters Company, convoyed from Di An to Suoi Da on 26 Jan with supporting elements, and construction was continued on 27 Jan 67. Construction of the compacted silt airfield terminated on 22 Feb 67 with the installation of T-17 Membrane.

During Phase I of the Operation, the 1st Engineer Battalion deployed A Company, D Company, and C Company along Route TL4. A Company, in D.S. of the 1st Brigade, performed road maintenance in the northern section of TL4, D Company constructed a C-130 airstrip vic KATUM, and C Company performed road maintenance in the southern section of TL4.

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During Phase II of the Operation, the 1st Engineer Battalion deployed on route 246 west of AN LOC. Before the participation of the 2nd Brigade, B Company had the mission to improve route 246 from the Bn NDP (XT695872) to the Saigon River. A Company had mission to construct a Bailey Bridge over Saigon River, and D Company, reinforced with equipment from Headquarters Company, to construct a C-130 airstrip just west of the Bailey Bridge Site. With the arrival of the 2nd Brigade, B Company had the responsibility of opening and maintaining route 246 from the Bailey Bridge to FSB "C" (XT565850), and providing direct support to include LZ teams.

7. EXECUTION:

20 Feb 67: Headquarters, 1st Engineer Battalion, Headquarters 168th Engineer Battalion, A Company and B Company 168th Bn departed Di An at 0020H and convoyed to Suoi Da arriving at 1500H. C Company departed Ben Cui at 0730H for Suoi Da. A 2000 meter pioneer bypass was constructed vic XT 275510. At 1030H a C Company Pole Trailer struck a command mine at XT 287520, wounding one man slightly. Immediately after closing Suoi Da at 1130H, work was initiated on construction of defensive positions and a reinforced platoon departed to sweep 8.5 kms of route 243 along the east side of Nui Ba Den. At 1700H while reconning a by-pass from route 243 to TL4, a "Duster" hit a command mine at XT 292606; negative casualties.

21 Feb 67:

A Company - Convoyed from Dau Tieng via routes 239 and 26 to Arty Base I closing at 1630H. Set up NDP at that location and prepared to open TL4 north the following morning.

C Company - Performed road maintenance on routes 246 and TL4 to vic Arty Base I (XT2868). Three culverts were installed at XT 284600, XT 283665 and XT 281679. At 1200H the three culverts were completed, the route had been swept to Arty Base I (three Chicom grenades found and destroyed at XT 283665), fill was being hauled to the by-pass, and the road was ready to accept heavy artillery and armored vehicles. C Company continued to improve the road to Artillery Base I until 1900H, returned to Suoi Da, loaded up, and moved to NDP with 2/2 Inf at XT 289639.

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D Company - Finished placing the T-17 Membrane on the Suoi Da Airstrip and continued to work on drainage ditches on airfield, turnaround and parking apron.

22 Feb 67:

A Company - Moved north on TL4 opening and improving road to allow passage of wheeled vehicles. Enroute A-40 tank dozer hit a mine at XT 278700, injuring four. The tank dozer was later determined to be a combat loss. Three AVLB's were placed at XT 306848, XT 307851 and XT 333897 on TL4 as A Company continued north to their NDP at XT 333925.

C Company - Departed from their NDP and followed A Company north of TL4 performing road maintenance enroute. One acre of jungle was cut in their NDP (Arty Base IV), defensive positions were constructed, and work areas for the following day were reconnoitered.

D Company - Finished cutting drainage ditches on airfield, turnaround, and parking apron. The roads around the Suoi Da Airfield were reshaped and ditched. Preparation was also made for the following days move.

23 Feb 67:

A Company - Moved north west along TL4 to XT 274963, repairing the road as they moved to their new NDP. At 2400H the NDP was mortared; one man was injured..

