

**The original documents are located in Box 3, folder “9th Marine Amphibious Brigade - CTG 79.1 Oplan 5060 (NEMVAC) - Annex B: Intelligence (Planning for Evacuations from Cambodia and Vietnam)” of the U.S. Marine Corps History and Museums Division Copies of Oral Histories on the Mayaguez Action and Related Marine Unit Operational Records at the Gerald R. Ford Presidential Library.**

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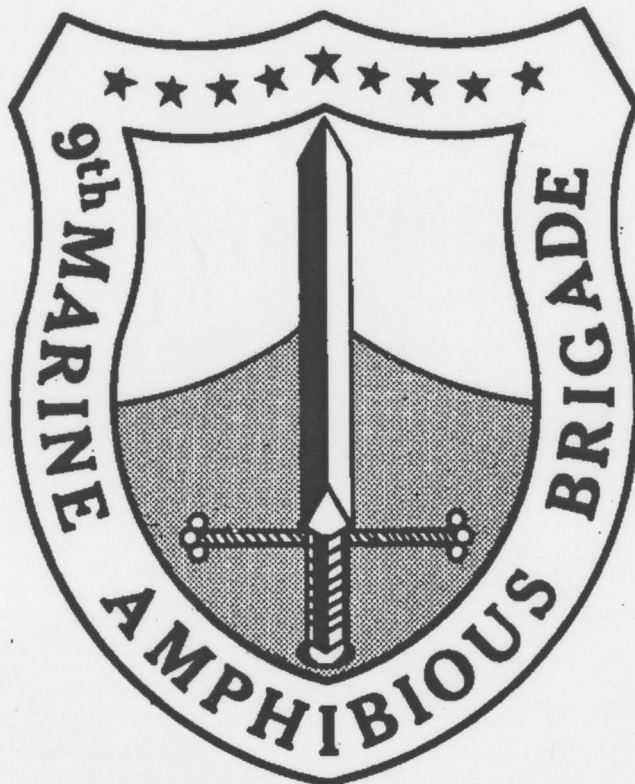
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**CG 9th MAB/CTG 79.1 OPLAN 5060  
(NEMVAC)**

**ANNEX B  
INTELLIGENCE**

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9th Marine Amphibious Brigade  
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SUBJECT: ANNEX B to CG 9th MAB/CTG 79.1 OPLAN 5060 (U)

DISTRIBUTION: (See Annex Z to OPLAN 5060)

1. (U) Forwarded herewith is Annex B to CG 9th MAB/CTG 79.1 OPLAN 5060.
2. (U) This Annex fulfills the requirements established in the basic operation plan and is effective for planning upon receipt.
3. (U) ANNEX B is bound and issued separately to facilitate frequent information updating. Changes to this Annex will be issued separately; a record of changes issued to this Annex will be recorded in the "Record of Changes", page i.

D. C. ALEXANDER  
Chief of Staff

- 1 Encl  
ANNEX B to CG 9th MAB/CTG 79.1 OPLAN 5060

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Annex B to CG 9th MAB/CTG 79.1 OPLAN 5060 (U)  
SECURITY INSTRUCTIONS

1. (U) The long title of this Annex is Annex B (Intelligence) to CG 9th MAB/CTG 79.1 OPLAN 5060 NON-COMBATANT EMERGENCY AND EVACUATION (NEMVAC)(U). The short title is ANNEX B to CG 9th MAB/CTG 79.1 OPLAN 5060.
2. (U) The overall classification of this Annex is CONFIDENTIAL. Request for foreign disclosure will be submitted in accordance with OPNAV Instruction S5510.48.
3. (C) This document contains information affecting the national security of the United States within the meaning of Title 18, U.S.C., sections 793-794. Its transmission or revelation of its contents in any manner to an unauthorized person is prohibited by law.
4. (U) Authority is granted to make extracts from this Annex as necessary for the preparation of supporting instructions. All such extracts shall be assigned security classifications in consonance with the classifications assigned in this Annex.



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ANNEX B to CG 9th MAB/CTG 79.1 OPLAN 5060 (U)  
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2 January 1975

ANNEX B to CG 9th MAB/CTG 79.1 OPLAN 5060 (U)  
INTELLIGENCE (U)

Ref: (a) MABO P3800.1 (SOP FOR INTELLIGENCE) (to be issued)

1. (C) MISSION AND CONCEPT OF INTELLIGENCE OPERATIONS

a. NINTH MAB MISSION: Be prepared to deploy the MAB/MAU/BLT/ Reinforced Rifle Company/DethML by airlift and/or sealift into designated area to support NEMVAC operations and assume operational control of MAU/BLT when designated CLF of the Special Contingency Force.

b. NINTH MAB INTELLIGENCE MISSION: Collect, process and disseminate intelligence information to support MAB concept of operations.

c. This ANNEX provides general guidance for the collection of intelligence; specific collection requirements (EEI); and specific information regarding probable NEMVAC operations areas identified for MAB size force packages.

2. (U) SITUATION

General enemy situation and characteristics of probable areas of operation are described in Appendix 2 and 3. Additional information on these specific areas and on the remaining areas of PACOM can be found in current intelligence reports and summaries and publications and directives.

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3. (U) ESSENTIAL ELEMENTS OF INFORMATION

a. See Appendix 1 (Essential Elements of Information).

b. Subordinate commands (when assigned) will prepare collection plans to satisfy their own intelligence requirements. Requests for intelligence support beyond the capabilities of the subordinate command will be submitted to this Headquarters in accordance with reference (a).

4. (C) INTELLIGENCE ACQUISITION TASKS

a. Subordinate and attached units (when assigned)

(1) All TF units will provide information as obtained relating to EEI. See Appendix 1

(2) Task Force Ground Units (when assigned)

(a) Conduct local reconnaissance as assigned.

(b) Provide any information regarding enemy capability to interdict lines of communication, ground and air, from forward security positions to evacuation points and/or to evacuation ships/airfields.

(3) Task Force Aviation (when assigned). Be prepared to provide visual, photographic and imagery reconnaissance as required.

(4) Task Force Engineer (when assigned). Be prepared to provide engineer reconnaissance of LOCs.

(5) Task Force Reconnaissance (when assigned). See Appendix 6 (Reconnaissance and Surveillance Plan) to be issued upon assignment of specified NEMVAC operations areas.

(6) Task Force Logistics Support Group (when assigned). Report any information obtained regarding enemy intentions and location of evacuees.

(7) Task Force Support Detachments (when assigned). Be prepared to provide counterintelligence, interrogator-translator, and sensor support to the landing force as required.

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b. Requests to higher units

(1) Commander, Amphibious Task Force

(a) Provide current and predicted weather data as required.

(b) Provide information as obtained regarding EEIs. See Appendix 1.

(c) Provide information as obtained regarding possible evacuees in the NEMVAC operations area.

5. (U) MEASURES FOR HANDLING PERSONNEL, DOCUMENTS AND MATERIAL

a. In the event a combat situation arises, enemy PW's documents and material will be handled in accordance with reference (a).

b. Annex C (Operations) to CG 9th MAB/CTG 79.1 OPLAN 5060 provides instruction for dealing with local nationals who may become detainees during course of NEMVAC operations.

6. (U) DOCUMENTS AND/OR EQUIPMENT REQUIRED

a. Standard maps will be designated as operation areas are identified.

b. Maps and charts will be obtained from MAF contingency stocks as required.

c. Aerial photography will be provided as obtained.

7. (U) REPORTS. Periodic intelligence summaries will normally not be required during the course of a NEMVAC operation. Special intelligence reports may be required by this Headquarters as the situation warrants.

8. (U) MISCELLANEOUS INSTRUCTIONS

a. Information beyond that contained in this Annex will be published as received and/or as specific NEMVAC operation areas are identified.

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b. Current information regarding an assigned area for actual operations will be disseminated by electronic means as rapidly as it becomes available.

BY COMMAND OF BRIGADIER GENERAL COFFMAN

D.C. ALEXANDER  
Colonel, U.S. Marine Corps  
Chief of Staff



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*J. G. Mulkey*  
J. G. MULKEY  
Lt. Colonel USMC  
G-2

Appendixes:

- 1- Essential Elements of Information
- 2- Eagle Pull
- 3- Fortress Journey
- 4- Not Used
- 5- Weather, Hydrography (to be issued)
- 6- Reconnaissance and Surveillance Plan (to be issued)
- 7- Target Intelligence (to be issued)

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CG 9th MAB/CTG 79.1  
FPO San Francisco 96602APPENDIX 1 to ANNEX B to CG 9th MAB/CTG 79.1 OPLAN 5060 (U)  
ESSENTIAL ELEMENTS OF INFORMATION (U)

Ref: (a) FMFM 2-1 Intelligence

1. (C) GENERAL

These are routine EEI's effective on a continuing basis and applicable to all target areas of PACOM. Changes should be reported as information becomes available. Specific EEI in support of 9th MAB contingency plan should be consulted as necessary when considering a definite area of NEMVAC operations.

a. Routine information applicable to NEMVAC in PACOM

(1) Terrain and condition data pertaining to HLZs in and adjoining major eacuation sites.

(2) Beach study information in the vicinity of coastal evacuation sites.

(3) LOC data in evacuation areas include fords, bridges and bypasses.

(4) Airfield information to include location, capability, POL, and security required or available.

(5) Capabilities and anticipated reaction of friendly national military and civilian forces in the evacuation area. Emphasize national forces assistance or resistance to NEMVAC operations.

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(6) Hostile forces OOB to include anticipated reaction to NEMVAC operations.

b. Specific information applicable to NEMVAC operations when an operational area is designated

(1) Hostile force location, strength, disposition and composition within a radius that could effect the NEMVAC operation.

(2) Indications that hostile forces will react to resist NEMVAC operations.

(3) Hostile force anti-air capability in the operation area; particularly anti-helo capability.

(4) Location, strength and capabilities of local national forces in the operation area to include military, para-military and civilian forces.

(5) Local national forces reaction to NEMVAC operations-hostile, helpful, apathetic?

(6) Local national force means to assist in NEMVAC operations: particular attention to local transportation means available-surface and air.

(7) Locations of all NEMVAC target personnel in the operations area.

(8) Location and nature of any physical materials to be evacuated or destroyed as part of the NEMVAC operations.

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APPENDIX 2 to ANNEX B to CG 9th MAB/CTG 79.1 OPLAN 5060 (U)  
EAGLE PULL (U)

Ref: (a) USSAG/7AF CONPLAN 5060c (EAGLE PULL) (U)  
(b) Maps: AMS Series L7016 Scale 1:50,000 Sheet  
5932II, AMS Series L9010 Scale 1:12,500 PHNOM  
PENH City Map.

1. (C/NFD) GENERAL

In the event that the evacuation of American nationals from PHNOM PENH, Cambodia, is required, the 9th MAB could be called upon to provide Ground Security Forces (GSF) for such an operation. Reference (a) provides the basic information upon which such a NEMVAC mission will be affected.

2. (C/NFD) PURPOSE

This Appendix provides general intelligence regarding the probable NEMVAC area of operations (Tab A), and specific data on planned Helicopter Landing Zones (Tab B).

3. (C/NFD) MISCELLANEOUS

a. Evacuees. Current indications reflect some 600 US noncombat and designated alien personnel requiring evacuation from PHNOM PENH. Chief, US Diplomatic Mission, Cambodia is responsible for designating evacuees, alerting them to evacuation, and transporting them to evac sites within his capabilities.

b. Military Assistance. It is assumed that Cambodian armed forces will not interfere with NEMVAC operations. COMUSSAG will designate NEMVAC sites and have US forces committed to support EAGLE PULL. Force requirements and NEMVAC method of operations will be determined by USSAG in accordance with reference (a).

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c. Concept of Operations. Designated safe haven site - U-TAPAO Airfield THAILAND. Operation options are contained in reference (a).

d. Intelligence Support. The general data provided in this Appendix will be augmented by the most expeditious means available with current information on enemy forces, local national force postures, up-dated HLZ data, etc.

SECRET

TAB:

- A- Area Study-Cambodia/Phnom Penh
- B- HLZ Study-Phnom Penh

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TAB A to APPENDIX 2 to ANNEX B to CG 9th MAB/CTG 79.1 OPLAN  
5060 (U) AREA STUDY-CAMBODIA/PHNOM PENH (U)

1. (C) CAMBODIA

a. Political. Until March 1970 Prince SIHANOUK ruled Cambodia as a virtual dictator. Dissatisfied with SIHANOUK's policy of tolerating VC/NVA presence along the RVN/Cambodia border and concern over evidence of continuing corruption involving the Royal Family, the Cambodian Parliament by unanimous vote withdrew support from SIHANOUK. General LON NOL, leader of the Cambodian army, took office as Prime Minister, adopted a policy of anticommunism and reform, and declared Cambodia a Republic in October 1970. SIHANOUK fled to China where he is currently supported by Peking in leading a Cambodian government in exile. LON NOL's government has the support of Buddhist leaders, the intelligentsia urban group, and the military. However, the attitude of the rural populace remains uncertain as a result of rural areas being under VC/NVA control and historic peasant ties with SIHANOUK. In April 1971, LON NOL resigned following a severe heart attack. Unable to find another leader, the cabinet reportedly persuaded LON NOL to return as nominal head of the government, while SIRIK MATAK, as delegate to the Prime Minister, held the real executive power. In international relations, Cambodia has continued to profess neutralism but retain close ties with the U.S. to obtain the military aid needed to combat the communist insurgency. Although historically at odds with Thailand and South Vietnam, the common threat of North Vietnam aggression has brought these three countries together.

b. Economic. Prior to widespread insurgency, Cambodia had a pastoral, underdeveloped but self sufficient economy with rice and rubber as principal exports. The war has totally disrupted Cambodia's economic life because of interdiction of the transportation systems. The French-

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built oil refinery at KOMPONG SOM has been put out of operation. Cambodia's economy is presently being sustained by massive external economic aid--primarily US but also SVN. With increasing insurgency pressure and withdrawal of government forces to the major cities, the economy is nearly totally dependent on external assistance.

c. Subversion and Insurgency. The KHMER insurgency (also known as KHMER ROUGE and KHMER Communists) have grown from a force of 2,000/3,000 in 1970 to current forces over 60,000. Initially subordinate to NVA command the KHMER have taken over responsibility for anti-government combat although dependent on the NVA for weapons and major logistical support. KHMER forces have maintained the initiative in combat against the government and control nearly 90% of Cambodia. Government forces are essentially restricted to the capital and a few southern cities.

d. Military Forces

(1) Ground Forces. The Cambodian National Army (Armee Nationale Khmer-FANK) has more than tripled in size since the ouster of SHIANOUK in March 1970. Its strength (April-74) is estimated at 200,000 men. Current combat effectiveness is low for two-thirds of the army and fair to good for one-third. Since the outbreak of hostilities with the VC/NVA in mid-March 1970, primary emphasis has been on defense and internal security. Only limited offensive capability exists due to a lack of experienced, qualified officer and NCOs who have been spread extremely thin throughout newly organized units. The army has approximately 310 maneuver battalions and supporting arms and services.

(2) Naval Forces. The mission of the Cambodian Navy (Marine Nationale-MNK) is to patrol coastal and inland waterways and to assist the army in maintaining internal security. There are an estimated 11,000 officers and men in the MNK. The majority of the ships are patrol craft. The navy has not been able to effectively control inland waterways due to KHMER insurgent opposition, primarily along the MEKONG from the RVN border to PHNOM PEHN. There is also a small Marine Corps which, although

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a part of the Navy, is manned and controlled by the Army.

(3) Air Force. The Cambodian Air Force (Aviation Nationale Khmer-AVNK) has over 196 aircraft including T-28D attack/trainers. Personnel strength is about 9,500 men. The AVNK primarily conducts operations in support of the ground forces and has no air defense capability. Because of low aircraft serviceability rate due to many types of aircraft from different sources, the total role and effectiveness of the AVNK is limited. Cambodia has no aircraft industry and is entirely dependent on foreign sources for aircraft, parts and logistic support. AVNK's future capability will increase proportionately with the amount of aid and training received, but maintenance will continue to be a serious problem.

e. Characteristics of the Area. The major terrain feature of Cambodia is vast central plain bordered on the Northwest by steep cliffs and separated from coastal area on the Southwest by densely wooded, rugged mountains. The low, flat interior plain contains fields and forests of varying densities, cultivated fields and scrub. The TONLE SAP (lake) in the center of the poorly drained western half of the plain, is fed by several sluggish, meandering streams and seasonally varies greatly in size and depth. Dense tropical evergreen forest covers the mountains. Moderately dense forests occur on the interior plains and hills. The widely separated areas which form the remaining part of the uncultivated terrain are covered with coarse tall grass, short grass, scrub, bamboo and pine woods. Cultivated land occupies most of the unforested plains. Intensive wet rice cultivation is concentrated in the seasonally flooded delta and coastal plains. Cambodia has a tropical monsoon climate with uniformly high temperatures, a winter dry season, and pronounced summer wet season. Annual rainfall varies from about 55 inches at PHNOM PENH to over 160 inches in the mountains. PHNOM PEN has a mean temperature of 85 degrees; maximum temperature may reach 105 degrees in April.

