

OPERATION HORMUZ

MISSION 19 NO TIME FOR CAUTION

BRIEFING MATERIAL (CLASSIFIED)



TASK ID: CS-193274

USS CVN-71

VFA-97 WARHAWKS

2011.07.09



SITUATION UPDATE

As Cyclone Dora made landfall and dissipated upon reaching Afghanistan, the wind weakened significantly. The rise in temperature, coupled with low pressure systems, resulted from the prevailing hot air originating from the northern Indian Ocean, which once again flowed into the Gulf of Oman. Media outlets have maintained extensive coverage as the military conflict enters its 19th day. Protests have erupted in key Iranian cities such as Tehran, Mashhad, and Isfahan, with demonstrators opposing the military regime. The protesters accuse the Iranian army of being a puppet of Russia and demand the establishment of a legitimate democratic government through free elections. However, the military has responded with force, suppressing the protests and imposing curfews in major cities across the nation. On a strategic level, despite the destruction of the Golgothan weapon factory in a night-time airstrike on Day 18, the military government has accelerated operations in other military manufacturing facilities in the northern regions. They have declared that highly enriched uranium is ready to be converted into a nuclear warhead within a fortnight. On the battlefield, hostilities resumed following the cessation of a severe thunderstorm. The Marine forces have been making a concerted push into Bandar Abbas City from both the eastern and western flanks. Progress, however, has been painstakingly slow due to the complexities of urban warfare, necessitating meticulous clearing and securing of each building prior to advancing. Concurrently, the Marine Corps' 4th and 5th Regiments have been engaging from the northern outskirts with the objective of bisecting the city and compromising its defenses. The Iranian army, having fortified its defensive positions along the northern perimeter, successfully repelled several assaults on Day 19. Despite numerous daytime artillery barrages targeting these fortified positions, the effectiveness has been deemed unsatisfactory. Consequently, ground forces have requested a more conventional yet precise aerial bombardment to neutralize the strongholds. A mission has been scheduled for the evening of Day 19, involving eight F/A-18C Hornet fighter jets. Each aircraft is equipped with eight Mk-82Y air retard bombs. These low-altitude bombing runs aim to decimate the enemy's defensive strongholds along Bandar Abbas City's northern ring road, thus paving the way for a more decisive ground assault. As the conflict persists, the strategic, operational, and tactical dimensions of warfare continue to evolve, with each side adapting to the shifting dynamics on the ground and in the broader geopolitical landscape. The military government remains steadfast in its resolve, while opposition forces strive to dismantle the regime's grip on power and restore democratic governance. The outcome of these developments will significantly impact the region's stability and the broader international community's response.



MISSION BRIEFING

Hawk 1-1 is the Air Mission Commander (AMC), whilst Hawk 1-2 is the Deputy AMC. The Hawks flights are assigned for low-level bombing the enemy stronghold positions along the northern ring road of Bandar Abbas City. All aircraft will start cold on deck, comms check will be performed in about 1 minute after right engine started, both teams to keep PRI COMM at Green 1, and Hawk 1 to switch AUX COMM to Yellow 1 and Hawk 2 to switch AUX COMM to Yellow 2. A/A Bullseye point is at WP2 (ROCK). Joker fuel is 6,000 lbs and Bingo fuel is 5,500 lbs. Make sure all members in Hawks flights are in your datalink network. Bullseye point is Waypoint 2 (ROCK).

This is preplanned conventional single run bombing, so double check with crew that the weapon fuses are correctly set to match our weapon delivery profile. To confirm, we will use auto mode with retard option, 4 second arm delay and 0 second detonate delay. We also might as well set the delivery profile during cold start, that is 8 quantity and 1 multiple with 200ft-300ft interval for a single run attack. You may also set a secondary profile with CCIP mode as backup but use it only when you have troubles to designate the target. Also remember to select the correct countermeasure program. Program 1 is for 1 flare with 30 repeats and 1 second interval, which is for protective deployment during our hot leg run along the north outskirts of the city; Program 5 is for 1 flare with 10 repeats and 0.2 second, which is for emergency deployment when we see missiles in the air. Lastly, set your radar altimeter warning to 300ft, and we should not fly below that altitude during a night mission.

