

19th Engineer Battalion
articles and etc. found in the Americal Division
Veteran's Association data base.



Above is the 19th Engineer Battalion crest.

19th Engineer Battalion Articles and related materials compiled from the Americal Division Veteran's Association (ADVA) database.

ADVA Historian for 2022 comments. Compilation documents have been made for veterans who might not have computer skills to search the extensive files for materials about their unit.

This document was made for veterans of the 19th Engineer Battalion (Combat).

"Photos related to the 19th Engineer Battalion were inserted into this document from The Americal Division's Newspaper, the "Southern Cross". There is no known unit tour book/yearbook for the 19th Engineer Battalion.

Maps of the Americal AO with many LZ sites marked are available, but not part of the compilation. A PDF file with nearly every base in Vietnam and grid location is available. Other general information that relates to all units of the Americal Division is in the ADVA data base.

There are Division Operation Reports and Lessons Learned Reports. And named operation reports that can provide insight to the movements of the unit. These will not be incorporated into this document. They can be reviewed online at the AmericalFoundation.ORG website or the Americal Division Portal at the Vietnam Archives at the Texas Tech. University website.

At the end of this document I have inserted examples of Americal Division S2/S3 entries related to the 19th Engineers to illustrate what might be available in the 50 months of Americal Division S2/S3 reports. These are available at the AmericalFoundation.org web-site as well as the Americal portal at the Texas Tech University Vietnam Archive web-site. We also have some S2/S3 reports from the some of the infantry Battalions that might reference the 19th Engineer Battalion, but they are not available online. Some Engineer materials were obtained from active Engineer unit that can be shared. Americal Division Casualty reports are available for January 1970-January 1971 (although some pages are difficult to read). These reports provide a name, unit, and time of incident.

Copies can be requested from the ADVA historian.

A connection will always exist between the veterans who served with Americal Division to the 19th Combat Engineer Battalion.

Personal note: I hope our veterans appreciate what the 19th Engineers did for our soldiers. I especially liked it when the paving of highway one was done. I hated seeing so many American soldiers and Vietnamese civilians killed by mines on highway #1 each day. After the road was paved it was rare to see anything near what was happening prior to the paving.

**Stanton Order of Battle Vietnam reference book
documentation on the 19th Combat Engineer
Battalion.**



19th Engineer Battalion (Combat)

Arrived Vietnam: 2 September 1965
Departed Vietnam: 14 December 1970
Previous Station: Fort Meade

Authorized Strength	1966	1968	1970
Battalion	619	812	812

The 19th Engineer Battalion (Combat) was first posted to Qui Nhon with the 937th Engineer Group. It was equipped as a normal combat engineer battalion in Vietnam, though augmented to meet conditions there. It was to perform forward area construction, obstacle preparation, demolition work and fighting as infantry. It provided all non-divisional engineer support in its area and served as a local construction agency for all projects, especially base construction, upgrading land lines of communication and airfield construction and rehabilitation. In December 1966 it came under the command of the 45th Engineer Group and in July 1967 moved from Qui Nhon to Bong Son, where it engaged in road construction to Mo Duc. On 15 March 1968 it was placed under the 35th Engineer Group. In August 1969 the battalion was placed at Bao Loc under command of the 35th Engineer Group where it remained until it joined the 937th Engineer Group at Ban Me Thuot in 1970.

According to the Coffelt Database, there were 104 soldiers who lost their lives related to their service with the 19th Engineers in Vietnam.

Operations:

Operation Iron Mountain

This list might not be relevant because there are so many operations not listed that should be. The 19th Engineers supported many operations within the Americal Division AO.

list update could be continued using the Operation Reports and Lessons Learned (ORLL) reports for the Americal Division.

This section is made up of articles from the Army Reporter publication.

The largest Army newspaper in the world

THE ARMY REPORTER is published weekly under the supervision of the Information Office, United States Army Vietnam and is an authorized Army publication. The command newspaper has a circulation of 85,000 and is printed by **PACIFIC STARS AND STRIPES** in Tokyo, Japan.

Opinions expressed in this publication are not necessarily those of the Department of the Army. This newspaper utilizes the facilities of the ARMED FORCES NEWS BUREAU and ARMY NEWS FEATURES. Contributions are welcome and may be sent to: THE ARMY REPORTER, USARV-IO, APO 96375 or telephone Long Binh 4204/4311.

16Sep67-VC Mine Revealed

DUC PHO, (4th INF-IO) - Once again the 1st Battalion, 35th Infantry's pacification operations in southern Quang Ngai province have paid off as a local villager voluntarily informed the Americans of a large mine planted along Highway 1 near the coastal village of Sa Huynh.

Relaying the message through a popular forces unit, the villager gave the location of the large mine which was then destroyed by **Company B, 19th Engineers**.

The **19th Engineers** are operating near Sa Huynh on the final segment of Highway 1 that will connect Quang Ngai and Binh Dinh Provinces.

14Oct67-3 Girls Point Out VC Mine

DUC PHO, (USAECV-IO) - Three young Vietnamese girls may have helped save the lives of American soldiers on Highway QL-1 just south of here.

The 1st Platoon of **Company B, 19th Engineer Battalion**, 45th Engineer Group was sweeping for mines when the girls ran up to SSgt. William Pace and Sgt. Silas Allen shouting, "Mine - VC."

After contacting their platoon leader, the engineers moved to the spot with a mine detector and prober. The mine, an anti-personnel device, was blown in place. It had been booby-trapped.

Less than 25 minutes later, a reconnaissance team from the 25th Infantry Division moved directly through the area where the mine had been located.

"The girls were pretty lucky themselves," Allen said. "Their box containing soft drinks was laying only inches from the mine."

1 September 1969 - **Army-Navy combine against dock blaze**

LZ BRONCO - When a flash-fire recently erupted along the Sa Huynh dock sheltering the village fleet 12 miles south of here, Army and Naval support units rushed in to suppress the fire and care for casualties.

Within three minutes, two Naval pusher-boats and two Landing Crafts Medium were manned to capacity by volunteers and were on the scene extinguishing fires aboard numerous sampans moored to the dock.

Reaction for five Americal Division medics from the 11th Inf. Bde. who arrived aboard a helicopter with burn medicine from LZ Debbie was seven minutes.

Medics from **Co. C, 4th Bn., 21st Inf.** and fire trucks from the **19th Engineers** arrived shortly thereafter in response to a call for help from Capt. Robert Smith, company commander of Co. A, 4th Bn., 21st Inf.

Coordination between the soldiers and Vietnamese nationals on the river bank and the sailors working the fire pumps aboard the naval boats was superb.

Vietnamese civilians would point out a burning boat which threatened to ignite several others and the soldiers would direct naval craft to extinguish the flames and tow the stricken sampan away from the harbor area.

This three-way basis of understanding saved several boats and prevented possible casualties among the fishermen who were desperate to salvage their livelihood.

Recognizing the loss to the village was severe, Smith requested a civil affairs team from the Duc Pho **Detachment, 29th Civil Affairs Co.**

"The 15 to 25 boats lost probably represented the cumulative profits of several generations to the present owners," remarked Smith. "We hope Civil Affairs can help these people get back on their feet after not only their livelihood but their homes aboard the sampans were wiped out within 30 minutes."

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east. Price 10 cents.**

Field Enterprises
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STARS AND STRIPES

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October 16, 1965 page 28

**The following articles were published in the Pacific
Stars & Stripes.**

QUI NHON UNDERGOING BUILDUP

QUI NHON, Vietnam (10)-

The City of Qui Nhon has never seen a construction program like the one currently undertaken by the 937th Eng. Group (Combat).

The group which arrived in late August, was immediately given the massive assignment of developing support and logistical facilities for the entire area. The bulk of the program to date has been handled by the 84th Eng. Bn. (Const.) which arrived in late May.

Since their arrival, the 84th has been busy with the development of an engineer base camp and a log depot area which will eventually have 45 structures ranging from warehouses to maintenance shops. More engineer units are arriving to join the Qui Nhon project.

The **19th Eng. Bn.** (Combat) is constructing a POL tank farm southwest of the city limits. The farm, being carved from the undulating boulder-laden terrain, will eventually store between five to ten 10,000 barrel tanks. Another undertaking by the **19th**, with support from the 362d Eng. Co. (Light Equipment), is the general development of the Phu Bai Valley about five miles west of Qui Nhon.

This area will soon evolve into a cantonment site capable of billeting 6,000 troops.

One of the most challenging assignments facing the 937th is the development of a suitable port facility in the Qui Nhon area. There is no natural deep-water harbor.