C Company - Initiated deliberate road repairs on TL4. The AVLB at XT 307851 was removed, a corduroy road was constructed and the road reopened at 1200 hours. Construction was started on a 36' timber trestle bridge at XT 370851. A borrow pit was opened at XT 298830, and 50 loads of fill were hauled repairing the road between XT 298830 and XT 302841. One 105 shell, pressure mine, was detected and blown in place at XT 307850. A LZ was cleared for the 2/28 Inf at XT 306852.

D Company - Departed Suoi Da at 0730H and moved north along TL4 to their NDP at KATUM (XT335903). The remainder of the day was spent constructing defensive positions and clearing fields of fire.

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24 Feb 67:

A Company - Mine detector teams cleared TL4 from XT 274963 to XT 283957. The road was repaired from XT 323943 to XT 274963, and an AVLB was placed at XT 322940.

C Company - Detector teams swept 9 kms of road from XT 274284 to XT 367852. Sixty loads of fill were hauled to repair the 9 kms of road. Seven acres of jungle were cleared along both sides of the road. The 36' timber trestle bridge with intermediate bent completed.

D Company - Construction on defensive positions continued. Dozers were dispatched to XT 332897 and began clearing the center-line for the 2900 ft C-130 airstrip.

25 Feb 67:

A Company - Road maintenance in section continued and jungle clearing was started along TL4 from XT 322940 to XT 306448.

C Company - Road maintenance continued, between XT 271770 and XT 273783, with 76 loads of fill being hauled. At 1000 hours, a two man security element was ambushed by an automatic weapon at XT 271770, resulting in one KHA and one WHA. Sweep of area yielded negative results. 12 loads of fill were hauled to improve approaches to the timber trestle bridge and the AVLB was removed.

D Company - Jungle clearing continued at the south eastern edge of the airstrip. Ditches were cut, graded shaped and compacted on southern 500' of runway. A recon party in search for laterite received automatic weapons fire at XT 333896; 3 WHA.

26 Feb 67:

A Company - At 1245 hours, the 1st Platoon was ambushed, while enroute to KATUM, at XT 304947; 2 men wounded. Road maintenance continued with 14 loads of fill placed on road from grid coordinates XT 280957 to XT 290954. The jungle on both sides of TL4 was cleared for 75 meter width from XT 286956 to XT 301954. One platoon on 1 hour LZ standby.

C Company - TL4 was improved from XT 307850 to XT 328890 and the corduroy road at XT 307849 was widened; 75 loads of fill placed. The bridge site at XT 337894 was reconnoitered.

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D Company - Jungle clearing continued on airstrip. Cutting of drainage ditches, shaping and compaction of sub-grade continued. A laterite source was located at south end of airstrip. Placement, compaction and shaping of laterite initiated, with 400' of runway being completed.

27 Feb 67:

A Company - Seventy-five meters of jungle on both sides of TL4 were stripped from XT 287956 to XT 301949, and the road was reshaped and ditched. One platoon remained on LZ standby.

C Company - Construction started on 46' class 50 timber trestle bridge. Abutment and stream bed preparation begun. Extracted blown Eiffel Bridge. Jungle cleared along TL4 from XT 316870 to XT 322880, and a 50mX50m radar site cleared at XT 317873. Bomb craters along side and on road were filled, and 4 kms of road maintained and improved.

D Company - Clearing of jungle, cutting of ditches reshaping of sub-grade, placement, compaction, and shaping of laterite continued. 900' of runway completed.

28 Feb 67:

A Company - Jungle from XT 301949 to XT 305947 cleared along TL4. Pulled maintenance on vehicles. One platoon on LZ standby.

C Company - Headwalls for timber trestle bridge completed. Construction of cribs for timber bents started. 81 loads of fill were used to fill bomb craters on road.

D Company - Work continued on airstrip, with 1300 feet of runway being completed.

1 Mar 67:

A Company - 45 tons of rice was hauled from VC base camp at XT 307977. Destroyed and buried 45 sacks of fish, 2 sacks of peanuts, 1 sack of beans, and 23 tons of rice at XT 302917.

