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Box 3

UNIT HISTORY

919TH ENGINEER COMPANY (ARMORED)
13 April 1966 - 31 December 1967

1 March 1968
Approved:

for William J. Scharrett 1405
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Commanding

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by 10 NARA Date 4/10/01

FOREWORD

Service in the Pacific Theater is nothing new to the men of the 919th Engineer Company. The ancestors of the Company were created at Fort William McKinley, Philippine Islands as the 2176th Engineer Maintenance Company (Aviation) on 1 August 1946, shortly after the termination of World War II. The Company's existence was short lived, as they were inactivated six and one-half months later on 15 February 1947.

Approximately two years later the Unit was renamed the 919th Engineer Maintenance Company (Aviation), activated and assigned to the Third United States Army at Camp Gordon, Georgia, on 5 January 1949. Later renamed the 919th Engineer Aviation Maintenance Company the Unit returned to the Far East once again, arriving at Okinawa Island, Ryukyu, Islands on 11 November 1949. The Unit was assigned to the 20th Air Force, Far East Air Forces.

With the outbreak of hostilities in Korea, the 919th Engineer Aviation Maintenance Company dispatched its Contact Platoon to the War Zone on 14 July 1950. So well did the Platoon perform that it received the Distinguished Unit (Korea) Citation for its endeavors during its first month in Korea. Approximately ten months later the remainder of the Unit followed the Contact Platoon in their support of the Fifth Air Force, arriving on 26 April 1951.

During its service in Korea, the elements of the 919th Engineer Aviation Maintenance Company earned Campaign Credits from the United Nations Defensive to the Korea Summer-Fall 1953 Campaigns.

Approximately one year after the War ended the 919th Engineers made the trip to Japan on 2 July 1954, and went to work for the 417th Engineer Aviation Brigade. On 1 March 1956 the Unit was returned to the Department of the Army, after more than six years of service to the Department of the Air Force. Three months later, on 25 June 1956, the Engineers once again became an item of Military History, as they passed into the inactive rolls.

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On 13 April 1966 the 919th Engineers were activated for the third time in their short history under the provisions of III Corps General Order 76, and were assigned to the Fourth United States Army, Fort Hood, Texas. At this time the Engineers changed their name once again to the 919th Engineer Company (Armored), and were destined to deploy to the Republic of Vietnam to provide direct combat engineer support for the 11th Armored Cavalry Regiment, then stationed at Fort Meade, Maryland.

Initial responsibility for the Company's formation and organization was assigned to the 16th Engineer Battalion (Armored), also stationed at Fort Hood. Organized under TOE 5-7D, 1960, the Company was entitled to five Officers and one hundred sixty-one Enlisted Men. In keeping with its future mission to support the 11th Armored Cavalry Regiment and its three Squadrons, the Company was organized with a Headquarters Platoon and three Combat Platoons (one to support each Squadron).

The first Engineer reported for duty on 16 April 1966, but the Company did not approximate full strength until the first week in June 1966. Under the command of Captain Donald J. Crocker, 089449, an intensive training program was instituted to prepare the Engineers for their future duties. Emphasis was placed on physical conditioning, mine detection and removal, employment of demolitions, bridge classification, construction techniques, armor tactics, and qualification with both individual and crew served weapons. Training was complicated by the fact that all of the Company's rolling stock and major end items had to be prepared and shipped to Vietnam by sea prior to 4 July 1966. A security party consisting of five Enlisted Men accompanied the equipment on its month long voyage. Training continued using borrowed equipment. Also to be sandwiched into the tight time frame was fifteen days of pre-embarkation leave for all personnel, further complicating the training schedule. These complications meant that the Armored Engineers had only 36 days with which to become acquainted with their equipment, weapons, and future conditions.

On 5 August 1966, the first elements of the Company departed Fort Hood, Texas, via Bergstrom Air Force Base, Austin, Texas, for the Republic of Vietnam. By 8 August 1966, the entire Company had arrived at TAN SON NHUT Air Base on the outskirts of SAIGON, and 154 combat ready engineers were moved by bus to an area (LONG BINH), 20 kilometers northeast of SAIGON, astride National Highway One. This area was to be the temporary home of the 11th Armored Cavalry Regiment, the Unit to which the Company was assigned.

