

# OPERATION HORMUZ

## MISSION 16 ROAD ON FIRE

*BRIEFING MATERIAL (CLASSIFIED)*



TASK ID: OI-164789 / OI-164790

USS CVN-71

VFA-97 WARHAWKS

2011.07.06



## **SITUATION UPDATE**

On Day 15, our forces executed a critical and high-intensity Wild Weasel operation with commendable success. The operation commenced with Hawk flights targeting and neutralizing the majority of the newly deployed Surface-to-Air Missile (SAM) sites in the Faryab region during the early morning hours. This was followed by Raven flights, which successfully engaged and debilitated the enemy's advanced S-300 air defense system at Jiroft Airbase, significantly reducing the adversary's air defense capabilities. Ground operations also saw significant progress. The USMC 1st and 2nd Regiments advanced further into the old industrial zone of Bandar Abbas, successfully seizing control of a key steel mill. This facility's high-rising structure offers a strategic overwatch point, crucial for ongoing and future operations. Despite these gains, the defense within the city remains formidable. Iranian forces have established multiple strongholds along the city's outer ring road, preparing for intense urban combat scenarios. On the eastern side of Bandar Abbas, the USMC 6th regiment faced considerable resistance from a determined Iranian counterattack. The battle intensity around Kormon Town, a critical junction linking Bandar Abbas, Minab, and Jiroft, escalated hour by hour. Although the enemy is hindered by the loss of Jiroft Airbase and unable to provide effective air support, they persist in reinforcing their positions. Reinforcements and supplies have been continually dispatched from Jiroft to Dehbarez via two main highways, indicating a planned large-scale counter-offensive in the Kormon region. In the early hours of Day 16, satellite reconnaissance identified a significant convoy departing from Jiroft. Approximately one hour ago, our UAV reconnaissance confirmed the convoy near Langabad, where it split into two groups. The northern group proceeded west on Highway 92, while the southern group took Highway 91 southward. Intelligence analysts assess that both groups are converging on Dehbarez, with expected arrival by this afternoon, assuming their current speed is maintained. As multiple fighter flights also took off from Kerman Airbase to provide escort for the Iranian convoys, our forces remained vigilant and responded accordingly. The CVN-73 Strike Group dispatched two Raven flights to conduct Target Combat Air Patrol (TARCAP) over the Faryab region this morning, aiming to disarm the enemy's air power presence in the region. Following this, two Hawk flights from the CVN-71 Strike Group were launched to interdict the advancing Iranian convoys, eyeing to cut off the enemy's logistics to the frontline. Onboard CVN-71 Theodore Roosevelt, preparations were meticulous. Cluster bombs and high-explosive rockets were loaded and unpinned by the deck crew, these weapons could bring maximum destructive impact on the enemy convoys. The ongoing coordination and execution of air and ground operations are pivotal in maintaining our strategic advantage and disrupting the enemy's plans. The coming hours will be crucial as we seek to undermine the Iranian logistical capabilities and reinforce our positions across the operational theater.



## **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 interdiction mission with high explosive rockets and cluster bombs. 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 WP3 (ROCK). Joker fuel is 5,000 lbs and Bingo fuel is 4,500 lbs. Make sure all members in Hawks flights are in your datalink network, and double check with crew for the correct bomb bursts height which should be 1200 feet. Then after being cleared by the taxi director, proceed to your assigned catapult.

Case I departure. After passing DME-7, proceed to WP1 (RV) to regroup at 25,000 feet MSL with 0.6 Mach speed. Once regrouped, we will push for WP2 (DRY) with contract speed of 0.70 Mach at the same altitude. The ingress leg is only 65nm, and we will not do air-to-air refueling before fencing in. The ingress is above the Hormuz Strait, we will switch PRI COMM to Red 1 (CH2) and check in with Strike before feet dry. We might be asked to hold feet wet until the operation area is clean to enter. In which case, we will be holding portside orbit pattern with a reduced speed at 0.6 Mach. Once cleared by STRIKE, we will fence in and enter the Faryab operation region via WP3 (ROCK). We should be very familiar with this region now as we have just done the DEAD mission yesterday there.