C Company - Construction of crib continued. LZ was improved at bridge site to assist in rice extraction. Road improvement continued between XT 301840 and XT 312860; 56 loads of filled hauled.

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D Company - Same as previous day. 1900 feet of airstrip finished.

2 Mar 67:

A Company - Convoyed south at 1300 hours to Suoi Da, closing at 1615 hours.

C Company - Cribs, and bents constructed. Backfill completed on far shore headwall. Hauled laterite in support of airfield operations. At 1630 hours company moved to new NDP at KATUM.

D Company - 2300 feet of airfield completed.

3 Mar 67:

A Company - Departed Suoi Da at 1530 hours, and cleared Di An at 0830 hours.

C Company - Due to change in tactical situation, work on timber trestle bridge was stopped. Continued to haul laterite and clear approach zones in support of airfield operations.

D Company - Completed 2900 feet of runway. Air Force inspected and approved "KATUM Airfield" for C-130 traffic (Class I).

4 Mar 67:

A Company - Stood down for maintenance at Di An.

C Company - Departed KATUM, along with Battalion Headquarters, at 1300 hours. Company (-) one platoon RON in Tay Ninh West. One platoon and Battalion Headquarters set up NDP at Suoi Da.

D Company - Convoyed from KATUM to Tay Ninh West along with C Company.

5 Mar 67:

A Company - Departed Di An at 0730 hours and convoyed to Lai Khe closing at 1045.

B Company - Convoyed to Lai Khe closing at 1100 hours.

C Company - Convoyed to Di An closing at 2400 hours.

D Company - Same as C Company.

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E Company - Convoyed to Lai Khe with elements of 500th Panel Bridge Company.

6 Mar 67:

Battalion Headquarters was airlifted via C-130 from Suoi Da to Quan Loi, closing Quan Loi at 1730 hours.

A Company - Departed Lai Khe and convoyed to An Loc closing at 1430 hours.

B Company - Convoyed from Lai Khe to An Loc closing at 1500 hours.

C Company - Convoyed from Di An at 0800 and closed Lai Khe at 1045 hours.

D Company - Stood down for maintenance at Di An until 11 March 1967.

E Company(-) - Convoyed from Lai Khe to An Loc with supporting 500th Panel Bridge elements.

7 Mar 67:

A Company - Convoyed along with Battalion Headquarters to XT 691870 and set up NDP. Opened 7 kms of route 246 to XT 624814. Demolition charges were set up on destroyed Bailey Bridge, (XT 624814) and 2 VTR's tried to pull the old Bailey Bridge from the river bed, but the attempt was unsuccessful.

B Company - Convoyed from An Loc to NDP at XT 691870, prepared defensive positions and reconned route 246 west of NDP.

E Company - Convoyed from An Loc to NDP at XT 691870.

8 Mar 67:

A Company - Constructed forms for intermediate pier footers at Bailey Bridge site (XT 624814). Started work on east bank head-wall and approach. A laterite pit was located just north of route 246 on the east side of the Saigon River and 50 loads of laterite were hauled to the eastern approach.

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B Company - Started to improve route 246 from NDP to Saigon River. The road was reshaped and cleared out to the drainage ditches, and the ditches were improved. The by-passes at XT 665845 and XT 653811 were improved and maintained. Working around the clock, the concrete footers for the intermediate pier were poured.

E Company - Constructed a tramway across the Saigon River to facilitate the placement of concrete for footers.

9 Mar 67:

A Company - Completed near shore abutment and began construction of headwall on far shore. A dozer was sent to the far shore and 350 cubic yards of fill were moved to construct the western approach. 350 loads of laterite were hauled to east approach.

B Company - Road maintenance continued on route 246, and materials were hauled to bridge site for construction of intermediate pier. At night the construction site for the Bailey Bridge was laid out.

E Company - Working at night, provided technical assistance to B Company in preparing the construction site.