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2. (C) NEMVAC AREA-PHNOM PENH

a. Enemy Forces- to be issued upon commitment.

b. Friendly Forces- to be issued upon commitment.

c. Operations Area. The actual area of operations for noncombatant emergency evacuation is the capital city PHNOM PENH. Approximately 600 persons will require evacuation. Evacuation will be effected either by fixed wing aircraft from POUCHENTONG International Airport or by helicopter. In either case, safe haven areas have been arranged in THAILAND. The former case may also involve helicopter and troop support from the city to the airport.

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CG 9th MAB/CTG 79.1  
FPO San Francisco 96602TAB B to APPENDIX 2 to ANNEX B to CG 9th MAB/CTG 79.1 OPLAN  
5060 (U) HLZ STUDY-EAGLE PULLRef: (a) Maps: AMS Series L7016 Scale 1:50,000 Sheet,  
5932II  
AMS Series L9010 Scale 1:12,500 Phnom  
Penh City Map.

(b) Appendix 3 to Annex N to USSAG/7AF CONPLAN 5060c

HELICOPTER LANDING ZONE ALPHA

1. Location. Center UTM VT 908774.
2. Elevation. 5 meters.
3. Orientation-Landmarks. LZ is the NATIONAL SPORT STADIUM located in the approximate center of PHNOM PENH 3 miles west of the junction of the MEKONG and SAP RIVERS. LZ is surrounded by an oval grandstand opening on the west to the admin building. POUCHENTONG AIRPORT is 9 miles to the west of the LZ.
4. Size. 120m by 200m.
5. Surface. Grass on firm loam.
6. Obstacles. Stadium on north, south and east borders are 40 feet tall. Floodlights on four corners of the LZ are 120 feet tall. Scoreboard at south end of LZ rises 25 to 30 feet above grandstand. Parking lot west of LZ is also excellent landing point if empty; 100m by 250m; 50 foot tall trees in NW corner of lot; 20 foot light pole at corner of lot.
7. Slope. Flat.
8. Local Use. Athletic field.

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9. Exits. Unlimited for all traffic beyond stadium. Vehicles must exit stadium on west side.

10. Adjacent Terrain. LZ is surrounded by business/residential areas.

HELICOPTER LANDING ZONE BRAVO

1. Location. Center UTM VT 922747.

2. Elevation. 5 to 10 meters.

3. Orientation-Landmarks. Rectangular athletic field oriented north-south, located approximately 4 miles from NATIONAL STADIUM (HLZ ALPHA) on 160 degrees true. LZ is approximately 11 miles east of POUCHENTONG AIRPORT. Adjacent to hard-surface road on the west.

4. Size. 30 feet north to south; 150 feet east to west.

5. Surface. Sparse grass on firm dirt.

6. Obstacles. There is a row of 60 foot trees located 30 feet from the north edge of the LZ. A power line 25 feet tall, a ditch and a fence border the LZ on the west. 40 foot trees lie to the south of the LZ and to the east there are 1-3 story buildings.

7. Slope. Flat.

8. Local Use. Athletic Field.

9. Exits. Unlimited; hard surface road on west side of LZ; dirt roads to north and south.

10. Adjacent Terrain. The LZ is centered in a residential area.

HELICOPTER LANDING ZONE CHARLIE

1. Location. Centered at UTM VT 929 761.

2. Elevation. 5 meters.

3. Orientation-Landmarks. Small grass, dirt LZ about 350 meters east-northeast of the American Embassy. LZ lies on

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eastern edge of PHNOM PENH along the bank of the BASSAC RIVER. Junction of BASSAC and MEKONG RIVERS is 1.8 miles east-northeast of the LZ. NATIONAL STADIUM (HLZ ALPHA) is 3.5 miles to the northwest of the LZ. The LZ borders HIGHWAY 1 two miles north of BASSAC BRIDGE.

4. Size. 20 feet by 40 feet.
5. Surface. Grass - hard packed soil.
6. Obstacles. Triple concertina fence surrounds the LZ. Residential area of 1-2-3 story houses on western edge of LZ. North, south and east sides of LZ are clear.
7. Slope. None.
8. Local Use. HULE helo-pad.
9. Exits. Hard surface road on west edge of LZ. Marsh/swamp fringe LZ on north, south and east. Numerous foot exits available in all directions.
10. Adjacent Terrain. Well built-up residential area to west; BASSAC and MEKONG rivers to east. Lesser built-up area to north and south.

HELICOPTER LANDING ZONE DELTA

1. Location. Center at UTM VT 894 804.
2. Elevation. 5 to 10 meters.
3. Orientation-Landmarks. LZ is on road bases surrounding radio-TV tower on southwest side. LZ is on northwest edge of city about 4.5 miles north northwest of NATIONAL STADIUM (HLZ ALPHA). Radio-TV tower is approximately 400 feet tall.
4. Size. 10 yards wide roadbeds; 250 meters useable; T-shape.
5. Surface. Dirt.
6. Obstacles. Radio-TV tower 400 feet tall is 100 meters north of LZ. Trees up to 100 feet tall are about 30 meters north of LZ. LZ (roadbeds) rise 4 feet above water/marsh areas adjacent to road.

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7. Slope. Flat.
8. Local Use. Future road.
9. Exits. Unlimited to south, east and west.
10. Adjacent Terrain. Residential area 200 meters from LZ on south, east and west. Swamp/marsh 200 meters to north and northeast.

••••• HELICOPTER LANDING ZONE DELTA ONE

- 1. Location. Center UTM VT 913 804.
- 2. Elevation. 5 to 10 meters.
- 3. Orientation-Landmarks. LZ is grass traffic circle with hard surface roads entering from east, west and south. SAP RIVER bridge is 200 meters east of LZ. About 50 meters northwest of LZ is an old athletic stadium; houses have been erected inside stadium but oval grandstand remains. LZ is 2.5mi. due east of radio tower at VT 896 805 (HLZ DELTA).
4. Size. Circle 100 meter radius.
5. Surface. Grass-firm.
6. Obstacles. Circular vine trellis 10 feet in diameter and 6 feet high in center of LZ. Hard surface road surrounding LZ is bordered by 20 foot power lines, 2-3 story residences and up to 40 foot trees.
7. Slope. Flat.
8. Local Use. None.
9. Exits. Unlimited.
10. Adjacent Terrain. Surrounded by residential area.

HELICOPTER LANDING ZONE ECHO

1. Location. Center at UTM VT 892 785.
2. Elevation. 5 to 10 meters.

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3. Orientation-Landmarks. LZ is school athletic field on mid-western side of PHNOM PENH adjacent to HWY 3 connecting the city and the airport. LZ is 2 miles due south of radio-TV tower (VT 895 804). School buildings around LZ are open-sided with roofs.
4. Size. 100m by 200m.; rectangular with north-south long axis.
5. Surface. Hard dirt-dusty.
6. Obstacles. One and two story buildings on east, west and south. Hard surface road and 20 foot power lines border LZ on north. Sheets of tin could blow loose from building roofs.
7. Slope. None.
8. Local Use. Athletic field.
9. Exits. Unlimited.
10. Adjacent Terrain. Centered in residential area. KHMER-SOVIET TECHNICAL UNIVERSITY is across road to north of LZ; several 3-story buildings 50 to 75 meters north of LZ.

HELICOPTER LANDING ZONE FOXTROT

1. Location. Center at UTM VT 906 781.
2. Elevation. 10 meters.
3. Orientation-Landmarks. LZ is athletic training field at the Olympic site approximately 1 mile north-northeast of the NATIONAL STADIUM (HLZ ALPHA). Oval shaped field oriented north and south. Large 4-story dormitory-type buildings north and east of the LZ. 3-story gymnasium south of LZ.
4. Size. 150m. by 300m.
5. Surface. Sparse grass on hard dirt.
6. Obstacles. 2 to 4 story buildings on all sides of LZ. 60 foot light poles on all edges of LZ. 20 to 40 foot treeline borders LZ on the west.

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7. Slope. Flat.
8. Local Use. Athletic field.
9. Exits. Unlimited secondary and hard surface roads.
10. Adjacent Terrain. LZ centered in built-up residential area of 1 to 4-story buildings.

HELICOPTER LANDING ZONE GOLF

1. Location. Center at UTM VT 886 786.
2. Elevation. 10 meters.
3. Orientation-Landmarks. LZ is athletic field at PHNOM PENH UNIVERSITY located on western side of city. LZ adjacent to HWY 3 connecting city and airport. POUCHEN TONG AIRPORT is 6 miles west of LZ. NATIONAL STADIUM (HLZ ALPHA) is 3.5 miles southeast of the LZ.
4. Size. Oval 150m. by 300m.; north-south long axis.
5. Surface. Spares grass-hard dirt.
6. Obstacles. 8-story University dormitories border LZ on south and west. 120 foot light poles and trees on all edges of LZ.
7. Slope. Flat.
8. Local Use. Athletic field.
9. Exits. Vehicle exits very limited; no restrictions on foot exits.
10. Adjacent Terrain. Railroad to north of LZ. University Campus to east and west. Residential area to south.

ENCLOSURE:

1-HLZ Photos

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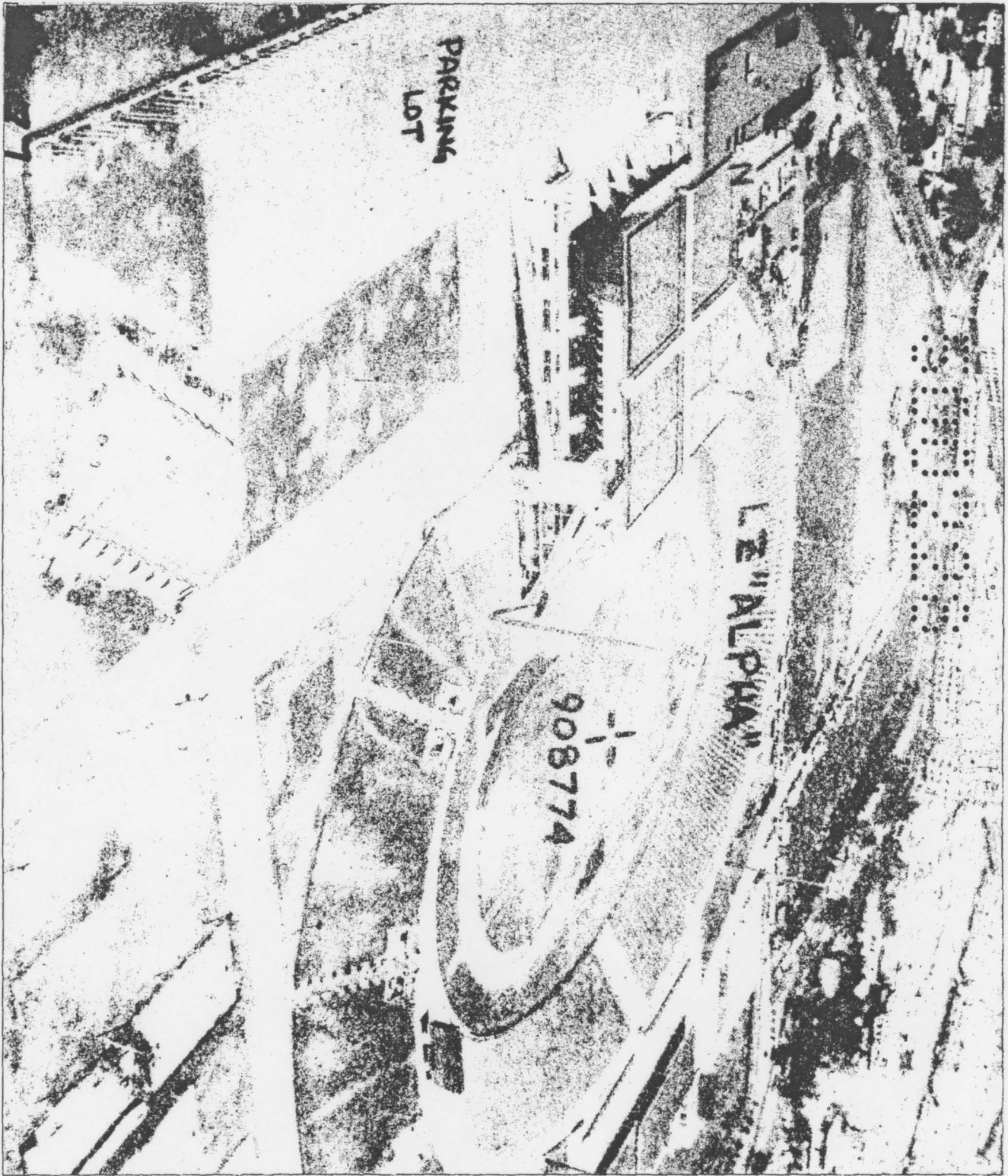
ENCLOSURE (1) TO TAB B TO APPENDIX 2 TO ANNEX B TO CG 9th  
MAB/CTG 79.1 OPLAN 5060 (U)

HLZ PHOTOS - EAGLE PULL (U)