This means that LST ramps and a "T" pier must be built to facilitate off-loading of large vessels unable to approach the shore. Although the project is still on the drawing board, the 497th Eng. Co. (Port Const.) is assembling men and equipment in preparation. The harbor design also includes a ramp for two refrigerated barges and a 10,000-foot submarine pipeline.

[Historian Comment: On a 19th Engineer web-site there was a note from a veteran. The press made a big deal about the Marines landing at Qui Nhon receiving flowered leis from Vietnamese girls and etc. He noted that the 19th Engineers had been working there months prior to this historic Marine landing.]

February 5, 1967

19th Begins Depot Work

QUI NHON, Vietnam (10)—The 19th Eng. Bn. (Combat) has begun construction of the Qui Nhoh Logistics Depot Expansion Area at Long My near Qui Nhon including 312,000 square yards of open storage area, 288,000 square feet of closed storage, internal roads and drainage facilities.

Target date for completion of the open storage area and road network is April 1.

June 17, 1967

Hope for Polio Victim

Engineers Are Her Best Friends

QUI NHON, Vietnam (10) — Thirteen-year-old Ngo Thi Xe is a very small girl who has discovered that being handicapped with a crippling disease is not the end of the world if you have a very big friend.

She was born in the hamlet of Phu Yen about 15 miles south of the port of Qui Nhon. She was stricken, with polio, crippling both legs. When the Viet Cong swept through their village in 1962, Ngo Thai Hoa

moved his wife, oldest daughter and Xe north to the Qui Nhon area. And it was here that Chaplain (Capt.) Donald Dawson, then chaplain of the 19th Eng. Bn. (Combat), 45th Eng. Group, met the refugee

family and brought a ray of light into Xe's life. As it turned out, the young girl's big friend was to be the 19th Eng. Bn. In April, 1965, Chaplain Dawson took Xe on her first trip to Saigon's Queen of Peace Hospital,

School and Orphanage. Operated by the Catholic Church, the Queen of Peace complex serves Catholics and other denominations. The institution includes a 47-child orphanage and the only paralytic hospital

in Vietnam. It has been 14 months since Xe was admitted to the hospital, under the intensive care of Dr.

Le Van Thong. While Dr. Thong is the only full time doctor at the hospital, United States Army doctors are giving their time and services on a voluntary basis. When not under the care of Dr. Thong, Xe is attending classes and is

only a year away from completing her primary schooling (there is also an intermediate school and high school). Xe's favorite teacher is Mrs. Marrion Leatherman, an American who teaches English. The primary and intermediate

schools are housed in the same Saigon to visit Xe. With the aid of crutches Xe is now able to walk upright on her own. She will always have braces, but

it is the hope of Dr. Thong and her family, which has added a baby girl since. Xe left for Saigon, that Xe will someday walk without crutches.

Photo Caption: (Young girl using crutches to stand in front of a nun). Polio victim Ngo Thi Xe, 13, is aided by Sister Leotitia at the **Queen of Peace Hospital in Saigon**. The girl is being helped in her recuperation by members of the **19th Engineer Bn.**, 45th Engineer Group.

April 8&9, 1968

Reds Try 'Psychology'

MO DUO, Vietnam (10) —

Viet Cong "psychologists" have been extra busy recently trying to scare away **B Co., 19th Eng. Bn.**, 45th Eng. Group. While on a minesweep north of Due Pho, B Co.'s team found three signs encased in plastic, on bamboo stakes alongside QL-1 near bridge QL-1-423. The signs were crudely written in English, saying "GI go home." Further south along the road, Charlie appealed to the evil spirits by placing dead snakes in the road, an old Vietnamese taboo symbol. Supposedly, anyone crossing the line of snakes would die a horrible death.

April 28, 1968

Children Find 3 Explosives

DUC PHO, Vietnam (IO) — Three Vietnamese children from Due Pho recently helped the men of **D Co., 19th Eng. Bn.**, 35th Eng. Group, by pointing out three unexploded satchel charges. The charges, consisting of blasting powder wrapped in a burlap covering, were found laying on the west side of Highway QL-1, just south of where the engineers were working. An inspection of the charges showed the detonating caps had exploded—blowing holes in the burlap coverings — but leaving the charges intact. Demolition experts later detonated the charges in place.

Pacific Stars & Stripes page 7 Sunday, April 28, 1968

Red Ambush Kills

6 GI Mine Hunters

S&S Vietnam Bureau

SAIGON - Communist ambushers surprised U.S. Army engineers sweeping for mines along Highway 1 early Sunday morning, killing six GIs and wounding 10 others. Military spokesmen said enemy losses were unknown.

The Americal Div. troops were working on a segment of the coastal route about 35 miles below Quang Ngai City when they were hit with small arms and automatic weapons fire.

After a brief firefight with the engineers, the attackers drew back and disappeared. *(Historian Note: On May 24, 1969 B/19th Engineer Battalion sustained heavy automatic weapons fire resulting in 4 KIA and 6 WIA(E) at location BS910161. Although this date is one day earlier than reported this seems to best match the incident reported.)*

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Three northern provincial capitals-Hue, Quang Tri and Quang Ngai-were also hit, but the short outbreaks caused no damage.

October 7, 1969

Boondock Bards

Stars and Stripes welcomes poetry from its readers. Contributions should be typed or block printed and double-spaced. Send them to Boondock Bards, Pacific Stars and Stripes, APO 96503. Editors reserve the right to reject or make minor changes. All contributions whether used or not become the property of Pacific Stars and Stripes. No poems will be returned and editors will not engage in correspondence about them. Only poems written by personnel stationed in Southeast Asia will be considered for publication.

I'll Be Home Soon

I miss you dear with all my heart.
You're the reason I get by each day,
But this war keeps us apart
That's why I must say,
"I'll be home to you real soon.
Darling, war can't stop my love for you,
We'll kiss again under a peaceful moon."
This war can't make me sad or blue,
I'm sometimes worried, sometimes lonely.
My love for you I'll never forget,
Darling, you know I love you only.
Marrying you I'll never regret.
Darling, keep your love for me
And remember those kisses under the moon
Until I return from across the sea
And, darling, remember I'll be home soon.

Spec. 4 Dan E. Yadon

HHC 19th Eng. Bn.

September 27, 1969

**Stripes Hiker Reaches Nha Trang
Highway 1 Remains Open Question**

(Editor's Note: Stars and Stripes., correspondent Jim Clare reached the coastal city of Nha Trang Thursday night, completing about two-thirds of his 500-mile hitchhike journey from the Demilitarised Zone to Sairgon. He filed this report): **By SPEC. 4 JIM CLARE**

S&S Staff Correspondent

NHA TRANG, Vietnam — The question, the Army captain said, is why don't the Communists try harder to close Highway One. It wouldn't be difficult, said Capt. Donald C. Alden, the Vung Ro Bay port commander for the 394th transportation Co. Vung Ro Bay is where ammunition and supplies are taken off ships and put on trucks for a 15-mile trip north to the Army base and airfield at Tuy Hoa on South

Vietnam's central coast. For five miles north of Vung Ro Bay, Highway One snakes through boulder strewn hills --and ideal ambush positions. "There are places where a sniper could hide and get a good shot at six different sections of the road," Alden said. "Two snipers could close off the road and it would take a company to drive them out." T h o u g h Alden remembers eight shooting incidents on that part of the road in the past month and a half, it remains open. In fact, Highway One has been open the 300 miles I have hitchhiked south from the DMZ since last Saturday. The highway is passable, but its condition varied from paved roadway to dirt trail and when it left the coastal plains to cut through the foothills it was vulnerable to ambush. Another favorite Communist ambush position was a few miles south of Due Pho, where a truck driver pointed to a railroad berm 30 yards away as we rumbled by. One day not long ago, the Reds popped up from behind the berm and opened up on a convoy.

The **19th Eng. Bn.** units working there had to convert half their troops to security forces so the other half could work on the road.

Two engineers who have been through Red ambushes told stories of how one engineer had been killed for every 1,000 yards of this section of road finished. Still the road stays open, construction continues and most sections of the road are fairly safe from the Communists.

