

HISTORICAL REPORT
OF THE
12TH ENGINEER BATTALION

IN SUPPORT OF
OPERATION DESERT SHIELD / STORM

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DATES OF ACTIVITY: 24 DECEMBER 1990 TO 28 FEBRUARY 1991

DEPLOYMENT OF THE 12th ENGINEER BATTALION TO SOUTHWEST ASIA

The 12th Engineer Battalion received its notification to deploy in support of OPERATION DESERT SHIELD on the 24th of December, 1990. The Battalion Commander, LTC Robert T. Richardson, called for an 1100 hour meeting the next day, Christmas, with the company commanders and battalion staff. All were present, some in civilian clothes, the Battalion Commander in his dress blues ready for the afternoon meal in the dining facility, and CPT Peterson, Alpha Company Commander, in his BDUs, to hear the ' news that the 12th Engineers would deploy in 30-45 days to Southwest Asia (SWA). Echo Company would later find out that it would not deploy as a bridge company or haul company by order of the V Corps Commander. The mission of the battalion at SWA was unclear.

The following day, the 26th of December, the battalion was back at work with the holidays cut short. Each staff section was diligently assessing its respective status and the needs of the battalion to be 100% mission capable in time for the earliest deployment date. The S-3 section set to work on publishing a deployment order, the S-4 section began assessing critical supply needs, the Battalion Maintenance Officer (BMO) hurriedly got the battalion into the division support battalion's network to bring up over 100 vehicles off the "deadline" report, and the S1 went to work on calling back over 120 personnel from Christmas leave, and identifying critical Mission Occupational Skill shortages.

The Executive Officer, Major Eric T. Mogren, in conjunction with the Battalion Operations Officer, Major David Ridenour, used the early deployment date of 23 January 1991 as the target date to have the battalion at 100% for deployment. This date turned out to be late, as the battalion departure was moved up to 17 January 1991. As the staff worked hard preparing the order and doing their assessment, the companies increased their physical fitness training, readied their vehicles and equipment, and organized their family support plans in conjunction with the Chaplain, CPT Baglien, and the CSM Raphael.

Echo Company, which was not deploying with the battalion, became the rear detachment under the command of CPT Karl Meuschke. CPT Meuschke quickly took on the responsibility of preparing the family support plans, facility turnover plan, and vehicle storage plan for deploying personnel. The late notification of the 12th Engineer Battalion as the last of four battalions in the 8th Infantry Division (Mechanized) to deploy into SWA made its movement the priority of the division.

The BMO, CPT Alan Vaughn and his faithful crew of WO1 Marvin Seals and SFC Crockett, took on the task of getting the battalion's equipment operational after the 60 day Grafenwoehr/Hohenfels Exercise Evaluation (EXEVAL) training / density and two week recovery program. The battalion completed the density on 7 December 1990; the recovery program lasted through 18th of December 1990. The division's Main Support Battalion dedicated its Bravo Company to assist the 12th Engineers in locating repair parts and repairing vehicle/equipment. The Battalion Logistics Officer, CPT Kevin Johnson, worked on getting the necessary classes of supply and local purchase items for the battalion. ILT Hector Corominas, Assistant S-4, coordinated the movement and accountability of all of the battalion's equipment to the barge site and rail site, and movement of personnel to the APOE (Airport Of Embarkation) at Frankfurt.

On 8 January, the Division G-1 helped coordinate the first of three POMs. ILT Hans R. Vogel, the Battalion Adjutant, with the help of SSG Daniel Obeso oversaw the operation. The POMs determined the deployability of each soldier as well as prepared him for it. It covered a variety of items to include: updating shot history, reviewing medical records, updating personnel records, recording Privately Owned Vehicle (POV) storage requirements, reviewing of finance records, and executing legal actions. The POMs on the 8th, 10th, and 18th of January processed over 1000 soldiers total, to include soldiers from other USAREUR deploying units.

The 12th Engineers was to deploy as a corps engineer battalion with divisional equipment. Wheeled vehicles conducted their road march to Mannheim, Germany (the barge site), on the 9th January and the tracked vehicles moved to the railhead located in vicinity of Nierstein, Germany on the 10th through the 11th of January. The BMO and the companies had completed an amazing amount of work, which brought the battalion back up to operational levels, with only two vehicles remaining on the deadline report, which did not include Echo Company, at deployment.

The battalion scheduled and conducted training in preparation for the deployment. The threat brief by the division G-2 on 7th of January was the first of several classes. Other training included a law of land warfare / Geneva Convention class taught by SJA, weapons training (M16A2 zero and familiarization at Wachernheim, M1911A1 familiarization at Kuberg, and M50 / M60 machine gun test fire at Baumbolder Training Areas) , and command information briefs to family members. These training plans would change as the departure date for the main body kept moving up. The 3rd Brigade Engineer, MAJ David Knichel, with the help of SSG Mullens (IBDE) and SFC Sikorski (2BDE), established a deployment action center that would operate 24 hours a day to handle coordination with other elements of the division.

Additionally, Ms. Conyers, the Dexheim subcommunity coordinator organized an information fair held in the Dexheim gym. Representatives from all family community and Army services and organizations were on hand to answer soldier and family members questions about all facets of the deployment and life at Dexheim.

The advance party, headed by MAJ Ridenour, deployed on 14 January 1991. The twenty members arrived in Dammam, Saudi Arabia that evening. The battalion held its departure ceremony on the 16th of January. The Battalion Executive Officer, Major Mogren narrated the program. BG Otjen, 8ID (M) Commander, encased the battalion colors as LTC Richardson held them. The battalion learned the exact flight times on the afternoon of 16 January 1991. A copy of the Grapevine newsletter is enclosed at Appendix One.

The rest of the battalion flew out on between the 17th through the 20th of January, from Rhein-Main Air Base, on Navy C-9 (DC-9) aircrafts. Alpha and Brava company flew out with hardly a glitch on the 17th, but the following day with Charlie and Delta companies' deployment, the movement was complicated with late aircraft arrivals, and lack of ground coordination. The last Delta company flight departed at approximately 0200 hours on the 18th. With no further inbound flights known until Sunday the 20th, the Headquarters Company and the remaining staff thought that one last Saturday at home was at hand. However, at approximately 0030 hours on the 19th, the Staff Duty Officer was notified that four flights for HHC were inbound, and the rest of the battalion would deploy at 0600 hours that morning. The last bus rolled from Dexheim with the S-4 and the S-1 at 1130 hours on the 19th of January. For the rest of the day they waited for the last two aircrafts to arrive at Rhein-Main due to a delay of the Navy C-9s. With two inches of new snow on the ground, and the temperature dropping to the 30's, the last aircraft load waited on the ramp in an U.S. Air Force bus with no heat until 0530 hours in the morning. The last aircraft was wheels up at 0800 hours on the 20th of January on its way to its first refuel stop.

At the first refuel stop in Crete, in a blowing rain store, the crew changed. The second crew from Fleet Logistics Squadron, out of Alameda Naval Air Station, California, took over for the leg into Cairo, and then on to King Fahd International Airport (KFIA), Saudi Arabia. The last hour into KFIA was highlighted by watching, from a holding pattern, a SCUD missile attack upon the airport and the port of Dammam. This made for an interesting downloading exercise expecting MOPP level IV as they exited the aircraft. This however was unwarranted, as the attack was determined to be non-chemical.

Located less than eight miles from the port at a personnel holding area called "Cement City" (an active cement processing plant), the battalion awaited the arrival of its equipment. The biggest concern was the debris falling from the sky from the destroyed SCUD missiles since the site offered little cover.

While at "Cement City", the companies began training on hand to hand combat and basic soldier skills, as the battalion became acclimated to the desert environment. Additional training was conducted on breaching and sand table drills covering Iraqi defenses and expected obstacles. The battalion also guarded the compound's perimeter. This was the soldiers' first taste of a wartime environment.