The good news is that today's wind has weakened to 5 knots on ground level with direction from 160, meaning the wind's influence on our cluster bomblets or rockets will be minimal. After passing WP3, Hawk 1 and Hawk 2 will separate ways and fly to WP4 (NRD) and WP6 (SRD) respectively. The line between WP4 and WP5 is roughly aligned with Highway 92; and the line between WP6 and WP5 is roughly aligned with Highway 91. From WP4, Hawk 1 will start searching and destroy the enemy convoy on Highway 92; and from WP6, Hawk 2 will start searching and destroy the enemy convoy on Highway 91. The two highways will intersect at our WP5 (INT), where is the end point of our interdiction mission, we shall not attack any targets to the north and east of WP5 without a further authorization. You may use either Radar GMT mode or ATFLIR Pod to find your target.

**PART A. MISSION BRIEFING**  
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Our goal is simple, cause as much damage as possible to the enemy convoy and prevent them from moving to the frontline. Once a target is located, flight lead should give attacking course and egressing direction. After all members are ready, the flight will run in to attack the convoy with 30 seconds interval. The flight lead should make sure to use a different attacking course with each run, so to confuse your preys and make them incapable to predict your actions. There is no hard deck for the operation, but given our 1200 feet VT1 fuze setting, our minimum release height should be no lower than 3000 feet AGL, but pull up immediately if you don't have a clear shot opportunity. There shouldn't be any active SAM sites in the region, but we should always watch out for MANPADS and ballistic shots during the whole mission.

Ravens Flight will be on TARCAP in the region, if any airborne threats approach, call for help. If Winchester or Bingo, we will request to STRIKE to end our mission and RTB. And if we could significantly damage the convoy, we will report back to STRIKE and ask for a medal. Once mission completed, we will regroup at 25,000 feet and egress via WP7 (KOR). At WP8 (WET), we will fence out and fly all the way south to WP9 (REC). Request for a recovery tanker if needed, and alternative landing airfield at Bandar-e-Jask or Khasab. But hopefully, we don't need a drink in the air, so we can sit together and eat our breakfast by nine o'clock. 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.

**PART B. TACTICAL INFORMATION**

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**BASIC INFORMATION**

START TIME 6-JUL-2011 0700LT (0300UTC)

SCHED LAU TIME 0710LT CASE I DEP LOC N2605E5649

EXP REC TIME 0900LT CASE I REC LOC N2542E5708

HOME FREQ 305AM TCN 71X ILS 11 LINK4 336

WX CLR SR 0530LT SS 1913LT TEMP 25C QNH 2990 WIND 315 5KTS SEA 1 GD VSBY

**MISSION OBJECTIVES**

Primary Stop enemy convoy moving on Highway 92 (WP4-WP5)

Secondary Stop enemy convoy moving on Highway 91 (WP6-WP5)

Tertiary

**THREAT ANALYSIS**

Air to air Iranian F-14, Mig-29 from Sirjan AB; Russian Su-27 from Kerman AB

Surface to air SA-8, SA-15 at Jiroft AB; SA-10 at Kerman AB

**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	Interdiction	Convoy on Highway 92
Hawk 2	F/A-18C	4	Interdiction	Convoy on Highway 91
Raven 1	F/A-18C	2	TARCAP	Airborne Threat
Raven 2	F/A-18C	2	TARCAP	Airborne Threat

**SUPPORT FLIGHT**

FLIGHT	AIRCRAFT	NO.	TASK	A/A TCN	REMARKS
Magic	E-2D	1	AWACS		Callsign STRIKE
Darkstar	E-3A	1	AWACS		Callsign DARKSTAR
Texaco 1	KC-135M	1	Refuel	53X	CH10 FL250
Arco 1	KC-130	1	Refuel	54X	CH11 FL210
Shell 1	S-3B	1	Refuel	51X	CH8
Shell 2	S-3B	1	Refuel	52X	CH9