Vol. 25, No. 278 Monday, Oct. 6, 1969

Route 1: A Long 500 Miles

By SPEC. 4 JIM CLARE

S&S Staff Correspondent

SAIGON—The road from the Demilitarized Zone to Saigon is longer than I thought before I started the trip. Measured on a map it's about 500 miles, but it's closer to 700 road miles. Once it was longer than that. Highway One used to be a main street for Southeast Asia, running from Hanoi to Phnom Penh, the capital of Cambodia. Now the road is something like a symbol of the war: wired off at the DMZ and broken up internally so that it doesn't serve the entire country, but only sections of it. For the most part, civilians stay near their villages, and soldiers stay near their bases and they know only short stretches of the road. Most long-distance travelers go by air. Once Highway One was an improved road, the Vietnamese equivalent of a freeway, but for several years it has been worn away by heavy trucks and tracked vehicles. Now the road is being fixed up throughout the country, and maybe that's an example of how the war's going. On the trip I heard rumors of war and passed many signs: house fronts pockmarked with bullet holes, refugee huts built of plywood and tin, abandoned tank treads, the rusted shells of cars blown up by mines. But I saw no fighting, was never shot at, heard no mines explode. But as the saying goes, these things take time. It will be a long while before the road is finished. In the meantime, there are a lot of Americans along the road — enough to get me from the DMZ to Saigon with a lot of short rides. The Americans live everywhere from giant base camps — "Welcome to Little America" the signs read — to small outposts consisting of a cottage-sized bunker and a barbed wire fence. And the Americans work at many jobs that aren't directly related to combat. The 362nd Signal Co. at Dalat showed me their tropospheric scatter communication set-up, the equipment that carries telephone calls through the central highlands. The 577th Eng. Bn. at Don Duong showed me a huge rock crusher, and the **19th Eng. Bn.** showed me potholes in Highway 20 south of Bao Loc that they would continually fill in until the dry season comes. Then they'll be able to pave it. In addition to doing their jobs, giving me rides and making sure I had enough to eat and a place to sleep,, the men along Highway One talked about the war and the U.S. and going home: "I'm very optimistic at the progress we're making here," a deputy province senior adviser said. "Of course it's slow work. You move ahead by inches. That's how you measure the progress." "This is my second tour," said a MACV adviser in the same province, "and the thing I noticed when I got back was a Vietnamese middle class that wasn't here before. That's the men who have picked up mechanical skills working on Hondas and U.S. generators and pumps and other equipment. They know their skill will support them and they won't take to communism." Another officer in a supply unit was not so optimistic: "We haven't won and now we've said we're getting out That's it." Whatever happens here, most of the enlisted men have plans about going home. "After the Army, I've got it made," a driver said, "I've got a job, a wife, gonna build a house and take care of things." "I think when I get back my first responsibility is to the brothers and sisters," a Negro medic said. "I want to say you can get an education. I did. You can make it. Be proud. When I was a kid, nobody was there to tell me black is beautiful It was just something you weren't supposed to be." But for a few GIs, Vietnam will be a future as well as present home. "I like the people, the country/' said one engineer with "I Love You" tattooed on his forearm in Vietnamese. "When I get out, I'm going to come back and get a job with a civilian construction firm."

Stripes Hiker Safe at 'Home' October 4, 1969

After 13 Days, 500 Miles

Editor's Note: Spec, it Jim Clare arrived back in Saigon Thursday after his 500-mile hitchhiking journey from the DWZ to this capital city. And he is now getting ready for a more pleasant journey—an R&R trip to Sydney, Australia.)

By SPEC. 4 JIM CLARE

S&S Staff Correspondent

SAIGON—From Dalat it was all downhill, all 180 miles on the road home to Saigon. The Central Highlands sank through the passes and pine trees south of Dalat on Route 20. First came tea leaves and coffee plants, Montagnard villages, trucks hauling tree trunks, peasants carrying sticks of wood on their backs, and brown-mud igloos where charcoal was made. Later came rubber trees growing in grid patterns and oozing white sap. Then finally the flat lands, and that meant that after 13 days of hitch-hiking from the Demilitarized Zone, Saigon was no longer far away. It had been a long trip. There's a lot of civilian traffic on Highway. 20—big diesel buses packed with people and heavy trucks carrying vegetables from Dalat to Saigon and taking hard goods back up to the hills. But not many Americans travel the entire distance—in fact little U.S. traffic passes between II Corps which is supplied from Cam Ranh Bay and III Corps which is supplied from Long Binh. I left Dalat Wednesday morning in a Pacific Architects and Engineers jeep. Two rides later I landed at a **19th Eng. Bn.** base called Bizarre and that's where I spent the night. Thursday morning the **19th Engineers** took me into III Corps to the 169th Eng. Bn. which was also working on Route 20. Since it was just after payday, a two-and-a-half ton truck full of engineers was going to Xuan Loc where the troops could go to the PX and take care of a few other affairs. I climbed aboard. They left me off at the intersection of Route 20 and Highway One. I had started my trip at the DMZ Sept. 20 on Highway One, but had to leave it Tuesday at Phan Rang because a section of the road was washed out between there and Phan Thiet. Once back on Highway One, it took just three rides to get home. The last, from Thu Due, only eight miles outside Saigon, was in a three-quarter-ton truck with two men from the 4th Transportation Command, Sgt. 1.C. James Robinson and Sgt. Henry Wilkins. They had been reading about the trip, they said, but they didn't know who I was when they stopped. It was Thursday afternoon and it was raining as we drove Over Newport Bridge where the ocean-going ships were docked, and there sprawled out in front, was Saigon. It's hard to describe Saigon. It's too big, too varied to fit into any one picture, although the main question I heard along the way was: "How's Saigon?" Saigon has one Presidential Palace and a lot of tin roofed refugee huts. It has temples and cathedrals and it has small, wheeled stands that sell books, and dried squid and ice cream. Most of all, Saigon has traffic. The motorcycles and scooters and blue and yellow taxi-cabs that look like bumper cars and drive the same way and jeeps and trucks and three-wheeled cycles all hustling through the streets looking for part of the action. I had been on the road for 13 days, and had spent many hours without seeing more than one or two vehicles. Saigon was like being inside a pinball machine ready to tilt. Saigon also has lots of bars, and restaurants and tailor shops. It has many girls in ao dais, mini-skirts and bell bottoms. It has air pollution and dirt. It was home and it was good to be there. It will probably be even better to be in Sydney,

July 16, 1970

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HERE I AM

Here I am, in Vietnam -
The land where brave men go.
Here I am to do a job,
A job that I must know.
I came to land without a dime
And plan to leave the same.
But while I'm here, I'll fight like hell
And die - if that's the way.
Some people say this is a war
And others say it's not.
But to me, it's just my job
And I'll do it the way I was taught.
Yes, I'll do my part to do my best
For a country's cause.
For I love my country
And would die without a pause.
it's not so easy, that's for sure
But that's all part of the tour.
It could be harder, that I know,
For this is a war without a cure.
So here I'll stay for my whole tour
And here I'll live or die.
But no matter how it goes,
I'll know the reason why.

Spec. 4 Harny R. Johnson
Co. B., 19th Eng. Bn.

This section has information published in the Americal Division's Daily Newsheets. The Daily Newsheets were published daily by the Americal Division. One copy was to be shared by 8 soldiers in the field.

Vol. 2. No. 156 Sunday September 22, 1968

MIRACLE WEATHER REPORT SUNDAY

Partly Cloudy Rain Showers Tonight. High 92 Low 77 (B-6)

CHU LAI (AMERICAL IO)--Action remained light and scattered in the Americal Division's southern I Corps Tactical Zone yesterday as Division forces accounted for 23 VC killed and two individual weapons captured.

"Charger" units of the 196th Inf. Bde. killed 14 VC and captured two individual weapons in Operations Wheeler/Wallowa yesterday.

In two separate incidents centered nine miles south of Hoi An, a recon. plt. of the 4th Bn., 21st Inf. killed a total of 12 evading VC with small arms and M-79 fire.

A 3d Bn., 21st Inf. company found one M-1 carbine and one .45 cal. pistol in an area centered 13 miles west of Tam Ky.

A 2d Bn., 1st Inf. company killed two VC in two separate contacts near Que Son.

Light enemy contacts by 11th Inf. Bde. "Jungle Warriors" resulted in seven VC killed and five VC suspects detained during operations in Quang Ngai Province.

Troops of a **1st Bn., 20th Inf.** company led by CPT George F. Robb (Strongsville, Ohio) killed six VC yesterday in three separate actions. The first three VC were killed in a tunnel at the base of a hill seven miles south of Ha Thanh. In the second contact the "Sykes Regulars" killed one VC in a hole and one trying to evade near huts eight miles south of Ha Thanh Special Forces Camp. Later the company killed an evading VC near a clearing eight miles south of Ha Thanh.

Soldiers of another **1st Bn., 20th Inf.** company spotted a VC in a hole near a stream seven miles south of Ha Thanh. When the VC refused to come out, grenades were thrown in killing one VC.

Troops of a 4th Bn., 3d Inf. company detained four suspects yesterday morning seven miles north of Duc Pho.