The air war with Iraq began as soldiers from the 12th Engineers arrived in Saudi Arabia. While the majority of the battalion trained at "Cement City", the advanced party continued to coordinate for the arrival of the battalion's equipment. To speed the off load and preparation time of vehicles from their cargo ships, the battalion commander agreed to assist LTC Russ Honore's 4-16 IN off load the ships arriving at the port. 2LT Jim Herd, assault and barrier platoon leader from Delta Company, set about organizing his personnel for this mission. For almost two weeks, 12th Engineer soldiers off loaded ships for incoming units. Having learned the off loading and processing system, the 12th Engineers deployed their assets from the Dammam port, to the holding area, and subsequently to the 3AD TAA Henry much sooner than the 3AD commander, MG Funk, believed was possible.

ACTIONS OF 12th ENGINEER BATTALION ADVANCE PARTY

The tension in the Persian Gulf brought numerous units in Europe into action. The 12th Engineer Battalion was among one of the many units selected to deploy. On Christmas day, key leaders and supervisors were notified of the impending move to Saudi Arabia. The following day brought the more than 700 personnel of the battalion back to work. Immediately, an advanced party was put together.

The twenty members of the battalion were hand picked to deploy with the advanced party. Key individuals of the companies would accompany specific members of the battalion staff sections to Saudi Arabia in advance to coordinate with the unit the battalion would be attached to. Also, the advance party would ensure a smooth transition into the port, and forward from the port in Damman to the Tactical Assembly Area. Appendix Two contains a list of Advanced Party members.

Approximately three weeks after notification, the advanced party departed Dexheim. With encouraging words from the battalion commander on the night of departure, the advanced party set off in a bus and two TMP vans for Rhein-Main Air Base. They had been told that no vehicles could be brought with them, and the effect of this decision would significantly complicate the ability of the advanced party coordination effort.

The departure from Frankfurt, Germany was a smooth one. The advanced party waited for a few hours at the holding tents provided for soldiers leaving for Saudi Arabia. The call to go was given and with a check of ID Cards and ID Tags against a flight manifest, the group was off. The bus ride took no more than half of an hour to the plane. The aircraft was a converted DC-9, now called a C9-C, which stood for Cargo. The cargo was strapped to the front of the aircraft and the personnel rode behind it.

The aircraft stopped in Crete to refuel and change crews. The refuel operation took less more than an hour and the crew that accompanied the group to Crete was replaced by military personnel. Soon the aircraft was again flying, with the mountains of Crete left far behind. Quickly desert sands could be seen below.

Another few hours later and desert sands could be seen stretching out for as far as the eyes could see. The plane crossed the Mediterranean Sea then crossed over northern Africa, where the deserts were as long as they were anywhere in the world. A few minutes later the Red Sea replaced the desert sands, and again the waiting continued. A few moments later the sands reappeared and only then did the advanced party realize that it was over Saudi Arabia. After flying over the desert for what seemed to be hours, the plane finally came to its destination.

The airport at Dhahran, Saudi Arabia slowly came into view. The aircraft received clearance to land, and after 10 minutes or so, it was taxiing to the airport. It was raining outside and the advanced party was silent in expectation of the unknown. The aircraft came to a stop, as the advanced party waited for perhaps an hour before things finally began to happen.

A bus showed up and onto it the group loaded their baggage. After the loading was completed, Major Ridenour marched them to the welcome tent. There the group received its first taste of bottled water. The group waited here for perhaps three or more hours while Major Ridenour and SFC Cox attempted to determine what the 12th Engineers would support and where the group needed to go. Although the group had been told that the battalion was to support the 18th Airborne Corps before it left, MAJ Ridenour would find out at the airfield -- for the first time -- that the 12th would be a part of the 7th Engineer Brigade, VII Corps. Meanwhile the rest of the Advanced Party hunted about gathering as much information about this place as they could, still not knowing where they were going, or how they would get there.

Major Ridenour and SFC Cox finally returned. Not being able to contact anyone who could provide disposition instructions, Major Ridenour gathered up his bus full of folks and decided to follow LTC Mike Deegan, Commander of 5-5 Cav, 1st BDE, 3AD to the seaport located in vicinity of Damman, Saudi Arabia. Here, he would house the advanced party and seek further guidance. Ironically, TF12 later was attached to 1st BDE, 3AD. The bus traveled the 10-15 miles in 45 minutes because of the three security checks and searches. The group finally settled down in a warehouse building known as warehouse #18.

The next day was the 15th of January, 1991... the UN deadline for the Iraq to pull its units unconditionally out of Kuwait. The deadline passed with nothing more than a note on the radio and a question in everyone's mind ... when will the war start. The air campaign against Iraq began on the 17th of January 1991. The advance party would feel its effects by experiencing Iraqi retaliatory strikes of SCUD missiles and sleepless nights in MOPP IV.

After a coordination trip to visit 7th Engineer Brigade HQ on 19 January, Major Ridenour learned that the battalion would support the 3rd Armored Division of VII Corps. The advanced party attempted to determine the arrival dates of the battalion's equipment at the port. The Saudi Hail, Major Stephen W. Pless, and Cape Isabelle would later arrive on the 6th, 4th and 3rd of February respectively. Prior to the ships' arrival, ILT Corominas coordinated the painting of vehicles with 1st Infantry Division (Forward). Over 465 vehicles would be painted before moving to TAA Henry.

After several days Of coordinating and begging for a vehicle, WO1 Seals finally was able to obtain one and ILT Frark, Zuniga, XO, A Company, coordinated for billeting space at "Cement City". The S-3 sent personnel to the flight line at both Dhahran and King Fahd Airports. While ILT Chris Benson dodged SCUD missiles at Dhahran, Lieutenants Jay Johnson and Jeff Jenkins greeted the 12th Engineer Battalion soldiers as they arrived on flights of 40 at KFIA. A field advance party consisting of MAJ Ridenour and CPT Joseph J. Rasmus flew out to TAA Henry on the 25th of January. They both flew the 2-1/2 hours in a supine position on top of crates of ammunition to their destination. They went to ease the transition of the 12th Engineer Battalion into the 3AD force structure. The division's objective was to employ E-force when the battalion arrived in the TAA. See Appendix One for task organization. Additionally, the group coordinated the link up of the companies with their supported task force and initiated actions that would help the battalion become an operational element. Major Ridenour coordinated with the Division Engineer Commander, COL Morris, and the ADE, Major Ostendorf and lived with the 23rd Engineer Battalion. The lessons he learned from the 23rd's S-3, MAJ Pelkey, and the entire 23rd Engineer Battalion's staff would help the 12th Engineers organize for its missions. CPT Rasmus became a second Brigade Staff Engineer for the Ready First Combat Brigade. He became an accepted and integral member of their team.

The Company XOs left Dhahran early to linkup with their supported battalions. Task Organization down to TF level was still unclear. No sooner had ILT Jenkins become an integral member of 2nd Brigade's 4-8 IN, than he was directed to TF 4-67 in Brigade. ILT Johnson and ILT Zuniga flew on a 2-1/2 hour ride, while ILT Jenkins rode in a Non-Tactical Vehicle, a Nissan Pathfinder, with CPT Johnson and SGT Wilcox),. ILT Benson conducted his line-up with his TF at the port.

While the battalion's elements linked up with their supported TFs, CPT Pace and WO1 Seals continued their local purchases of all items the 12th would need to survive in the desert and during the upcoming ground war.

By 14 February, only 11 days after the first ship arrived in port, all elements of the 12th Engineer Battalion were linked up at TAA Henry and integrated with the maneuver units they would support. The advance party's mission was now completed and a great success.

ENGINEER TASK FORCE 12 SUPPORT TO 1ST BDE, 3AD

Upon arrival in theater, LTC Richardson established telephone contact with the 7th Engineer Brigade and learned that the 12th Engineers would be OPCON to 3AD. After attending a 7th Engineer Brigade Commander's Conference at TAA Ogden on 26 January 1991, LTC Richardson focused his planning efforts on 3AD in coordination with COL Morris, the 3AD Division Engineer. Having been told that E-Force would be implemented, LTC Richardson had the task of splitting the 12th Engineers into two command and control elements and distributing companies between them. COL Morris designated the 12th Engineer Battalion XO, LTC Mogren, as the engineer task force commander for the 3rd Brigade, 3AD. Two 12th Engineer companies were required for the 3rd Brigade. LTC Richardson selected Charlie and Delta companies because they had worked together in supporting the 3rd Brigade, 8th ID (M) on previous tactical exercises and had worked closely with then MAJ Mogren who at the time was the brigade engineer. The First Brigade, 3AD Commander, COL Bill Nash, insisted that he keep his normally associated 23rd Engineer Battalion Company, B/23. LTC Richardson reluctantly released A/12 to go to the Second Brigade and formed Task Force 12 consisting of HHC/12EN, B/12EN and B/23EN in support of 1st Brigade, 3AD. Task Force 33 under LTC Mogren would support 3rd Brigade with C/12 and D/12. A/12 would join Task, Force 23 and help support 2nd Brigade.

