

# OPERATION HORMUZ

## MISSION 08 SENTINEL SHIELD

*BRIEFING MATERIAL (CLASSIFIED)*



TASK ID: BC-085113

USS CVN-71

VFA-97 WARHAWKS

2011.06.28



## **SITUATION UPDATE**

The remaining combat units of Iran Navy's 3rd Battle Fleet that sheltered inside Bandar Abbas Naval Base was utterly obliterated during Day 07's strike mission. More allied ground troops were deployed with strengthened supply chain. USMC 3rd Division arrived at the battlefield, sending four more armored regiments to the west front, and three to the east front. With the formidable reinforcements, our ground forces made some key progress on both sides. On the west side, the Marines pushed to Bandar e Khamir region, where they encountered fierce resistance by the Iranian defensive line; whilst on the east side, battle for Minab City continued. The Marines 4th Regiment advanced in the east flank towards Dehbarz region, aiming to disrupt the backside of the enemy's defensive line in a blitz. In the meantime, large amount of CAS missions was scheduled to assist our allied ground troops in Minab, forcing the defender to retreat from the city. On the north side, the Iranian Army continued sending reinforcement and supplies through two main highways and one railway line into Bandar Abbas, and building defensive strongholds around this vital port city. These highways and railway formed a stable logistic link to Bandar Abbas, called North Corridor. This morning, strategic bombings at several key joints in the North Corridor were carried out by the Air Force. However, the Iranian fighter jets took off from Jiroft Air Base and Lar Air Base kept harassing our bombers, causing more close contacts with our DCA patrol fighters in the region. This has led to heightened air engagements, with our forces maintaining a dominant engagement ratio of 1:8 against the adversary during the initial hours of Day 08. Meanwhile, our intelligence analysts believed more enemy fighter jets will be scrambled to fight for air supremacy over the North Corridor in the afternoon. Therefore, more DCA patrol missions were also prepared by the Joint Air Operation Command Center, aiming to create a safe shield and protecting our bombers and attackers engaging ground operations in the region. The two F-15C, callsign Colts were the last two BARCAP Flights arranged by the Air Force, scheduled to cover 1500 to 1630 Local Time. After that, the Navy fighters will take over the duty, with Hawk Flights covering 1630-1800 Local Time, followed by Checks Flights and Ravens Flights for the next three hours in the evening. This operation exemplifies the comprehensive strategy employed by our forces, combining precision airstrikes, ground offensives, and air superiority to dismantle enemy defenses, secure strategic territories, and maintain dominance across the battlefield. The unwavering bravery and expertise of our personnel continue to drive our success in this complex military engagement.

## PART A. MISSION BRIEFING

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### 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 a Defensive Counter Air Patrol mission over Bandar Abbas regions. 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 WP4 (ROCK), where Bandar Abbas Airport is located. 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. After being cleared by the taxi director, proceed to your assigned catapult.

The north wind and turbulence have weakened after the pre-summer rain two days ago. Thick clouds have waned, and visibility remains good for Case I departure. After clearing the carrier's 7-DME, proceed to Waypoint 1 (RV) to regroup at 25,000 feet MSL with a speed of 0.6 Mach as usual. Our scheduled on-station time is 1630LT, so our latest push time from the rendezvous point is 1620LT. If the regroup is not finished by 1620LT, we will go WP3 (ING) with running rendezvous. Cruise speed is 0.8 Mach at expected Flight Level of 30,000 feet MSL for ingress. During ingress, switch PRI COMM to STRIKE and check in. Then we will be directed to the command of DARKSTAR, the JAOCC onboard the Air Force's E-3 Sentry controlling all air-to-air operations. We will switch PRI COMM to DARKSTAR to check in. After clearance, Hawk 1 will proceed to WP3 (STC) and Hawk 2 to WP4 (ROCK), we will also fence in and do G-warm up before reaching our stations.