Case III departure, after KILO, proceed to Waypoint 1 (RV) for TACAN rendezvous at 25,000 feet with 0.6 Mach speed. Flight Leads will keep their position lights on and Flight Wings will keep only formation lights. After regroup, the Mission Commander will give push order and turn off their position lights as well. We will maintain at Angels 25 and push our ingress leg with a contract speed of 0.8 Mach, during this phase, we will switch PRI COMM to Red 1 (CH2) to check in with STRIKE before arriving at WP2 (ROCK), all the combat operations in the Bandar Abbas region are now coordinated by special JFACC, callsign KNIGHT, so we would need to switch to Red 2 (CH3) and check in with KNIGHT thereafter. KNIGHT will give us an update of the battle situation inside the city and also give clearance to enter the operation zone. We will Fence In and descend to 5,000ft before reaching WP3 (IP), which is used as our Initial Point with a landmark of a seaport and shipyard bay.

PART A. MISSION BRIEFING

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Hawk One will attack the enemy's positions marked as Alpha and Bravo, which are set as WP4 (DLA) and WP5 (DLB) respectively; Hawk Two will attack Charlie and Delta, which are set as WP6 (DLC) and WP7 (DLD) respectively. The Flight Lead will assign targets to Flight Elements.

At WP3 (IP), we will turn to final attacking course and descend further to 100 feet AGL, and when we are aligned with the attacking course, we should be at 500 feet AGL. Each Element should have 1 minute interval to avoid the possible crossover at the target point, the two aircraft should maintain a group close trailing formation, maximum 300 feet distance, and the trailer slightly higher than the leader. Our ground forces are scheduled to initiate their offensive move at 2100LT, we have plenty time to prepare the attack but our TOT can't be later than 2055LT.

This is a low-level weapon deployment with retard fins and delayed fuse, if the trailer fails to keep close formation with the leader, the trailer should abort attacking and return to IP waiting for an opportunity for a second run. However, a second run means more exposure to the city's AAA and MANPADS as they would be on high alert after the first attack. Now talking about the targets. These positions are arranged in a line formation with a length of 2000ft-2500ft, approximately 300ft wide along the northern ring road of the city. We need to attack these positions with a precise course: 054 for Alpha, 098 for Bravo, 050 for Charlie and 048 for Delta. These attacking courses are remarked in the briefing document, play a glimpse at them before making the attack.

We have friendlies in the vicinity of the target positions, so precise is crucial. Therefore, we need to run in at 500 feet AGL and drop all 8 bombs in a single run to cause maximum damage to the enemy positions. Meanwhile, we should also run in with 600 knot IAS to minimize the potential AAA threat from the city. And also remember to initiate the protective programmed flare dispense about 15 seconds before releasing to reduce possibility of being tracked by an infrared missile.

Once all bombs are delivered, we will egress north and climb up, start another round of flare dispense if you think it's necessary, then turn east after climbing to 10,000 feet and leave the city zone. We will fly east until passing Bandar Abbas International Airport, which is our safety landmark as it's under our ground force's control now, then we will make a south turn to WP8 (WET) and continue to climb to 25,000 feet for feet wet.

PART A. MISSION BRIEFING

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After passing WP8 (WET), we will Fence Out and report back to KNIGHT. After the BDA from KNIGHT, we will switch PRI COMM back to Red 1 and check out with STRIKE.

If we are hit in the operation area and couldn't make our way back to the carrier, the nearest emergency landing field will be the Bandar Abbas International Airport, which is now under our allied force's control. The other two alternative landing field are Khasab and Fujairah Airports.

Tankers are operating to the south of WP8 (WET) above the water of Hormuz Strait, but refueling shouldn't be necessary based on our mission plan unless we encounter emergency situation. We will fly to WP9 (REC) and switch PRI COMM to Green 1 (CH1) and contact Marshal for Case III recovery. The weather condition has improved a lot compared to last night, it will be an easy landing for us after yesterday. Tomorrow, we have been assigned with another CAS mission around noon time, so we need to get up early to study the briefing material. Let's get this job done and come back early to have a good sleep. Good luck!

[Designer's Note]

1. Hawk 1-1 (Tail#211) is Mission Commander and must be seated by a Player.
2. A backup Hawk 3 Flight with 4 F/A-18C is hot on ramp with air-to-air weapons for escort role, but players can change weapon loadout as needed.
3. Recovery tankers are ready on deck and will be launched upon request via F10 Radio Menu on your egress leg.
4. AI Hawk 2 will be activated if no Players sit into Hawk 2 Flight (after all Hawk 1 members outside DME-1), Players can use F10 Radio Menu to deactivate AI Hawk 2.