Prior to linkup with the 12th Engineer Battalion with 3AD, Ready First Combat Team (RFCT) was supported only by B Company, 23rd Engineers. The link up of the 12th Engineer Battalion and its Bravo Company with the RFCT on 14 February 1991 gave birth to Engineer Task Force 12. LTC Robert T. Richardson switched his focus from 12th Engineer Battalion Commander to Engineer Task Force 12 Commander / Brigade Engineer for the brigade combat team as the 3rd Armored Division reorganized its engineers to the E-Force concept. The three company commanders were CPT Rick Brown and CPT Tom Tyra for Bravo Company, 12th Engineers, and Bravo Company, 23rd Engineers, respectively, and CPT Mick McCabe, HHC, 12th Engineers. The 12th Engineer TOC elements also played a significant role in the successful completion of OPERATION DESERT STORM. The 12th Engineer's TOC, as a whole, was known as Banger, and the engineer squad which traveled with them, lived up to the name.

The Ready First Combat Team (RFCT) task organized its engineers as follows: 2nd platoon, Bravo Company, 23d Engineers (led by ILT Blackburn who had come to the 23rd Engineers from the 10th Engineer Battalion, 3 ID) supported 5-5 CAV; Bravo Company, 23rd Engineers (-) supported 3-5 CAV; 3rd platoon, Bravo Company, 12th Engineers (led by ILT Plybon) supported 4-32 AR; and Bravo Company, 12th Engineers (-) supported 4-34 AR. This task organization emphasized the lead element of the brigade's formation, 3-5 CAV, and the right flank of the brigade which would be exposed to the Iraqi forces after the division moved forward of the 1st Infantry Division (Mechanized). See Appendix Three for task organization.

TF 4-34 further task organized its engineer assets. First Platoon with two AVLMS led by LT Cadicamo and SFC Dock, supported Team Delta. The task force held the second platoon, led by ILT Brantley and SFC Pagan, under general support to the task force.

At TAA Henry, the battalion work-led on getting class V to all the 12th Engineer Companies. Getting itself familiar with the 3AD, RFCT and Division Engineer reports and procedures was also a TF 12 priority. Additionally, the brigade finalized the task organization of engineer equipment among the task forces and identified those elements that TF12 TOC would control. Second Platoon, Bravo Company, 23rd Engineers perfected its GEMSS minefield laying and reloading drill. Bravo Company, 23d Engineers (-) spent the time conducting dismounted patrols and mounted movement training, and breach rehearsals with their task force through an Iraqi complex obstacle, which they had constructed for division use. It included minefields, wire and an antitank ditch. Bravo Company, 12th Engineers conducted necessary pre-combat checks to prepare itself for the ground war and movement training with the TF. All TF 12 elements participated in a division-level HMMWV movement exercise on 14 February 1991.

The brigade moved to FAA Butts on the 17th of February and used this march as its full up rehearsal to prepare for the ground war attack. The RFCT spent the next 7 days conducting pre-combat checks and rehearsals in preparation for the ground attack day (G-Day). Both companies continued walk-through rehearsals of the breach drill. Bravo Company, 12th Engineers rehearsed a rapid refuel drill with the TF TOC and its life support element and the engineers reduced its execution time to 14 minutes. Also, the company practiced trench clearing

with its maneuver element as well as reduction of a tank ditch with its CEVs, ACEs and explosives. The TOC developed movement, security, refuel, laager actions on contact and a medical evacuation drill. CPT Kirk Benson, who joined the TOC on 20 February, would teach SSG Sanderson's squad how to search, segregate, silence, safeguard and speed EPWs to the rear. The battalion completed a cross leveling of class V among the companies to fill critical shortages such as MICLIC rockets and line charges. The companies identified excess equipment that would not be needed on the attack, to include MKTs, scoop loaders, and 1-1/2 ton trailers, and positioned these assets at Logbase Echo until they could be called forward.

On the 24th of February (G-Day), the RFCT followed behind the 2nd Brigade and crossed into Iraq through the border berm (in execution of OPERATION DESERT SABRE -- See Appendix Four). The division would then deploy its brigades into a wedge formation with RFCT moving along on the division's and the corps right flank. The brigade covered 40 kilometers (PL Apple) that day without any contact. At the end of each day, the engineers constructed 30 to 40 fighting positions for 3-5 CAV with its SEE and built three berm positions for the task force's fuel and ammunition carrying vehicles with its ACEs. The 4-34 engineers had one ACE with each company/team that dug a total of 14 hasty vehicle fighting positions and the one SEE that dug approximately 40 dismounted fighting positions for the mechanized company during each nightly stop. The 25th saw the brigade moving to PL Berlin.

Although the 25th involved no enemy contact for the brigade, the 12th Engineer TOC was occupied. The TOC had been traveling for approximately 6 hours that day when a call on the FM radio was received by the Task Force Commander, LTC Richardson. He was instructed by "Ready 6", the Brigade Commander, COL Nash, to have the engineer squad cut a ground communications line, the associated poles and destroy the equipment.

The Tactical Operations Center comprised of an M577 with crew. The crew of the "Gator Pit", as the track was known, included SSG Neblitt, the crew chief and co-track commander, SGT Jerry "Gator" Smith, chief mechanic and co-track commander, SGT Wilcox, chief navigator and battle field analyst and the S-3 Officer, Banger 3, MAJ Ridenour.

Banger 3, after immediately talking to Banger 6, told Banger 33, SFC Cox, who put into motion the engineer squad. The squad, led by SSG Sanderson, and accompanied by SFC Cox and CPT Pace, set up the explosives on three poles with detonating cord between each pole. The battalion TOC continued to move forward until all the vehicles from 503rd Forward Support Battalion cleared the minimum safety zone before the battalion commander gave the execution order. After the poles fell, the squad cut the wire line connecting them.

On the 26th of February, the 3-5 CAV engineers discovered and detonated an AP mine. The brigade made contact with 12 T-72 tanks moving north towards Basra, Iraq as it pushed west towards PL Bullet.

The next TOC-directed mission was on the following day, the 27 of February 1991, at approximately 2000 hours: cut another communications line, and mark a minefield that was in the brigade's route of march, vicinity PU 906075. The squad would have to execute both missions at night under possible enemy fire. SFC Cox, CPT Pace and the engineer squad moved forward to the communications line. With the Loran locked onto the location, the squad arrived at the site within 40-45 minutes. With burning hulks and small arms fire surrounding the squad, SFC Cox wasted no time in establishing security. It took 20 minutes to place the demolitions on two poles of the communications line and execute the mission. The squad quickly moved to its next mission.

The minefield was of unknown size and density. With the threat of enemy contact, the squad moved to the brigade's right flank to mark it and prevent friendly vehicles from TF Rodriguez and 503rd FSB from straying into it. SFC Cox knew from experience that this was not enough. He immediately took a pair of PVS-7s, and with the help of the infrared sight and SSG Sanderson, began to probe, on foot, for the boundaries of the minefield. After about an hour of carefully picking their way through the minefield, general boundaries were marked on the two critical sides that posed the most threat to approaching friendly vehicles. CPT Pace notified the Brigade TOC of the threat of the minefield and placed his vehicle between the minefield and friendly elements. By the time the last vehicle passed, SFC Cox, CPT Pace and the engineer squad had remained in place for over 8 hours. Relieved at the end of their mission, they began to make their way back to the rest of the convoy some 40 kilometers to their front already in Kuwait.