A mine sweep team from a company of the 19th Eng. Bn. received automatic weapons fire from the east side of Highway 1 yesterday. The team returned the fire, resulting in one VC suspect detained four miles north of Duc Pho.

This is the entry from the Americal Division S2/S3 report related to this incident 21SEP68: 11th Bde, B/19th Engr, BS771559 at 0710H, blown culvert at above coord, believed to be 2 arty rds. Road open to 1/4 and 3/4 ton. Will not be open to anything else all day. Element in contact BS774455 at the time. 0815H, mine sweep rec'd AW fire beside road, ret'd fire, 1 VCS detained. Recon area, spider holes and bunkers, neg casualties, contact broken.

MIRACLE WEATHER REPORT for FRIDAY

Tomorrow's forecast: partly cloudy with chance of morning showers. High temperature of 85 and low of 72 moon rise 1302 moon set -- 0049

AMERICAL DIVISION NEWS

CHU LAI (AMERICAL IO)--Americal Division forces reported killing one NVA and seven VC, discovering one NVA body, detaining four VC suspects in very light and scattered action on Christmas Day in southern I Corps.

In the 11th Inf. Bde. area, six VC were killed and four VC suspects detained while two engineer companies reported three unusual incidents tied to the Christmas standdown.

Near a beach 11 miles southwest of Duc Pho, Co., B, 4-3 Inf., led by CPT Jack Pryor (Fresno, Calif.) received heavy automatic weapons fire and killed five VC. After the "Old Guard" called in air strikes, another VC was found dead.

Three VC suspects were detained with altered ID cards on Highway 1 about six miles southeast of Duc Pho. Another was detained when he presented a VC wreath and distributed propaganda leaflets at the gate of LZ Liz five miles northwest of Duc Pho.

The engineers' unusual day began north of Duc Pho on Highway 1 where a mine-sweep team of Co. A, 19th Engr. Bn. discovered two Christmas trees bearing VC propaganda and a 20-foot high arch built across the road with flowers, pompoms, a white flag, and a dove of peace attached.

Further north, 15 miles from Duc Pho, a mine-sweep team of Co. C, 39th Engr. Bn. encountered one NVA with an AK-47 rifle and two armed VC watching the sweep. Neither side fired.

Shortly afterwards at the same site, the engineers were approached by 30 armed VC with AK-47 rifles, M-79 grenade launchers, and carbines. The VC asked to meet with U.S. representatives at the site at a designated hour in the afternoon. American troops remained at the proposed site almost two hours beyond the designated hour, but no VC appeared.

Americal Daily Newsheet-Vol. 3 No. 134 Wednesday May 14 1969

MIRACLE WEATHER FORECAST for May 15

Fair to partly cloudy, winds blowing east-southeast 5 to 10 knots and gusting to 20 knots in afternoon. Probable thundershowers over mountains.

Temperature: H 96 L 80

AMERICAL DIVISION NEWS

CHU LAI (AMERICAL IO)--Enemy activity decreased in the past 24 hours in the Americal Division. Units reported killing 47 NVA and 40 VC and 18 weapons, three crew-served, were captured.

IRON MOUNTAIN--"Jungle Warriors" of the 11th Inf. Bde. reported 40 NVA and 12 VC killed in southern Quang Ngai province yesterday. Six weapons, one crew-served, were captured.

Air strikes accounted for a large portion of the enemy kills in the bde.'s area.

Elements of the 1-4 ARVN Regt. and 4-3 Inf. reported 25 NVA killed by air strikes, 14 miles northwest of Duc Pho.

Co. C, 3-1 Inf. reported finding five NVA killed by air strikes and three more killed by air strikes and three more killed by small arms fire, five miles south of Duc Pho. At 1010 hours the same unit engaged and killed eight VC half a mile away.

After receiving RPGs and small arms fire, **Co. B, 1-20 Inf.** returned fire to kill four NVA, three miles west of Duc Pho.

Three VC were killed by **Co. C, 1-20 Inf.** who was on a search and clear mission with E Trp., 1st Cav. in fields five miles west of Duc Pho. Earlier the Cav. unit found one AK-47, one M-1 carbine and a M-14 rifle.

Thirteen miles northwest of Duc Pho Co. A, 4-3 Inf. found two NVA killed by air strikes and captured an AK-47 rifle. The unit later found one RPG launcher and seven rounds, two Chicom grenades and two green uniforms, all in the same vicinity.

A VC killed by 174th Aslt. Hel. Co. was found by the 19th Engineers seven miles southeast of Duc Pho. Also found was an AK-47.

Co. B, 3-1 Inf. killed one VC in a rice paddy six miles south of Duc Pho.

Five miles further south Co. D, 4-21 Inf. found a large well-built enemy base camp with 25 hootches, each with its own bunker. One kitchen 20 by 20 feet and a 20 by 60 feet mess hall was included. The unit uncovered 500 pounds of rice, 20 entrenching tools, and NVA poncho liners.

* * * *

[Historian Note: The Americal Division S2/S3 report entry for this action: (U) 11th Bde, Sp Gieger, HQ/19th Engr, location: BS883309 at 0735H. Engaged & killed 1xVC, 1xAK-47 CIA. (Info only)]

There were 12 issues of these colorful glossy magazines published by the Division Information Office from May 1968-Fall of 1971. Additionally there was an Americal Book published in mid 1970 that was similar in look and feel to the magazine. None of these publications had any articles about the 19th Engineers. And even more surprising there was only one article in the Americal Division's Southern Cross that mentions the 19th Engineer Battalion.

**ENGINEERS PROVIDED MUSCLE
FOR DIVISION**

The never-ending task of building, clearing, repairing and maintaining the Americal Division's communication roadways falls upon the broad shoulders of the combat engineer.

The 26th Engr. Bn. is the only battalion assigned directly to the Americal, but the division has three other engineer battalions supporting it. The 39th and **19th Engr. Bns.** are part of the 18th Engr. Bde., headquartered in Cam Ranh Bay, while the 9th Engr. Bn. belongs to the Marine Corps.

"Each battalion is responsible for minesweeping, road upgrading, the building of bridges, culverts, and general maintenance in different sectors of the division AO," stated MSG Joseph White (Detroit), chief Engineer NCO at Division Engineers.

The **19th** and 39th Engr. Bns. operate from the I Corps southern boundary to Chu Lai, while the 9th Engrs. maintain the northern sector of the Americal AO). "White Lions" of the 26th are responsible for all lateral routes east and west of Highway 1.

"The job of a combat engineer is a never ending one," remarked MSG White. "Once an assignment is completed, two more take its place."

Photos

by

SP5 LOU FEDORSKI

11th Inf. Bde.

Photo Captions: Division Engineers work on a road-paving project.

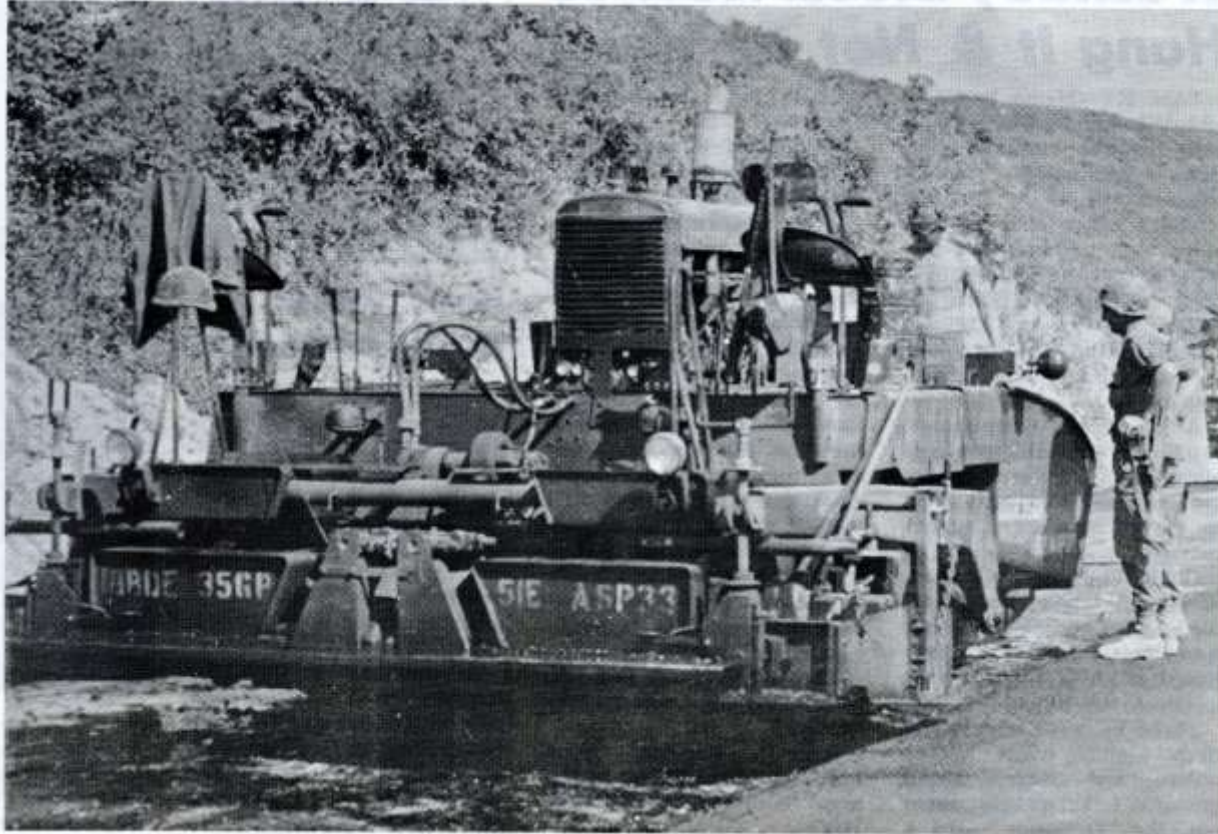
(Clockwise) Getting ready for the road trek, an engineer welds a support plate onto a heavy crane.