By 16 August 1966 most of the Company's heavy equipment had arrived, and work began on the Staging Area, as it was known. The terrain was characterized by scrub undergrowth and sandy soil that had been used to grow peanuts prior to the War. The 919th Engineer Company (Armored), in conjunction with the 169th Engineer Battalion, cleared the area, installed drainage ditches and roads, and constructed temporary showers and latrines for the Regiment and its attached units totaling over 4000 strong. This prodigious task was accomplished in less than one month. At the same time the Company played a major part in the physical

security of the Staging Area through the construction of guard bunkers and concertina wire barriers, emplacing trip flares, and providing personnel for bunker guard and listening post duty.

With the arrival of the first elements of the 11th Armored Cavalry Regiment on 7 September 1966, the men of the 919th Engineer Company shifted their efforts to improving the tents and general living conditions of the Blackhorse Troopers. Perhaps the biggest problem was the ever present mud caused by the torrential September rains, which hindered the Company's construction efforts. In spite of the problems caused by the weather, conditions continued to improve as the diligent efforts of the Engineers began to pay off and the supply system began to respond to the earlier requests submitted in August 1966.

With the beginning of combat operations in the first part of October 1966, the men of the 919th Engineer Company (Armored) found themselves in the unique position of being the only Armored Engineers fighting in Vietnam. In essence they had to write the textbook for Armored Engineer operations in a Counter-Insurgency situation. As a part of Operation UNIONTOWN (1-19 October 1966), security of the BIEN HOA area, the First Platoon performed an Engineer Reconnaissance of four bridges along International Route 24. Two of the bridges were so situated that a helicopter assault had to be used. The bridges were checked for mines and any obstructions which might impede the movement of the Blackhorse Regiment during future operations in the area. Simultaneously the Second Platoon provided support for the Second Squadron on Operation LAUREL (4 October 1966), a security mission for a group of Engineers making a reconnaissance of National Highway 15 between LONG BINH and LONG THANH.

On Operation HICKORY (7-15 October 1966) the Company received its first taste of combat as the Third Platoon provided combat support for the Third Squadron on its Search and Destroy operation in the NHON TRACH area just above the watery morrass known as the RUNG SAT. It was during this Operation that the ingenuity and tenacity of the Engineers were tested and proven. The Area of Operation was covered with thick secondary growth of jungle intermingled with rice paddies and stream tributaries. Roads were almost nonexistent, causing the Blackhorse Troopers to smash their own passageway through the dense vegetation. The thin crust of the limited road network disintegrated under the pounding of the armored vehicles and the monsoon rains, presenting the men of the 919th Engineers with a most challenging situation. Quickly employing chain-saws and explosives, the Engineers constructed over 100 meters of cordero road to provide access to the bogged down tanks and Armored Cavalry Assault Vehicles (ACAV's). The Company's organic bull-dozer was employed to assist in the recovery of the combat vehicles and to clear fields of fire. In addition, extensive enemy fortifications (45 emplacements) were discovered by the Cavalryman which were explored and destroyed (through the use of demolition) by the Company. Several Civic Action projects (water well and road repairs) were initiated and completed during the Operation.

Concurrent with Operation HICKORY, the First Platoon provided support for the First Squadron during Operation ROBIN (10-17 October

1966). During this Operation the First Squadron was OPCON to the 173rd Airborne Infantry Brigade (Separate) with the mission of securing National Highway 15 from VUNG TAU to BEAR CAT. A labyrinth of earthworks were uncovered in the Area of Operation (AO). The Company was called upon to search and demolish 75 of the fortifications.

Shortly after the completion of Operation ROBIN the Company participated in Operation ATLANTA (21 October-8 December 1966), a search and secure operation designed to provide a new home for the Blackhorse Regiment. By the first of November, 1966, the men of the 919th Engineer Company (Armored) were engrossed in the preparation of the new Base Camp for occupancy by the Regiment. In conjunction with the 27th Engineer Battalion (C), the intense secondary jungle growth was cleared, initially to provide fields of fire and observation, and later for roads, tents, mess halls, and the vast amount of material and personnel required to sustain an Armored Cavalry Regiment. Immediate priority was given to the barrier system, and five belts of triple standard concertina wire fences were constructed for a majority of the Base Camp's perimeter. In addition the Company requisitioned and pre-cut the materials for all the perimeter guard bunkers and Observation Towers. The Company constructed a total of five perimeter bunkers and nine observation towers. The construction efforts netted 12.27 kilometers of the Base Camp interior road network cleared and filled utilizing the seven 5 Ton Dump trucks, bull-dozer, and three tank-dozers organic to the Company along with some equipment from the 27th Engineer Battalion.