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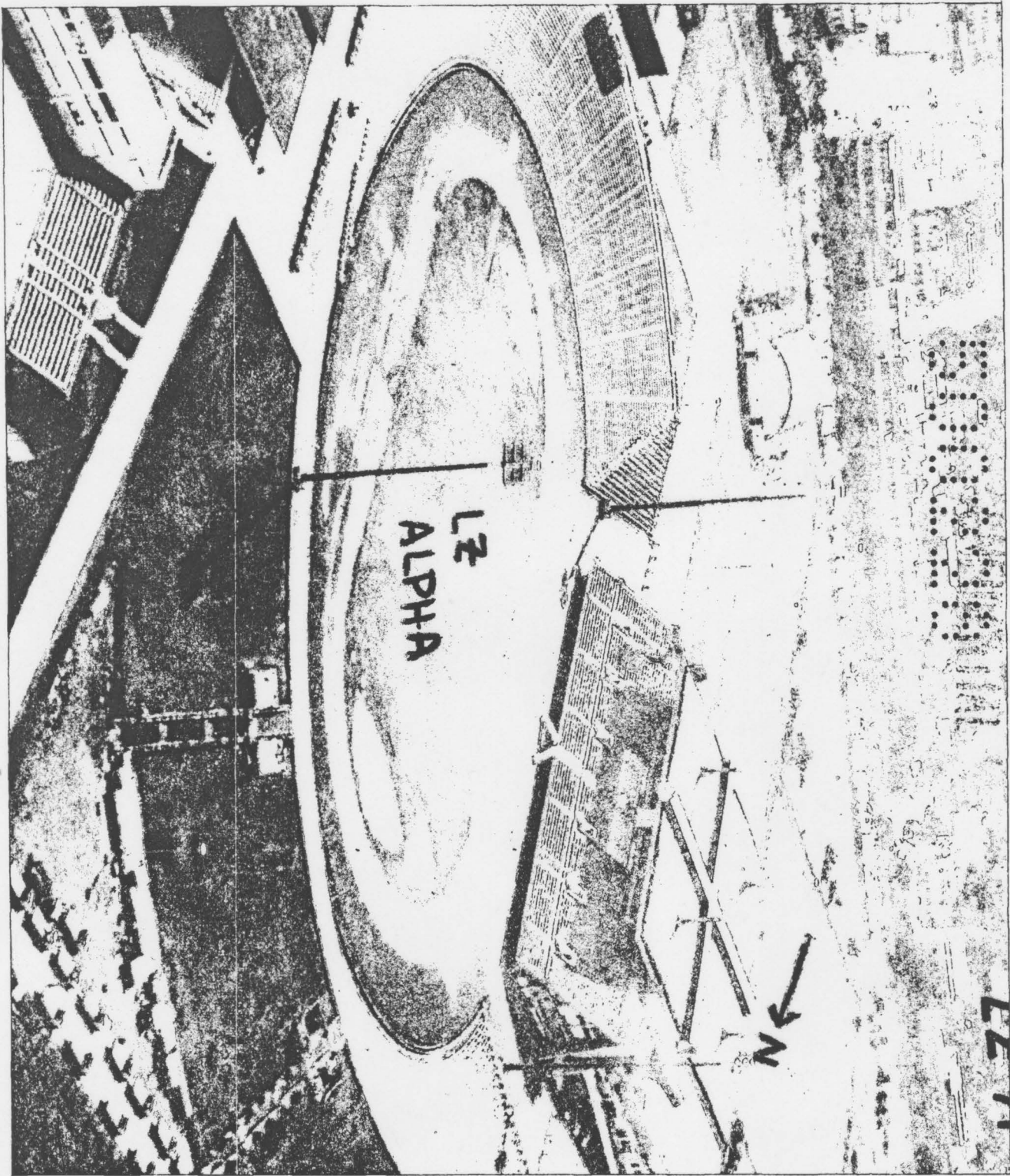
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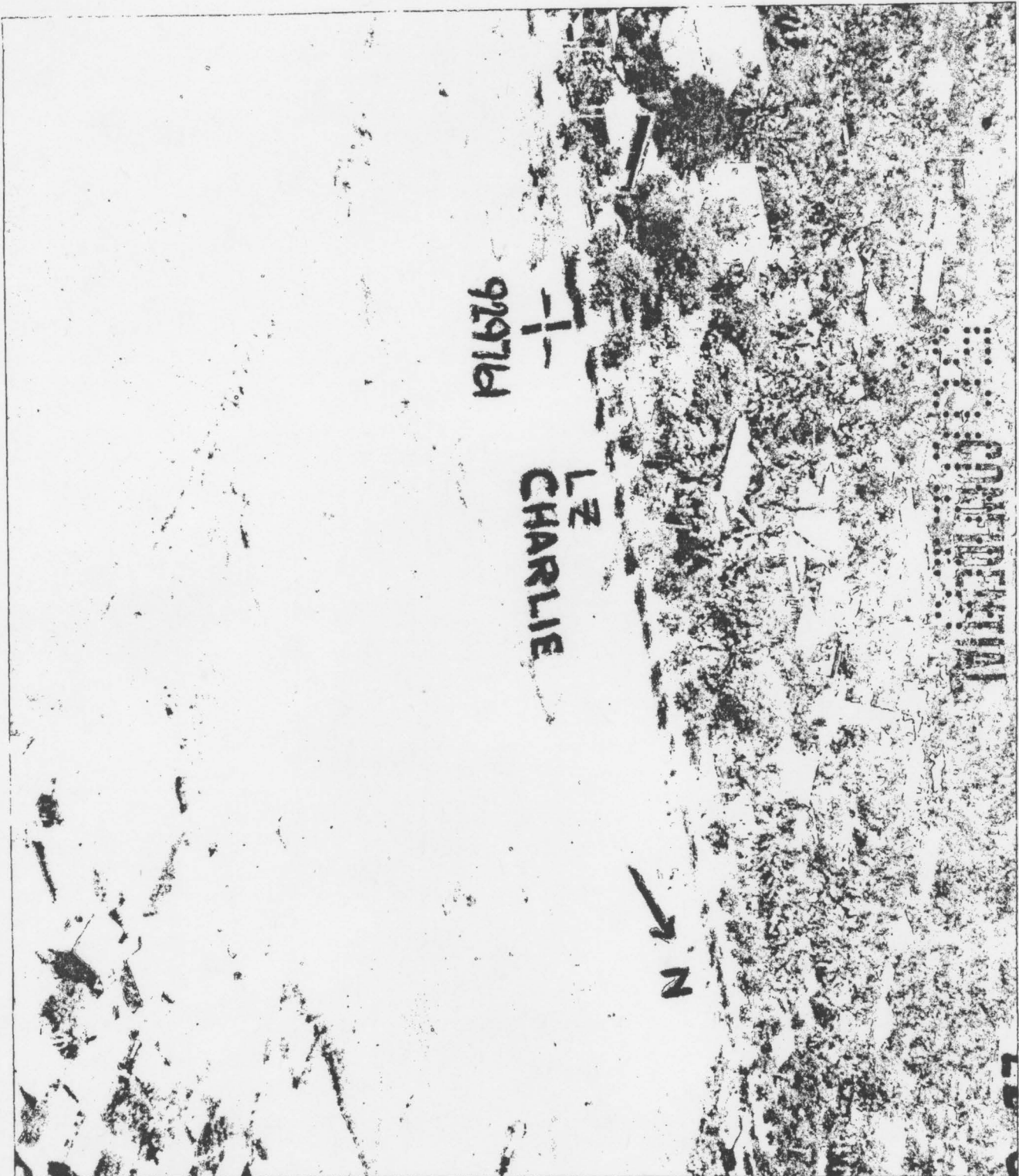
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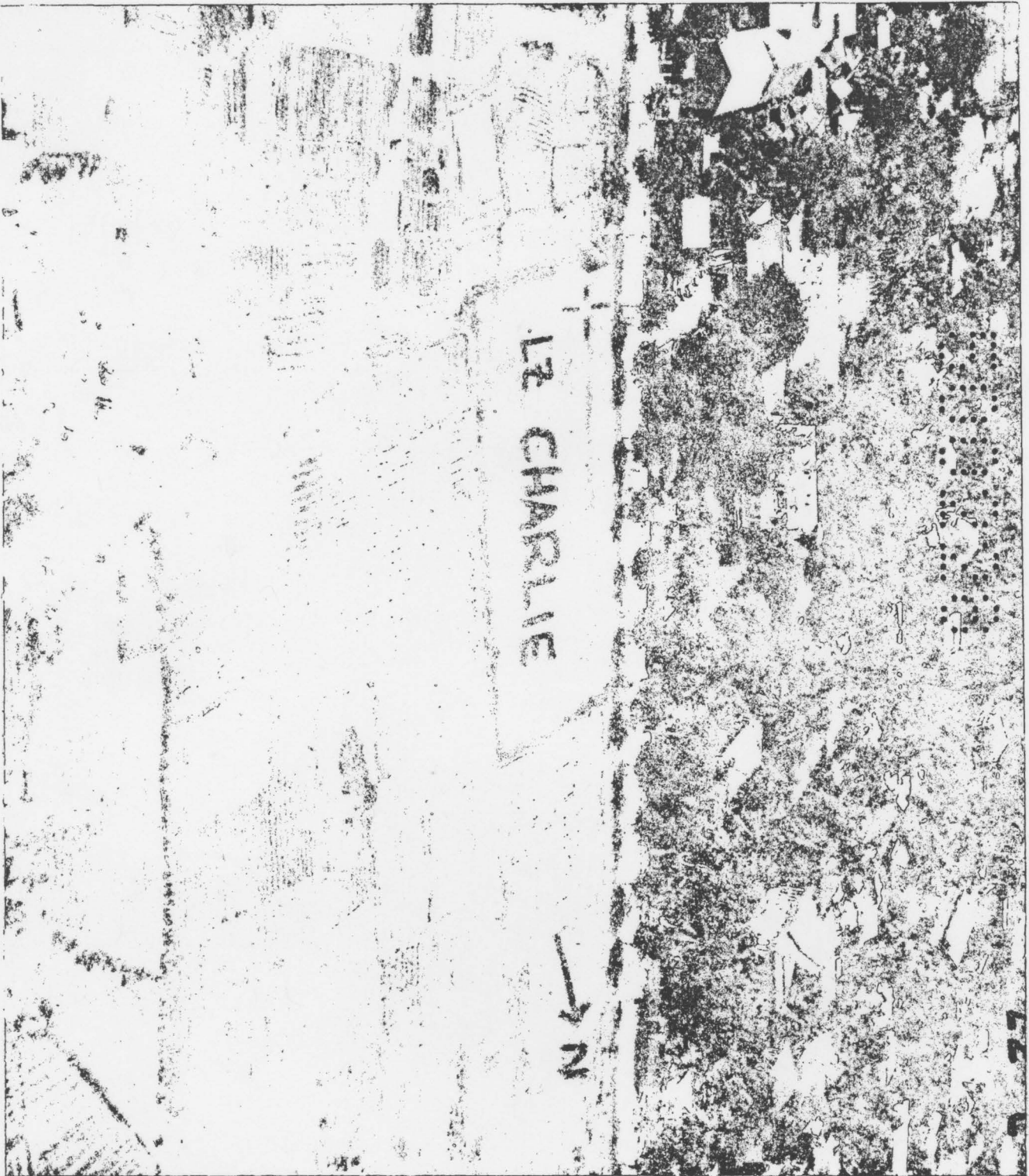
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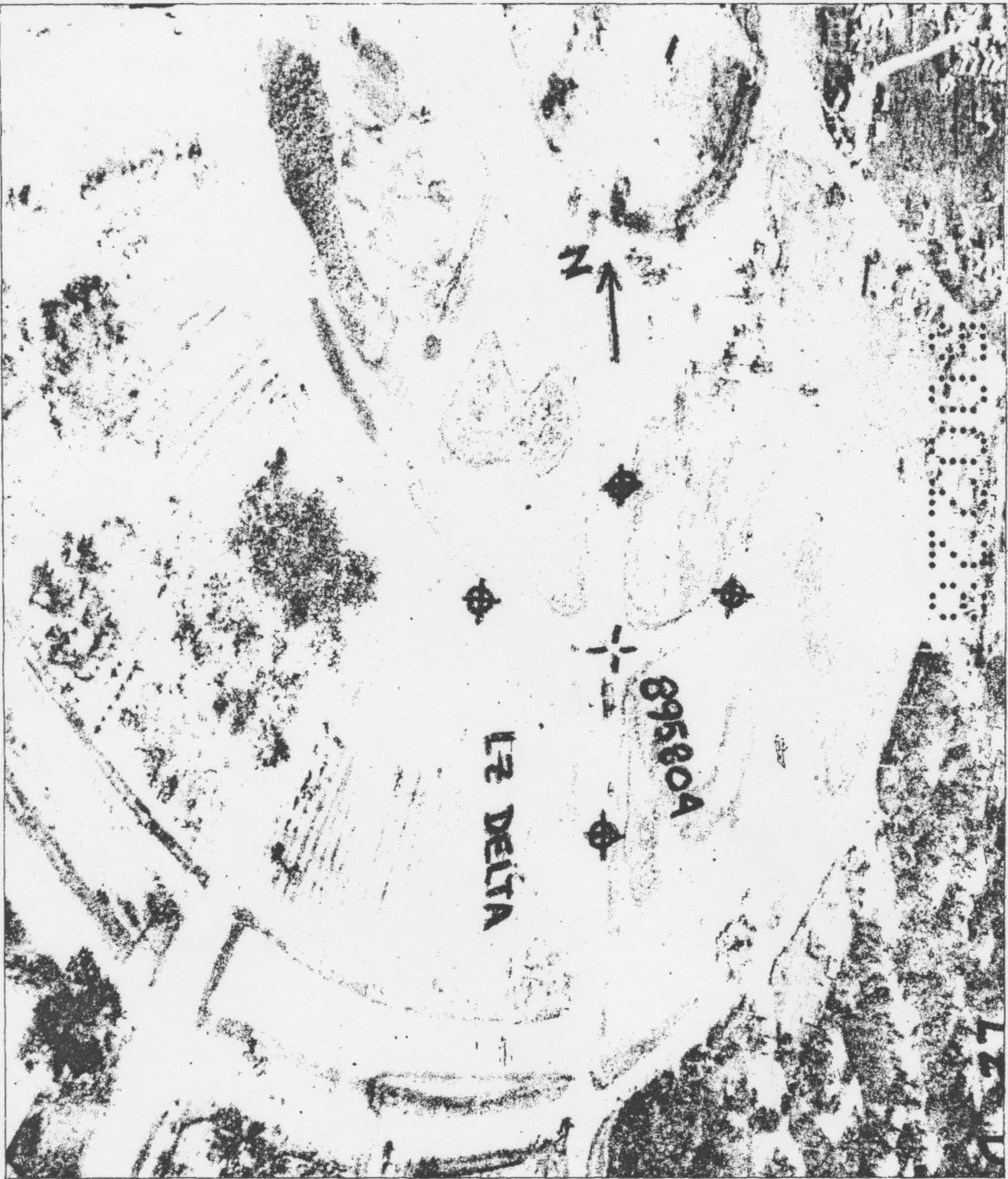
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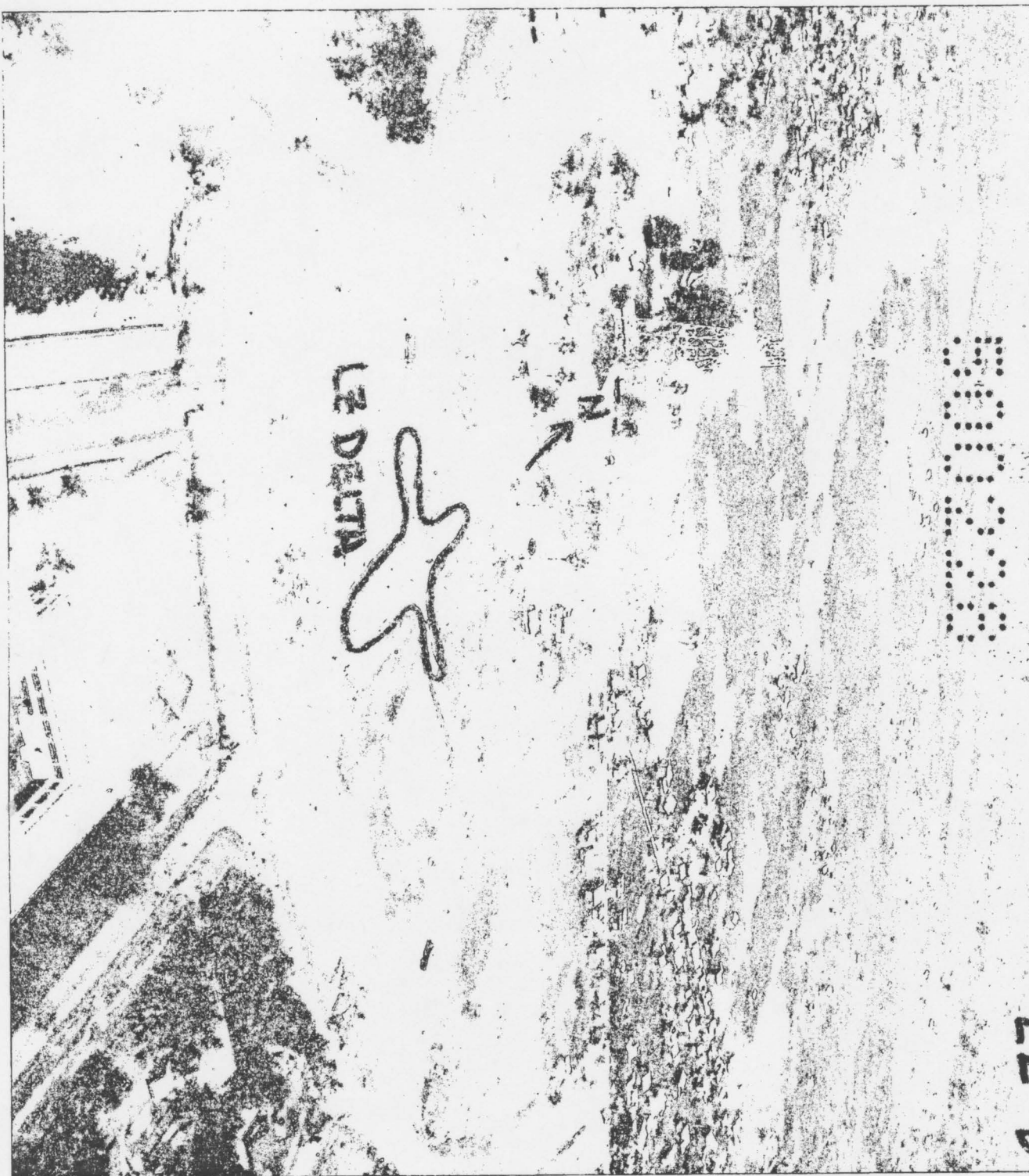
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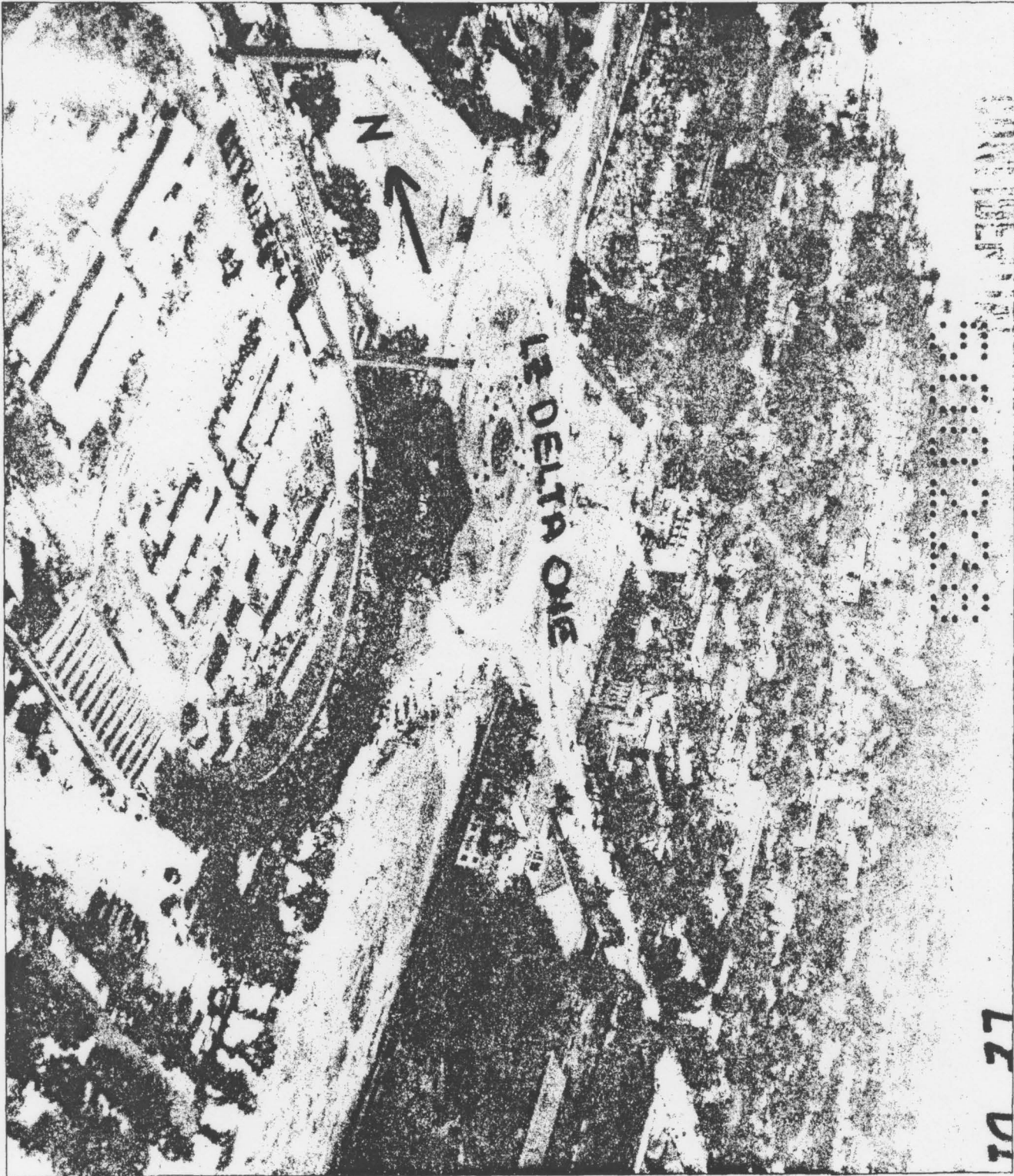
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APPENDIX 3 to ANNEX B to CG 9th MAB/CTG 79.1 OPLAN 5060 (U)  
FORTRESS JOURNEY (U)