In a familiar pose, an engineer cautiously sweeps for enemy mines as men behind provide security. Members of the minesweep team probe for metal indicated by mine detector.

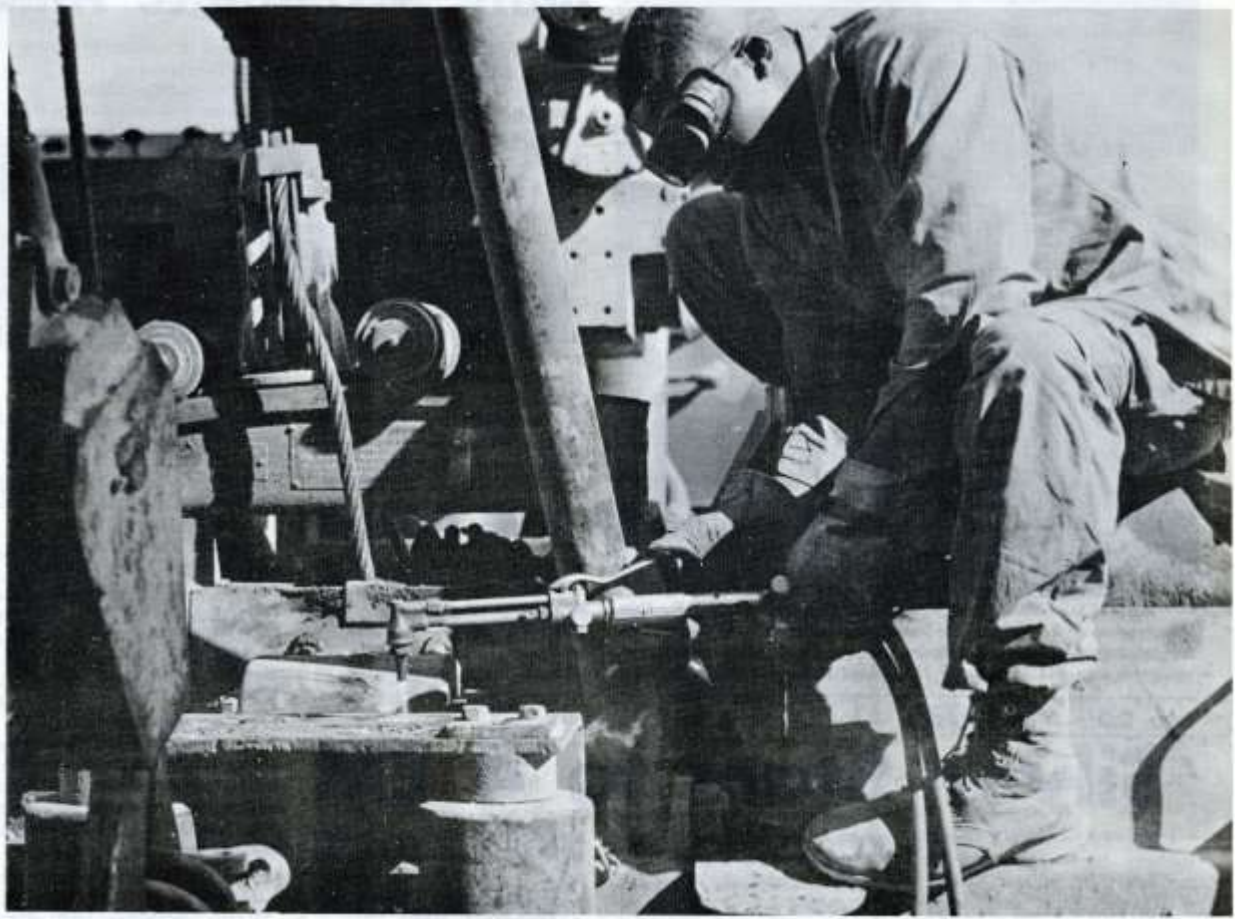
With the road free of mines, a monster-like asphalt machine spreads a hot black surface. Progress is slowed temporarily as engineers clear rubble from a bridge blow by VC. In less than two days, the bridge is like new.

A 10-ton roller puts the finishing touches on the ribbon of asphalt as it firms the new surface into shape.

See photos on the following pages:



Page 2











These are selected entries regarding the actions of the 19th Engineer Battalion (Combat) from the 4/21st Inf. Bn. Iron Mountain Combat Operations After Action Reporting provided by Ralph Bateman, a veteran of 4/21st Inf. Bn.:

17 Aug 69: Convoy from **C Co 19th Engr** was ambushed on QL-1 resulting in 14 US EM WIA and two APC's damaged. A Co with Platoon of RF's reacting to the ambush engaged the enemy with S/A and A/W fire resulting in 4 NVA and 2 VC KIA, 3 9mm pistols, 1 AK-47, and 1 RPG 47 CIA. Later while moving into NDF A Co spotted 20 VC, called in 4.2 mortars with unknown results.

19 Aug 69: C Co spotted 4 VC, engaged, VC evaded. **C Co 19th Engr** working on QL 1 received S/A, RPG and A/W fire resulting in 1 US KIA, 2 US WIA, and 5 vehicles damaged. LRRP spotted 8 VC, called in Arty, with unknown results. (SP5 Ross Mandeville was KIA from this incident). [Entry from the Americal Division S2/S3 report: C/19th Engr, location BS900267 at 0820H. 1) Paving team was ambushed by Unknown size enemy force (UNSEF), unit is in contact, helicopter gunships (G/S) on station. 2) 0835H, C/19 Engr has 1 US KIA, 2 US WIA (E). 3) 0845H, Dustoff (D/O) medevac completed. 4) 0850H, contact broken, res: 3x10-ton low-boys damaged, 1 x5-ton dump truck damaged, 1x20-ton crane damaged. All vehicles received rocket propelled grenade (RPG) & small arms fire (SAF).]

22 Aug 69: FSB Debbie received mortar, S/A and satchel charges, resulting in 3 US KIA and 15 US WIA, engaged enemy, resulting in 2 VC/NVA KIA, 1 RPG 7 and 21 Chicom grenades CIA. Minesweep team from 39th Engr received heavy S/A fire, negative casualties or damage. **19th Engr convoy** on QL-1 received A/W, S/A and RPG fire resulting in 5 US KIA and 3 vehicles destroyed. Enemy was engaged resulting in 2 NVA KIA. Reference ambush 22 Aug 69 **D Co 19th Engr** in checking out area found 16 NVA (1 NVA Officer, 1 AK-47, 1 AK-50, 1 M-16 and 1 RPG-7 and 2 NVA CIA).

(SP4 Michael Grecu was killed in this action.) [D/19 Engr, BS814358 at 221430H Aug 69, 1 plat of D/19 Engr reported a VN vehicle was hit by enemy rkts. The Engr moving to assist the VN rec'd hvy SAF, RPG, and mortars. A reaction force fm C/19 Engr augmented w/elements of D Co accompanied by 3 Dusters moved fm LZ Debbie to the area of contact. Vic BS826339, the reaction force was ambushed. Friendly elements rec'd mortars, RPG, & hvy SAF. 2 Dusters rec'd a total of 5 direct hits. A vehicle fm 45th Engr Gp (NFI) was destroyed by enemy fire (1 US KIA & 1 US WIA (E)). S-2 & driver fm 19th Engr in a 1/4-ton truck was hit (S-2 KIA & driver WIA (E)). Warlords, Sharks, & Helix supported friendly elements. Totals for the ambush, friendly: 1 US KIA & 8 US WIA (E) fm 19th Engr, 1 US KIA & 1 US WIA (E) fm 45th Engr Gp, 1 PF WIA (E), 1 civ KIA & 11 civ WIA (E), 5 vehicles hit (1 combat loss & 4 hvy damage). Enemy: 5 NVA KIA, 2 PW CIA by S-5 11th Bde, and 2 AK-47's CIA].