Combat support continued to be provided to the Squadrons during their various route clearing and search and destroy operations in the Blackhorse Tactical Area of Responsibility (TAOR). During these operations the engineers of the 919th had ample opportunity to become acquainted with the myriad types of Viet Cong mines and boobytraps.

Combat requirements for the Regiment continued to increase as did the demand for direct Combat Engineer support. On 8 November 1966, the First Squadron and the First Platoon marched over 180 kilometers to participate in operation ATTLEBORO (8-20 November 1966), the largest U.S. Operation to that date. The First Platoon conducted extensive mine sweeping operations in the area near LAI KHE that had long been a favorite mining grounds for the Viet Cong. Twice the Engineers were called upon to construct hasty crossings at locations where the enemy had effectively destroyed the road's capability to pass traffic.

On the night of 16 November 1966, the Viet Cong launched a mortar and recoilless rifle attack against the Regimental Base Camp. The attack was well planned, with the rounds impacting in the billet areas of the 919th Engineer Company and the 27th Engineer Battalion. The first rounds hardly had struck when an alert tank crew, under the direction of SSG Arthur R. Strahin, RA 52330289, began to return the fire with the tank's 90mm main gun. Firing with deadly accuracy, in spite of the darkness of the night and the great range, Sergeant Strahin's crew blunted the attack and kept friendly casualties to a minimum. When the area was investigated the following morning it was discovered that in their haste to avoid the tankers fire the enemy had been forced to leave behind numerous unexpended mortar and recoilless rifle rounds as well as personal equipment.

While the First Platoon was enroute back to Base Camp from Operation ATTLEBORO, a Regimental resupply convoy was ambushed on National Highway 1, some 30 kilometers east of LONG BINH, on 21 November 1966. The 11th Armored Cavalry Regiment's counterattack and mopping-up was still in progress as the Engineers were called in to neutralize enemy bunkers. Over seventy-five enemy fortifications were destroyed by the First Platoon that afternoon.

During December 1966 the Second Platoon moved out of Base Camp in support of the Second Squadron and Operation CANARY DUCK (8-12 and 15-20 December 1966). During this extended operation, the Second Platoon conducted an engineer reconnaissance of National Routes 25 and 320. A four kilometer swath was laboriously cut to permit the passage of tanks through heavy secondary jungle growth and give the Regiment direct access to Highway 15 from the Base Camp to the east.

The Engineers demonstrated that they could serve the Vietnamese people as well as support the Regiment during Operation CANARY DUCK. Initially, they built a corduroy road providing access to a residential area of LONG THANH village. Later, three Class 60 and one Class 20 bridges were built, and culverts (one 36" and one 18") were emplaced for the local inhabitants. As these Civic Action projects were progressing the Platoon continued to energetically support the combat operation. Many anti-vehicular mines, claymore mines and hand grenade booby traps were discovered and destroyed.

On 2 December 1966, the Viet Cong ambushed a Regimental convoy in the vicinity of NUI CHUA CHAN Mountain. As in the 21 November 1966 ambush, the firing had not ceased when elements of the 919th Engineer Company arrived on the scene. The engineers moved in and destroyed over seventy-five enemy bunkers, command posts, and fortifications through the use of explosives. A short three days later the Engineers destroyed thirty more enemy positions while supporting Operation ALEXANDRIA (5 December 1966).

Operation DAN TAM 81 (9 December 1966-1 January 1967), a joint Operation between the First Squadron and ARVN forces, was designed to protect the Rice Bowl located above VO DAT from the Viet Cong. The First Platoon provided direct Combat Support by sweeping the TAN LINH airfield for mines and constructing numerous expedient fords and bridges across the multitude of small streams that crisscross the area.

Given the mission of crossing the Regiment over the LA NGA river, elements of Headquarters Platoon and the Third Platoon moved out of Blackhorse Base Camp on the afternoon of Christmas day. Joining the First Platoon, the engineers began construction of a 141 Foot M4T6 float bridge at 2000 hours that night. By daybreak the next morning main battle tanks and ACAV's of the Blackhorse Regiment were moving north into the heartland of the Viet Cong dominated area (Rice Bowl Region). The year 1966 came to a close with the termination of Operation DAN TAM 81 and the engineers returned to Blackhorse for a momentary pause.