- Ref: (a) CG III MAF Fortress Journey LOI/CTF 79 MSG  
292355Z Nov 74 (S)  
(b) DOS Consulate Gen DA NANG Evac Pln A-12 dtd 6  
Aug 74  
(c) TALON VISE OPLAN (to be published) USSAG/7AF  
5060V  
(d) Maps: L7014 VIETNAM Sheets 6540I, 6541III,  
6640I, 6640IV and 6641III, 1-AMS,  
1:50,000

1. (C/NFD) GENERAL

9th MAB is tasked by reference (a) to be prepared to evacuate American nationals and associated personnel from MR 1 of South Vietnam. This operation is to take 15 days from date of actual initiating directive to delivery of evacuees at a designated haven.

2. (C/NFD) PURPOSE

This Appendix provides general information regarding the NEMVAC area (TAB A), helicopter landing zones (TAB B), and beach evacuation points (TAB C), as an initial operation planning guide.

3. (C/NFD) MISCELLANEOUS

a. Evacuees. Reference (b) contains specific details for the evacuation of MR 1, RVN, as envisioned by the American Consulate General, DA NANG. This plan is updated by DOS annually and contains pertinent data on evacuees (1200), alert procedures and communications.

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b. Military Assistance. Reference (c) is the code word OPLAN for all RVN evacuation plans currently being developed. Publication of these operation plans will provide supporting information for FORTRESS JOURNEY operations when directed.

c. Concept of Operations. FORTRESS JOURNEY operations currently envision a MAB size force moving rapidly to the DA NANG area by sea or a combination of sea/air lift to provide assistance to evacuation and ground security forces for such an operation. CG 9th MAB/CTG 79.1 will assume the role of CLF and GSF commander ashore. CTF 76 will provide CATF functions and coordinate overall NEMVAC operations on the military side. The American Ambassador to RVN will initiate NEMVAC operations and the Consulate General DA NANG will act as his agent in MR 1. Primary means of evacuations will be by helicopter assuming DA NANG AIRFIELD is not open to transport aircraft. Sea evacuation over the beach is a possibility.

d. Intelligence Support. Utilizing this Appendix as a starting point, intelligence updates and additional information will be promulgated by the most expeditious means available when NEMVAC operations are directed.

TAB:

A-Area Study-RVN/MR-1

B-HLZ Study-MR-1

C-Beach Study-DA NANG/HUE

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TAB A to APPENDIX 3 to ANNEX B to CG 9th MAB/CTG 79.1 OPLAN  
5060 (U) AREA STUDY-FORTRESS JOURNEY

1. (C) REPUBLIC OF VIETNAM (RVN):

a. Political. The Republic of Vietnam (RVN) has made excellent progress in consolidation of effort, pacification and other political areas vital to its security and stability. It has limited success in mobilizing the country's fragmented political groups into a cohesive force to compete with communists in the post-war period. The election of President THIEU to his second term has been accepted and he seems to be stronger now than ever before. His opposition has been unable to organize.

b. Economic. The economy is agrarian with some 80% of the population engaged in agriculture. Significant efforts have been made to increase the development industry. For the most part, the insurgents (Viet-Cong/VC) have not disrupted the agrarian economy as such activity would antagonize the local populace and curtail needed food supplies. U.S. aid is a significant factor in the economy of the RVN and will continue to be so in view of heavy economic and military requirements.

c. Subversive and Insurgency Factors. The mission of the enemy in the RVN is the creation of a politico-military climate conducive to the establishment of a communist government. The source of communist subversion, propaganda, agitation, terrorism, espionages and insurgency is the communist regime in Hanoi, NVN. The operating agency is the Central Office for South Vietnam (COSVN), positioned along the Third Military Region (MR3/IIICTZ)/Cambodia border. Main insurgent forces are estimated to be 177,000 VC/NVA in combat service support units; 25,800 Viet Cong guerrillas; and 63,800 in the political infrastructure. VC/NVA forces maintain a low profile in the early post-war period.

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(1969-73), however 1974 has seen a steady series of gains and daily action by NVA forces in MR 1.

d. RVN Military

(1) Ground Forces. The regular Army of the RVN (ARVN) has a strength of approximately 481,000 (April-74). The Regional and Popular Forces, with a combined strength of 506,000 are a component of the ARVN. Major ARVN units are 11 infantry divisions, 1 airborne division, 1 Marine division, 2 infantry regiments, 7 armor-calvary squadrons, 17 artillery battalions (155/105 howitzers), and 43 ranger battalions. The Republic is divided into four Military Regions or Corps Tactical Zones (MR or CTZ) with a Joint General Staff exercising operational control of all four MRs through a Corps Commander in each. Logistical commands parallel this regional organization. Principal strengths of ARVN are: combat experience; living conditions better than general populace; arms, equipment and training facilities are adequate. Major ARVN weaknesses are: insufficient numbers of qualified officers and NCOs, low education levels, and inadequate technical services.

(2) Naval Forces. The mission of the RVN Navy (VNN) includes support of ARVN operations, interdiction of enemy infiltration and trans-shipment on coastal waters, amphibious and riverine warfare, SEAL/UDT operations, river escort operations, mine countermeasures, NGFS, and the VNN principal base is at Saigon. Personnel strength is approximately 39,000. The main VNN training center is at Nha Trang and includes a Naval Academy, an enlisted mens basic and advanced technical school, English language school, and recruit training school. VNN has a substantial inventory of combatants, patrol craft, mine warfare craft and amphibious craft. The VNN also operates 16 coastal radar surveillance sites. RVN does not have a naval ship construction capability.

(3) Air Force. The RVN Air Force (VNAF) has over 1,700 aircraft including jet attack, medium and light transport, helicopters. There are approximately 62,000 men in the VNAF organized into eleven wings each including attack, transport, medical evacuation, aerial supply and reconnaissance assets. The tactical air capability of the VNAF is excellent for fair-weather, daylight sorties. All

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aircraft, POL, spare parts, munitions, pilot training and most maintenance are provided by the U.S. Principal weaknesses are: low education levels, technician shortages, and lack of an industrial structure to support an air force.

e. Terrain Characteristics. The Republic of Vietnam has three major terrain areas: the Mekong Delta, the coastal plain, and the Chaine Annamitique mountains. The Mekong Delta has a flat, poorly drained surface, crisscrossed by numerous tributaries of the Mekong River and a dense network of canals and smaller streams. Extensive marshes and swamps are common. Rice paddies occupy a large portion of the Delta region and are flooded as much as six months a year. Settlements and transportation lines are situated on paddy levees. Along the coastline extending north from Cape St. Jacques is the discontinuous narrow Coastal Region. Although pre-dominantly level, the region becomes rolling toward the mountains that form its inland border; eastward extending spurs of these mountains split the coastal plain in many areas. Sand dunes are common while the rest of the coastal region is planted in rice paddies flooded four to eight months of the year. The Coastal Region offers the best north-south natural transportation routes. Inland and roughly parallel to the coast is the Chaine Annamitique. The few roads and one railroad (Phan Rang to Dalat) that penetrate this mountain range follow river valleys. The tropical climate of RVN is characterized by relatively high temperatures, little seasonal variation and a summer monsoon season from June through September. Destructive tropical typhoons frequently strike the coast, chiefly during October and November.

2. MILITARY REGION ONE (MRI/I CTZ)

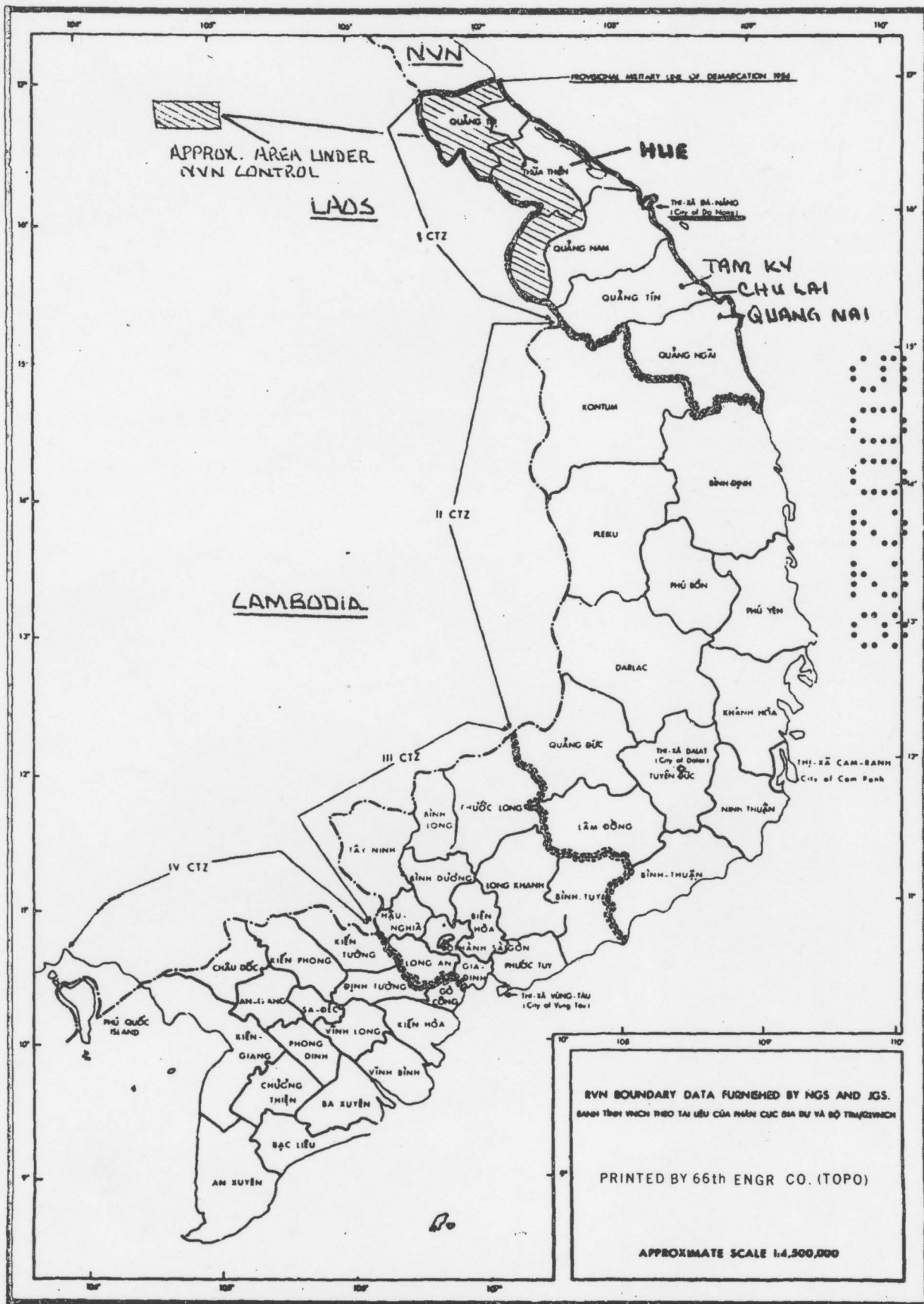
- a. Enemy Forces. To be issued upon commitment.
- b. Local National Forces. To be issued upon commitment.
- c. Area of Operation. The NEMVAC operations area includes the sea in a 70 mile radius from MUI DA NANG light and the coastal area 15 miles inland. The city of DA NANG and the DA NANG AIRFIELD and harbor form the nucleus of this area. The area and the city of DA NANG are dominated

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RVN PROVINCIAL BOUNDARIES AND CORPS TACTICAL ZONES



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CG 9th MAB/CTG 79.1  
FPO San Francisco 96602TAB B to APPENDIX 3 to ANNEX B to CG 9th MAB/CTG 79.1 OPLAN  
5060 (U) HLZ STUDY-FORTRESS JOURNEYRef: (a) Maps: AMS Series L7014 Scale 1:50,000 Sheets  
6540I, 6541II, 6640I, 6640IV and 6641III  
AMS Series L909 Scale 1:12,500 DA NANG  
City Map, HUE City Map, PHUBAI City Map

(b) DoS Con Gen DA NANG EVAC Plan A-12 dtd 6 Aug 74

DA NANG:HELICOPTER LANDING ZONE "DELTA PAD" (HLZ 001)

1. Location. Centered at UTM BT 003 760.
2. Elevation. 5 meters.
3. Orientation-Landmarks. LZ is 700m. west of NGUYEN HOANG BRIDGE adjacent to highway 543 on north. Highway QL 1 junction with Highway 543 is 100m. west of LZ. "DELTA" in white letters on approach from east. LZ 1.5 miles east of DA NANG AIRPORT.
4. Size. 75 yards north to south; 30 yards east to west.
5. Surface. Asphalt.
6. Obstacles. Telephone line 50 feet high lies 100 feet from LZ on north. 2-story buildings 50 yards south of LZ. Power line 50 feet high lies 100 feet to west of LZ.
7. Slope. Flat.
8. Local Use. Helo-pad.