10 Mar 67:

A Company - Started construction of the 20' high standard triple truss, 140 ton capacity intermediate pier for the Bailey Bridge. 80% of the pier was completed at nightfall. The western abutment and approach was completed, as was the east approach road. 120 loads of laterite hauled. Construction of the 120' DD, 100' TS Bailey Bridge began.

B Company - Stood down for maintenance of vehicles and TOE equipment.

E Company - Assisted construction of intermediate pier and provided technical knowledge.

11 Mar 67:

A Company - Intermediate pier completed. 100 meters of road was constructed on the west side of the bridge. Bailey Bridge completely launched to intermediate pier and far shore.

B Company - Opened route 246 west of the bridge site from XT 624815 to XT 615863. Continued to improve route 246 west of bridge site.

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E Company - Assisted in the construction and completion of the intermediate pier and layed out far shore site to accept bridge.

12 Mar 67:

A Company - Bridge broken at pier, jacked down, decked, and open to traffic at 1200 hours. 95 loads of laterite were used to raise both approaches to the bridge.

B Company - Opened route 246 from XT 615823 to XT 596823. Installed 24 inch culvert, 30 feet long at XT 614823. Shaping and ditching of route 246 continued.

D Company - Convoyed from Di An to NDP at XT 691870.

E Company - Provided technical and construction assistance in the breaking and jacking down of the bridge.

13 Mar 67:

A Company - Put triple concentina around bailey bridge pier. The road leading to the proposed Special Force Camp was cleared of jungle and ditched. The timber trestle bridge site at XT 623815 was reconed.

B Company - Cleared jungle around NDP and enlarged the LZ. Pulled maintenance on vehicles. Assembled 48" and 36" culvert for following day's use.

D Company - Started to clear centerline for airfield to be constructed at XT 620815.

14 Mar 67:

A Company - Started construction of fender around intermediate pier. Completed construction of north abutment to timber trestle bridge at XT 623815 and improved road leading to bridge by shaping, placing and compacting laterite. 119 loads of laterite hauled and dumped on road.

B Company - Continued to improve route 246 west of the Saigon River. Five culverts were installed:

2ea 48" X 36' at XT 612822.

1ea 36" X 38' at XT 609822.

2ea 36" X 38' at XT 602822.

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D Company - Continued to clear centerline and to determine profile of airstrip.

15 Mar 67:

A Company - Pile driving crane and material located vic of intermediate pier. South abutment of timber trestle bridge completed. Continued to improve road leading to timber trestle bridge, 160 loads of laterite, hauled, placed, shaped and compacted.

B Company - Constructed headwalls for culvert placed previous day. Continued to improve route 246 from XT 612822 to XT 602822. Assembled 56' of 36" culvert for future use.

D Company - Centerline of airfield moved 50 meters to the east to minimize the amount of earthwork. Centerline cleared and staked. Jungle clearing of strip began at southern end.

16 Mar 67:

A Company - Set up pile driving equipment and sank 2ea 48" culverts into the sandy bottom in preparation to pour concrete footers for the fender. Construction of 16 foot timber trestle bent was completed, as were the wingwalls for the abutments. 104 loads of laterite were hauled raising the centerline of the road to the bridge site.

B Company - Conducted training in helicopter assault from CH 47. Installed three 36 inch 38 feet long culverts at XT 599822. One platoon set up NDP with 1/26 Inf at XT 566843.

D Company - Moved to FSB Bravo (XT624814) and constructed defensive positions. Continued to clear southern portion of airfield. Laterite pit found at XT 617823, and clearing of pit was initiated.

17 Mar 67:

A Company - Work continued on fender with 4ea 48 inch culverts being sunk. The far shore sill was placed on the timber trestle bridge, all stringers were placed, and 75% of decking completed. 104 loads of laterite hauled for improvement of road to the timber trestle bridge and near shore abutment.

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B Company - Continued to improve route 246 west of the Saigon River to XT 596862. Made preparation to open route 246 to XT 566843.