(Continued)

23 Aug 69: C Co securing FSB Debbie received 1 round mortar fire at approx the same time spotted 4 individuals vic of suspected mortar location, engaged with 81mm mortar with negative results. At 2000 hours Recon observed 8 VC/NVA with weapons and packs moving into TAN LOC, called in 4.2 mortar and 50 cal. MG fire with unknown results. **D Co 19th Engr** in two separate actions had a dump truck and road grader hit mines, causing minor damage.

The corresponding entry from the Americal Division S2/S3 reporting: **(D/19 Engr, BS814358 at 221430H Aug 69, 1 plat of D/19 Engr reported a VN vehicle was hit by enemy rkts. The Engr moving to assist the VN rec'd hvy SAF, RPG, and mortars. A reaction force fm C/19 Engr augmented w/elements of D Co accompanied by 3 Dusters moved fm LZ Debbie to the area of contact. Vic BS826339, the reaction force was ambushed. Friendly elements rec'd mortars, RPG, & hvy SAF. 2 Dusters rec'd a total of 5 direct hits. A vehicle fm 45th Engr Gp (NFI) was destroyed by enemy fire (1 US KIA & 1 US WIA (E)). S-2 & driver fm 19th Engr in a 1/4-ton truck was hit (S-2 KIA & driver WIA (E)). Warlords, Sharks, & Helix supported friendly elements. Totals for the ambush, friendly: 1 US KIA & 8 US WIA (E) fm 19th Engr, 1 US KIA & 1 US WIA (E) fm 45th Engr Gp, 1 PF WIA (E), 1 civ KIA & 11 civ WIA (E), 5 vehicles hit (1 combat loss & 4 hvy damage). Enemy: 5 NVA KIA, 2 PW CIA by S-5 11th Bde, and 2 AK-47's CIA. Notified III MAF SGT Stanton at 0920H, USARV CPT Robbins at 0930H. (Info only).**

29 Aug 69: A Co conducted CA from BS 925126 to BS 892207. B Co conducted CA from BS 897279 to BS876256. C Co in their NDP received 3 rounds of 82mm, engaged with 81mm and had Shadow work area with unknown results. Later, C Co spotted 3 VC/NVA crossing QL-1, engaged with 81mm results unknown. **D Co 19th Engr** reported vehicle hit mine on QL-1 resulting in 1 US WIA, and vehicle with minor damage. [Information found in the Americal Division S2/S3 reporting for this incident: **D/19 Engr, BS795406 at 0925H, 1x5-ton dump truck detonated 35 lb mine, res: 1 US WIA (E), D/O comp at 0930H. Front end was destroyed. Crater size: 10' long, 7' wide & 4' deep. Road is passable, truck combat loss. (Info only).**]

This information comes from quarterly Task Force Oregon and Americal Division Operational Reports and Lessons Learned:

Task Force Oregon Reporting:

AVDF-GC

5 November 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 July 1967

(RCS-CSFOR-65) (RI) (U)

4. Engineer.

a. (C) During May, with the assistance of the 9th Marine Engineer and the 71st Mobile Construction Battalions, the Task Force completed most urgently needed construction to operate through late August. With the announcement, in early June, that the Task Force would remain in being throughout the monsoon season, an entirely new look was required as pertains to both construction completed since late April and new construction requirements. The requirements were:

1. Upgrading route 1 from the initially planned goal of a pioneer dry weather bypasses and roadbed to semi-permanent bridging and a road surface that, with maintenance, could withstand all season divisional loads.

2. Upgrading all ASPs, FSAs, and heliports to a standard commensurate with the rigors presented by the northeast monsoon.

3. Providing minimal standard 2 troop living conditions in preparation for the northeast monsoon.

b. (C) To aid the Task Force, B company, 39th Engineer Battalion was redeployed from attachment to the 45th Engineer Group in Qui Nhon, the company closing in the Chu Lai area on 28 June 67; a 75 ton per hour rock crusher with an eight man crew was placed on TDY to TFO arriving in the Duc Pho area on 9 July 67, and the **19th Engineer Battalion** was assigned the responsibility of upgrading route 1 from the southern I Corps Boundary to Duc Pho thus relieving TFO engineers of approximately 35% of route 1 upgrading.

c. (C) Additionally, engineer support from both the 30th Naval Construction Regiment and the 9th Engineer Battalion was committed by Hq III MAF to upgrade existing support facilities and construct standard 2 troop hutments in preparation for the monsoon season. Presently, all these tasks are in the planning and pre-construction development stage. Materials have been requisitioned and construction starts are envisioned by 15 August 67.

AVDF-CG Americal Division

8 February 1968

SUBJECT: Operational Report for Quarterly Period Ending 31 January 1968

(RCS-CSFOR-65) (U)

5. ENGINEER.

a. Throughout the reporting period, the major portion of engineer effort was engaged in the minesweeping, repair and maintenance of Highway 1.

During the first part of the reporting period there were four battalions engaged in work on Highway 1. The battalions were the **19th Engr Bn** (Cbt), the **39th Engr Bn** (CBT), the 9th Mobile Navy Construction Bn, and the 9th - Engr Bn (Marines). On 20 January 1968, the 18th Engr Bde accepted responsibility for Highway 1 to the CHU LAI main gate. At the end of the reporting period, the responsibility for the repair and maintenance of the highway rested with the **19th**, **39th**, and 9th Engineer Battalions. The 26th Engineer Battalion--the Americal Division Battalion, had a portion of the mine-sweeping responsibility.

b. Enemy activity along Highway 1 was heavy during the reporting period. Fourteen bridges were badly damaged or destroyed by demolitions or fire, thirty-four culverts were blown with demolitions, and twenty-two craters or hand-dug trenches were made in the road. Even though the enemy activity on the road was high, the road was not closed for an entire day during the reporting period. The destroyed bridges or culverts were usually discovered by the early morning reconnaissance overflight or by minesweep teams. The road was usually open for traffic again by 1200 hours and was, in all cases, open for traffic before nightfall.

c. One major east-west road was opened during the reporting period. **Companies A and D, 39th Engr Bn**, opened 22 kilometers of Route 535 from Highway 1 to LZ ROSS. This task was accomplished during the period 13 December 1967 to 30 January 1968.

AVDF-CG Americal Division

7 May 1968

SUBJECT: Operational Report for Quarterly Period Ending 30 April 1968.
(RCS-CSFOR-65) (RI) (U).

5. Engineer. Primary engineer effort in the Americal Division AO (Area of Operations) was directed at LOC (Lines of Communications) maintenance, repair, and new construction.

a. Route 1 had primary emphasis with four Engineer battalions committed to the road.

(1) **19th Engr Bn:** Southern I/II Corps boundary to BS756496.

(2) 39th Engr Bn (DS Americal Div): BS 756496 to BS 695635 and from BS 643733 to Chu Lai main gate.

(3) 104th ARVN Engr Bn: BS 695635 to BS 643733.

(4) 9th Engr Bn, SMC: Chu Lai main gate to North edge of Americal Division AO.

b. The road from Thang Binh to LZ Colt, BT 175418 to BT 114375, respectively, was opened by 39th Engineer Battalion; completion date 6 April 1968.

c. The road from Route 1 to Thon Nai BT 248255 was opened by 26th Engineer Battalion.

d. The road from Tam Ky, BT312822, to Tien Phuoc, BT 118142, was opened as a pioneer road in support of operation Burlington Trail by 26th Engineer Battalion. the 39th Engineer Battalion is now in the process of upgrading this road.

e. All LOC's in Americal AO have remained enemy targets for interdiction. The majority of below listed incidents occurred during the TET Offensive, during period 1-29 February 1968:

(1) Road mines: 136

(2) Bridges destroyed: 19

(3) Culverts destroyed: 51

(4) Road craters or trenches: 41

5. Engineer.

a. Primary engineer effort in the Americal Division AO continues to be directed toward operational support of the Division maneuver elements. Supporting engineer units have a high percentage of effort committed to LOC improvement.