BASIC INFORMATION

START TIME 9-JUL-2011 2000LT (1600UTC)
 SCHED LAU TIME 2110LT CASE III DEP LOC N2517E5651
 EXP REC TIME 2215LT CASE III REC LOC N2507E5714
 HOME FREQ 305AM TCN 71X ILS 11 LINK4 336
 WX CLD SR 0531LT SS 1912LT TEMP 26C QNH 2990 WIND 285 5KTS SEA 1 NGT VSBY

MISSION OBJECTIVES

Primary Destroy Bandar Abbas Northwest Defensive Lines (A & B)
 Secondary Destroy Bandar Abbas Northeast Defensive Lines (C & D)
 Tertiary Break either Northwest or Northeast Defensive Lines before 2100LT

THREAT ANALYSIS

Air to air Iranian F-14, Mig-29 from Kerman AB; Russian Su-27 from Kerman AB
 Surface to air AAA, MANPAD, Short-range SAMs inside Bandar Abbas City

FLIGHT ROSTER

FLIGHT	CALLSIGN	TAIL#	ROLE	A/A TCN	DATALINK	LSR CODE
Hawk 1	Hawk 1-1	211	Lead	11X	HK11	N/A
	Hawk 1-2	212	Wing	12X	HK12	N/A
	Hawk 1-3	213	Lead	13X	HK13	N/A
	Hawk 1-4	214	Wing	14X	HK14	N/A
Hawk 2	Hawk 2-1	215	Lead	21X	HK21	N/A
	Hawk 2-2	216	Wing	22X	HK22	N/A
	Hawk 2-3	217	Lead	23X	HK23	N/A
	Hawk 2-4	218	Wing	24X	HK24	N/A

PACKAGE ELEMENTS

FLIGHT	AIRCRAFT	NO.	TASK	TARGET
Hawk 1	F/A-18C	4	Carpet Bombing	Primary Target (A & B)
Hawk 2	F/A-18C	4	Carpet Bombing	Secondary Target (C & D)

SUPPORT FLIGHT

FLIGHT	AIRCRAFT	NO.	TASK	A/A TCN	REMARKS
Magic	E-2D	1	AWACS		Callsign STRIKE
Darkstar	E-3A	1	AWACS		Callsign KNIGHT
Texaco 1	KC-135M	1	Refuel	53X	CH10 FL250
Arco 1	KC-130	1	Refuel	54X	CH11 FL170
Shell 1	S-3B	1	Refuel	51X	CH8
Shell 2	S-3B	1	Refuel	52X	CH9

ALTERNATE AIRFIELD

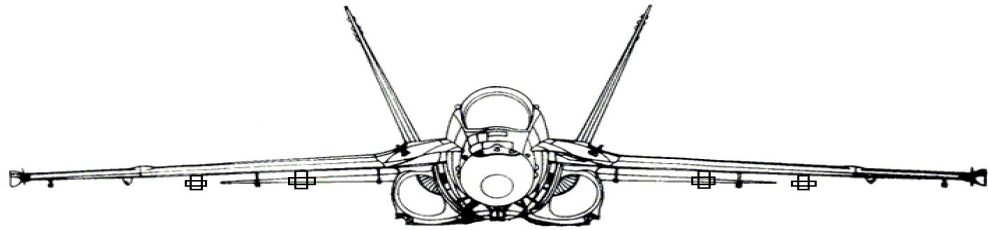
AIRFIELD	FREQUENCY	COORDINATE	REMARKS
Fujairah	124.600 AM	N25°06'21" E56°20'25"	Nearest to Recovery
Khasab	124.350 AM	N26°10'57" E56°14'37"	Peninsula north tip
B.Abbas	118.100 AM	N27°13'58" E56°23'12"	Under friendly control

PART B. TACTICAL INFORMATION

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LOADOUT



STATION	9	8	7	6	5	4	3	2	1
Hawk 1-1	9X	2*82	2*82	120C	CT	AFLIR	2*82	2*82	9X
Hawk 1-2	9X	2*82	2*82	120C	CT	AFLIR	2*82	2*82	9X
Hawk 1-3	9X	2*82	2*82	120C	CT	AFLIR	2*82	2*82	9X
Hawk 1-4	9X	2*82	2*82	120C	CT	AFLIR	2*82	2*82	9X
Hawk 2-1	9X	2*82	2*82	120C	CT	AFLIR	2*82	2*82	9X
Hawk 2-2	9X	2*82	2*82	120C	CT	AFLIR	2*82	2*82	9X
Hawk 2-3	9X	2*82	2*82	120C	CT	AFLIR	2*82	2*82	9X
Hawk 2-4	9X	2*82	2*82	120C	CT	AFLIR	2*82	2*82	9X