D Company - Continued to improve defensive positions and clear fields of fire. Clearing of jungle on airfield continued. Enough jungle had been cleared from the runway to start the construction sequence; subgrade brought to desired level, shaped and compacted, ditches along airstrip dug, laterite hauled, dumped, spread, compacted and graded. Airfield cleared of jungle to station 12, subgrade shaped and compacted to station 5, 100 loads of laterite hauled, shaped and compacted to station 2.

18 Mar 67:

A Company - Continued to sink 48" caissons and set up one pole in concrete for the Bailey Bridge fender. The class 55, 40 foot timber trestle bridge at XT 623815 was completed. 45 loads of laterite hauled for improvement of far shore abutment. Constructed three pads for artillery; one powder pad at XT 625816 and 2 ammo pads at XT 624814.

B Company - Hauled 50 loads of laterite to improve route 246 west of the Saigon River. Assembled two (2) each 36" culverts 38 feet long.

D Company - Clearing of jungle continued. A total of 1800 feet of runway cleared. Shaping and compacting of subgrade continued as did the hauling, placing, spreading and compacting of laterite. 400 feet of runway completed.

19 Mar 67:

A Company - Completed sinking caissons. Poured concrete in 6 caissons and set up 6 poles for fender. Road to timber trestle bridge also completed.

B Company - Opened route 246 west to XT 570840. Received rifle grenade fire from south west of road vic XT 573873, negative injuries.

D Company - Overburden on laterite completely cleared. Jungle cleared to station 26. Shaped and compacted subgrade to station 9. Hauled shaped and compacted laterite to station 7.

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20 May 67:

A Company - Finished pouring concrete in caisson and set up the last three poles for the fender. Cleared a total of 52,000 sq meters of jungle along both sides of route 246 from XT 676862 to XT 675860.

B Company - Relocated to FSB Charlie (XT567847). Route 246 was opened and improved from XT 572847 to XT 566843. 6 Anti-tank mines and one Anti personnel mine vicinity XT 5684, and blown in place. Cleared fields of fire around the NDP and constructed defensive positions.

D Company - Jungle cleared to station 31. Runway and shoulders shaped and compacted to station 8. Started the assembly of culvert for station 9.

21 Mar 67:

A Company - Started to work on fender of bridge. The front portion of the fender was completed. Pulled maintenance on vehicles and equipment.

B Company - Opened 8 kms of route 246 from XT 529833 to XT 588828. Repaired 4 kms of road from XT 548848 - XT 529833, and XT 555846 - XT 566852. Bomb crater at XT 539842 was filled. Cut 425' X 225' LZ at XT 520870.

D Company - Started clearing lateral clearance on southern end of runway. Continued to haul laterite to station 1 thru station 8. Assembly of culverts continued.

22 Mar 67:

A Company - Continued working on fender, 75% of the 3x12 paneling completed. Relocated company minus 1st Platoon to An Loc (XT 757873).

B Company - Improved emplacements and fields of fire around NDP. Utilized combat entrencher to connect bunkers in the area. Improved route 246 east of FSB Charlie for 3 kms.

D Company - Same as pervious day.

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23 Mar 67:

A Company - Fender on Bailey Bridge completed. 1st Platoon convoyed to An Loc and joined up with the remainder of the company. Pulled maintenance on vehicles and equipment.

B Company - Maintained 3.5 kms of road from XT 537840 to XT 567850. Cut LZ 450' X 300' with dozer at XT 537840. Tank dozer hit by RPG at XT 537840; 1 WHA.

D Company - Lateral clearance, and hauling of laterite on southern end of field continued. Installed 2ea 18" culverts at station 9 and assembled culverts for station 23.

24 Mar 67:

A Company - Continued to maintain equipment.

B Company - Maintained vehicles and equipment. Assembled LZ kits in preparation for future LZ missions.

D Company - Constructed by-pass road for laterite pit on north end of airstrip. Completed backfill of culverts at station 9, and continued to haul laterite to both the North and South ends of the airfield.