We must arrive at WP3 (STC) and WP4 (ROCK) before 1630LT. Once on station, we will notify DARKSTAR and report our expected VUL Time (On-station time) of 90 minutes. The Colts Flight of F-15Cs from the Air Force will be relieved from the CAP duty and RTB. Hawk 1 is assigned for Station Charlie extending from WP3 to WP4, and Hawk 2 is assigned for Station Delta extending from WP4 to WP5. However, the Mission Commander will coordinate the two teams, so we could cover each other or swap positions if necessary. Our main objective is to defend the Bandar Abbas operation area. The possible enemy aggressors are F-1CE, F-4, Mig-29A on the west side from Lar Air Base, F-1BQ, F-5, F-14, Mig-29A on the northeast side from Jiroft Air Base, as well as a combination of these aircraft on the north side from Sirjan Air Base.

## PART A. MISSION BRIEFING

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Our Rule of Engagement is only attack targets that are assigned to us. Our basic tactic is Baiter for equal number bandits, Pincer if we have number advantage, and Grinder if we are outnumbered. In tough situation, we could request DARKSTAR asking nearby friendly fighters to come to help. However, if the enemy aircraft turn cold, we shall never chase them too far from our station, as it could be a trap or diversion. Also keep in mind, although we have dominated the airspace over Bandar Abbas, the Iranian Army still controls the ground and there are numerous AAA, Manpads and short-range SAMs in the region, so we should not go below 20,000 feet. But if you must go low, report to the Flight Lead, then have your wingman watching over from a higher altitude, and of course watch out for the ground threat.

Our contract speed for the patrol is 0.8 Mach at above 30,000 feet, if no air combat performed, the three external tanks could allow us to complete the 90 minutes cruise time without air-to-air refueling. However, if we turn on afterburners for air combat, we might need to do a shifted air-to-air refueling, i.e., one element will go for a drink whilst the other element remains on station. In extreme scenario, Hawk 1 and Hawk 2 might cover each other's shift when the other team must go for a drink.

Our scheduled off-station time is 1800LT. Checks Flight will come and take over duty from us. Then we will contact DARKSTAR and check out. We will egress via WP6 and switch PRI COMM and report back to STRIKE for the mission result, then we will switch PRI COMM to MARSHAL for a late afternoon Case I Recovery. As usual, recovery tankers Shell 1 and Shell 2 will be on deck; requests for refueling will be made if needed. Lastly, air combat missions are riskier than dropping bombs in ground attack missions, stay sharp and stay communicated with each other for the better situation awareness. You must survive first to get your air-to-air kill markers painted on your jet. 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, 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**

TASK ID: BC-085113

**BASIC INFORMATION**

START TIME 28-JUN-2011 1600LT (1200UTC)

SCHD LAU TIME 1610LT CASE I DEP LOC N2540E5703

EXP REC TIME 1830LT CASE I REC LOC N2602E5652

HOME FREQ 305AM TCN 71X ILS 11 LINK4 336

WX CLDY SR 0528LT SS 1913LT TEMP 30C QNH 2990 CLD 12K WIND 145 10KTS SEA 2 GD VSBY

**MISSION OBJECTIVES**

Primary Perform DCA Patrol at designated stations for 90 minutes

Secondary N/A

Tertiary N/A

**THREAT ANALYSIS**

Air to air Iranian Air Force F-1, F-4, Mig-29 from Lar Airbase; F-1, F-5, F-14, Mig-29 from Jiroft Airbase; F-5, F-14, Mig-29 from Sirjan Airbase

Surface to air SA-10 in Lar AB, SA-10 in Jiroft AB, SA-10 25nm SW from Sirjan AB  
Uncharted short-range SAMs and AAA in Bandar Abbas & North Corridor**FLIGHT ROSTER**