(1) Route 1 has primary emphasis with four Engineer Battalions committed to the road.

(a) **19th Engr Bn**: South I Corps boundary to BS7566946.

(b) **39th Engr Bn** (DS Americal Division): BS756496 to BS695635 and from BS643733 to Chu Lai Main Gate.

(c) 104th ARVN Engr Bn: BS965635 to BS643733.

(d) 9th Engr Bn, USMC: Chu Lai Main Gate to north edge of Americal AO.

(2) Route 1 from Chu Lai to Northern Boundary of Division AO upgraded to 2 lane class 60 traffic by construction of the following bridges:

(a) BT379174-270' steel stringer, timber pile bent, reinforced concrete abutments, class 60.

(b) BT430109-228' steel stringer, timber pile bent, reinforced concrete abutments, class 60.

(c) BT498066-300' steel stringer, timber pile bent, timber pile abutment, class 60.

(3) Road from LZ Baldy, BT132453, to LZ Ross, BT027342, is being upgraded by the Divisonal battalion (26th Engineer Battalion).

(4) Road from LZ Ross, BT027342, to AT920250 has been opened as a pioneer road in support of operation Pocahontas Forest by the 26th Engr Bn.

(5) Road from Tam Ky, BT318222 to Tien Phuoc, BT118142, is being upgraded by the **39th Engr Bn**.

b. All LOC's in Americal Division AO remained enemy targets for interdiction.

(1) Road mines - 188.

(2) Bridges destroyed - 3.

(3) Culverts destroyed - 24.

(4) Road craters or trenches - 7.

Americal Division

AVDF-GCLO

10 August 1969

SUBJECT: Operational Report for Quarterly Period Ending 31 July 1969.

(1) The **19th Engineer Battalion (Combat)** continued to devote maximum effort to minesweeping, upgrading, maintaining and paving QL1 as specified in paragraph 10b(1) above. Their disposition is as follows:

- (a) HHC, (Forward): LZ DEBBIE.
- (b) HHC, (Rear): LZ LOWBOY.
- (c) 1st and 2d Platoons, Company A: LZ CHARLIE BROWN.
- (d) A Company (-): LZ LOWBOY.
- (e) Company B: LZ DEBBIE.
- (f) Company C: LZ LOWBOY.
- (g) Company D: LZ DEBBIE.
- (h) 137th Engineer Company (LE): LZ MAX.
- (i) 73d Engineer Company (CS): LZ LOWBOY.

(2) Using LZ LOWBOY as a base of construction operations (quarry, crusher, asphalt plant) the **19th Engineer Battalion (Combat)** has continued to pave QL1 north. At the end of the report period, QL1 in Americal TAOI was paved from I/II Corps border to BS876310 with paving expected to be complete to Duc Pho about 1 September 1969.

(Note: There are additional pages of detail in this ORLL report regarding engineers. If more detail is needed you can reference the ORLL reporting which is available online at the AmericalFoundation.org website.)

7 November 1968

**SUBJECT: Operational Report for Quarterly Period Ending 31 October 1968.
(RCS-CSFOR-65) (RI) (U)**

5. Engineer.

a. Primary engineer effort in the Americal Division AO continues to be directed toward operation support of the Division maneuver elements. Supporting engineer units have a high percentage of effort committed to LOC improvements.

(1) QL-1 has priority horizontal emphasis in the Americal AO, with three (3) Engineer Battalions committed to the road.

(a) 19th Engr Bn (CBT) II/I Corps boundary to BS740525.

(b) 39th Engr Bn (USMC): BT520044 (Chu Lai Main Gate to north boundary of Americal AO).

The 104th Engr Bn (ARVN) supports LOC improvement primarily by assisting US Engr Bn's with limited equipment support.

(2) QL-1 from Chu Lai to the norther boundary of the Americal AO remains basically 2 lane, class 60. Several stretches (the worst being BT231315 to BT133453) are characterized by soft shoulders, during and up to 48 hours after rain storms. One way convoy traffic is a necessity during such periods. Stretches of the road between BT107504 to BT118490 and BT246312 to BT254298 are subject to inundation after heavy rains. During the period 13-20 Oct 68, these portions of the road were under 12" to 16" of water.

(3) QL-1 from Chu Lai to the southern boundary of the Americal AO remained basically 2 lane, class 50 until 15 Oct 68, when Tropical Storm "Hester" inundated and destroyed several stretches of the road. Culvert by-passes a the bridge failed first, followed by severe flooding around both approaches. Water rose of 4 1/2 ft in the Song Bing Son River in less than 12 hours. QL-1 in the vicinity of Quang Ngai was inundated by 5' of water; QL-1 between Quang Ngai and Duc Pho was under 4' of water in numerous places and sustained sever damage.

(4) 110 feet of panel bridge was destroyed at BS596929 on 9 Oct 68 from overloading by US Forces. Tropical Storm "Hester" struck 11 Oct 68, causing the Song Binh Son River to become a significant obstacle.

(5) HL 535 from LZ Baldy to LZ Ross was upgraded and maintained as a one way, limited all weather route by the Division Engineer Battalion until 5 Oct 68. At that time, the 39th Engr Bn (D Co) assumed the mission on a continuing basis.

(6) The road from LZ Ross to AT920250 which was opened by the 26th Engr Bn as a pioneer road in support of Operation Pocahontas Forest, is no longer maintained.

(7) HL 533 from Tam Ky, (BT318222) to Tien Phoc, (BT1181442) which was being upgraded and maintained by the 30th Engr Bn is closed. A Co 39th Engr Bn was relieved of the mission on 1 Oct 68 because of the tactical situation, and was extracted from the area 7-8 Oct 68.

b. All LOC's in the Americal Division AO remained targets for enemy interdiction. During the first two months of the reporting period, approximately 30 mines were discovered on QL-1, HL 535, with frequent incidents of blown culverts and craters. October marked a decrease of incidents, due primarily to increased tactical operations in the trouble-some areas. More than 180 mines were discovered during the period.

What has not been done in developing this document:

A nearly complete set of ORLL reports exists for the 19th Engineers. These are available at the 19th Engineer alumni website.

A list of men who lost their lives serving with the 19th Engineers can be printed with their date of casualty and location of their death (in most cases). This is not in the compilation document.

An example of the Division S2/S3 reports for May 1968 and May 1969 were appended to this document. All 50 months could be done; however a significant effort would be required.

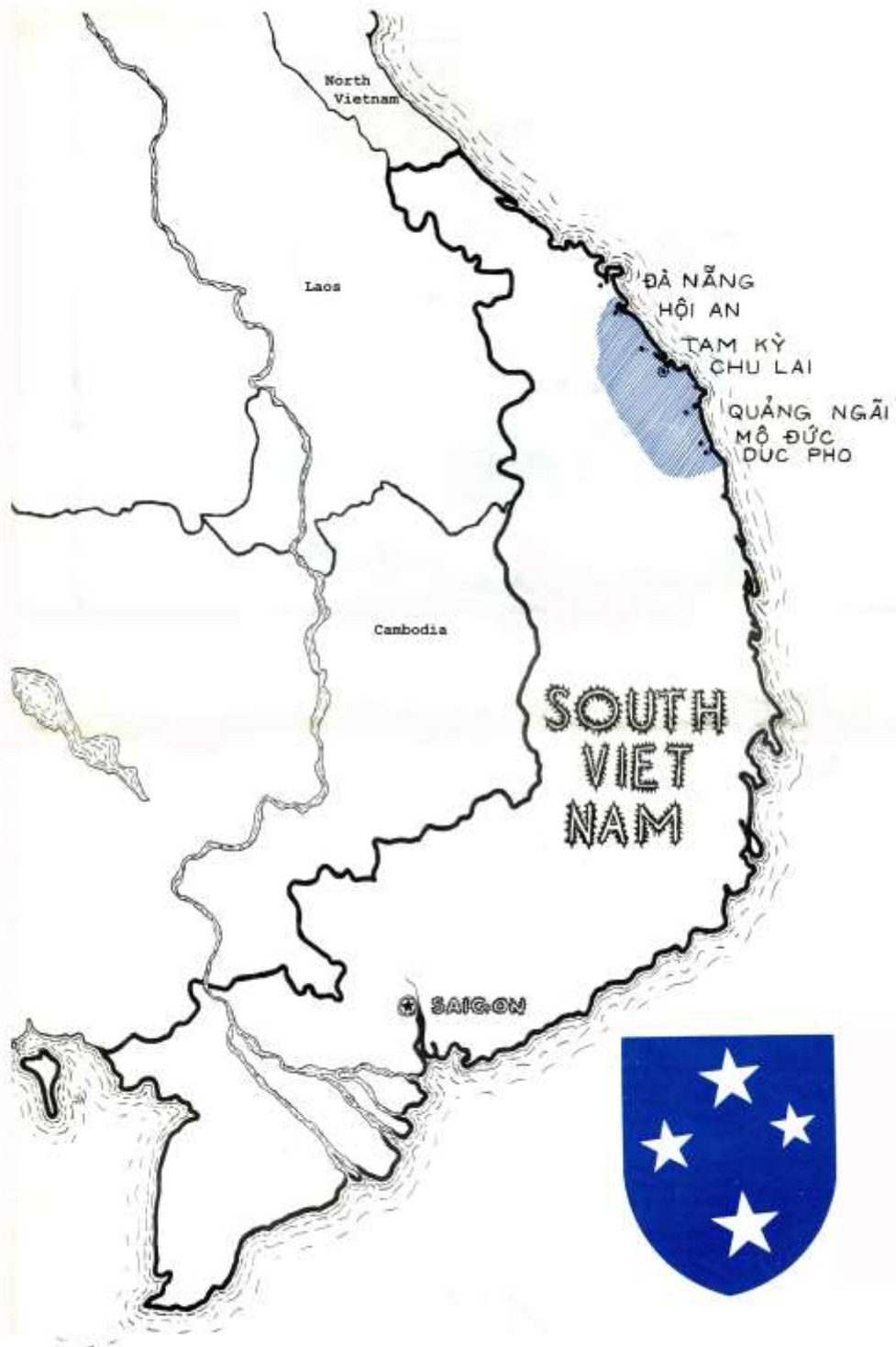
The Americal Division ORLL reports were worked to explain some of the 19th Engineer missions. In addition there are Operation reports that from the 19th Eng. Battalion as well that can be reviewed online or within the Americal Division database. Americal Division Daily Newsheets may have only had few entries regarding the 19th Engineers, but the Daily Newsheets can be used to get a weather report for many days of operation in the Americal AO.