**ALTERNATE AIRFIELD**

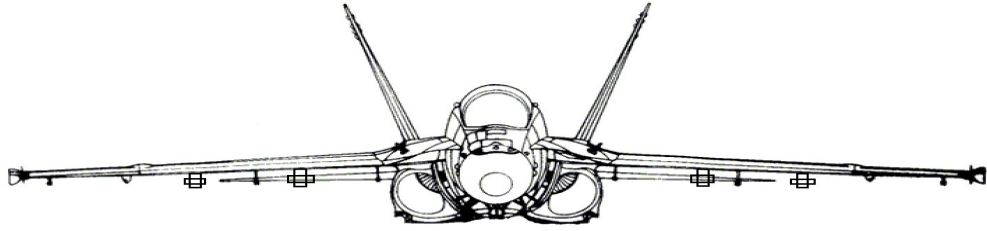
AIRFIELD	FREQUENCY	COORDINATE	REMARKS
Khasab	124.350 AM	N26°10'57" E56°14'37"	Penesula north tip
Banda-e-Jask	118.150 AM	N25°39'18" E57°48'06"	Controlled by allied force

## PART B. TACTICAL INFORMATION

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### LOADOUT



STATION	9	8	7	6	5	4	3	2	1
Hawk 1-1	9X	2*Rkt	2*99	120C	CT	AFLIR	2*99	2*Rkt	9X
Hawk 1-2	9X	2*Rkt	2*99	120C	CT	AFLIR	2*99	2*Rkt	9X
Hawk 1-3	9X	2*Rkt	2*99	120C	CT	AFLIR	2*99	2*Rkt	9X
Hawk 1-4	9X	2*Rkt	2*99	120C	CT	AFLIR	2*99	2*Rkt	9X
Hawk 2-1	9X	2*Rkt	2*99	120C	CT	AFLIR	2*99	2*Rkt	9X
Hawk 2-2	9X	2*Rkt	2*99	120C	CT	AFLIR	2*99	2*Rkt	9X
Hawk 2-3	9X	2*Rkt	2*99	120C	CT	AFLIR	2*99	2*Rkt	9X
Hawk 2-4	9X	2*Rkt	2*99	120C	CT	AFLIR	2*99	2*Rkt	9X

INTERNAL	GUNS	FLARE	CHAFF	TOTAL FUEL	TOTAL WEIGHT	ADV TRIM
Hawk 1-1	578	60	60	13047 lbs	46535 lbs	17
Hawk 1-2	578	60	60	13047 lbs	46535 lbs	17
Hawk 1-3	578	60	60	13047 lbs	46535 lbs	17
Hawk 1-4	578	60	60	13047 lbs	46535 lbs	17
Hawk 2-1	578	60	60	13047 lbs	46535 lbs	17
Hawk 2-2	578	60	60	13047 lbs	46535 lbs	17
Hawk 2-3	578	60	60	13047 lbs	46535 lbs	17
Hawk 2-4	578	60	60	13047 lbs	46535 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	Guardian	265.00	3	Red 2	Guardian	265.00
4	Red 3	Darkstar	256.00	4	Red 3	Darkstar	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	0710L			Launch	Bingo 4500 lbs
1	RV	0717L	0.60M	MSL 25K	Regroup	Exp Push Time 22
2	DRY	0730L	0.70M	MSL 25K	Feet Dry	Ask Clearance
3	ROCK	0734L	0.70M	MSL 25K	Fence in	Station Point
4	NRD	0739L	0.70M	MSL 10K	Attack	Highway 92
5	END			MSL 10K	Attack	Highway Crossing
6	SRD			MSL 10K	Attack	Highway 91
7	EGR	0840L	0.75M	MSL 25K	Feet Wet	Bullseye
8	REC	0900L	0.50M	MSL 1K	Landing	Recovery Tanker Ready