FLIGHT	CALLSIGN	TAIL#	ROLE	A/A TCN	DATALINK	LSR CODE
Hawk 1	Hawk 1-1	211	Lead	11X	HK11	1681
	Hawk 1-2	212	Wing	12X	HK12	1682
	Hawk 1-3	213	Lead	13X	HK13	1683
	Hawk 1-4	214	Wing	14X	HK14	1684
Hawk 2	Hawk 2-1	215	Lead	21X	HK21	1685
	Hawk 2-2	216	Wing	22X	HK22	1686
	Hawk 2-3	217	Lead	23X	HK23	1687
	Hawk 2-4	218	Wing	24X	HK24	1688

**PACKAGE ELEMENTS**

FLIGHT	AIRCRAFT	NO.	TASK	TARGET
Hawk 1	F/A-18C	4	BARCAP	Enemy Airborne Threat
Hawk 2	F/A-18C	4	BARCAP	Enemy 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	KC-135M	1	Refuel	53X	CH10 FL250
Arco	KC-130	1	Refuel	54X	CH11 FL200
Shell 1	S-3B	1	Refuel	51X	Ch8
Shell 2	S-3B	1	Refuel	52X	CH9

**ALTERNATE AIRFIELD**

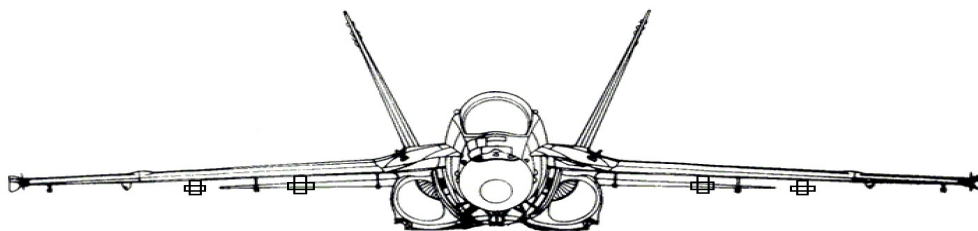
AIRFIELD	FREQUENCY	COORDINATE	REMARKS
Khasab	124.350 AM	N26°10'57" E56°14'37"	Penesula north tip
Banda-e-Jask	118.150 AM	N25°39'18" E57°48'06"	Controlled by allied force

## PART B. TACTICAL INFORMATION

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### LOADOUT



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

INTERNAL	GUNS	FLARE	CHAFF	TOTAL FUEL	TOTAL WEIGHT	ADV TRIM
Hawk 1-1	578	60	60	17536 lbs	48797 lbs	19
Hawk 1-2	578	60	60	17536 lbs	48797 lbs	19
Hawk 1-3	578	60	60	17536 lbs	48797 lbs	19
Hawk 1-4	578	60	60	17536 lbs	48797 lbs	19
Hawk 2-1	578	60	60	17536 lbs	48797 lbs	19
Hawk 2-2	578	60	60	17536 lbs	48797 lbs	19
Hawk 2-3	578	60	60	17536 lbs	48797 lbs	19
Hawk 2-4	578	60	60	17536 lbs	48797 lbs	19

### 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	262.00	10	Violet 3	Texaco	262.00
11	Violet 4	Arco	259.00	11	Violet 4	Arco	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)**