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9. Exits. Highway 543 adjacent to north edge of HLZ. Highway QL-1 is 100m. west of LZ.

10. Adjacent Terrain. Open marsh area to south; built-up areas to north and west. SONG HAN to east.

HELICOPTER LANDING ZONE "HOTEL PAD" (HLZ 002)

1. Location. Center UTM BT 028 761.

2. Elevation. 5 meters.

3. Orientation-Landmarks. LZ is on north side of Highway 543 in the triangle formed by Highway 543, 541 and QL-1 immediately east of DA NANG AIRPORT. The LZ is marked by a white 15 foot circle with an "H" inside.

4. Size. 120 yards east to west; 25 yards north to south.

5. Surface. Asphalt.

6. Obstacles. 13 feet concrete and barbed wire wall on north edge of LZ. Road and power lines on south edge. Residential area to east-single story homes with TV antennas. Two-story buildings 200 feet west of LZ.

7. Slope. Flat.

8. Local Use. I CORPS LZ.

9. Exits. Hardtop Highway on all sides.

10. Adjacent Terrain. Built-up area all around. Just east of DA NANG a Military Complex, Airfield 1.3 miles to west. SONG HAN 800 meters east of LZ.

HELICOPTER LANDING ZONE "ARVN HOSPITAL" (HLZ 003)

1. Location. Centered at UTM BT 015 767.

2. Elevation. 5 meters.

3. Orientation-Landmarks. Medevac LZ for ARVN Hospital 1 mile west northwest of DA NANG AIRFIELD. Center of Military Complex east of AIRFIELD.

4. Size. 30 yards by 30 yards.

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5. Surface. PSP matting.
6. Obstacles. Five foot fence bordering LZ on North-Telephone-Power lines 150 feet to north of LZ. No obstacles for 100-150 feet of LZ on south and west. Single story building 30 feet from LZ on east. ARVN ambulance motor pool on southeast corner of LZ.
7. Slope. None.
8. Local Use. Military Landing Zone.
9. Exits. Unlimited primary and secondary roads.
10. Adjacent Terrain. Military single-story building on all sides. DA NANG AIRFIELD to west and southwest.

HELICOPTER LANDING ZONE "SOCCER FIELD" (HLZ 004)

1. Location. Center UTM BT 027 783.
2. Elevation. 5 meters.
3. Orientation-Landmarks. Soccer stadium 100m. north of Highway QL-1 and approximately 2 miles northeast of DA NANG AIRFIELD.
4. Size. 120 yards north to south and 60 yards east to west.
5. Surface. Compact, sandy loam.
6. Obstacles. Grandstand 20 feet tall and 50 feet long west side of LZ. Road and power line on east of LZ. 100 foot water tower on southeast corner of LZ. Several 20 foot tall trees approximately 50 yards from north end of LZ. Trees to south of LZ.
7. Slope. None.
8. Local Use. Athletic field.
9. Exits. Unlimited primary and secondary roads.
10. Adjacent Terrain. LZ in midst of built-up area. DA NANG AIRFIELD 2 miles to southwest. SONG HAN 1/2 mile to east of LZ.

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HELICOPTER LANDING ZONE "FRENCH SCHOOL" (HLZ 005)

1. Location. Center UTM BT 003 791.
2. Elevation. 2 meters.
3. Orientation-Landmarks. LZ is located 150 meters west of SONG HAN in northeast quadrant of DA NANG. DA NANG AIRFIELD is 2.5 miles southwest of the LZ, 1000 meters southwest of the LZ is the DA NANG stadium (HLZ 004-soccer field).
4. Size. 110 yards east to west; 30 yards north to south.
5. Surface. Grass on hard sand, old soccer field.
6. Obstacles. Trees 30 to 40 feet tall border the LZ on the north and south. Local residences with 30 to 40 foot trees lie east and west of the LZ. A three-story building is located 100 yards east of the LZ.
7. Slope. None.
8. Local Use. None.
9. Exits. Unlimited primary and secondary roads.
10. Adjacent Terrain. DA NANG STADIUM is 1000 meters southwest of the LZ; DA NANG AIRFIELD is 2.5 miles southwest of LZ. LZ surrounded by built-up area of DA NANG.

HELICOPTER LANDING ZONE "LZ 48" (HLZ 006)

1. Location. Center UTM BT 034 798.
2. Elevation. 2 meters.
3. Orientation-Landmarks. LZ borders SONG HAN in northeast corner of DA NANG. DA NANG AIRFIELD is 3 miles southwest of the LZ. LZ is lighted on east and west sides. Large white star painted on LZ with "STAR PAD" painted under the star as you approach from the east. Number "48" painted on north and south edges of LZ.
4. Size. 35 yards north to south; 7 yards east to west.
5. Surface. Asphalt.

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6. Obstacles. Single story building 30 feet west of LZ. Area is clear for 150 feet on north, south and east of LZ. 6 foot chain link fence located 70 feet from LZ on the south side.

7. Slope. None.

8. Local Use. Helo pad.

9. Exits. Unlimited primary and secondary roads.

10. Adjacent-Terrain. SONG HAN immediately to the east of LZ. DA NANG AIRFIELD is 3 miles south southwest of LZ. Built-up areas of DA NANG surround LZ on north, south and west.

HELICOPTER LANDING ZONE "CAMP HORN" (HLZ 007)

1. Location. Center UTM BT 040 784.

2. Elevation. 5 meters.

3. Orientation-Landmarks. LZ is located in Military Compound on east bank of SONG HAN approximately 3 miles north-northwest of MARBLE MOUNTAIN AIRFIELD and 2.5 miles north-east of DA NANG AIRFIELD. LZ has six large white circles painted on it and has ground lights.

4. Size. 75 yards north to south; 50 yards east to west.

5. Surface. Macadam.

6. Obstacles. Single-story building, 25 foot palm trees and power lines on north, south and east sides of LZ. No obstacles to west of LZ; SONG HAN borders LZ on west.

7. Slope. None.

8. Local Use. Military helo-pad.

9. Exits. Unlimited primary and secondary roads on peninsula. One exit to DA NANG city is dual bridge at UTM BT 040 762.

10. Adjacent-Terrain. Main city of DA NANG across SONG HAN (500 meters wide) to west of LZ. Large military complex

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to north northeast of LZ. Civil river front dock area to south of LZ along SONG HAN.

HELICOPTER LANDING ZONE "CONSUL GEN. HQ" (HLZ 008)

1. Location. Center UTM BT 035 783.
2. Elevation. 5 meters.
3. Orientation-Landmarks. LZ is 500 meters west of SONG HAN at American Consulate General, DA NANG. LZ is combination parking lot/city road/dock areas; DA NANG AIRFIELD is 2.5 miles southwest of LZ. Parking lot portion of LZ has painted yellow parking space lines running east to west.
4. Size. 50 yards north to south; 15 yards east to west.
5. Surface. Macadam.
6. Obstacles. Immediately west of LZ is Consulate General building and power lines. Power lines and road border LZ on north. A 15 foot tall building is on northeast corner of LZ. Iron pole 50 feet tall on southwest of LZ. Parking lot portion of LZ is divided into three parts with 18 inch tall posts with connecting chains running north to south.
7. Slope. None.
8. Local Use. Parking lot.
9. Exits. Unlimited primary and secondary roads.
10. Adjacent-Terrain. SONG HAN immediately to the east of LZ. DA NANG built-up area on the north, south and west of LZ. Large primary school 150 meters west of LZ; DA NANG STADIUM is 500 meters west of LZ. DA NANG AIRFIELD is 2.5 miles southwest of LZ.

HELICOPTER LANDING ZONE "GERMAN HOSPITAL" (HLZ 009)

1. Location. Center UTM BT 027 787.
2. Elevation. 10 meters.
3. Orientation-Landmarks. Roof-top LZ, marked by large circle with "H" in center and a red cross in each corner.

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LZ is approximately in the center of DA NANG 500 meters north of DA NANG STADIUM. The largest building in DA NANG the TECHNICAL SCHOOL, is approximately 500 meters north northwest of the LZ. The LZ is 2 miles northeast of DA NANG AIRFIELD.

4. Size. 21 yards north to south; 21 yards east to west.

5. Surface. Cement roof of single story hospital building.

6. Obstacles. Clear LZ up to 100 yards on all sides. A 75 foot radio tower with A/C warning lights is located approximately 400 feet from LZ to the north.

7. Slope. None.

8. Local Use. Medical helo-pad.

9. Exits. Personnel only from LZ per se. Unlimited and secondary roads into LZ area.

10. Adjacent-Terrain. LZ is in the center of DA NANG city.

HUE/PHU BAI:

HELICOPTER LANDING ZONE "ALICE"

1. Location. Centered at UTM YD 764 213.

2. Elevation. 2 to 5 meters.

3. Orientation-Landmarks. LZ is located 1,000 meters from center of the CITADEL on 142 degrees true and 1200 meters from the center of the QL #1 bridge/ PERFUME RIVER on 085 degrees true.

4. Size. 330 yards east to west; 80 yards north to south.

5. Surface. Grass on firm soil.

6. Obstacles. No height obstacles on northwest approach across PERFUME river. 1-2 story building compound flanks LZ on northeast. A road lined by 30 to 40 foot trees border the LZ on the southeast.

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HELICOPTER LANDING ZONE "ETHEL"  
(Small, dangerous LZ - Emergency Use Only)

1. Location. Centered at UTM YD 769 216.
2. Elevation. 5 meters.
3. Orientation-Landmarks. LZ is 1,500 meters from the center of HUE CITADEL on 125 degrees true and 2,200 meters from the QL #1 bridge over the PERFUME RIVER on 076 degrees true.
4. Size. 50 meter square.
5. Surface. Uncut grass on firm soil.
6. Obstacles. LZ is surrounded by trees and one/two story residences. To the east of the LZ is an 85 meter high tower and telephone lines on the edge of the LZ. Telephone lines also border the LZ on the south and west.
7. Slope. Flat.
8. Local Use. None.
9. Exits. City streets surround the LZ. Immediate vehicle access is on the southeast side of the LZ.
10. Adjacent Terrain. The LZ lies in a residential area on the eastern edge of downtown HUE. The CITADEL and the PERFUME RIVER are to the northwest of the LZ. Farmland lies east and south of the LZ.

HELICOPTER LANDING ZONE "ELLEN"  
(THAI DUONG HA airstrip - TAN MY)

1. Location. Centered at UTM YD 815 332.
2. Elevation. 3 meters.
3. Orientation-Landmarks. 5.8 nautical miles from HUE AIRFIELD on 045 degrees true. Located on a sandspit at the mouth of THUAN AN bay.
4. Size. 2,500 feet by 60 feet northeast to southwest.

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5. Surface. Asphalt.
6. Obstacles. None.
7. Slope. Flat.
8. Local Use. Fixed wing airfield.
9. Exits. HIGHWAY 551 runs southwest to HUE from the ferry landing on the inland side of the THUAN AN bay channel. Water exit to the sea and river exit to HUE.
10. Adjacent Terrain. Populated farm area on inland side of THUAN AN bay channel. LZ is a end of seaward sandspit with no immediate population centers nearby.

B-3-B-10

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ALTERNATE HLZ's-HUEHELICOPTER LANDING ZONE "HUE AIRFIELD"

HLZ is HUE airfield centered within the walls of the CITADEL. Airfield is oriented northwest-southeast, is asphalt surfaced, and is 700 meters long and 20 meters wide. Service buildings and aprons are on southeast end of the field. There are no known obstacles to the LZ. There are several roads around the LZ, however access is limited by CITADEL walls and moat.

HELICOPTER LANDING ZONE "JANE"

HLZ is in a farm-paddy area about 450 meters from southwest wall of HUE CITADEL and 1400 meters from southeast end of HUE AIRFIELD on 250 degrees true. There are no obstacles to the LZ. There are no vehicle exits and foot access to the LZ is limited by small streams.

HELICOPTER LANDING ZONE "MARGARET"

HLZ is in the foothill area south of the CITADEL; 2700 meters from the southeast end of the HUE AIRFIELD on 180 degrees true. There are no LZ obstacles and all exits are limited.

HLZ's "JANE and "MARGARET" should be utilized only if primary LZ's in HUE are not accessible. Both LZ's are protected by terrain barriers and can be readily defended.

ALTERNATE HLZ's PHU BAI

In the event, evacuation from PHU BAI becomes necessary, following HLZs are available:

HELICOPTER LANDING ZONE " PHU BAI AIRFIELD"

HLZ is asphalt airfield located at PHU BAI. Unlimited space is available on the airfield and on aprons north and south of the main runway.

HELICOPTER LANDING ZONE "ARVN CAMP"

HLZ is a helo-pad within the ARVN training center 470 meters off the western end of the PHU BAI airfield. LZ has limited access to QL#1 on the southwest of the camp. LZ is surrounded by one-story buildings.

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TAM KY/QUANG NAIHELICOPTER LANDING ZONE "QUANG NAI SOCCER FIELD"

Center at UTM 49PBS 639 726. Dirt soccer field 100x100 yards surrounded by residential area; two-story houses are on all sides of LZ with 300 foot radio towers located to the north and to the west of the LZ.

HELICOPTER LANDING ZONE "ORANGE PAD-QUANG NAI"

Existing helopad centered at UTM 49PBS 640 726. A cement area 25x60 yards adjacent to the soccer field. Three landing sites marked with orange painted letters "QUANG NAI"

HELICOPTER LANDING ZONE "YELLOW PAD-QUANG NAI"

ARVN 2d Division helopad centered at UTM 49PBS 649 732. LZ consists of four cement landing sites within ARVN military compound. Pads are painted with ARVN 2d Division patch-red, white and green and yellow background. LZ is surrounded by fencing and temporary military structures 8 to 12 feet tall. A 300 foot radio tower is 500 yards east of the LZ.

ALTERNATE HLZ's - QUANG NAI

A small (15x20 yard) LZ is located at the ARVN First Field Hospital at UTM 49PBS 631 727. This LZ has red lights at all four corners and a large white "H" painted on it.

QUANG NAI airfield (BS 6172) may also be utilized for helicopter evacuation.

HELICOPTER LANDING ZONE "VIP PAD-TAM KY"

Small LZ (20x30 yards) located at ARVN Provincial Headquarters (UTM BT 290 234) in TAM KY. LZ is identified by "VIP" painted in white letters. LZ surrounded by fence and trees.

TAM KY airfield at UTM BT 3018 and the old airfield at UTM BT 3024 may be readily utilized for helicopter evacuation.

ENCLOSURE:

1-HLZ PHOTOS

B-3-B-12

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ENCLOSURE (1) to TAB B to APPENDIX 3 to ANNEX B to CG 9th  
MAB/CTG 79.1 OPLAN 5060 (U)  
HLZ PHOTOS - FORTRESS JOURNEY (U)

NOTE: Additional/up-dated photography will be issued as it becomes available.