The ALOC also received two missions of its own. At approximately 2100 hours, on the 27th of February, a PT-76 was found about 2 kilometers from the berm separating Iraq from Kuwait. It was determined that the vehicle should be destroyed. CPT McCabe and PFC Eves, and CPT Vaughn and SPC Little set up security around the vehicle with CPT Hall and SPC Bland used as a roving limit vehicle. On command, the CEV, with the crew of SSG Nesbit, SGT Eakle, PFC Johnson and PFC McAlpine destroyed the PT-76 in place with a HEP round. They

fired the HEP round from 300 meters away and scored a direct hit. Later, they were then required to breach a berm with the same CEV. This mission occurred at 0100 hours and allowed the 500 vehicles moving with the brigade's field trains to pass through the berm.

The 3-5 CAV engineers also had a busy day destroying an abandoned Iraqi armored personnel carrier with a satchel charge. First platoon, Bravo Company, 23rd Engineers located another mine and destroyed it and then captured seven EPWs while the brigade pressed forward towards KUWAIT. Bravo company, 23rd Engineers helped its task force bypass two minefields located at PU825117 and OT906075 as well as report and mark them for the rest of the brigade. The night ended for TF 3-5 with first platoon, (engineers) marking a fighting positions complex located in the path of the task force.

For 4-34, the 27th of February had them conducting a hasty attack to the 75 north/south grid line, between PL Tangerine and PL Bullet. Second platoon, Bravo Company , 12th Engineers, with maintenance personnel , received 19 EPWs and two Iraqi KIAs from Alpha Team. As the Task Force continued its engagement, the platoon received an additional 54 EPWs from all the teams. The platoon searched, separated, and secured the EPWs prior to turning them over to the military police. First Sergeant Brothers and his driver, SPC Morrison, personally captured four EPWs themselves by firing into an enemy bunker to convince the Iraqi soldiers to come out. First platoon with team delta captured several EPWs while positioned 100 meters in front of friendly tanks engaged with the enemy. The platoon determined later that the group included three officers: a tank battalion commander, a captain, and a lieutenant. With the TF 4-34 S-2 unable to personally interrogate the officers, he directed that ILT Johnson, XO, B/12EN, conduct the questioning. ILT Johnson learned that the EPWs were from a brigade of the Tawakalna Division of the Republican Guard. The RFCT continued to press on until 0800 hours on the 28th, the time of the unilateral cease fire declared by allied and coalition forces.

The first platoon, Bravo Company, 23rd Engineers spent the rest of the 28th destroying abandoned vehicles which included: five tanks, three BMPs, and a 500 pound bomb. Third platoon exploded an abandoned munitions cache and two T-55 tanks. Bravo Company, Engineers conducted similar mission of clearing the TF zone of abandoned vehicles. Their destruction list included: file two BMP-1s, and one BTR-50. The company captured one T-62 and one BMP-1 to display at a museum.

All engineer elements continued to destroy enemy equipment. The equipment destroyed is listed at Appendix Four. Methods of destruction ranged from two each 1-1/4 pound block of C4 placed on the tank rounds to a bangalore torpedo placed inside the gun tube. The Banger S-3 Section developed a safety plan that the brigade adopted to control demolitions and prevent mishaps. No casualties resulted from these demolition missions.

TASK FORCE 23 SUPPORT TO 2ND BDE, 3AD

(ALPHA COMPANY, 12TH ENGINEER BATTALION)

The 23rd Engineer Battalion with three of its four line and Alpha Company, 12th Engineer Battalion comprised the Engineer Task force 23. The Task Force supported 2nd Brigade, 3rd Armored Division. The brigade task organized Alpha Company into two elements: third platoon led by LT Paul Walker had two ACEs and one CEV and supported 3-8 CAV, and the rest of the company commanded by CPT Roger Peterson supported 4-8 CAV with a CEV, two AVLMs, and four ACEs. Task Force 4-8 further task organized the engineer company so that second platoon, led by LT Kessler, supported the Charlie Company/Team with one each CEV and AVLM.

The Company linked up with each of its supported task forces on the 6th of February 1991. The company spent a week in Tactical Assembly Area Henry conducting breach rehearsals with its maneuver force, receiving tier I and II ammunition levels, and stocking class I supplies,. The 14th through the 15th of February, the brigade moved north to Forward Assembly Area Butts. This movement would position the brigade to lead the division's wedge. The company spent the next ten days conducting pre-combat check inspections, and ACE operator training. The company received the ACEs two days prior to ground attack day and trained one primary and two alternate operators.

The brigade's plan involved Task Force 4-8 leading the brigade throughout the attack. The plan also involved the engineers digging survivability positions for the brigade at every stop. The brigade's priority of effort was to the fuel trucks first, the ammunition transport vehicles second, and the tactical operations center last. This effort would take the Alpha Company assets six hours to accomplish.

The brigade aligned itself into its movement formation on the 23rd of February. Then on G-DAY, the 24th of February, crossed the Saudi Arabian-Iraqi border and moved to Phase Line Colt (a total of 15 kilometers). On the second day of the ground war, the brigade pushed northeast to within two kilometers of PL Berlin. The brigade experienced no engagements, but Task Force 4-8 did capture 50 enemy prisoners of war which the second platoon of Alpha Company (Engineers) secured until the military police came forward.

The brigade's first real contact came when the unit had reached Objective Collins and started its trek eastward toward the northern part of Kuwait. The brigade passed PL Tangerine and moved towards PL Bullet when the lead task force encountered an Iraqi battalion from the Republican Guard Command Force Command at approximately 1500 hours. The contact began with Charlie Team capturing 20 EPWs. The Iraqi battalion fired its RPG-7s with one hitting a tank but causing minor damage. While the company team focused its attention on medical evacuation of two tank crew members, the task force pulled back its forces to a ridge line 200 meters to the rear. The engineer platoon, located on the company's left flank, held its position under fire while it gathered another 20 EPWs. Just as the Iraqi artillery began to place its fires in front of the task force, LT Kessler requested permission to pull back but was denied. Additional EPWs began to surrender to the engineers as the platoon tried to establish its perimeter. Staff Sergeant Moore went forward to police the approximately 50 EPWs and herd them back towards the perimeter. Finally, as the Iraqi artillery began to press the platoon, the platoon pulled back under SSG Moore's direction from the line of fire of Charlie Tank Platoon to behind the tanks. At 1600 hours, the engineer platoon released the EPWs to the military police. The brigade spent the next four hours moving only one more kilometer forward.

On the 27th, 3rd Brigade passed through 2nd Brigade to continue the fight against the Republican Guard. The company spent the next two days destroying abandoned enemy equipment and vehicles. The destruction involved a total of seven tanks and five armor personnel carriers.

TASK FORCE 33 "Thunder Echo" SUPPORT TO 3RD BDE, 3AD

33rd Engineer Battalion (Provisional)

The 33rd Engineer Battalion (Provisional) was organized on 4 February 1991 in Saudi Arabia during OPERATION DESERT STORM. The unit consisted of two divisional combat engineer line companies from the 12th Engineer Battalion (Charlie and Delta companies) and a small headquarters detachment formed members of the 12th and 23rd Engineer Battalions. C/12 EN was commanded by CPT Kenneth Young, D/12 EN by CPT Joseph Schweitzer. Major John M. Kinsey performed double duty in his normal assignment as Brigade Engineer and as S-3. CPT Kevin Johns served as Task Force XD. WO1 Ricky Miller served as maintenance officer. They were supported by six enlisted men from the 12th Engineers, four officers from the staff, and further augmented by three captains TDY from Fort Leonard Wood, Missouri. These officers were CPT Keith Landry (TF S-1), CPT Kerrick McMillan (TF Assistant S-3), and CPT Todd Gile (TF S-4). The Task Force consisted of 354 soldiers, under the command of LTC Mogren.

The battalion was formed as part of a reorganization of the engineer support for 3rd Armor Division following the "Engineer-Force" Model. The 12th Engineer Battalion (-) was attached to 1st BDE; the 23rd Engineer Battalion(-) to 3rd BDE; and the 33rd Engineers to 3rd BDE. These three combat battalions, and an additional combat heavy battalion in general support to the division were consolidated into an Engineer Regiment under the command of Colonel John W. Morris.