For the major part of January 1967, the 919th Engineer Company (Armored) found itself deep in the "Iron Triangle" near BEN CAT while supporting the Blackhorse Regiment on Operation CEDAR FALLS (8-24 January 1967). Headquarters Platoon, Second, and Third Platoons traveled with the vanguard of the attacking Blackhorse Troopers and

quickly became expert at searching Viet Cong tunnel complexes for weapons caches, booby traps, and enemy personnel. Once the search was completed the Engineers quickly destroyed the complexes and moved on with the hard charging Cavalry Units. On Operation CEDAR FALLS the 919th Engineer Company (Armored) deprived the enemy of over 1700 linear meters of tunnel complexes through the use of demolition and riot control agents. On one occasion the men of the 919th discovered a tunnel complex contaminated with riot control agents, but not destroyed. In order to leave nothing of value to the enemy, they endured the burning irritants for over thirty minutes so that charges could be placed and the tunnel destroyed.

The men of the 919th Engineer Company also became adept at destroying enemy installations and base camps efficiently. During the operation, elements of the Company destroyed 200 enemy fortifications while supporting the Blackhorse regiment. In conjunction with their demolition activities the Engineers swept over 63 Kilometers of roadway for mines enabling the resupply convoys of the Regiment to safely reach their destination. The Company's one organic bulldozer did yeoman duty while clearing 50 acres of mine infested jungle. The Company's bulldozer went on to clear four landing zones that would be used during future operations in the area.

Almost immediately after returning to their home base at Blackhorse (LONG GIAO) elements of the Company moved out into the jungle areas surrounding the Base Camp on Operations MUNICE (27-31 January 1967 and 4-15 February 1967) and IOLA (24 January-4 February 1967). During these Operations the Engineers destroyed a Regimental size enemy Base Camp consisting of over 300 bunkers.

With the start of February 1967 the First Platoon moved to the vicinity of LAI KHE to participate in Operation WILLISTON (1-12 February 1967), a route security mission on National Highway 13. Throughout the Operation the men of the first platoon efficiently cleared this vital supply route of enemy mines on a daily basis.

On 18 February 1967 the 11th Armored Cavalry Regiment launched its portion of the largest United States offensive to that date in the Republic of Vietnam, Operation JUNCTION CITY (18 February-16 March 1967). Constantly under harassing enemy fire the men of the 919th Engineer Company provided exemplary direct combat engineer support for the hard charging Blackhorse troopers as they cleared the Viet Cong from War Zone "D". During the Operation, elements of the Company prepared eight fording sites to enable the 11th Cavalry Units to accomplish their mission. Upon completion of this month long operation War Zone "D" was minus 130 assorted enemy mines and booby traps; ranging from hand grenade to 250 pound bombs, 275 fortified bunkers, and seven water wells thanks to the diligent efforts of the men of the 919th Engineers. For their tenacious performance of duty during Operations CEDAR FALLS and JUNCTION CITY, the men of the 919th Engineer Company (Armored) were awarded the title "Red Devils".

Upon the completion of JUNCTION CITY in March 1967 the Company was split with the 1st Platoon supporting the 1st Squadron, on

Operation PORT SEA (20-30 March 1967), a Search and Destroy Operation with the Australians near BARIA, while the Company Headquarters, Second, and Third Platoons were operating south of LAI KHE on JUNCTION CITY II (20 March-15 April 1967) providing mine sweeping support to the 11th Armored Cavalry Regiment's route security mission. During these operations the Company supervised and helped clear National Route 13 between LAI KHE and AN LOC on a daily basis, destroyed over 200 meters of enemy tunnel complexes, constructed two fording sites, and detected and removed five enemy mines not previously encountered for further evaluation at Higher Headquarters. While leading a mine sweeping operation on National Highway 13, PSG John W. Clary RA530-72360, was killed as enemy snipers took aim on the Second Platoon's sweep teams. During a grenade and claymore mine attack on the 11th Armored Cavalry Regiment's Staging Area in LONG BINH, PFC Albert P. Cleveland RA14895553 was killed and three other engineers were wounded.