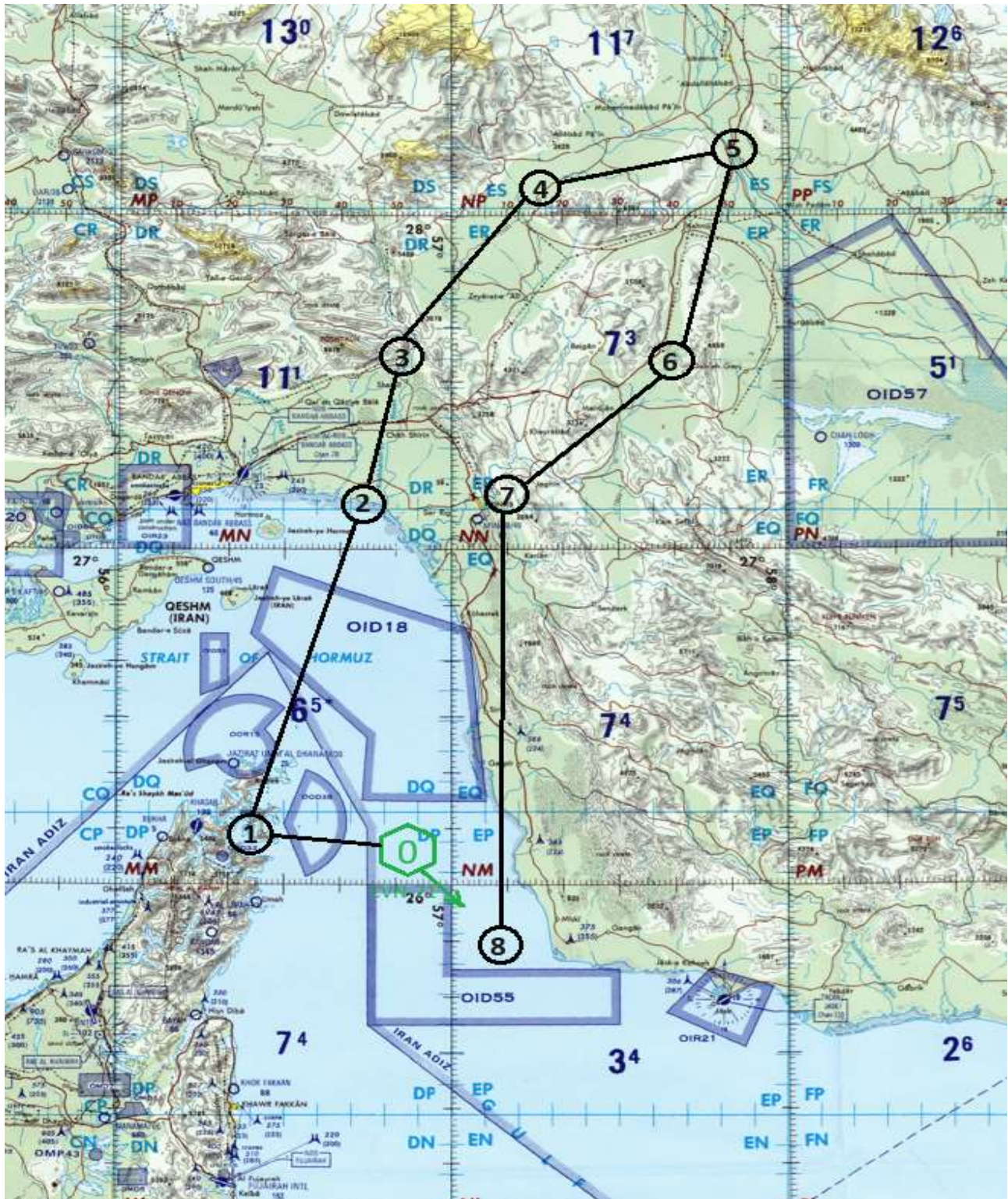
**FLIGHT PLAN (HAWK 2)**

WP	NAME	TIME	SPEED	ALTITUDE	ACTION	REMARKS
0	LAU	0710L			Launch	Bingo 4500 lbs
1	RV	0717L	0.60M	MSL 25K	Regroup	Exp Push Time 22
2	DRY	0730L	0.70M	MSL 25K	Feet Dry	Ask Clearance
3	ROCK	0734L	0.70M	MSL 25K	Fence in	Station Point
4	NRD			MSL 10K	Attack	Highway 92
5	END			MSL 10K	Attack	Highway Crossing
6	SRD	0739L	0.70M	MSL 10K	Attack	Highway 91
7	EGR	0840L	0.75M	MSL 25K	Feet Wet	Bullseye
8	REC	0900L	0.50M	MSL 1K	Landing	Recovery Tanker Ready