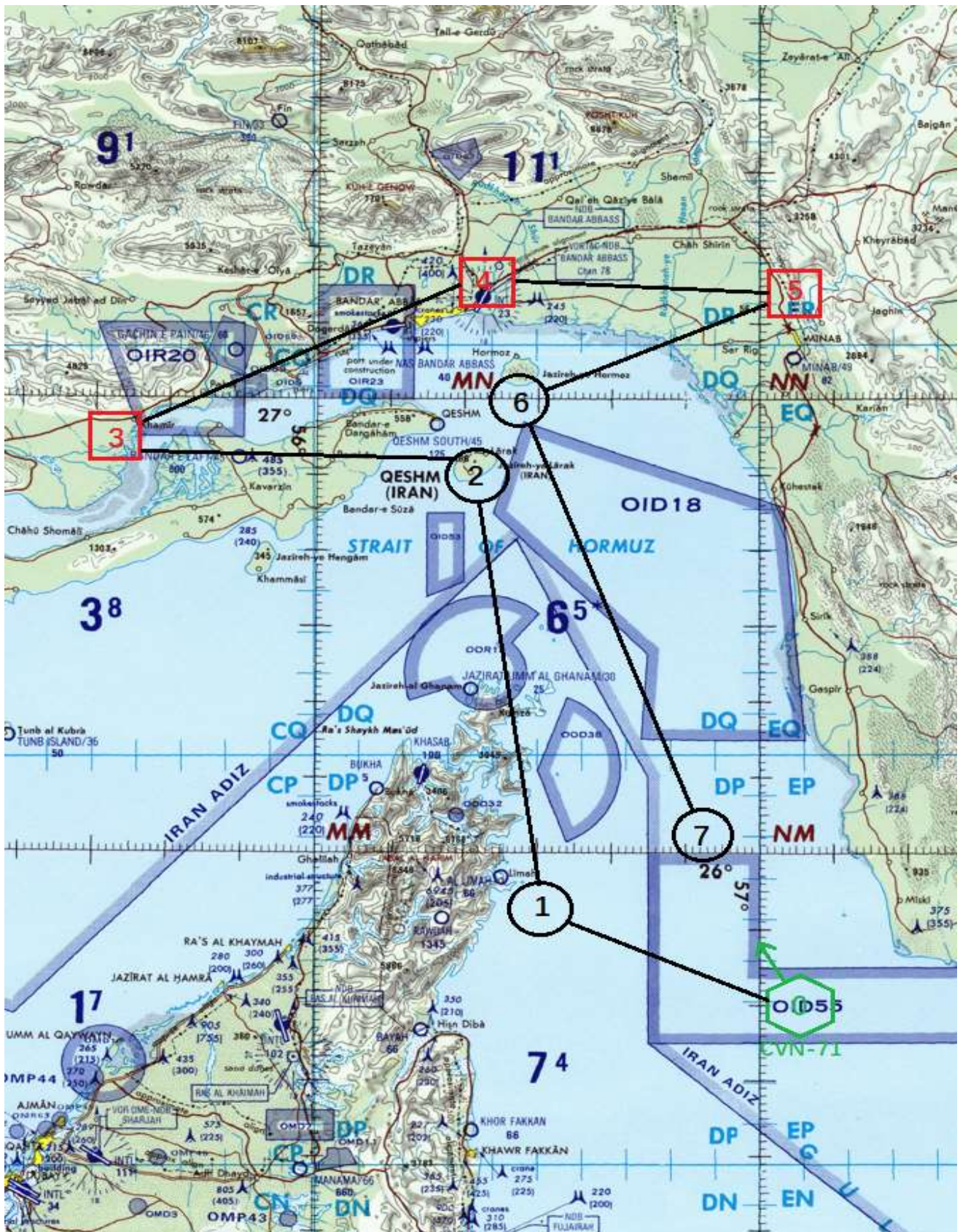
WP	NAME	TIME	SPEED	ALTITUDE	ACTION	REMARKS
0	LAU	1610L			Launch	Bingo 4500 lbs
1	RV	1615L	0.60M	MSL 25K	Regroup	Latest Push Time 1620L
2	ING	1625L	0.80M	MSL 30K	Fence In	Check in Strike/Darkstar
3	STC	1630L	0.80M	MSL 32K	BARCAP	Station Charlie
4	ROCK				BARCAP	A/A Bullseye point
5	STD				Backup	Station Delta
6	EGR	1805L	0.75M	MSL 25K	Egress	Regroup & Egress
7	REC	1830L			Landing	Recovery tanker ready