INTERNAL	GUNS	FLARE	CHAFF	TOTAL FUEL	TOTAL WEIGHT	ADV TRIM
Hawk 1-1	578	90	30	13047 lbs	46568 lbs	17
Hawk 1-2	578	90	30	13047 lbs	46568 lbs	17
Hawk 1-3	578	90	30	13047 lbs	46568 lbs	17
Hawk 1-4	578	90	30	13047 lbs	46568 lbs	17
Hawk 2-1	578	90	30	13047 lbs	46568 lbs	17
Hawk 2-2	578	90	30	13047 lbs	46568 lbs	17
Hawk 2-3	578	90	30	13047 lbs	46568 lbs	17
Hawk 2-4	578	90	30	13047 lbs	46568 lbs	17

RADIO COMMS

L	CODE	AGCY	FREQ	R	CODE	AGCY	FREQ
1	Green 1	Marshal	305.00	1	Green 1	Marshal	305.00
2	Red 1	Strike	264.00	2	Red 1	Strike	264.00
3	Red 2	Knight	265.00	3	Red 2	Knight	265.00
4	Red 3	Wizard	256.00	4	Red 3	Wizard	256.00
5	Yellow 1	Hawk 1	254.00	5	Yellow 1	Hawk 1	254.00
6	Yellow 2	Hawk 2	250.00	6	Yellow 2	Hawk 2	250.00
7	Yellow 3	Hornet	270.00	7	Yellow 3	Hornet	270.00
8	Violet 1	Shell 1	257.00	8	Violet 1	Shell 1	257.00
9	Violet 2	Shell 2	255.00	9	Violet 2	Shell 2	255.00
10	Violet 3	Texaco 1	262.00	10	Violet 3	Texaco 1	262.00
11	Violet 4	Arco 1	259.00	11	Violet 4	Arco 1	259.00
12	Orange 1	Devil	268.00	12	Orange 1	Devil	268.00
13	Orange 2	Chevy	269.00	13	Orange 2	Chevy	269.00
14	Orange 3	Check	260.00	14	Orange 3	Check	260.00
15	Blue 1	Raven	263.00	15	Blue 1	Raven	263.00
16	Blue 2	Dodge	261.00	16	Blue 2	Dodge	261.00
17	Blue 3	Ford	267.00	17	Blue 3	Ford	267.00
18	Indigo 1	Trek	251.00	18	Indigo 1	Trek	251.00
19	Indigo 2	Viper	253.00	19	Indigo 2	Viper	253.00
20	Indigo 3	Colt	266.00	20	Indigo 3	Colt	266.00

PART B. TACTICAL INFORMATION

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**FLIGHT PLAN (HAWK 1)**

WP	NAME	TIME	SPEED	ALTITUDE	ACTION	REMARKS
0	LAU	2010L			Launch	Bingo 5500 lbs
1	RV	2020L	0.60M	MSL 25K	Regroup	Exp Push Time 25
2	ROCK	2035L	0.75M	MSL 25K	Check In	Strike & Knight
3	IP	2038L	0.85M	MSL 5K	Fence In	Initiate Attack
4	DLA	2040L	0.90M	AGL 500ft	Attack	TGT Alpha
5	DLB	2040L	0.90M	AGL 500ft	Attack	TGT Bravo
6	DLC	2040L	0.90M	AGL 500ft	Attack	TGT Charlie
7	DLD	2040L	0.90M	AGL 500ft	Attack	TGT Delta
8	EGR	2045L	0.75M	MSL 25K	Fence Out	Egress
9	REC	2115L	0.50M	MSL 1K	Recovery	Tanker Ready

FLIGHT PLAN (HAWK 2)