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SCHEDULE OF EXECUTIVE ORDER 11652  
EXEMPTION CATEGORY (2)

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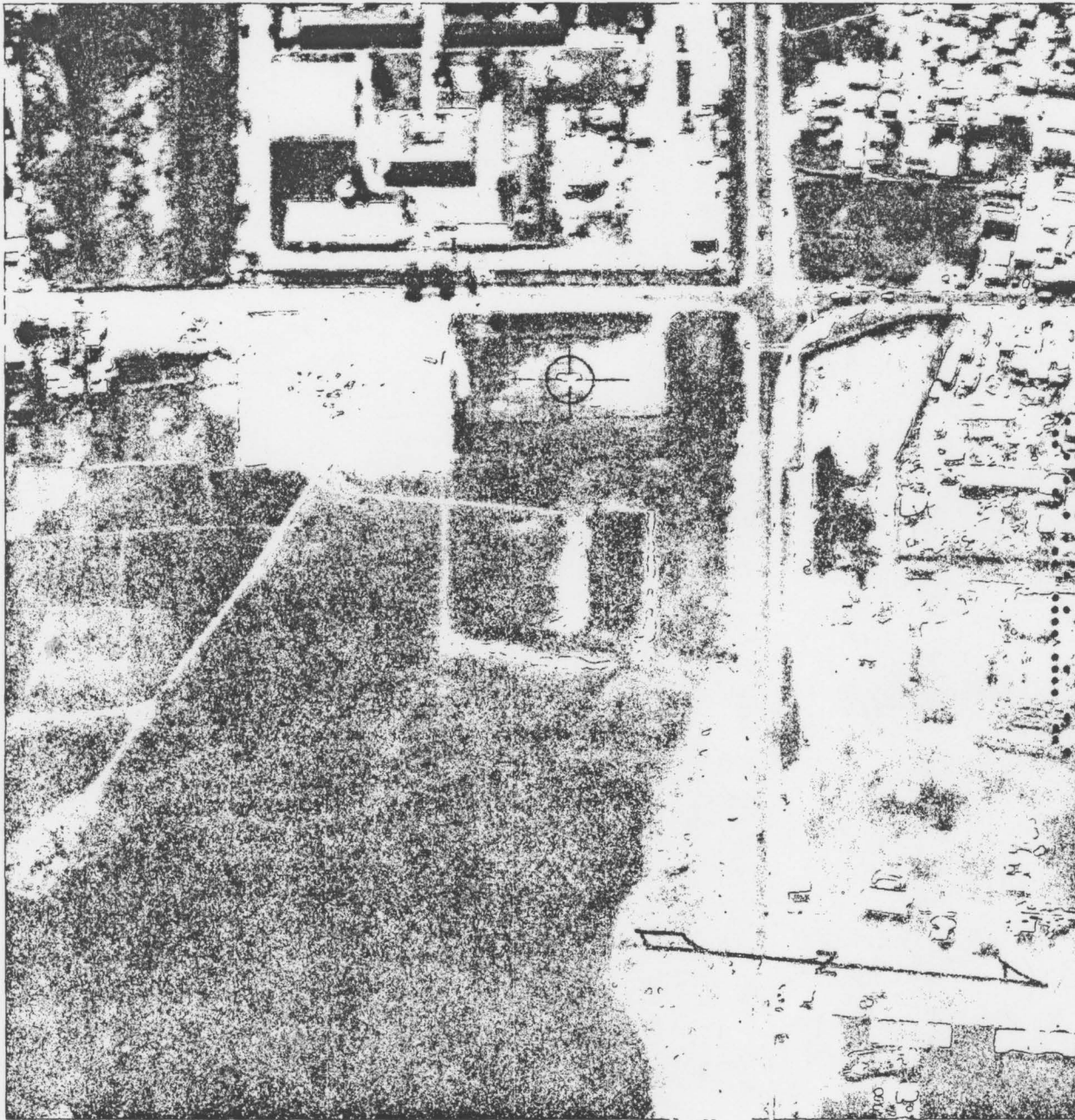
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HLZs - DANANG, RVN

B-3-B-1-2

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HLZ DELTA PAD

PROD DATE: 27 DEC 74

GEO COORD: 160248N 1081333E

MSN. DATE: 10 OCT 72

UTM COORD: BT 032759

MSN. NO: ORJ 3000

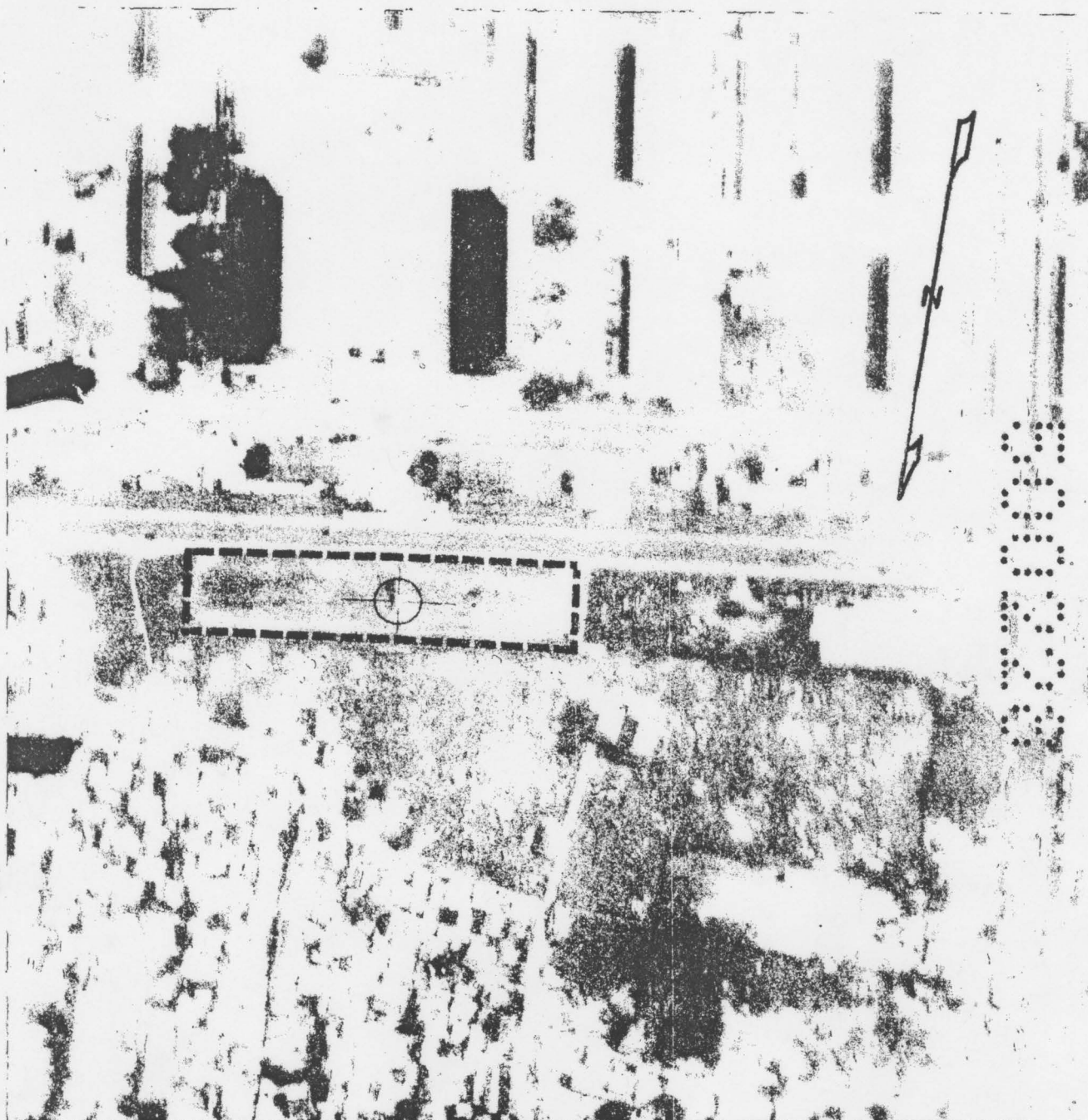
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HLZ HOTEL PAD (I CORPS PRIMARY)

PROD DATE: 27 DEC 74

GEO COORD: 160251N 1081324E

MSN. DATE: 10 OCT 72

UTM COORD: BT02937604

MSN. NO: ORJ 3000

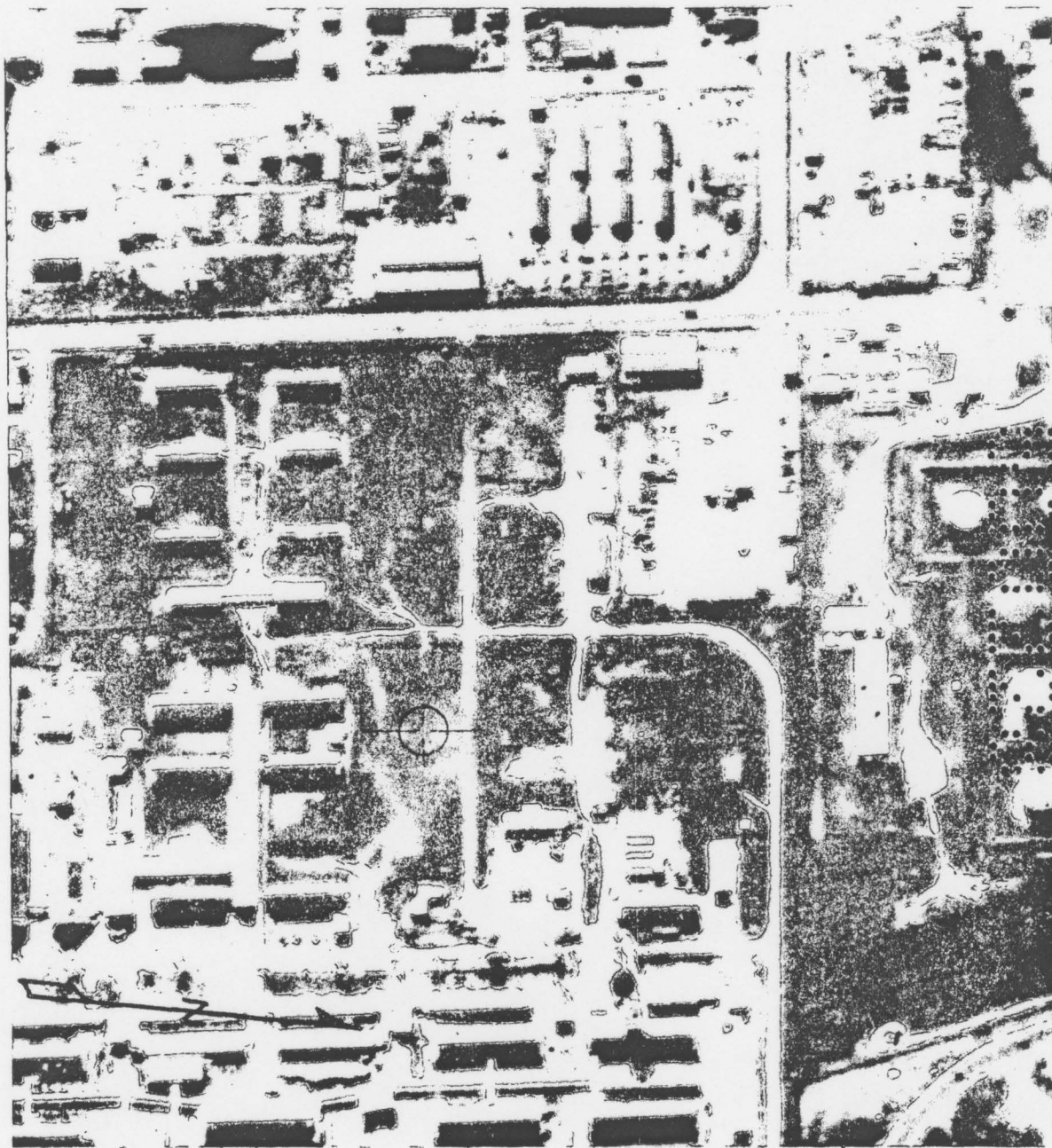
PRODUCED BY

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HLZ ARVN HOSPITAL PAD

PROD DATE: 27 DEC 74

GEO COORD: 160310N 1081236E

MSN. DATE: 10 OCT 72

UTM COORD: BT 015767

MSN. NO: ORJ 3000

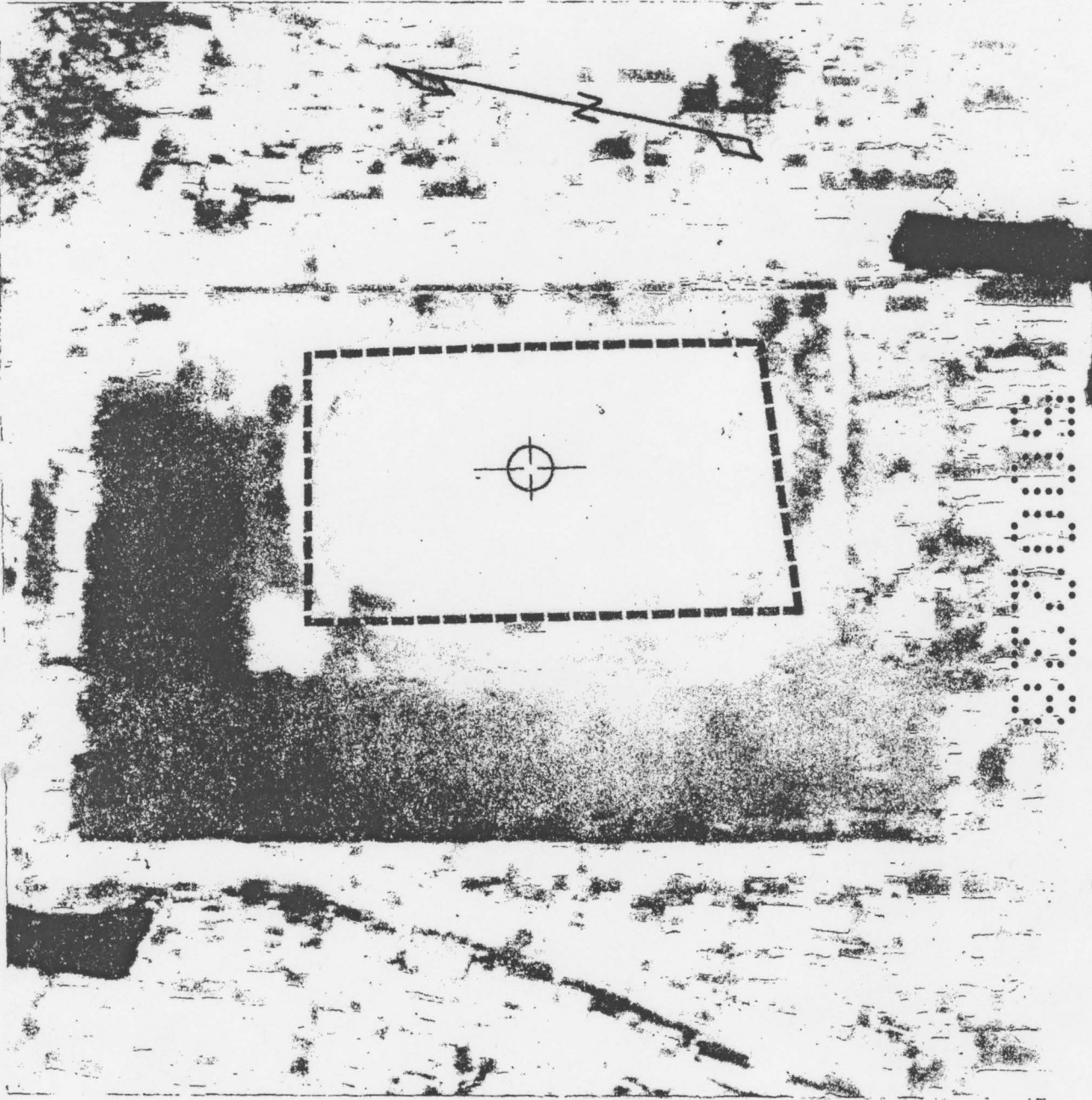
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HLZ SOCCER FIELD