**FLIGHT PLAN (HAWK 2)**

WP	NAME	TIME	SPEED	ALTITUDE	ACTION	REMARKS
0	LAU	1610L			Launch	Bingo 4500 lbs
1	RV	1615L	0.60M	MSL 25K	Regroup	Latest Push Time 1620L
2	ING	1625L	0.80M	MSL 30K	Fence In	JAOC Darkstar
3	STC				Backup	Check in Strike/Darkstar
4	ROCK				BARCAP	A/A Bullseye point
5	STD	1630L	0.80M	MSL 32K	BARCAP	Station Delta
6	EGR	1805L	0.75M	MSL 25K	Egress	Regroup & Egress
7	REC	1830L			Landing	Recovery tanker ready



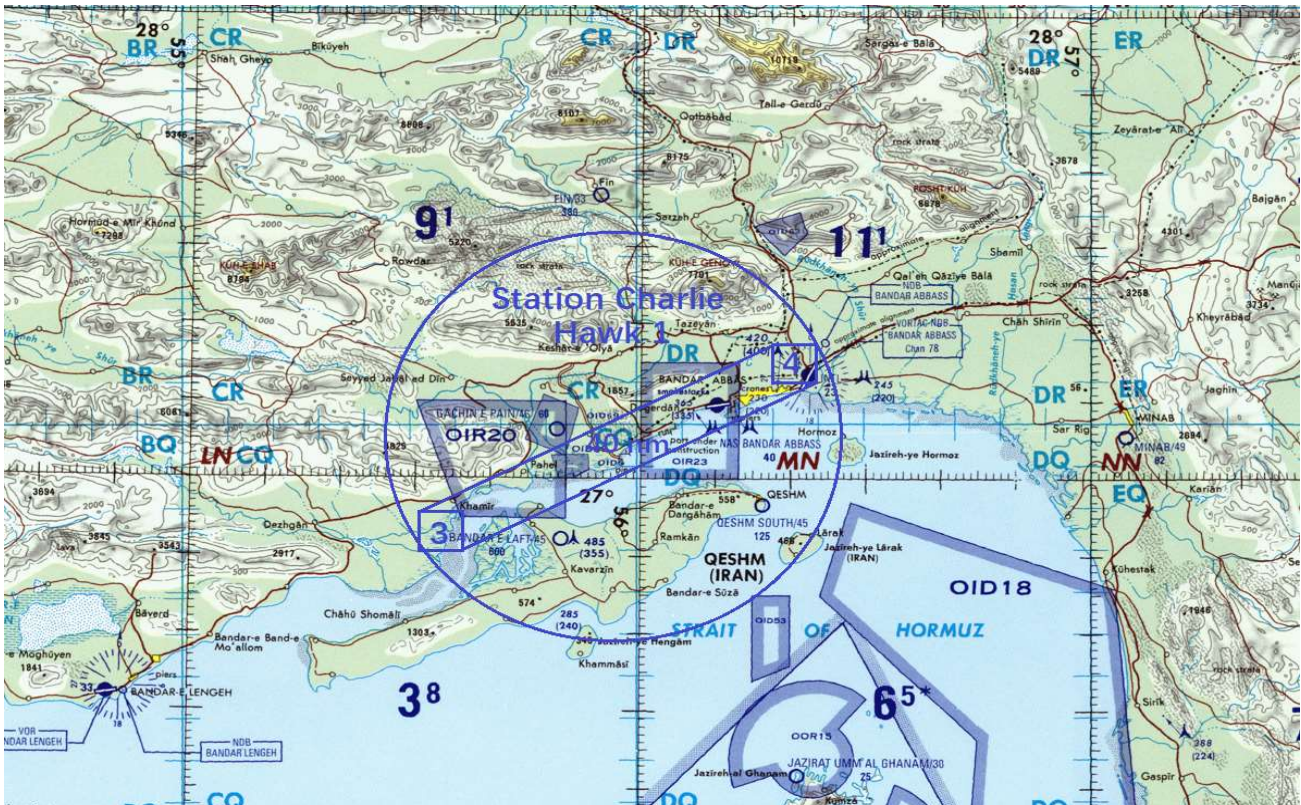
## FLIGHT PLAN







## STATION CHARLIE (HAWK 1)



## STATION DELTA (HAWK 2)