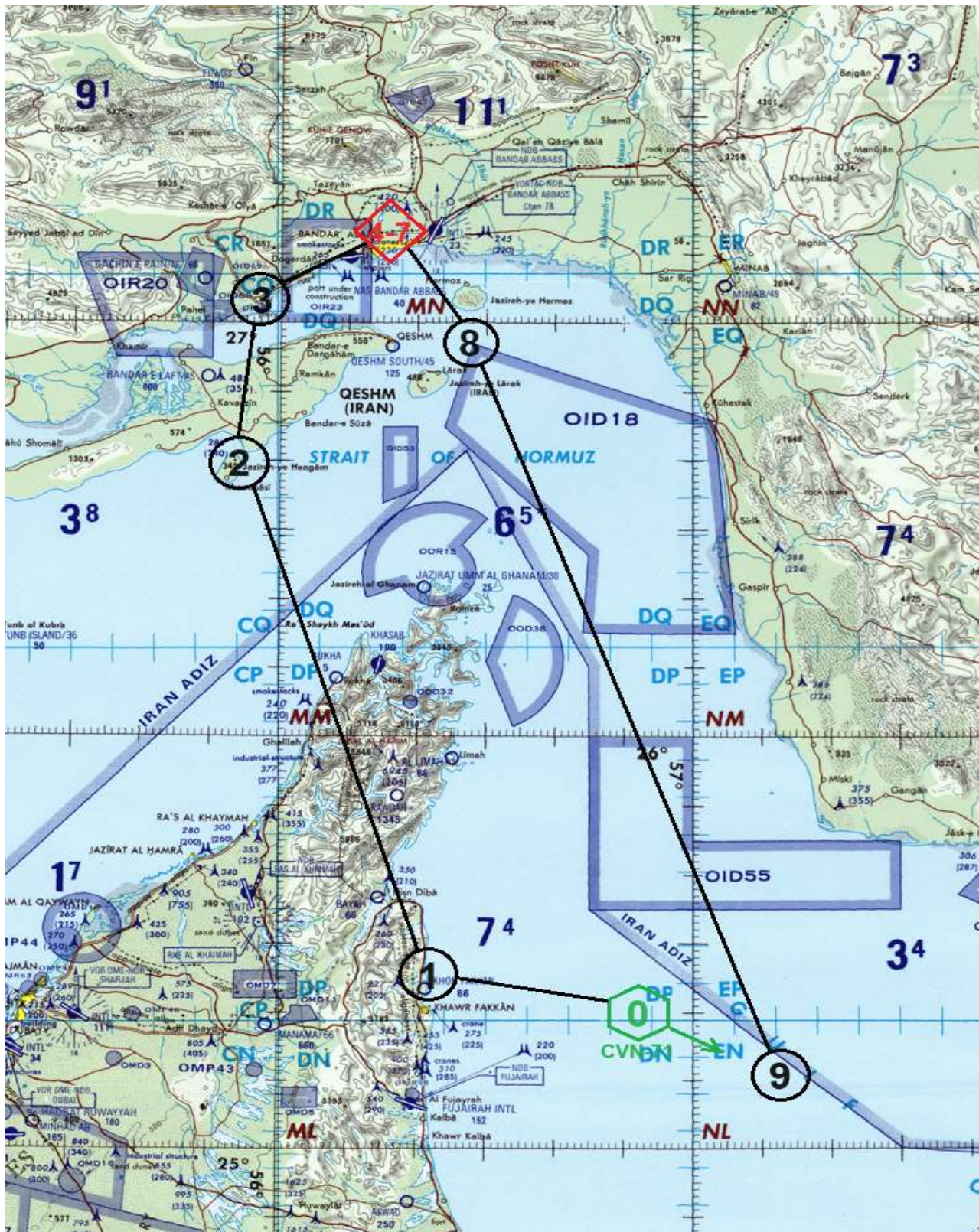
WP	NAME	TIME	SPEED	ALTITUDE	ACTION	REMARKS
0	LAU	2010L			Launch	Bingo 5500 lbs
1	RV	2020L	0.60M	MSL 25K	Regroup	Exp Push Time 25
2	ROCK	2035L	0.75M	MSL 25K	Check In	Strike & Knight
3	IP	2038L	0.85M	MSL 5K	Fence In	Initiate Attack
4	DLA	2040L	0.90M	AGL 500ft	Attack	TGT Alpha
5	DLB	2040L	0.90M	AGL 500ft	Attack	TGT Bravo
6	DLC	2040L	0.90M	AGL 500ft	Attack	TGT Charlie
7	DLD	2040L	0.90M	AGL 500ft	Attack	TGT Delta
8	EGR	2045L	0.75M	MSL 25K	Fence Out	Egress
9	REC	2115L	0.50M	MSL 1K	Recovery	Tanker Ready

TARGET INFORMATION

NO.	WP	COORDINATES	ELEV	ATK CRS	REMARKS
Alpha	4	N27°12'04" E56°15'14"	90 ft	054	Primary
Bravo	5	N27°12'05" E56°16'18"	100 ft	098	Primary
Charlie	6	N27°12'29" E56°17'36"	96 ft	050	Secondary
Delta	7	N27°13'15" E56°18'35"	151 ft	048	Secondary