Upon completion of Operation JUNCTION CITY II and PORT SEA the Regiment launched Operation MANHATTAN (23 April-11 May 1967), a sweep West of LAI KHE, designed to sever the Viet Cong supply lines. The Second Platoon supported the First Squadron of the 4th Cavalry Regiment which was OPCON to the 11th Armored Cavalry Regiment since the Second Squadron was preparing to join Task Force OREGON. Operation MANHATTAN was the first operation involving all elements of the Company. The Company supervised the rapid employment of two Armored Vehicle Launched Bridges (AVLB) across the THI TINH River, enabling the 11th Armored Cavalry Regiment to reach their attack objectives. During the course of the Operation, elements of the Company destroyed 800 enemy fortified bunkers, 87 enemy dwellings, and numerous water wells through the use of demolition.

With the end of Operation MANHATTAN and the beginning of the Monsoon, the 11th Armored Cavalry Regiment returned to their Base Camp and began in earnest Operation KITTY HAWK, a continuing pacification Operation in LONG KHANH Province. In support of this Operation the 919th Engineer Company was placed in charge of a Rome Flow Team consisting of elements of the 15th and 27th Engineer Battalions. Through the diligent efforts of all concerned and the ability of the 919th maintenance section, 450 acres of light and dense jungle growth along National Highway I in the vicinity of GIA RAY were cleared in the short time interval of two weeks.

Concurrent with the clearing operation, elements of the Company were providing support for Operations DALLAS (11-27 May 1967) and QUICKSILVER (1-10 June 1967), Search and Destroy Operations north of BIEN HOA. Also the Company was engaged in a vigorous base camp construction program with the elements remaining in Base Camp. Since the beginning of the year latrines and showers for two Squadrons, the Regimental Tactical Operations Center, Regimental BOQ, Regimental Administration Buildings, and PX Annexes had been constructed.

With the beginning of June the Third Platoon moved out on search and destroy operations in the TAOR, in support of Operation AKRON (8-27 June 1967), which took place around Blackhorse Base Camp. Two expedient culverts were constructed in two consecutive days employing the Company's organic bulldozer. Elements of the Company also

constructed a 30 foot expedient class 55 bridge using 24"-36" trees and Pierced Steel Plank for decking. This span is still carrying traffic on the Firestone Trail indicating that though expedient the bridge built by the "Red Devils" stood the test of time. On the 16th and 17th of June 1967 elements of the Second Platoon were airlifted into the AKRON area of Operations, to provide support for the 35th Ranger Battalion (ARVN). While completing their mission over 175 enemy bunkers and connecting trench systems were destroyed using demolition. Also 38 mortar rounds, 3 claymore mines and miscellaneous small arms ammunition were destroyed.

During the early morning hours of 18 June 1967 the Third Platoon, helping to secure the Command Post of the Third Squadron, 11th Armored Cavalry Regiment, came under an intense mortar and ground attack. The attack came from an estimated Viet Cong Battalion. Due to their position on the perimeter the Third Platoon bore the brunt of the ground assault, the "Red Devils" valiently defended their ground employing every weapon in their possession. When the smoke lifted and a search was conducted in the morning over 35 enemy bodies were found in front of the Platoon's position. During the action SP5 William N. Scott RA24656156 and William J. Dillon RA53071317 were killed while returning intensive fire on the fanatical attackers. Due to the fact that casualties (2 KHA, 12 WHA) had reduced their effectiveness, the Second Platoon replaced the Third Platoon, thus continuing the fine direct engineer support the Blackhorse Units had come to expect from the 919th Engineer Company. During the remainder of the Operation 15 enemy mines were detected and destroyed.

While Operation AKRON was in progress the First Platoon moved out in support of Operation PADDINGTON (15 June-2 July 1967), a search and destroy operation in conjunction with the Australians and the 1st Squadron. During the course of the operation the Engineers constructed numerous fords to facilitate the movement of the Blackhorse Troopers.

After Operation AKRON the Company returned to its support of Operation KITTYHAWK. On 15 July 1967 elements of the Company moved out to repair a bridge on National Highway I near SOUI CAT that had been washed out by the Monsoon rains. During the course of the road march to the work site an enemy claymore mine was detonated against the Command Armored Cavalry Vehicle (ACAV) resulting in the death of the Company Commander, Captain Donald J. Crocker 089449, First Sergeant Everett A. Herritz RA36849424, PFC Harry A. Kelley US553421718, and PFC Donald Paskowitz US56452875. After a search of the immediate area failed to disclose any enemy soldiers the remaining elements of the Company pushed on to complete their mission inspite of their loss. The following day the repairs were completed and this vital supply route was once again open to traffic.