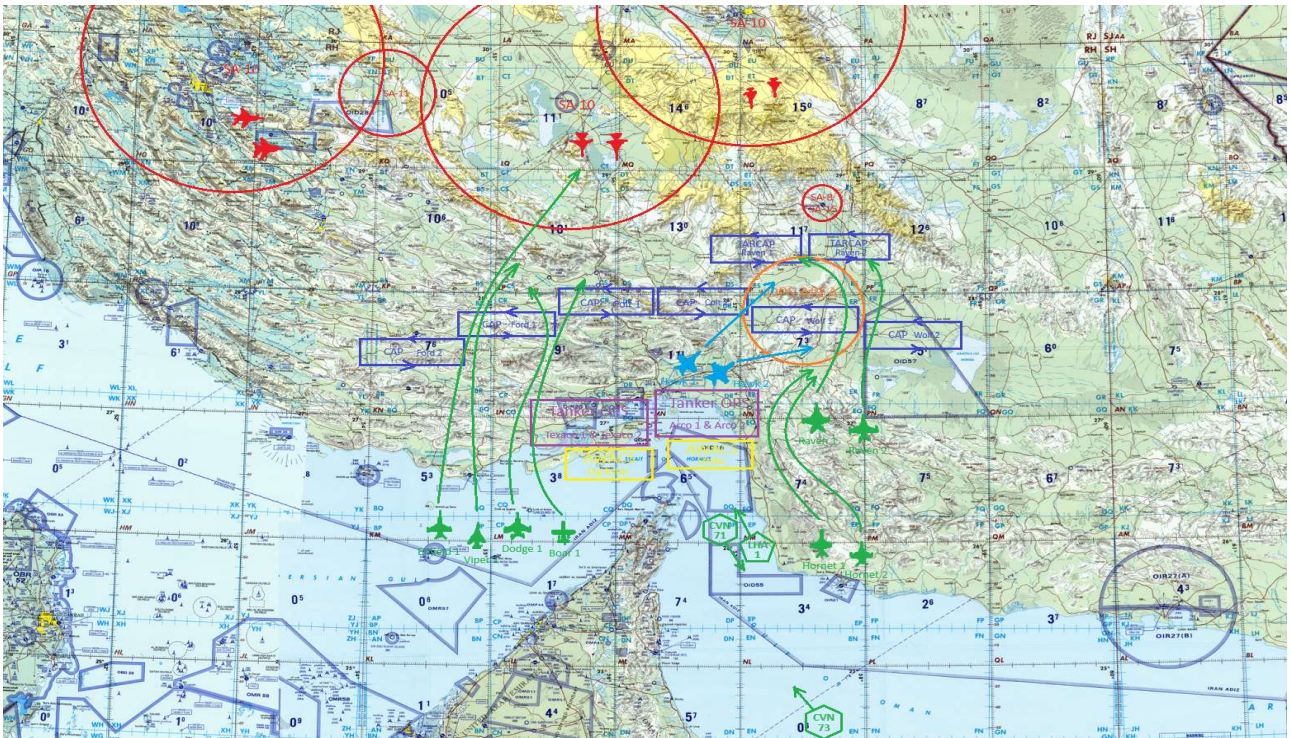
## FLIGHT PLAN



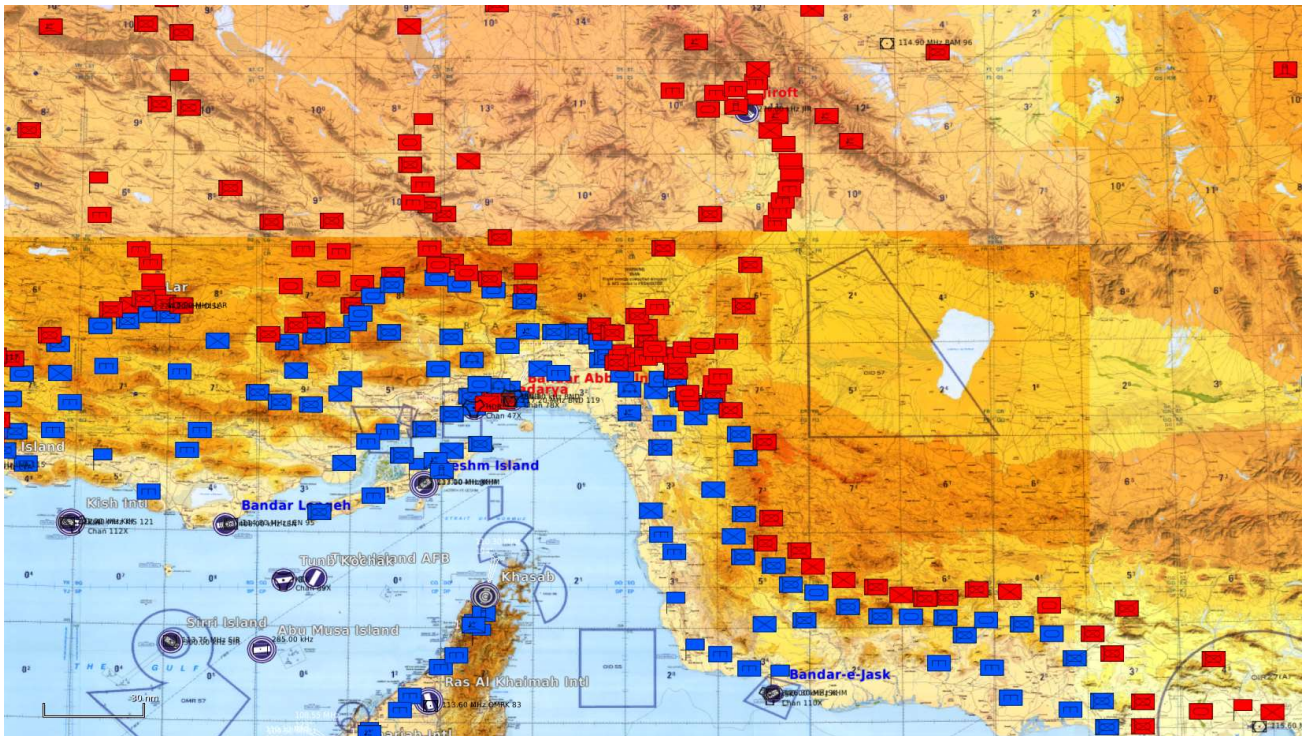