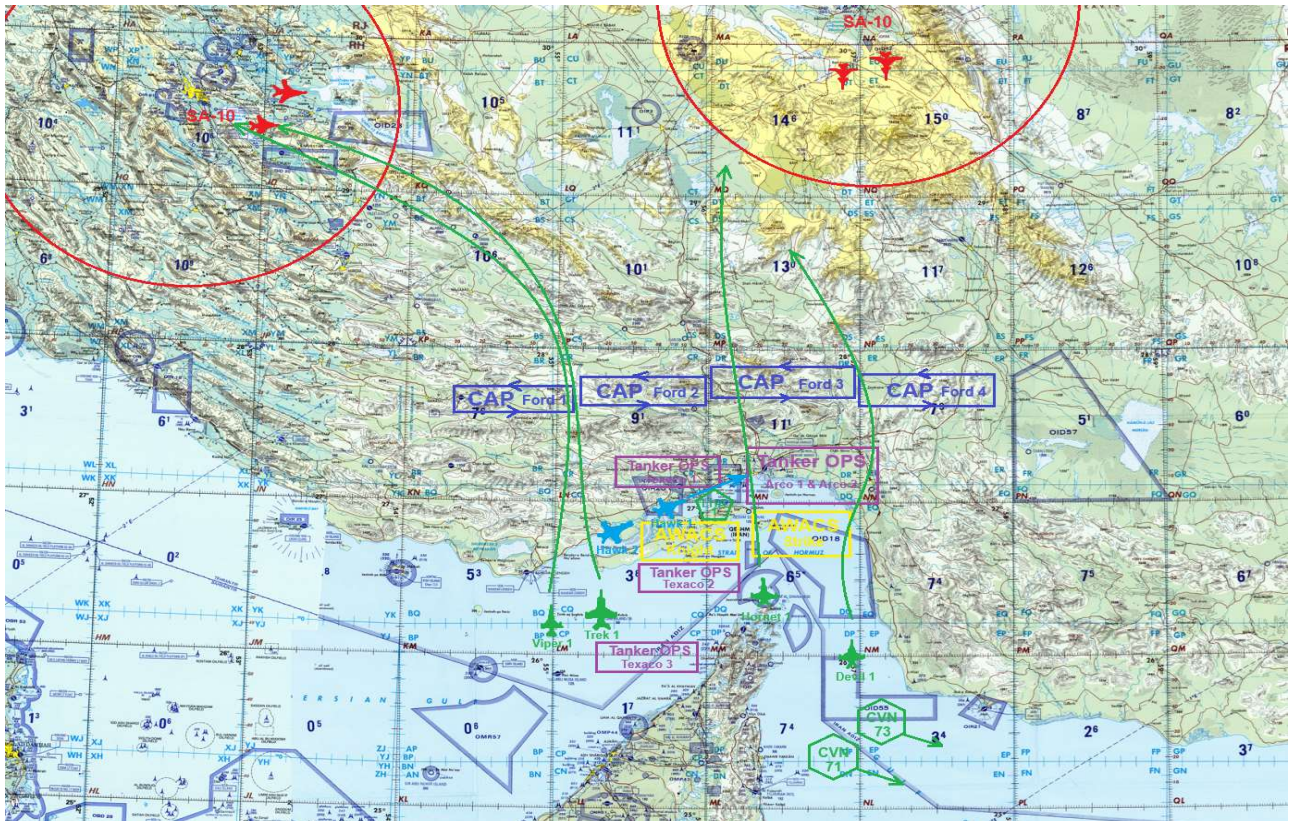


FLIGHT PLAN

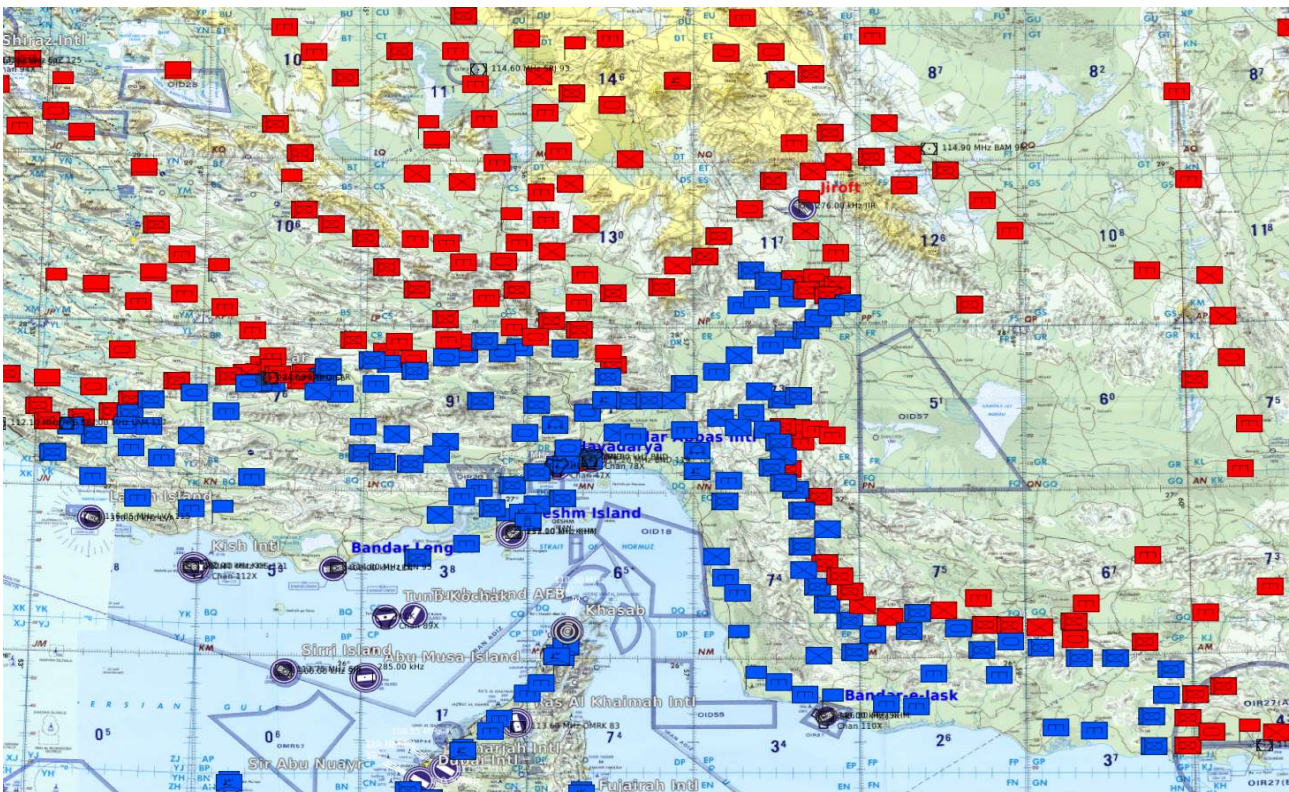




AIR OPERATION CHART

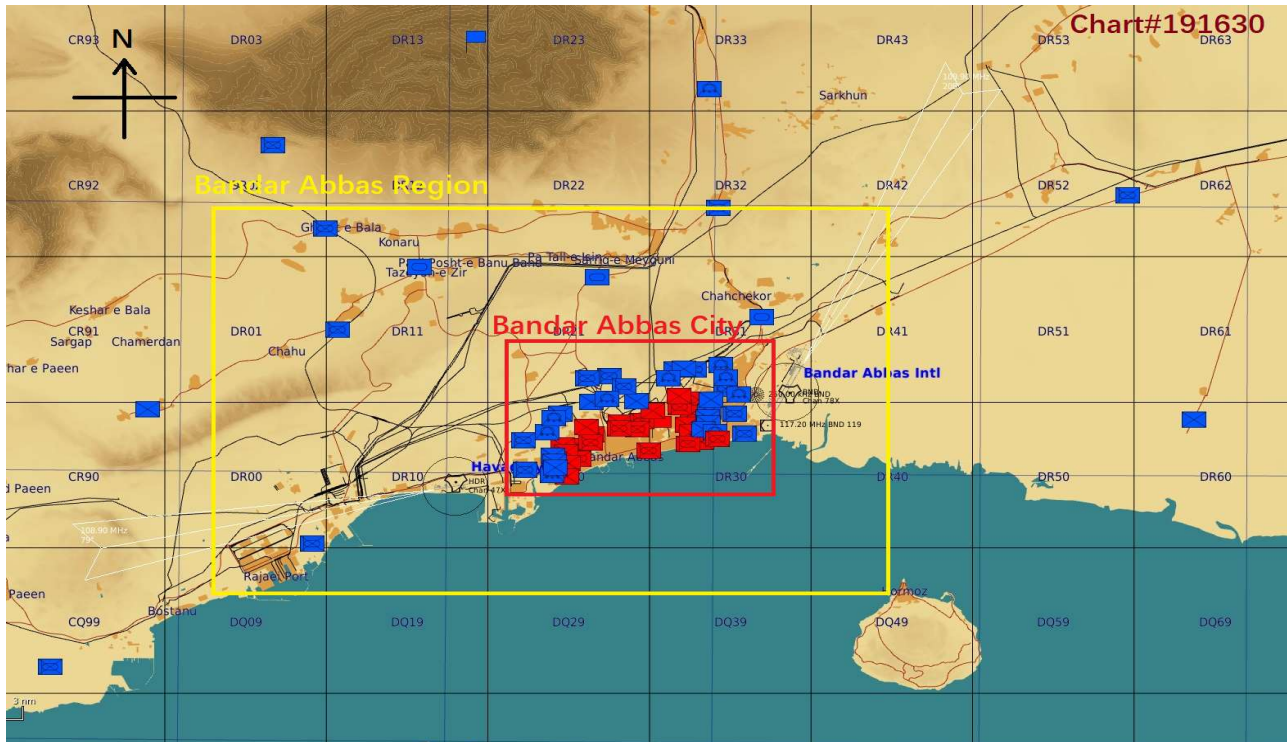