25 Mar 67:

A Company - Departed An Loc at 0900H and closed Lai Khe 1230H. Pulled maintenance remainder of the day.

B Company - Discovered and destroyed 14ea - 3 man bunkers and a mess hall bunker at XT 515863. Two resupply LZ's cut; one in support of 173rd Bde (Location unknown), and a 100'X150' LZ at XT 540870.

D Company - Cleared 140'X100' turnaround area on north end of field. Hauled laterite to north end of field. Shaped and compacted turnaround. Started installation of 2ea 24" culverts under runway at station 23.

26 Mar 67:

A Company - Continued to pull maintenance and prepare for following day's move.

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B Company - Maintained road from NDP to Saigon River. Cut heliborne LZ 150' X 100' at XT 541855.

D Company - Diverted all dozer effort to clear fields of fire for the Infantry. Final grade complete to station 9. Continued to cut from station 9-16 and fill between 16 and 25. Culvert at Station 23 installed and backfilled.

27 Mar 67:

A Company - Moved from Lai Khe to Phuoc Vinh.

B Company - Continued to improve fields of fire around NDP. Cleared ammo storage area at FSB Charlie. Cut 60' X 60' LZ adjacent to Co B CP for Dichard use.

D Company - Cleared fields of fire with all available dozers. Laterite hauled to turnaround. Final grade completed to station 12. Placed RC-3 on southern 900 feet of runway.

28 Mar 67:

B Company - Constructed truck turnaround at FSB Charlie (XT539842). Began construction of Objective Thrust, and used 1000 lbs of demolition while clearing trees. Improved and dug emplacements with combat entrenches.

D Company - Cleared 500' X 100' parking apron, on southeast side of airstrip, and assembled culvert for parking apron taxi ways. Final grade completed to station 17, and RC-3 applied up to station 12.

29 Mar 67:

B Company - Cut LZ using dozers and tank dozers at XT 500800. Continued to clear FSB Thrust. Combat entrenches used to improve emplacements at FSB Charlie.

D Company - Installed 4ea 18" culverts under each ramp to parking apron. Hauled laterite and shaped parking apron. Final grade completed to station 22. RC-3 applied up to station 17.

30 Mar 67:

B Company - Constructed 500 meters of interior road at FSB Charlie and 20,000 square meters of jungle at that location.

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D Company - Final grade of runway and turnaround completed. Applied RC-3 on turnaround and on runway up to station 22. Completed installation and backfill of culverts for parking apron.

31 Mar 67:

B Company - Performed maintenance on vehicles and equipment.

D Company - Started clearing of north approach zone, and shaped and ditched north overrun. Ditching of east side of runway started. RC-3 placed on 2900 feet of runway. Hauling, shaping, and compacting of laterite on parking apron continued.

1 Apr 67:

B Company - Cleared fields of fire around FSB Thrust. Performed maintenance on vehicles and equipment.

D Company - Multiple applications of RC-3 placed on runway. Cleared south approach zone and extended south overrun. Final grade completed on parking apron. Ditching of east side of runway continued.

2 Apr 67:

B Company - Spread 10,000 gallons of bunker oil as a dust control measure at FSB Charlie Thrust. Pulled maintenance of vehicles and equipment.

D Company - Completed lateral clearing, and continued to clear south approach zone. Applications of RC-3 continued on runway, overruns, turnaround, and parking apron. Continued ditching on east side of runway.

3 Apr 67:

B Company - Located and destroyed in place four (4) each 10 lb Anti-tank mines at XT 5282. Cut 50m x 100m heliborne LZ at Objective George.

D Company - South approach zone completed. Continued to place RC-3. At 1400 hours 2 platoons and Company Headquarters moved to Quan Loi.

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4 Apr 67:

B Company - Repaired 30" culvert at XT 564843. Prepared culvert sites at XT 564843 and XT 568841.