The battalion picked its name from this arrangement. The "33" denoted support to the 3rd Brigade, 3rd Armor Division. This brigade's nickname was the "Thunder" brigade. "Thunder Echo" identified "Thunder's" engineers.

The unit was given less than three weeks to organize for combat. This time included fielding and training on new equipment (the CEV Rake and the ACE), conducting combined arms training with maneuver unit which whom they had never previously worked with, and scrounging equipment and supplies for the headquarters and staff. Thanks to the perseverance, resourcefulness, and professionalism of the units staff and subordinate leaders, the 33rd was ready when the Spearhead Division began the offensive into Iraq on 24 February 1991. 3rd Brigade moved from its forward assembly area as the division reserve that day, stopping for the night just south of the Iraq/Saudi Arabia border (the line of departure).

3rd Brigade crossed the LD on 25 February. C/12 EN (-) supported TF 2-67 AR; D/12 EN (-) supported TF 4-67 AR; 3/C/12 EN supported TF 5-18 IN; and 2/D/12 EN was held in general support to the brigade. "Team Johnson", consisting of the XO, logistics staff, and slower moving earth moving equipment and AVLM was DS to the 54th Forward Support Battalion, providing mobility support to the 500 fuel and supply vehicles moving with the Brigade Support Area. The Brigade moved on the left flank of the Division wedge. Its mission for the day was to clear out a brigade of the Iraqi 26th Infantry, Division dug in around the village of Al Bussayah, Iraq. The enemy was dispirited, demoralized, and put up very little fight. No obstacles were found supporting their defenses. The engineers processed 164 EPWs, augmenting the MP platoon.

The brigade continued the attack on the left flank on 26 February. C/12 EN (-) provided ACE support to the 2-67 AR battalion trains, getting them through a wadi that was otherwise impassable to wheel traffic. 2/D/12 EN, the GS platoon, located and marked bypasses around several areas containing enemy minefields and unexploded ordnance. Delta Company also processed over 100 enemy prisoners of war.

On 27 February, 3rd Brigade conducted a passage of lines through 3rd brigade, and assumed the lead of the Division (and VII Corps) attack toward northern Kuwait. The Brigade spearheaded the attack through the defensive lines of the Iraqi Republican Guard's Tawalkana Division and the 52nd and 17th Armor Divisions (augmented with elements from the RG's Madinah Division). All enemy vehicles were well dug in, but again not supported with obstacles. The maneuver units encountered some small, sharp engagements from enemy units, but most of the enemy soldiers surrendered or deserted upon our approach. C/12 EN (-) again supported 2-67 AR with critical earth moving work, breaching a berm for the 2-67 AR trains vehicles and the BSA. They also destroyed several abandoned enemy vehicles with demolitions. During an operation which lasted hours, "TF Johnson recovered 20 each 5000 gallon fuel tankers which were mired ankle deep in soft sand thereby preserving the

precious fuel for later use. Lead elements of TF 33 entered Kuwait at 1643 hours. The engineers had supported an attack over 176 miles in the four day period, without loss of life or receipt of serious battle injuries.

From 28 February to 5 March, the brigade consolidated its position in Kuwait. The engineers moved out to support the clearing of enemy bunkers and destruction of enemy equipment and ammunition. Collectively, Charlie and Delta Companies destroyed over 11 tons of ammunition and 202 enemy vehicles, including 50 tanks, 31 personnel carriers, and 24 field artillery pieces. The engineers further supported the brigade by digging survivability positions for vehicles, developing base camps, and constructing an internal road network between camps.

On 18 March, the Brigade moved to eastern Kuwait as Division Reserve and to conduct training. C/12 EN (-) constructed a maneuver range for live fire training. 3/C/12 EN, working in conjunction with EOD teams, swept the brigade area destroying unexploded ordnance and enemy ammunition in the area. D/12 EN (-) constructed another internal road net and supervised base earth moving support and numerous division directed engineer taskings. 1/D/12 EN constructed the brigade's Redeployment Assembly Area in Saudi Arabia. All platoons participated in the live fire maneuver training, conducting in-stride breaches with AVLM mounted Mine Clearing Line Charges (MICLICs) and the Combat Engineer Vehicle.

From 31 March - 1 April 1991, the Brigade again moved, this time into southeastern Iraq to conduct a screen of the demarcation line between Iraqi and coalition forces. Additional missions included the processing of EPWs that continued to surrender to allied forces, providing humanitarian aid civilian refugees, and the destruction of ammunition dumps. The engineers, again working with EOD, were instrumental in the destruction of over 100 tons of enemy ammunition. Again, they reinforced civilian checkpoints with wire obstacles and earth work, supported base camp development, and built supply routes and an internal road network.

Upon completion of this mission, Task, Force "Thunder Echo" dissolved, its units returning under the command of their parent headquarters (the 12th and 23rd Engineer Battalions) in preparation for redeployment to Germany.

After Action Review: Silkworm Missile Site Demolition, in Vicinity of Umm Oasr, Iraq OU811246

Synopsis: Based on a reconnaissance by the battalion XO and two assistant S-3s on 22 March 1991. A decision was made by the division engineer and the battalion Commander to assign the Silkworm Missile Site demolition mission to B/23EN and provide a Battalion TAC to serve as liaison and control party for the Division Engineer (DivEng). The TAC moved on site on 23 March 1991 and began staff planning and deliberate destruction of the site facilities and missiles. On 24 April 1991 the first phase began with the upload of the remaining Styx and Silkworm missiles onto Corps S & P Tractor/Trailers. The upload phase took two days. The 26th of April was a delay day due to diplomatic requirements from EAC. Planning and preparation for the next two phases continued during the hiatus. Phase two began on 27 April 1991 with the download of missiles and warheads in the Safe Disposal Area, an isolated beach 10 miles southeast of the missile site. Phase three was the actual preparation and demolition of the missiles and facilities on 26 April 1991. Demolition of the missiles occurred at 1151 hours and the facilities were destroyed from 1548 hours until 1608 hours.

Units and Key Personnel:

DivEng: COL Morris with reduced staff provided overall mission C³.

TF12EN: LTC Richardson w/ TAC staff provided engineer C³.

B/23EN: CPT Tyra provided engineer manpower.

EOD Detachment: CPT Shivers provided technical supervision of missile destruction.

Chemical Recon and Decon Sections: provided protection from accidental missile oxidizer spills.

Corps Signal TASS Section: provided telephone service to site.