The 19th Engineers supported units other than the Americal Division at different times. Some of the reporting for these other units may be in the ADVA database or the Texas Tech. University Vietnam Center Archives.



The Americal AO

After September 1969 the Marine boundary was shifted south to give the Marines LZ Baldy and LZ Ross. Then After April 1971 the Marines left I Corps, leaving the Americal to defend Da Nang and areas in Thua Thien and Quang Tri provinces.



This map was printed in the first issue of the Americal Division's "Southern Cross" newspaper in May 1968.

★ THE AMERICAN DIVISION ★

The Americal Division Veteran's Association obtained the 50 months of Americal Division S2/S3 Daily Tactical Operations Center reports from the National Archives in a five year effort. An additional five years was spent transcribing the documents so they are computer searchable. These documents are currently being shared with many veterans. Copies reside online at the AmericalFoundation.ORG web-site and also at the Americal Division portal at the online Vietnam Archives maintained by Texas Tech. University. Eight months was spent making a spreadsheet that can filter out entries by unit.

The filters are only set up for May 1968, May 1969, May 1970 and May 1971. I have inserted here examples of what might be related to the Division S2/S3 reports for 19th Engineer Battalion (Combat):

Filtered Americal Division S2/S3 example entries for May 1968:

Unit	sub_unit	Date	Entry	Text
19 Eng	D	680520	30	11th D-19-Engr vic BS821346 at 1130H 5 ton dump truk hit a mine. 20-25 lb expl. 300 meters south of bridge 109, truck dest, 2 WH (E) left a crater 1x1meters.
19 Eng	D	680520	74	11th, D-19 Engr, BS873322 at 2205H recd 8 rds 82mm. NCD
19 Eng	D	680522	2	11th Bde D-19 Engr vic BT827324 at 0240H recd 25-30 rds of mortar on one bunker – all landed on or near the one bunker – Res: 1 US WHA (E) 4 WHA (M)
19 Eng	D	680524	3	11th, D-19, BS867316 at 0235H village at bottom LZ Thunder recd 5 rds mtr and Engrs ret'd fire w/AW and SA. NCD. All rds landed in village. Unk dam to village and occupants. (See Entry #28)
19 Eng	All	680524	28	11th CAPT Henderson, Reference Journal #3 vic BS867316 at 0240 Village Chief reports no rds were fired into village
19 Eng	D	680527	37	11th D-19 Engr vic BS818353 at 0930H 1x US WHA (M) was not evac, caused by a command detonated mine, piece of shrapnel in chin
19 Eng	D	680529	17	11th D-19th Engr vic BS867316 at 0115H received 7xHG at above coord. NCD, fd 1xhomemade HG
19 Eng	D	680530	2	11th, D-19 Engr, BS872324 at 0055H recd 2 rds unk size mtr.

Filtered Americal Division S2/S3 example entries for May 1969:

Unit	company	Date	Entry	Text
19 Eng	A	690507	36	(C) 11th Bde, Sgt Otto. A/19 Engr, BS786423 at 062300H were ambushed by 10-12 VC. Rec 500-700 rd AWF. Res: 1xUS KIA. (Info only)
19 Eng	A	690510	12	(U) 11th Bde, Sgt Otto, A/19 Engr, BS755494 at 0920H. A lambetta det 1x40 lb pressure type mine. Res: 2xVN KIA. (Info only)
19 Eng	A	690511	21	(U) 11th Bde, Sgt Otto, A/19th Engr, BS795405 at 0920H, M/S tm fnd 25 lb pressure type mine, dest.
19 Eng	A	690511	22	(U) 11th Bde, Sp Sheen, A/19th Engr, BS758489 at 0935H. Fnd 2x20 lb mines, dest.
19 Eng	D	690512	14	(C) 11th Bde, Sgt Winkler, B/3-1, BS872324 at 0445H, LZ Debbie rec 2xrds of 60mm mort. Res: 1xUS WIA(E) fm D/19th Engr. (Info only).
19 Eng	B	690512	43	(U) 11th Bde, Sgt Otto, 19th Engr, BS885309 at 0700H. B/19th Engr fnd road block of rocks & metal 300 m long. Checked out & cleared. A/19th Engr 0805H, BS783432 fnd hole dug in road 5'x4', checked & cleared. 0815H, BS783432, fnd road blocks of trees buried in gnd, checked and cleared. 0900H, BS914262, fnd 20 pgnd leaflets, evac to LZ Bronco. (Info only)
19 Eng	*All	690512	74	(U) 11th Bde, Sgt Otto, 19th Engr, BS917241 at 1120H. 2xconvoy's rec SAF. Res: 1xUS KIA, 1xUS WIA(E) 1xVC KIA. (Info only)
19 Eng	C	690513	35	(U) 11th Bde, Sgt Otto, C/19th Engr, BS910161 at 0650H. Mine sweep tm rec 20xrds AWF, rtn fire w/arty w/unk res. (Info only)
19 Eng	HQ	690513	41	(U) 11th Bde, Sp Gieger, HQ/19th Engr, BS883309 at 0735H. Eng & killed 1xVC, 1xAK-47 CIA. (Info only)
19 Eng	B	690514	25	(U) 11th Bde, Sgt Otto, B/19th Engr, BS915257 at 0930H. Mine sweep tm, fnd culvert blown. Road passable. Passed to CSIC : SFC Cornette.
19 Eng	C	690515	19	(C) 11th Bde, Sgt Otto, C/19th Engr, BS914258 at 0920H. Ambushed on QL-1. Res: 1xUS KIA, 5xUS WIA (E). D/O compl at 0945H. G/S on station. (Info Only). 1xUS fr Duster, 3xUS WIA (E) fr 173 ABN, 2xWIA (E) from 19th Engr.
19 Eng	C	690519	52	(C) 11th Bde, M/Sgt Otto, C/19th Engr, BS918188 at 1315H. 5 ton trk ambushed. Res: 1xUS WIA (E), D/O compl 1330H. (Info only).
19 Eng	C	690524	23	(C) 11th Bde, Sgt Oakes, B/19th Engr, BS910161 at 0700H. Rec hv AWF, in contact at 0710H. Res: 4xUS KIA, 6xUS WIA (E). (Info only). (Correction C/19 Engr.)
19 Eng	C	690524	64	(C) 11th Bde, SP Sheen. See DJF #23, 240700H May 69. Change B/19th Engr to read: C/19th Engr. Change total cas to read: 6xUS KIA, 10xUS WIA (E).
19 Eng	*All	690526	37	(C) 11th Bde, SFC Winkler, 19th Engr, BS887272 at 1620H. Convoy ambushed, rec SAF & AWF. Res: 1xUS WIA (E). (info only)