PROD DATE: 27 DEC 74

GEO COORD: 160404N 1081316E

MSN. DATE: 10 OCT 72

UTM COORD: BT02727827

MSN. NO: ORJ 3000

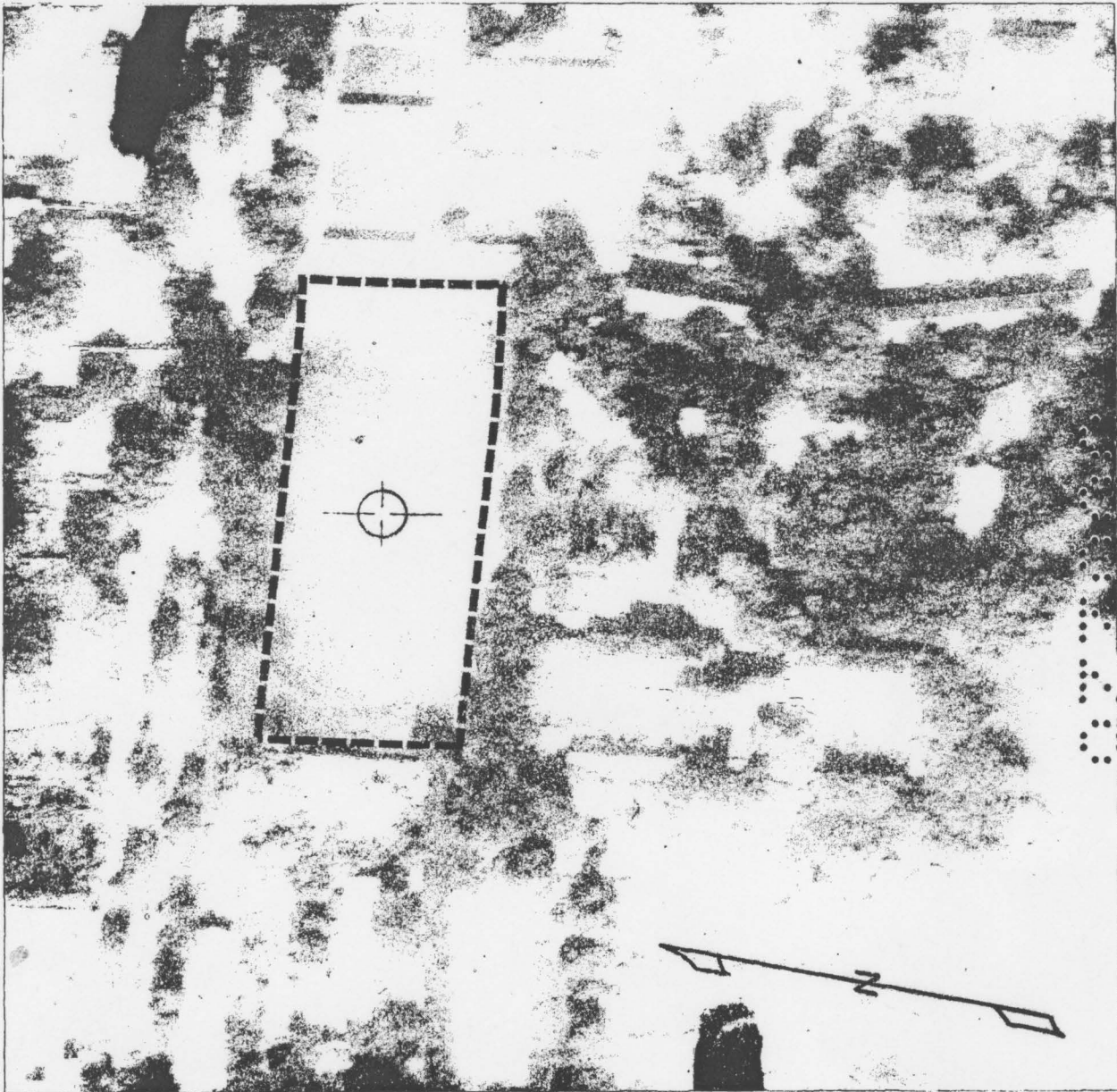
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HLZ FRENCH SCHOOL

PROD DATE: 27 DEC 74

GEO COORD: 160432N 1081335E

MSN. DATE: 10 OCT 72

UTM COORD: BT03287913

MSN. NO: ORJ 3000

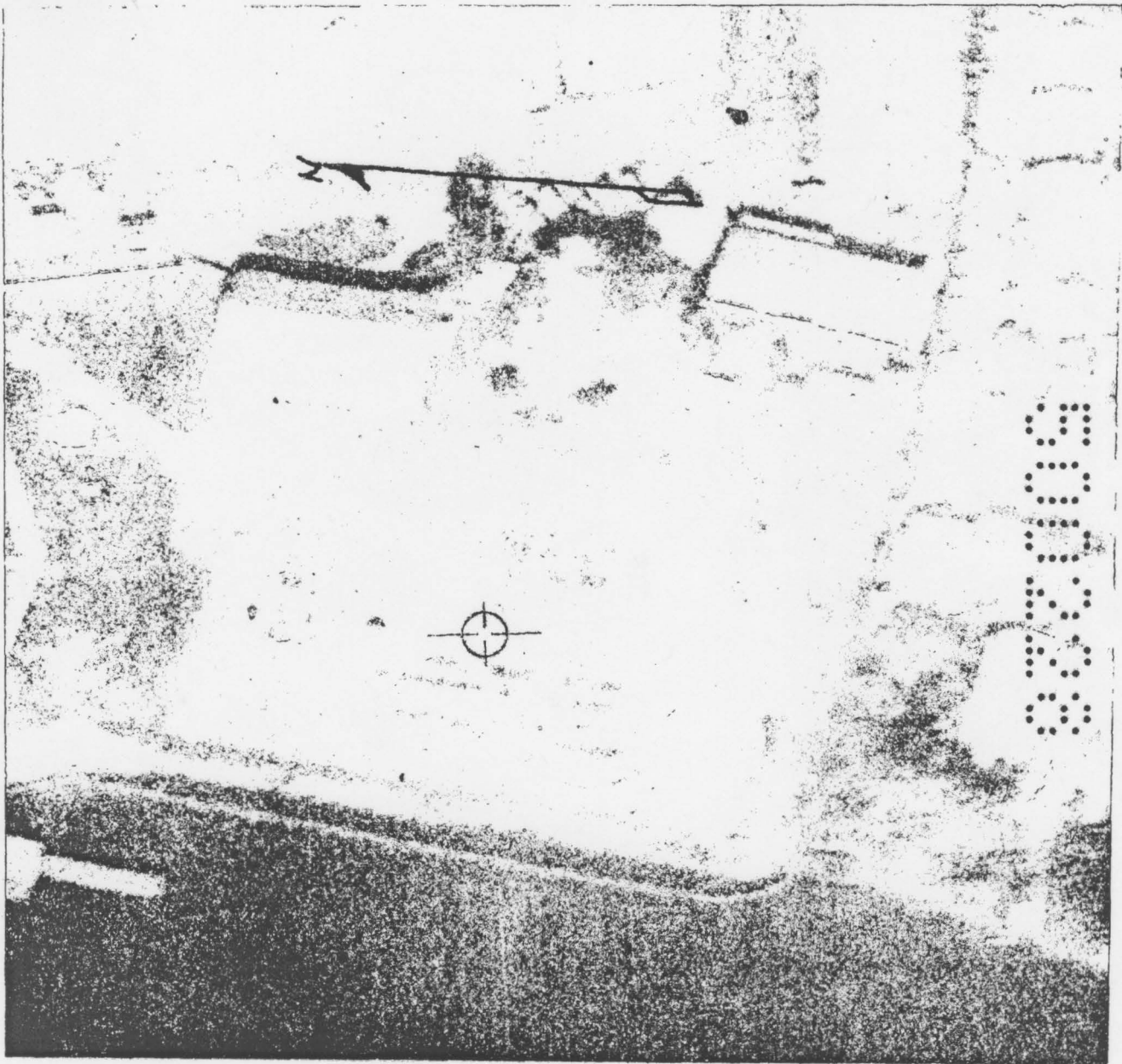
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HLZ CAMP HORN

PROD DATE: 30 DEC 74

GEO COORD: 160404N 1081323E

MSN. DATE: 10 OCT 72

UTM COORD: BT040784

MSN. NO: ORJ 3000

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HLZ CONSULATE GENERAL HEADQUARTERS

PROD DATE: 27 DEC 74

GEO COORD: 160405N 1081342E

MSN. DATE: 10 OCT 72

UTM COORD: BT035783

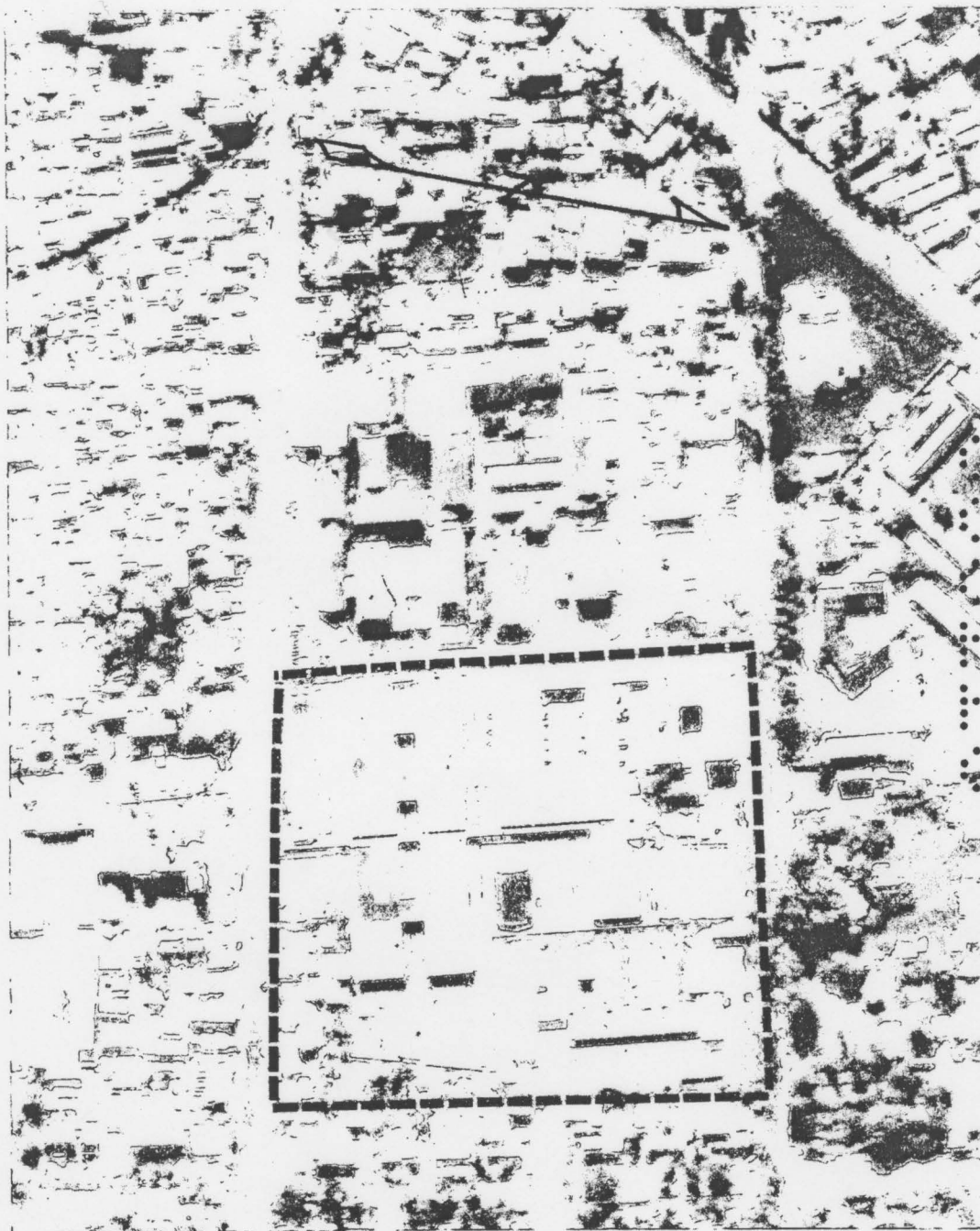
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HLZ GERMAN HOSPITAL PAD

PROD DATE: 27 DEC 74

GEO COORD: 160418N 1081315E

MSN. DATE: 10 OCT 72

UTM COORD: BT 027787

MSN. NO: ORJ 3000

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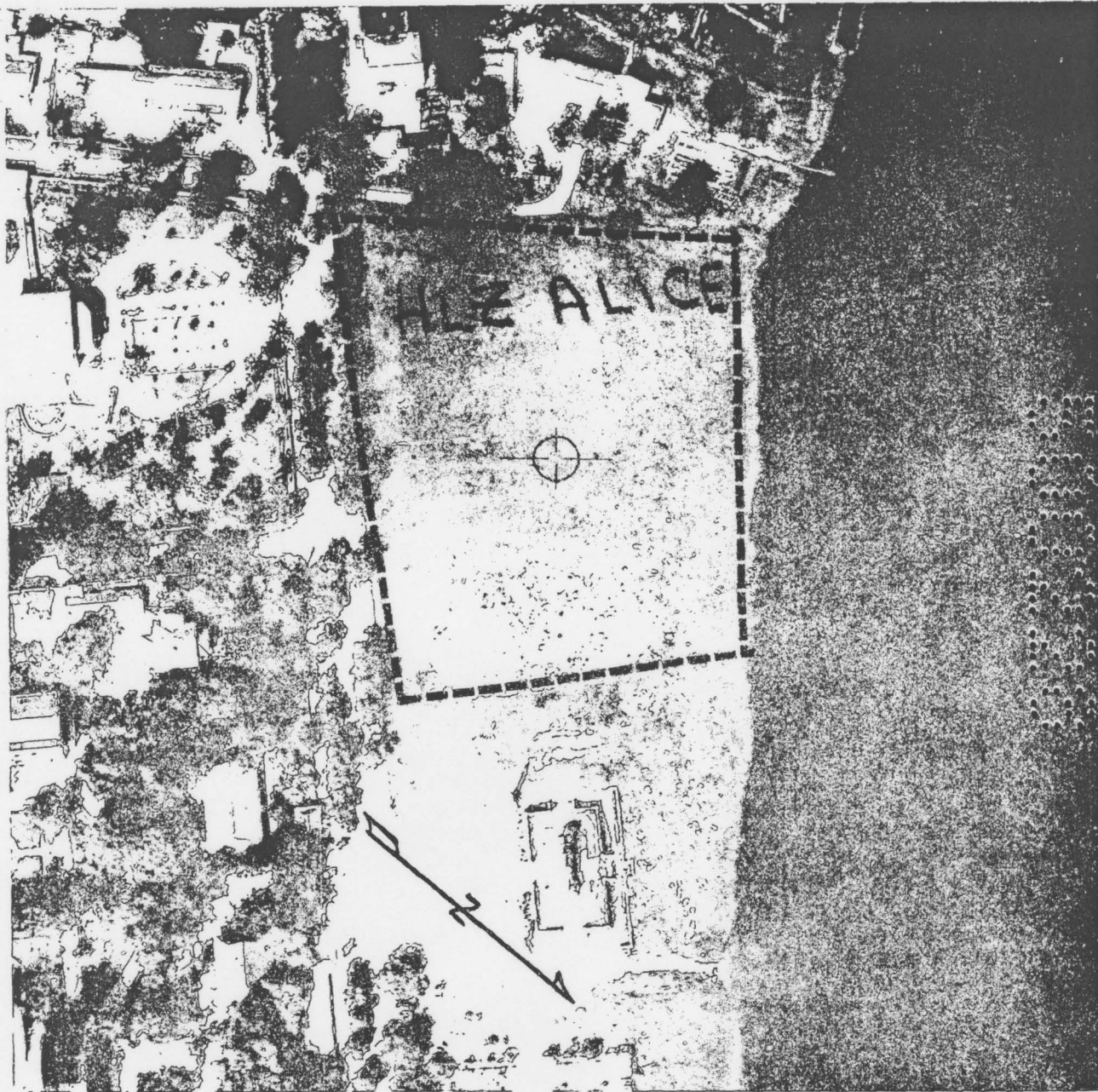
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HLZs - HUE, RVN