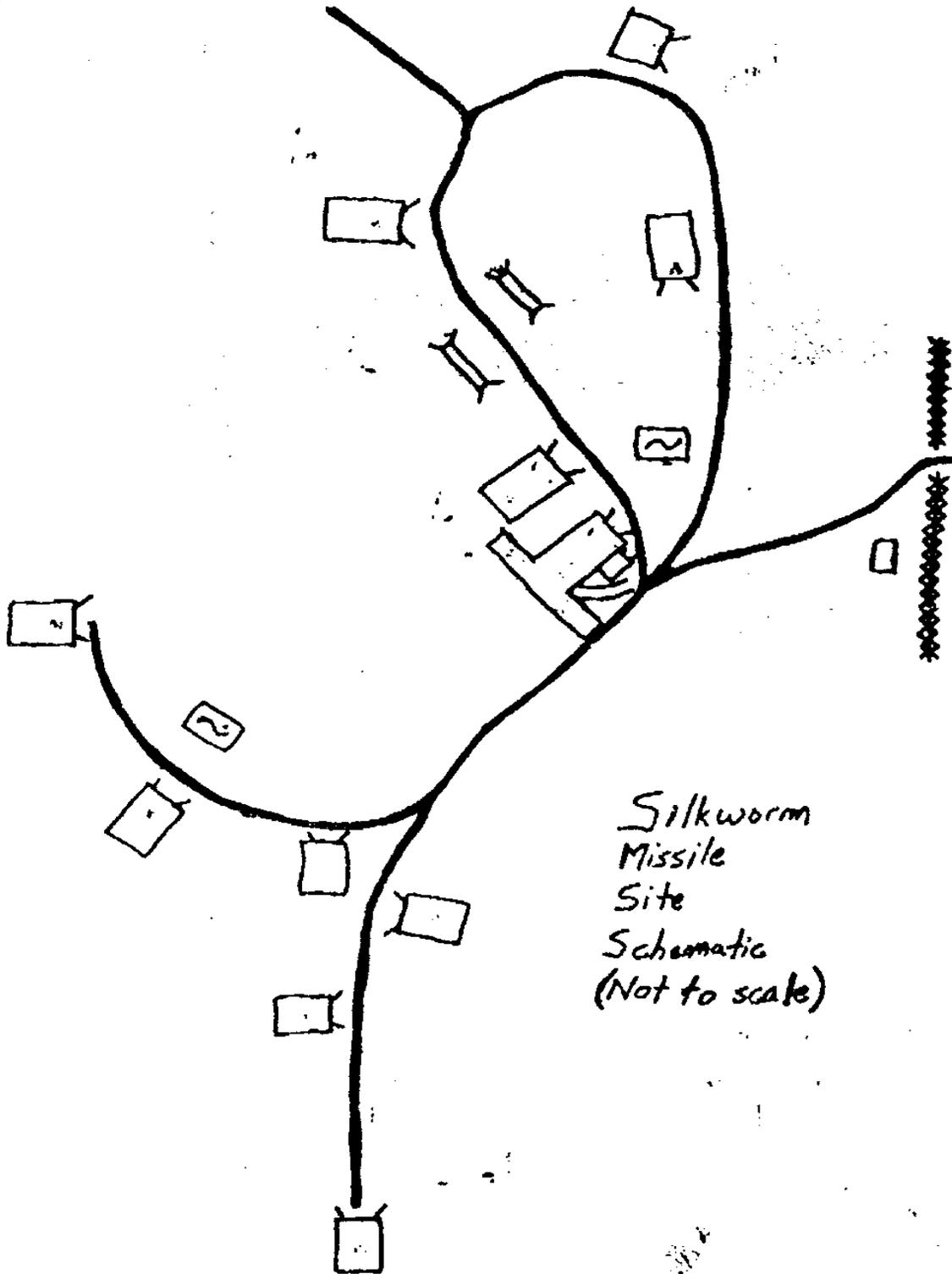
COSCOM Truck Company: provided missile haul capability.

P'SYOPS Section: provided advance warning via loudspeakers to local citizens of the impending demolition.

TF 3-5 CAV: provided defense of the sector and provided site security.

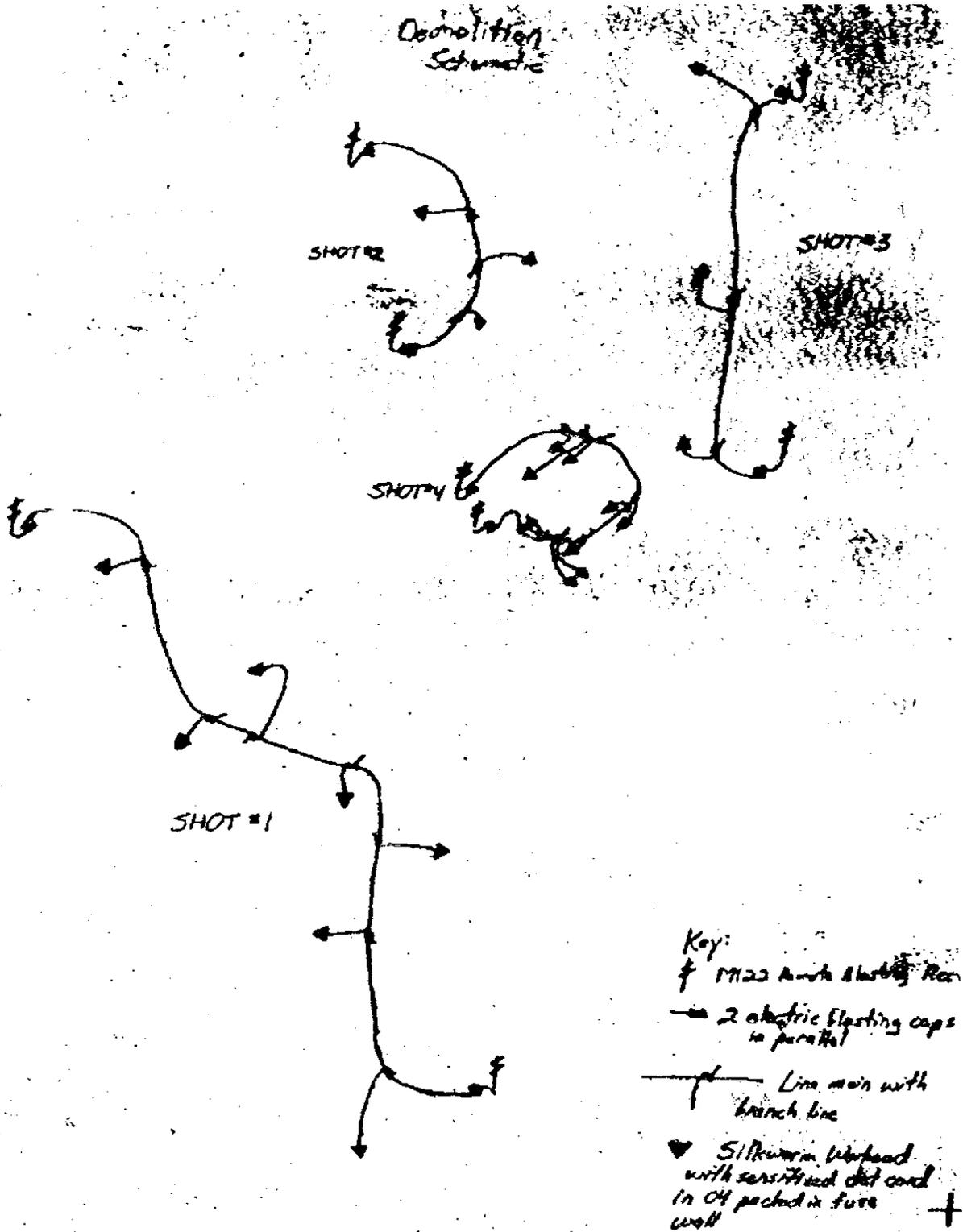
See Addendum for the Silkworm Site Schematic and Safe Disposal Area Schematic.

Silkworm Missile Site -- SITE SCHEMATIC

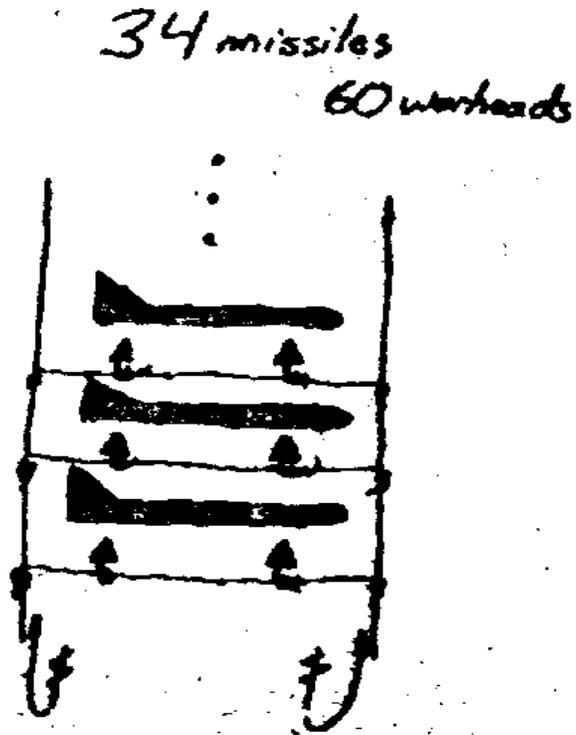


Silkworm
Missile
Site
Schematic
(Not to scale)

Silkworm Missile Site -- DEMOLITION SCHEMATIC



Safe Disposal Area Schematic
(Not to scale)



GRAPEVINE

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Vol. 9, No. 2

Serving Bad Kreuznach and Dexheim

January 28, 1991

12th Engineers hold farewell ceremony

by Deborah A. F. Koehle
Editor

The 12th Engineer Battalion held its farewell parade on Wednesday, Jan. 16 at 1:30 p.m. The ceremony was narrated by Maj. Mogren, 12th Engineer Battalion executive officer.