On 21 July elements of the Company moved out on Operation EMPORIA I (21 July-4 August 1967), a route clearing operation along Route 20 north of XUAN LOC. The major mission assigned the Company during this operation was to provide barrier materials and technical assistance to the Regional Force/Popular Forces (RF/PF)

and outposts in the area. Operation EMPORIA II (4-20 August 1967) was launched to continue the route clearing above the LA NGA River. During the course of these operations the Company delivered 1110 coils of concertina wire, 1460 pickets, 32 rods of barbed wire, and 35,500 sandbags to the 17 outposts along Route 20. The Company delivered all materials in conjunction with the local MACV sector advisor to insure that coordination between the various assistance programs was effected. The Company has continued to provide materials and technical assistance to RF/PF outposts where ever they operate.

The Company continued to provide support to Operation KITTY HAWK by repairing culverts and constructing bridges in the area. At the end of August two class 60 Timber Trestle Bridges were constructed north of National Highway I in the time frame of a single day, by one Platoon. This enabled trucks to enter the area for the first time in many months thereby improving the welfare of the Vietnamese inhabitants. An element of the Company also rebuilt a class 100 bridge at the town of CAM MY. The job was completed in two hours. The Company also dug a well for the town of BAU DINH using a Glam Shell Crane and corrugated metal pipe.

During the Vietnamese elections in September 1967 the 11th Armored Cavalry Regiment went into an election posture called Operation VALDOSTA I (1-6 September 1967). During this operation elements of the company repaired a culvert on National Highway I that had been damaged by the Viet Cong while trying to intimidate the Vietnamese voters.

Toward the end of September 1967 the Second Platoon moved out in support of the 3/5 Cavalry and the Third Squadron on Operation ARKANSAS CITY I (18-23 September 1967). Elements of the First Platoon were air lifted to provide support for the 2nd BN, 47th Infantry. During the Operation over 400 enemy fortifications were destroyed using demolition and the Company's organic Rome Flow and Bulldozer. A trail was also cleared to provide easy future access to the area.

Toward the end of October 1967 the Company moved out in support of Operation VALDOSTA II (20-24 October 1967), also connected with the Vietnamese elections. During the course of the Operation 485 enemy fortifications were destroyed by elements of the Company using demolition.

With the beginning of November 1967 the 11th Armored Cavalry Regiment moved out on Operation SANTA FE (3 November 1967-3 December 1967), a route clearing and search and destroy operation along National Highway I. Elements of the Company destroyed 1127 enemy fortified bunkers stretching from GIA RAY to the MAY TAO Secret Zone. For their prodigious effort in this area the Second Platoon was awarded the title "Bunker Busters" by the Regimental Commander. Elements of the Company also hauled over 430 cubic yards of crushed rock to repair damage to the highway caused by the heavy traffic. Elements of the Company also constructed three ford sites and a log bridge to facilitate the Blackhorse Troopers.

With the beginning of December 1967 the Company moved out on Operation QUICKSILVER (US), a route security mission east of LAI KHE. The Company was assigned the mission of coordinating the

mine sweeping operation, and due to their diligent efforts no vehicle escorted by the 11th Armored Cavalry Regiment suffered mine damage. During the course of the Operation five enemy mines were detected and destroyed.

Toward the end of 1967 the Blackhorse Regiment moved north of AN LOC on Operation FARGO (21 December 1967-In Progress), and the "Red Devils" of the 919th Engineer Company went with them to provide their usual outstanding support. The Company constructed four helicopter revetments using 55 gallon POL drums to provide protection for the Regimental Aircraft. The Company's organic Bulldozer and Rome Plow cleared fields of fire, worked in conjunction with a land clearing team on National Highway 13, dug emplacements in the various Fire Support Bases, and developed several barrow pits for use during the operation.

Throughout these combat operations a rear detachment of the "Red Devils" was actively engaged in a Base Camp Construction Program that benefited all units at the Blackhorse Base Camp. Throughout the year over 50 structures were constructed by the Engineers.