ENCLOSURE B

AERIAL MINING PLANS

1. (TS) For mining the principal DRV seaports of Haiphong Hon Gay, and Cam Pha, numbers and types of mines have been selected to optimize the threat against a typical cargo ship of 5,000 gross registered tons, representing the average principal user of these ports. The mix of mines includes the MK 50-0 (acoustic), MK 36-1 (magnetic), and MK 36-2 (acoustic). At Haiphong, Field ALFA consists entirely of MK 50s because of the shallow water for which this mine is particularly well suited; and Field BRAVO, in the open roadstead off the channel entrance, consists of all MK 36s. Field CHARLIE at Haiphong, and all fields at Hon Gay and Cam Pha, are evenly divided between MK 50s and MK 36s.

2. (TS) the A-1 aircraft is among the suitable delivery vehicles for these operations, capable of run-in low all the way, below radar horizons and below the minimum altitude limit of DRV/CHICOM GCI capability. ~~It is the only mine capable aircraft available to RVN forces.~~ This aircraft can carry a maximum load of nine MK 50 or three MK 36 mines on external racks. A mixed load of two MK 36s, one external fuel tank, and up to six MK 50s is also possible on each aircraft. This mixed A-1 load capacity was used in estimating the sortie requirements listed in the tabulation which follows in paragraph 4 below. Other aircraft with minelaying capabilities are the A-3, the A-4 C/E, and the A-6A with load capacities as follows:

A-3 - 6 MK 36 or 12 MK 50

A-4C - 3 MK 36 or 3 MK 50

A-4E - 3 MK 36 or 5 MK 50

A-6A - 5 MK 36 or 4 MK 50 (Station No.3 cannot carry MK 50 with MK 15 parapack now available in WESTPAC)

The A-1 and the A-4 are restricted to daylight visual navigation unless a pathfinder aircraft is utilized. The A-3 and A-6A are capable of all-weather mine-laying.

3. (TS) In order to allow an interval for third country shipping to clear or to avoid the mined ports, while at the same time permitting surprise execution of the mine-laying operation, plans provide for delayed arming of all initial plants. However, since these mines are not equipped with a no-tampering device, the arming delay should be set for a period not greater than 48 hours.

4. (TS) All of the mines are bottom-planted influence-type mines which normally would be swept by methods which cause actuation and detonation. With bottom sediments in the area primarily of mud, with some mixture of sand, and waters of only average transparency, alternative sweep methods by underwater search and disposal of mines are not likely to be productive. During arming-delay periods minesweeping would be difficult. After arming, the minesweeping problem is further complicated by ship-counter devices in the mines, and by use of a mix of different types of influence mines. Effective sweeping of such fields requires sophisticated equipment and techniques not believed available to the DRV or CHICOMs.

5. (TS) Estimated overall sortie requirements for mine delivery to all fields and support aircraft are as follows:

PORT	ESTIMATED SORTIES (Equivalent A-1 Sorties) MINE DELIVERY	FLAK SUPPRESSION	COMBAT AIR PATROL
HAIPHONG	36	4	12
HON GAY	20	4	8
CAM PHA	7	4	8