"Again and again, our Army has been called upon to go to far away places to protect our way of life," he said as the parade opened. "Prior to World War I, Woodrow Wilson said that we 'must make the world safe for democracy.'"

"At his inauguration in Jan. 1945, Franklin Roosevelt stated that 'We have learned that we cannot live alone . . . We have learned to be citizens of the world, members of the human community.'"

Mogren went on to thank those attending for sharing the "day with us and for supporting our efforts to gain freedom and independence for those who have appealed to us for assistance.

"The uncertainties of what lies ahead are greatly softened by the support, concern and goodwill of our fellow soldiers, families and friends who have gathered to join us here today," he said.

Following the introduction, 12th Engineer Chaplain Capt. Alan Buglein gave the invocation. After the invocation, there was the presentation of honors and the troops were inspected by Brig. Gen. Dickey, from Mainz,



Command Sgt. Maj. Pedro Raphael cases the colors of the 12th Engineer Battalion at a departure ceremony held on Jan. 16.
— Photo by Shirley Winters

who is the 8th Infantry Division (Mechanized) assistant battalion commander, Support, and Brig. Gen. John P. O'Jen, commanding general, 8th Infantry Division (I.D.).

During the inspection, Mogren related the

history of the 12th Engineers. The battalion was activated at Camp Jackson, South Carolina, on June 29, 1940, and was assigned to the 8th I.D.

See DEPARTURE, page 5

DEPARTURE, continued from page 1

From Sept. 1942 to Nov. 1943, the 12th increased its combat readiness by extensive training. In Dec. 1943, the 12th arrived in Ireland and on July 4, 28 days after the D-Day invasion, the 12th landed in Normandy across Utah Beach.

After the landing of Normandy, the 12th supported the 8th I.D. by clearing obstacles, supplying water, building and repairing bridges, and providing route reconnaissance. During the Battle of the Bulge, the 12th assumed an infantry role and took positions along the defensive line. In 10 months of combat, the 12th earned battle honors in Normandy, northern France, Rhineland and central Europe.

The battalion was deactivated in 1945, only to be reactivated for the Korean War. The 12th moved to Dexheim in 1957.

After the inspection, the colors were presented and the national anthems of Germany and the U. S. were played. This was followed by the casing of the 12th Engineer colors by Command Sgt. Maj. Pedro Raphael. The casing of the colors symbolized the transition of a unit departing one station for arrival at another.

Following the casing, Division Commander Otjen addressed the battalion.

"I will tell you how proud I am to stand here in front of you, knowing you will be deploying to Saudi Arabia as a combat engineer force which must be reckoned with," he said.

"Our commitment to freedom has never been more evident than it is today as you go to join with nations from around the world, united against aggression.

"You are among the best that the United States has, and by definition this means there is no better in the world," he

continued. "You will be successful in all you undertake.

"As you board aircraft to deploy, the Desert Shield mission for those of us remaining in Germany will also just be beginning," he said. "We will support and care for your families and property with the same degree of pride and professionalism you will demonstrate in your mission. You need not worry about those who you leave behind, they will be well taken care of, and will be eagerly awaiting your return.

"I mean it when I say to you today, I am proud to be able to point to the soldiers in this formation and say, 'These are my credentials!' I wish you good luck and Godspeed. Hurry home."

Following the general's address, the 8th I.D. band played the Pathfinder and Army songs. This completed the ceremony and everyone was invited to the gym for coffee and cake.

APPENDIX TWO : MEMBERS OF THE 12th ENGINEER BATTALION'S ADVANCE PARTY

Company	Rank	Name
Alpha Company, 12 Engineer Battalion	First Lieutenant	Francisco Zuniga
Alpha Company, 12 Engineer Battalion	Staff Sergeant	Earl L. Smith
Bravo Company, 12th Engineer Battalion	First Lieutenant	Jay E. Johnson
Bravo Company, 12th Engineer Battalion	Staff Sergeant	Ray C. White
Charlie Company, 12th Engineer Battalion	First Lieutenant	Christopher L. Benson
Charlie Company, 12th Engineer Battalion	Sergeant	Michael M. Brown
Delta Company, 12th Engineer Battalion	First Lieutenant	Jeffery A. Jenkins
Delta Company, 12th Engineer Battalion	Sergeant	Shaun R. Curtis
Echo Company, 12th Engineer Battalion	Sergeant	George C. Wilcox
Headquarters Company, 12th Engineer Battalion	Major	David R. Ridenour
Headquarters Company, 12th Engineer Battalion	Captain	Allen L. Pace
Headquarters Company, 12th Engineer Battalion	First Lieutenant	Hector L. Corominas
Headquarters Company, 12th Engineer Battalion	First Lieutenant	John F. Pollack
Headquarters Company, 12th Engineer Battalion	Warrant Officer 1	Marvin R. Seals
Headquarters Company, 12th Engineer Battalion	Master Sergeant	Terry L. Gatewood
Headquarters Company, 12th Engineer Battalion	Sergeant First Class	Douglas W. Cox
Headquarters Company, 12th Engineer Battalion	Sergeant First Class	Jycula C. Scurry
Headquarters Company, 12th Engineer Battalion	Sergeant	Rex Lee Roy Dillard
Headquarters Company, 12th Engineer Battalion	Sergeant	Thomas Gutierrez
Headquarters Company, 12th Engineer Battalion	Specialist	Robert G. Penney

APPENDIX THREE : TASK ORGANIZATION

1ST BDE, 3AD

TF 3-5

C MECH ITF 3-5
 1/B/23 EN
 1 CEV W/MCR*
 1 AVLM
 2 ACE

C TANK/TF 3-5
 3/B/23 EN
 1 CEV
 1 AVLM
 2 ACE

B/23 EN (-)
 1 SEE

TF 4-32

3/B/12 EN

TF 4-34

4 MINE PLOW
 TM D/TF 4-34
 1/B/12 EN
 2 AVLM

B/12 EN (-)
 4 ACE
 2 CEV
 2 GEMSS
 1 SEE

12 EN (-)

TOC/12 EN
 1 EN SQD (W/5 TON D)
 1 AVLM
 1 AVLM (W/O BRDG)
 1 SEE

ALOC/12 EN (-)
 2 DOZER
 1 SEE (NMC)
 2 M916 W/MB70
 1 AVLM (NMC)