D Company - Elements at Quan Loi convoyed to Di An closing at 1430 hours. East ditch along airfield completed, and airfield marking signs installed.

5 Apr 67:

B Company - Installed one 18" culvert at XT 571841 and two 36" culverts at XT 532835. Cut 100mX50m resupply LZ for 173rd Bde at XT 443755.

D Company - Airfield 100% completed. Acceptance inspection satisfactory, and airfield approved for C-130. Remainder of Company along with TOC moved to Quan Loi.

6 Apr 67:

B Company - Opened route 246 east to XT 500810. Installed 2 ea 36"X38' culverts at XT 532835. Prepared 10 helicopter capacity LZ for 2nd Bde at XT 461810.

D Company - Initiated repairs of 3500 foot airstrip to include 500' X 300' parking area and 300'X 200' turnaround. 45 loads of laterite stockpiled near airstrip during day. Starting at 1900 hours 500' of airstrip scarified, stockpiled laterite placed, graded and compacted. Work completed and airstrip reopened at 0700 hours.

7 Apr 67:

B Company - Constructed additional trenches and emplacements at FSB Charlie. Prepared for additional LZ missions and maintained TOE equipment.

D Company - Worked on additional 500' of runway using same procedure as previous night. Peneprimed portion of airstrip worked previous night.

8 Apr 67:

B Company - Assembled and installed 2 ea 36"X30' culverts at XT 532834, and completed headwalls.

D Company - Reshaped and graded 1000' feet of runway. Continued to apply peneprime to sections worked previous nights.

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9 Apr 67:

B Company - Repaired route 246 vic XT 7181. Shaped and ditched road from XT 715815 to XT 722890 and XT 678861 to XT 623815. Found and blew in place 5ea Anti-tank mines on shoulder of road vic XT 5282. Cut 150mX20M heliborne resupply LZ at XT 548785.

D Company - Scarified, graded and compacted, 500' X 300' parking area, and 500' of runway. Peneprimed 2000' of runway previously worked.

10 Apr 67:

B Company - Located and blew in place one Anti tank mine at XT 501821. Improved LZ at XT 548785, enlarging it to 150mX400M.

D Company - Graded and compacted 300'X200' turnaround during daytime. Continued to peneprime airfield, parking apron, and turnaround.

11 Apr 67:

B Company - Shaped and ditched route 246 from XT 567843 to XT 590827. Constructed 2 resupply LZ's, 50' X 100' at XT 555880, and 100' X 200' at XT 579807.

D Company - Continued applying peneprime to airfield, parking apron, and turnaround.

12 Apr 67:

B Company - 2 platoons convoyed to Quan Loi. Remaining elements at FSB Charlie filled in holes and trenches and prepared to move out.

D Company - Prepared for move back to Lai Khe.

13 Apr 67:

B Company - Remainder of company convoyed and RON at Quan Loi.

D Company - Departed Quan Loi at 0845 hours, and closed Lai Khe at 1230 hours.

14 Apr 67:

B Company - Convoyed to Di An.

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8. RESULTS:

a. Personnel: The 1st Engineer Battalion sustained 1 KHA and 42 WHA during the operation.

b. Awards: 1st Engineer Battalion personnel received 1-Silver Star, 2-Soldiers Medals, 3-Bronze Stars with "V" device, 30 Bronze Stars, 11-ACM's with "V" device, and 78 ACM's for their actions in Operation Junction City. The awards were personally presented by the Commanding General of the 1st Infantry Division, the Assistant Division Commanders, the Chief of Staff, and the CO, 1st Engineer Battalion, at an Awards Ceremony held at Di An Base Camp, 20 April 1967.

c. Equipment: The following combat losses were sustained during the Operation: 1 Tank Dozer, 1 Pole Trailer, 21 Chain Saws, 3 Pioneer Tool sets, 2ea RC-292 Antennas, 1 CP Tent, and an Electric Tool Trailer.

d. Enemy Losses - 1st Engineer Battalion credited with 48 VC KHA during the Operation.

e. Construction:

(1) Roads and Bridges:

(a) Repaired and maintained 56 kilometers of road.