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HLZ PROVINCE PAD

GEO COORD: 162732N 1073508E

UTM COORD: YD76072131

PROD DATE: 27 DEC 74

MSN. DATE: 06 JUL 72

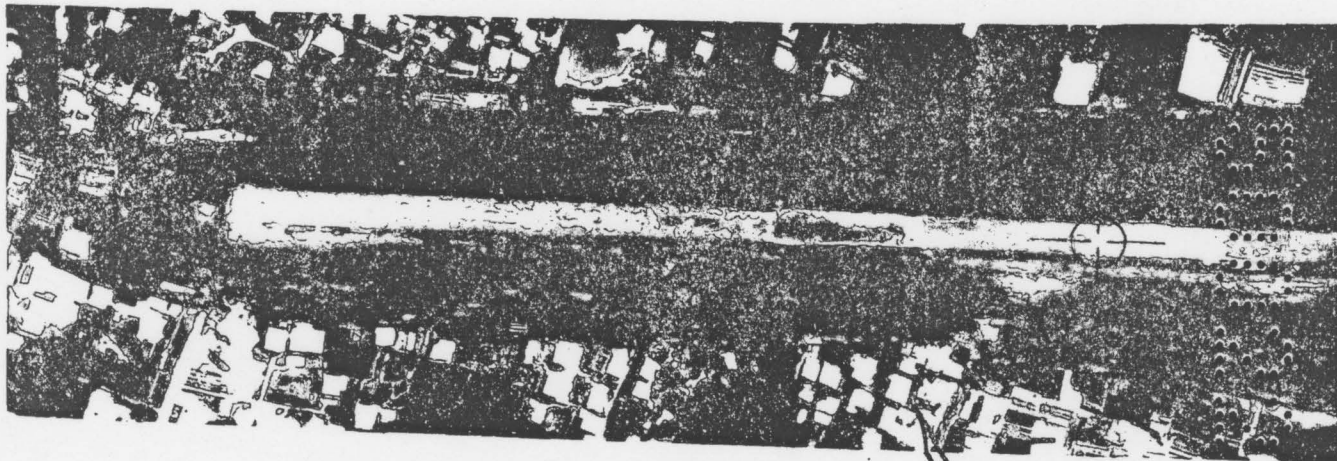
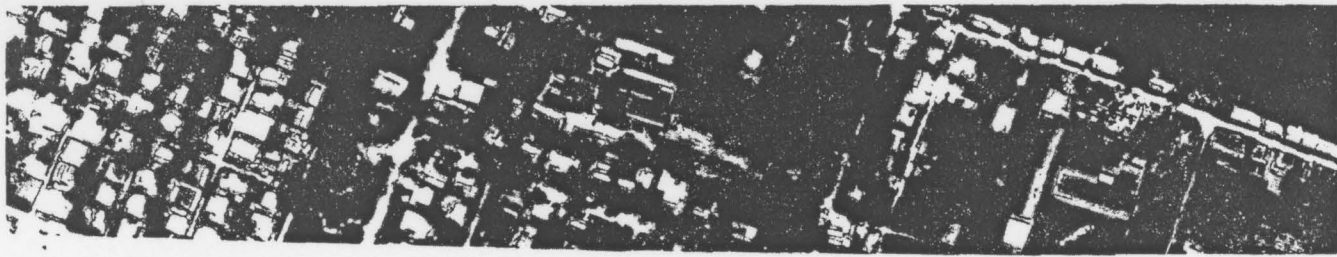
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HLZ HUE CITADEL AFLD - N. W. SECTOR

PROD DATE: 27 DEC 74

GEO COORD: 162829N 1073424E

MSN. DATE: 06 JUL 72

UTM COORD: YD74702305

MSN. NO: OR 3058

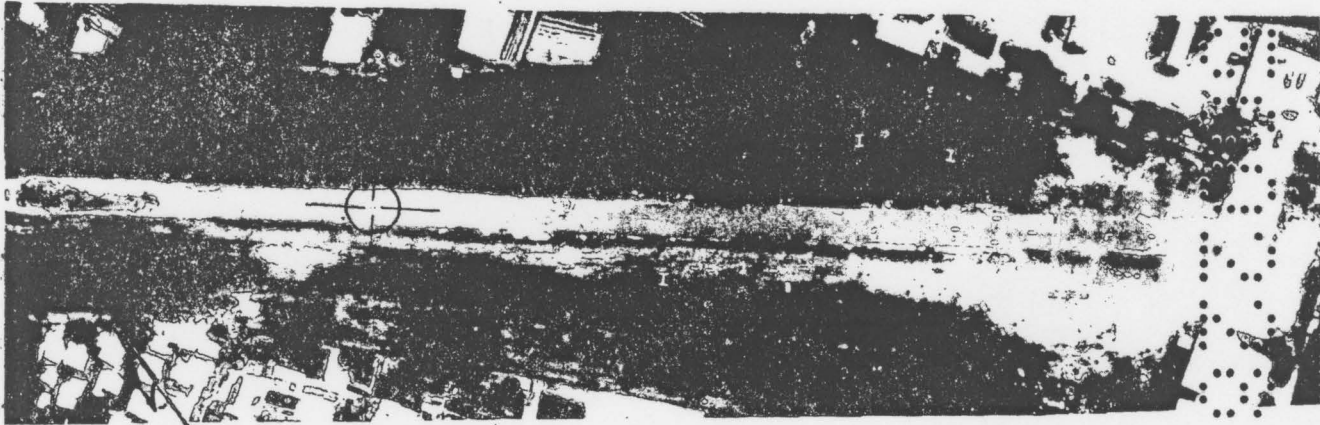
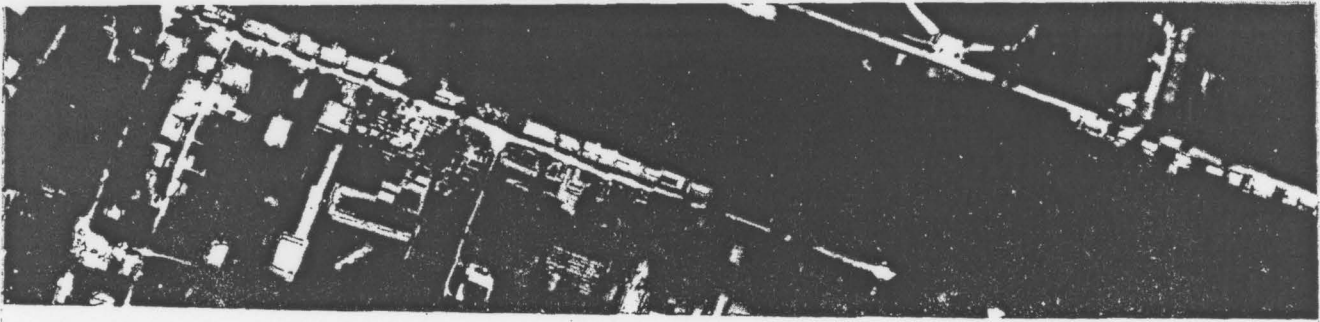
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HLZ HUE CITADEL AFLD - S. E. SECTOR

PROD DATE: 27 DEC 74

GEO COORD: 162829N 1073424E

MSN. DATE: 06 JUL 72

UTM COORD: YD74702305

MSN. NO: OR 3058

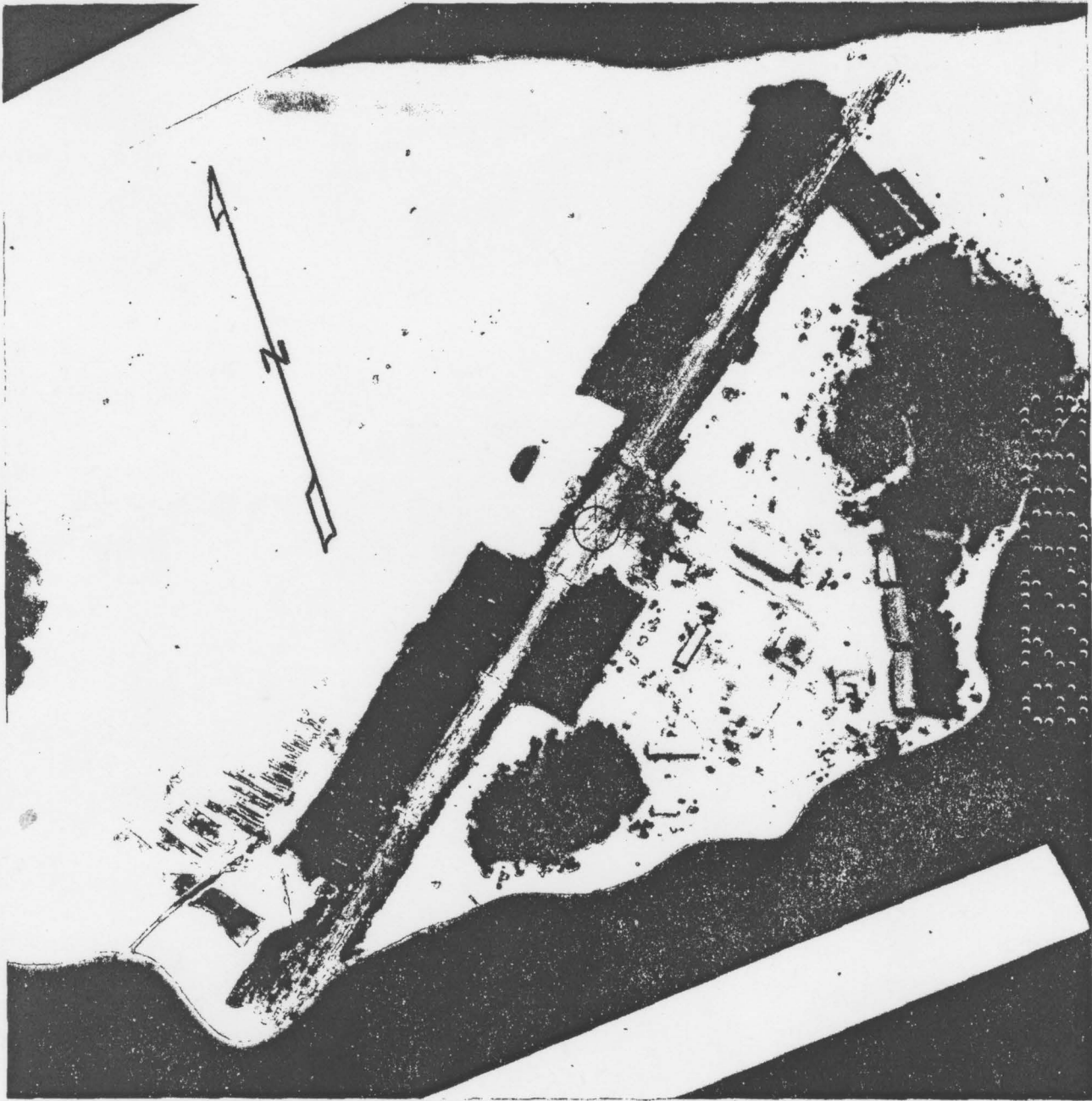
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HLZ TAN MY AFLD

PROD DATE: 27 DEC 74

GEO COORD: 163400N 1073803E

MSN DATE: 06 JUL 72

UTM COORD: YD811333

MSN NO: OR 3058

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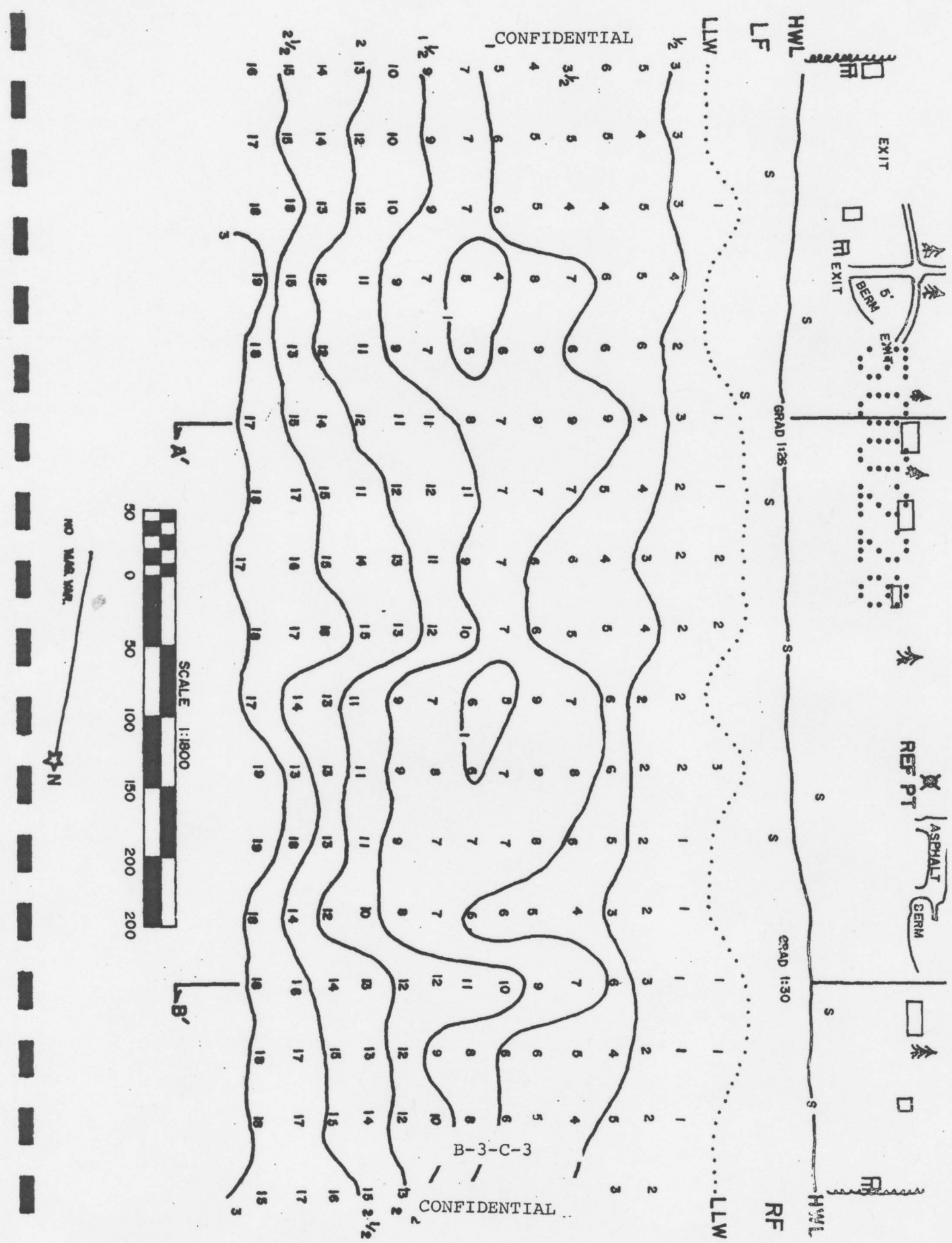
CG 9th MAB/CTG 79.1  
FPO San Francisco 96602TAB C to APPENDIX 3 to ANNEX B to CG 9th MAB/CTG 79.1 OPLAN 5060 (U)  
BEACH STUDY - FORTRESS JOURNEY (U)Ref: (a) Maps: AMS Series L7014 1:50,000 Sheets 6540I  
6541III, 6640I, 6640IV and 6641III.CHINA BEACH (NIS # 7)

1. Location. Centered at GEO 16-03-04N, 108-15-13E. UMT49Q BT062 763, on the coast directly east of DA NANG AIRFIELD. Slightly concave beach 600 meters long. Left flank located at 16-02-53N, 108-15-15E; right flank located at 16-02-02N, 108-15-10E.
2. Offshore. No offshore obstructions noted.
3. Nearshore. Two sandbars 75 yards long and 25 yards wide; the first bears 070 degrees true at 225 yards from beach center; the second bears 160 degrees true at 300 yards from beach center. Water overhead is 4 to 5 feet.
4. Foreshore. No obstructions noted. Berm from 5 to 15 feet high about 60 yards from high water line exists along the beach; berm does not hinder exits.
5. Backshore. No obstructions noted. Numerous cedar trees located 75 to 100 yards from high water line; these do not obstruct exits.
6. Trafficability.
  - a. Wet beach-good for personnel and all vehicles.
  - b. Dry beach-good for personnel and tracked vehicles; fair for wheeled vehicles.
  - c. Matting is not required.
7. Exits. Personnel exits are unlimited. 100 yards north of the right flank are three dirt roads which connect with a hard-surface, all-weather road into the hinterland. 200 yards south of the left flank is a paved road connecting with the MSR into DA NANG.

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HUE

Possible sea evacuation from HLZ "ELLEN" (Thai Duong Ha Airfield). Beach adjacent to HLZ at mouth of Thuan An bay 016 33 56 W, 107 37 58 N. Pier for small boats and barge operations at southwest end of HLZ. Possible to beach LCM-6s and LCM-8s generally anywhere to southwest of HLZ.

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B-3-C-5

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APPENDIX 5 to ANNEX B to CG 9th MAB/CTG 79.1 OPLAN 5060 (U)  
WEATHER, HYDROGRAPHY (U)

TO BE ISSUED

SECRET

B-5-1

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FPO San Francisco 96602

APPENDIX 6 TO ANNEX B TO CG 9th MAB/CTG 79.1 OPLAN 5060 (U)  
RECONNAISSANCE AND SURVEILLANCE PLAN (U)

TO BE ISSUED



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APPENDIX 7 TO ANNEX B TO CG 9th MAB/CTG 79.1 OPLAN 5060 (U)  
TARGET INTELLIGENCE (U)

TO BE ISSUED

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