2ND BDE, 3AD

TF 4-8

C TM/TF 4-8
 2/A/12 EN
 1 CEV
 1 AVLM
 A/12 EN (-)
 1 AVLM
 4 ACE

3RD BRIGADE, 3AD

TF 5-8

3/C/12 EN

TF 2-67

A TM ITF 2-67
 1/C/12 EN
 1 CEV
 1 AVLM

C/12 EN (-)
 2 ACE

TF 4-67

4 MINE PLOWS
 D TM/TF 4-67
 3/D/12 EN
 D/12 EN (-)
 3 ACE
 1 MCR

TF 33

2/D/12 EN

3AD CONTROL

TF 5-5

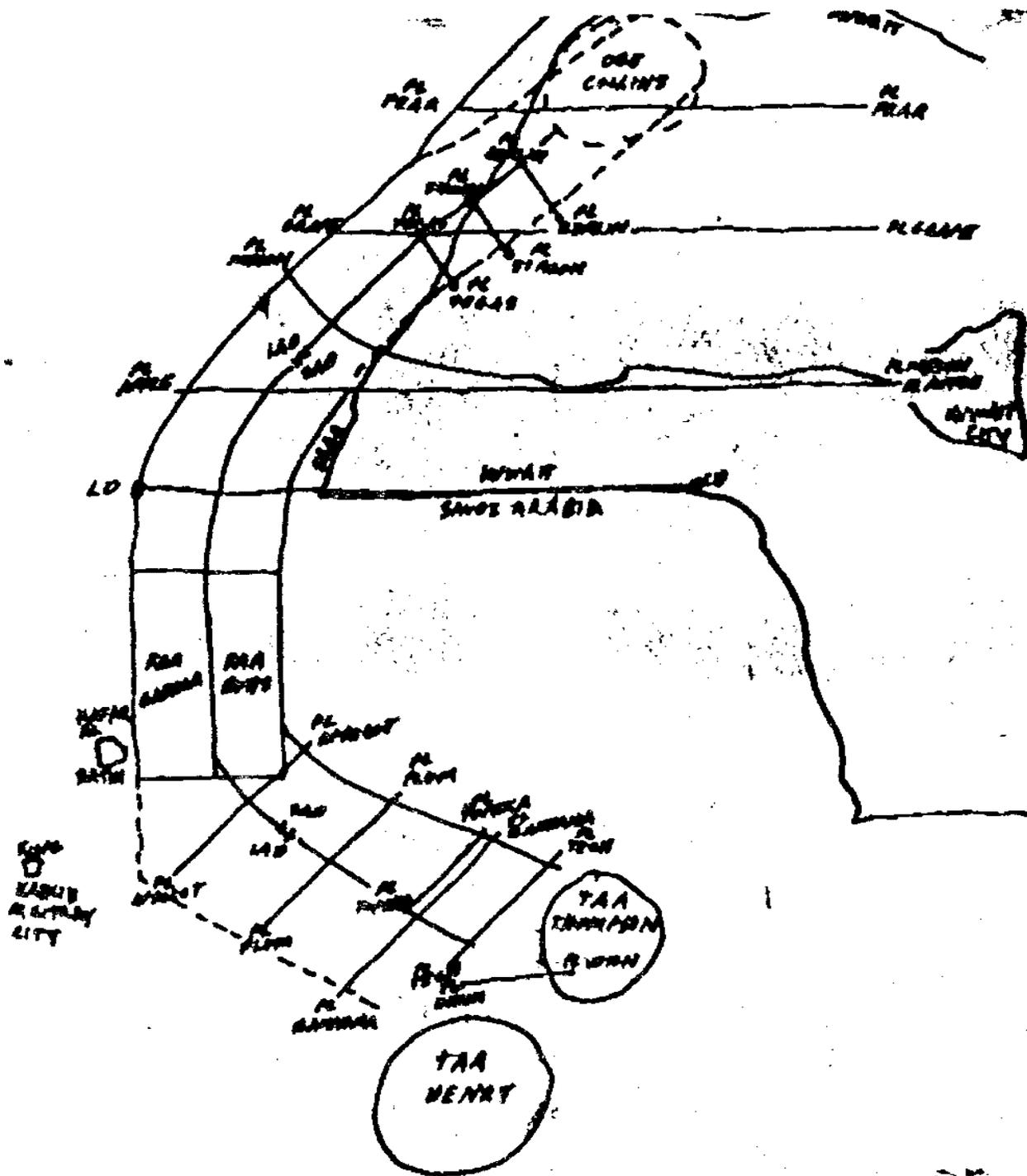
2/B/23 EN
 2 GEMSS

Note: The following was not deployed to South West Asia:

- E/12 EN (-)
- 2 SCOOP LOADERS
- 4 DOZERS
- 3 M916 W/870

- * MCR - MINE CLEARING RAKE
- ** DID NOT CROSS THE LD

APPENDIX FOUR: OPERATION DESERT SABRE



APPENDIX FIVE: DESTROYED VEHICLES

RFCT Brigade Engineer Destruction Report from 10 February 1991 to 04 March 1991.

STATUS: D- DESTROYED, M- MARKED, C- CLEARED, B- BACKFILLED, F- FWD TO S-2

Date	Target #	Location	By	Status	Description
28 Feb 91		PU966042	12 EN	M	4 Row Minefield with surface laid & buried mines
28 Feb 91		QT114964	3-5 CAV		Minefield with surface laid mines
28 Feb 91		QT132909	12 EN	M	Phony Minefield 100m 140° by 100m 170°
28 Feb 91		QU070027	12 EN		Bunkers with Type 69 tank ammunition
28 Feb 91		QU128920	2 BDE		Unknown detonation
28 Feb 91		QT132909			Minefield
28 Feb 91		QT110933			Bunker
28 Feb 91		QT128918			U/IMBTL
01 Mar 91	5039E	PU822120	DTAC	M	Cluster Bomb
01 Mar 91	5037E	PU975074	DTAC	M	Minefield
01 Mar 91	5038E	QU046089	DTAC	M	Minefield with Anti-Personnel Mines
02 Mar 91		PU070077	B/23 EN		Armor and bunker complex
02 Mar 91		PU72 13	B/23 EN		2 each BMPs
02 Mar 91		PU878098	B/23 EN		M113 Armored Personnel Carrier
02 Mar 91		QT105939	B/12 EN		3 each Rocket parts
02 Mar 91		QT108943	B/12 EN	D	4 each AK-47s, 3 each Masks & 1 each Helmet
02 Mar 91		QT108943	B/12 EN	F	2 each Ledgers with photographs
02 Mar 91		QT108944	B/12 EN	D	4 each AK-47s
02 Mar 91		QT108944	B/12 EN		Fighting position with mask
02 Mar 91		QT110933	B/12 EN		4 each white cement with metal parts
02 Mar 91		QT112928	B/12 EN		Yellow unexploded bomblets
02 Mar 91		QT116946	B/12 EN		4 each CBU 87Bs
02 Mar 91		QT117962	B/12 EN		BMP-1
02 Mar 91		QT117964	B/12 EN		BTR-50
02 Mar 91		QT118959	B/12 EN	D	3 each AK-47s
02 Mar 91		QT119922	B/12 EN		Corrugated Steel Hooch
02 Mar 91		QT121961	B/12 EN		Small Arms Cache
02 Mar 91		QT121961	B/12 EN		2 each Aircraft Rockets
02 Mar 91		QT123933	B/12 EN		Green Box with 4 each Cans (inside)
02 Mar 91		QT126925	B/12 EN		Artillery Round with green stripe
02 Mar 91		QT128918	B/12 EN		3 each Grey Metal Tanks (H ₂ O?)
02 Mar 91		QT130959	B/12 EN		2 each BMPs
02 Mar 91		QT139924	B/12 EN		2.75 Rockets
02 Mar 91		QT140289	B/12 EN		2.75 Rockets
02 Mar 91		QT140918	B/12 EN		2.75 Rockets
02 Mar 91		QT141938	B/12 EN		U.S. 250 lb. Unexploded Bomb
02 Mar 91		QT143920	B/12 EN		Artillery Fuze Tips
02 Mar 91		QT145947	B/12 EN		Mine
02 Mar 91		QT147993	B/12 EN		2.75 Rockets
02 Mar 91		QT149904	B/12 EN	D	20 each 120mm Tank Rounds
02 Mar 91		QT144905	B/12 EN		Artillery Rounds
02 Mar 91		QT151930	B/12 EN		U.S. 250 lb. Unexploded Bomb

STATUS: D- DESTROYED, M- MARKED, C- CLEARED, B- BACKFILLED, F- FWD TO S-2

Date	Target #	Location	By	Status	Description
02 Mar 91		QT171943	B/12 EN		T-55 Tank
02 Mar 91	5034E	QU190043	DTAC		Minefield
02 Mar 91		QU148013	4-32 AR		Bomblet Area measuring 150m by 100m
03 Mar 91		PU780650	DTAC		Booby Traps
03 Mar 91		PU984052	DTAC		Booby Traps
03 Mar 91		QU050072	DTAC		Bunker with possible mustard agent
04 Mar 91		QT094944	3-5 CAV		Cluster Bombs
04 Mar 91		QT106932			Bomblets
04 Mar 91		QT108932			Bomblets
04 Mar 91		QT110935			Bomblets
04 Mar 91		QT028986		D	Munitions
04 Mar 91		QT036992		D	Tank with tank rounds
04 Mar 91		QU023003		D	Munitions

APPENDIX SIX: AWARDS DISTRIBUTION AND TOTALS

This table is as of March 1991

Award	A/12 EN	B/12 EN	C/12 EN	D/12 EN	HHC/12 EN	Total
Legion Of Merit	0	0	0	0	0	0
Bronze Star with V Device	2	2	0	0	2	6
Bronze Star	28	16	29	1	20	94
Army Commendation with V Device	6	9	3	0	1	19
Army Commendation	124	42	118	99	57	440

NOTE: NOT ALL THE AWARDS LISTED HAVE BEEN APPROVED.