(b) Constructed 3 kilometers of by-pass road.

(c) Installed a total of 13 culverts for a total length of 455 feet.

(d) Constructed one 220 feet combination 120' Double Double and 100' Triple Single Bailey Bridge with Bailey Panel intermediate pier.

(e) Constructed one 36' class 60 timber trestle bridge, one 40' class 55 timber trestle bridge, and 50% completed 46' timber trestle bridge.

(f) Installed 5 AVLB bridges.

(2) Field Fortification: Individual and command protective emplacements were constructed for several infantry units as well as those constructed for our own use. Maximum use was made of combat entrenches to dig holes and to dig connecting trenches.

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(3) Landing Zones: 13 heliborne and 4 Ground LZ's were constructed.

(4) Airfields: Constructed 3ea C-130 airfields. Two airfields having a compacted laterite surface, and the third having T-17 membrane covering the compacted silt base.

(5) Engineer Reconnaissance: Numerous aerial, and ground recons were performed by 1st Engineer Battalion elements daily.

(6) Water Supply: Suoi Da; approximately 20,000 gallons daily. Katum; 18,000 gallons daily. Baily Bridge Site; 30,000 gallons daily. A total of 960,000 gallons were distributed during the Operation.

9. ADMINISTRATIVE:

a. Average strength in field during the Operation - 460.

b. Supply: Normal supply channels were used for resupply of units in the field. During Phase I almost all resupply was effected by air from Suoi Da to field locations. During Phase II resupply was effected by convoys from Quan Loi to forward locations. S-4 representatives were located at the supply points (Suoi Da and Quan Loi) to assist units.

c. Maintenance: Company maintenance personnel maintained and repaired vehicles and equipment in the field. They were assisted by the Battalion Maintenance Section which stayed with the Battalion forward CP during the entire operation. Additional maintenance support was provided by a contact team from the 701st Maintenance Battalion.

d. Transportation: With the exception of occasional low boy support from D.S. units, organic transportation was used.

e. Communication: TOE AM and FM radios were principle means of communications. An additional VHF unit allowed the Battalion to have telephone to Division Forward and rear locations.

f. Medical: The Battalion Aid Station was operational in the field with the Aid Station set up with Battalion forward. The Battalion Surgeon and his medics conducted roving patrols to the work sites daily, both by air and ground, so as to be close to areas of possible trouble.

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10. SPECIAL EQUIPMENT AND TECHNIQUES:

a. Constructing timber bents in soft bottom streams often presents problems. C Company's solution was to drive five foot sections of creosoted 3"x12" into the mud, much as a steel pile is driven using an 85lb air hammer, to form a crib. The crib formed is bound with 5/8" cable, the mud excavated, and filled with rock which is tamped to provide approximately 100 sq ft of bearing area. For a single lane bridge, this should be adequate in all but the very worst conditions.

b. In areas where Engineer dump trucks cannot traverse terrain APC's from supporting units can easily pick up work parties and pole trailers loaded with culvert, timber, tools, etc.

11. COMMAND ANALYSIS: During Operation Junction City, the largest and probably the most significant operation in all of Vietnam to the date, the "Always First" Engineer Battalion was relied on time after time to accomplish the mission correctly and quickly. The Suoi Da Airfield had to be open on D-Day, and it was; routes 243 and TL4 had to be made passable for artillery vehicles on D-Day, and they were; the KATUM Airfield had to be completed before Phase I terminated, and it was; the 220' combination 120' DD and 100' TS Bailey Bridge had to be ready by D-Day, (Phase II) to allow passage of the 11th ACR, and it too was ready. Demonstrating once again that the "can do" 1st Engineer Battalion is in fact: "ALWAYS FIRST".

FOR THE COMMANDER:


THOMAS E. BERNES
CPT, CE
Adjutant

DISTRIBUTION:

Special