## AIR OPERATION CHART



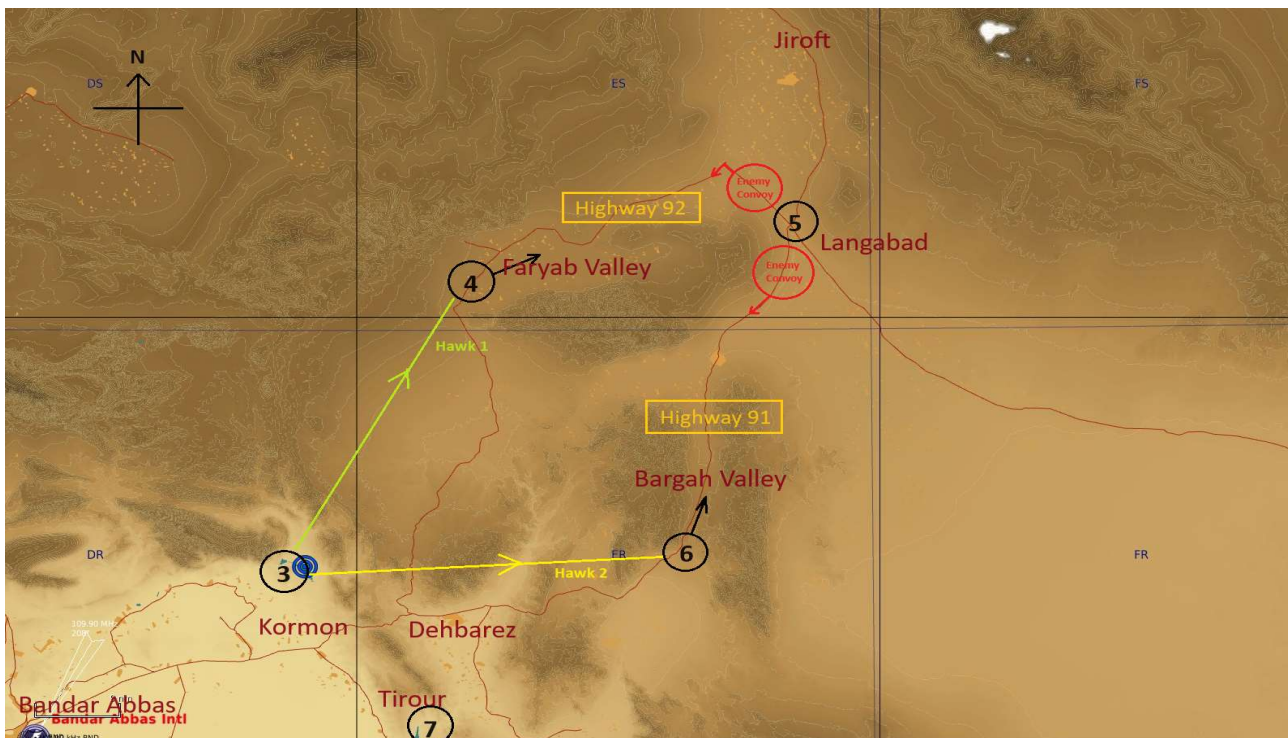
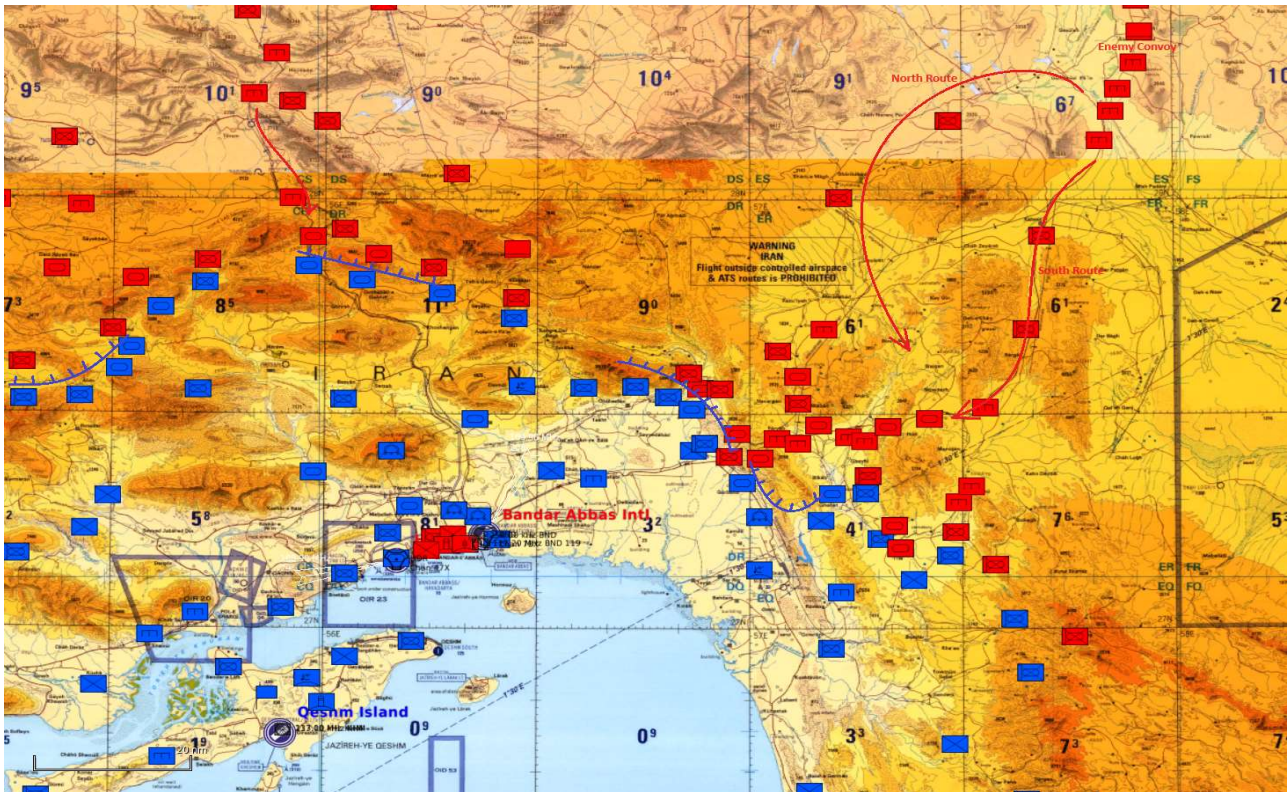
## GROUND OPERATION CHART







## INTERDICTION ATTACK PLAN







**ENEMY CONVOY SATELLITE IMAGE**