GROUND OPERATION CHART

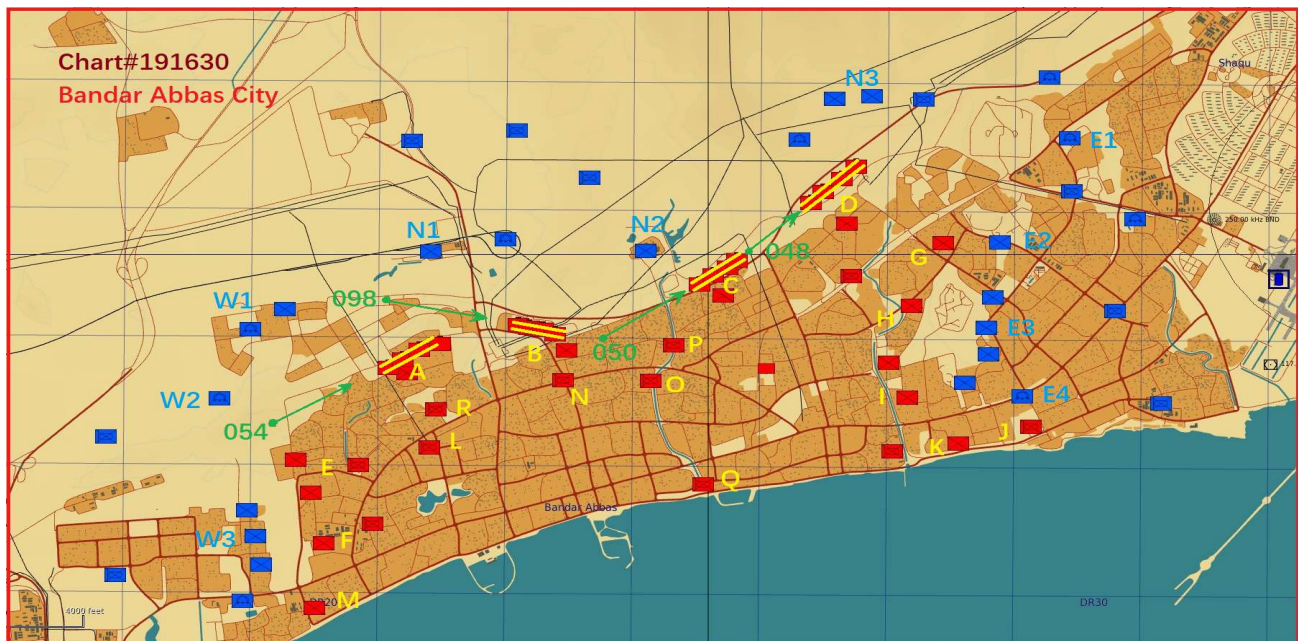




BANDAR ABBAS AREA OPS CHART #191630



BANDAR ABBAS CITY OPS CHART #191630



NOTE:

- WP4: Position Alpha - Attacking course 054
- WP5: Position Bravo - Attacking course 098
- WP6: Position Charlie - Attacking course 050
- WP7: Position Delta - Attacking course 048

[illegible]