

OPERATION HORMUZ

MISSION 21 VALIANT AGGRESSORS

BRIEFING MATERIAL (CLASSIFIED)



TASK ID: FS-211096

USS CVN-71

VFA-97 WARHAWKS

2011.07.11



SITUATION UPDATE

On Day 20 of the operation, the United States Marine Corps' 4th, 5th, and 6th regiments successfully secured Bandar Abbas City with the effective support of Close Air Support (CAS) from both the Air Force and the Navy. By sunset, the remaining Iranian resistance forces had capitulated, marking a significant victory for our allied forces. This success ensured that the majority of southern Iran's coastal regions were under our control after three weeks of coordinated joint operations. The strategic capture of Bandar Abbas has rendered the Hormuz Strait out of effective rocket and short-range missile attack range from Tehran. Consequently, the risk levels for commercial vessels transiting the strait have been normalized. Insurance companies have consequently given the green light for shipowners to navigate the strait, albeit with a war premium. On the morning following the capture, hundreds of cargo ships departed the Persian Gulf ports, rejuvenating the Hormuz Strait as one of the world's busiest maritime corridors. These vessels, predominantly tankers and bulk carriers, were laden with millions of tons of raw materials and energy products, destined for global markets. However, the leader of the Iranian military regime has not yet shown any signs of surrender. Intelligence reports indicate that Russia continues to bolster Tehran with supplies and weapons via the Caspian Sea. Notably, eight Su-27 and four Su-30 fighters have been deployed to Kerman Airbase, and more than eight thousand Russian troops have arrived in the Kerman region to support the Iranian army in halting our northward advance. Concerningly, the uranium enrichment facility in Birjand has produced over 25 kilograms of 90% highly enriched uranium (U-235), which constitutes half of the critical mass required for a nuclear warhead. Various strike plans targeting this enrichment plant have been deliberated by the U.S. Navy's 5th Fleet and the U.S. Air Force's Middle East Central Command Joint Operations Center. However, the final strike strategy remains under debate, and its specifics are classified at the highest levels. Securing strategic depth is crucial for enabling deeper strikes into Iran's hinterland. Consequently, the upcoming battle for Kerman has been designated a top priority. A joint offensive counter-air operation is scheduled on Day 21, involving coordinated efforts from both the Air Force and the Navy. The primary objective of this operation is to neutralize the remaining Iranian Air Force and the Russian mercenary fighters in the Kerman region, thereby establishing air supremacy over the northern airspace beyond the current frontlines. This operation is pivotal for paving the way for further strategic advances and ensuring the continued success of our operation in the theatre.

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 package is assigned for OCA mission to take out the enemy's air power in Kerman region. 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 and Hawk 2 to switch AUX COMM to Yellow 1 and Yellow 2 respectively. A/A Bullseye point is WP5 (ROCK) where Kerman Airbase is located. Joker fuel is 6,000 lbs and Bingo fuel is 5,500 lbs for home. As we are expected to tank up twice during ingress and egress, bingo for tanker will be 3,500 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.

Sunny weather with broken clouds. 10 knots wind and Case I departure, after clear 7-DME, proceed to WP1 (RV) for TACAN rendezvous at 25,000 feet and 0.6 Mach. After regroup, we will accelerate to 0.85 Mach and push to WP2 (DRY) at 25,000 feet. During the ingress phase, we will set barometer warning deck to 10,000 feet for defensive maneuvers, and set radar altimeter warning to 3,000 feet. Keep in mind the combat area's average terrain height is 5,000 MSL, and the highest peak is 13,500 MSL. Before we reach the north channel of the strait, we will switch PRI COMM to Red 1 and contact Strike for check in. At WP2 (DRY), we will report feet dry to Strike, tankers will be operating to the north of Bandar Abbas City, with Texaco 1 and Texaco 2 on the west side, whilst Arco 1 and Arco 2 on the east side. The tankers detailed information is in our briefing material.

Each flight will follow the Lead to conduct the air-to-air refueling. The first wave of OCA operation will commence at 09:00 a.m., so we need to get our tank full and continue moving north by 08:50 a.m. After refueling, we will regroup at WP3 (ING) and switch PRI COMM to Red 3 and check in with Darkstar. Darkstar is the Joint Air Operation Command Center (JA OCC) onboard an E-3 airship coordinating our OCA mission in the Kerman region. Two twin-ship F-15C flights will join us for the first wave of OCA fighter sweep at 9:00 a.m. They are elite pilots from the 159th Fighter Squadron, callsign Ford 1 and Ford 2. We had cooperated with them once in our night strike on the LAR Airbase. The second wave and third wave will commence at 10:00 a.m. and 11:00 a.m. mainly by the Air Force. After check in with Darkstar, we will continue push north to WP4 (OCA), then we will split into 4 Elements, combat spread, fence in and perform G warm-up.

PART A. MISSION BRIEFING

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After passing WP4 (OCA), we will report to Darkstar again and obtain clearance to start our fighter sweep attacks on the enemy aircraft in the north. Grinder and Pincer will be our primary tactics. Briefly review these two tactics. In Grinder, Element 1 and Element 2 will be in the opposite directions, one in hot leg and high for attacking while the other in cold leg and low for disengagement, 10-20 nm separation by default and cold leg Element to turn music (ECM) on. In Pincer, Element 1 and Element 2 will cranking left and right respectively until 10-20 nm separation, two Elements will initiate attack simultaneously and maximize offensive suppression. During our OCA operation, always check your SA page and make sure you're aware of friendlies' positions, double check that your L&S target is hostile before launching, and AIM-7 is the prioritized weapon if there are friendlies in your front or engaging bandit in the merge with a friendly.

Based on our intelligence report, the Iranian will routinely schedule 2 to 4 CAP flights in the Kerman region, possibly joined by another 2 Russian flights. The Iranian's AWACS aircraft could also be operating in the area and it's considered as a high-profile bonus target. There are one SA-10 and several SA-11 sites deployed around Kerman Airbase, and also one early model of SA-5 further in the northeast. These Russian air defense systems are interlinked with early radar stations, and you could be locked and attacked by these air defense missiles even without a radar lock, so let's keep at least 35nm away from WP5 (ROCK).

When the Kerman area is clear, or if we are Winchester or Bingo, we will report to Darkstar and egress via WP6 (OUT). After passing WP6, we will fence out and continue egressing to WP7 (WET). We will check our fuel and decide if we need to go for another drink before heading to the carrier, or fly back directly and request a recovery tanker. Let's hope we can score today and return safely. 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

TASK ID: FS-211096

**BASIC INFORMATION**

START TIME 11-JUL-2011 0800LT (0500UTC)

SCHD LAU TIME 0810LT CASE I DEP LOC N2529E5636

EXP REC TIME 1015LT CASE I REC LOC N2513E5704

HOME FREQ 305AM TCN 71X ILS 11 LINK4 336

WX CLD SR 0532LT SS 1912LT TEMP 30C QNH 2990 WIND 294 10KTS SEA 2 GD VSBY

MISSION OBJECTIVES

Primary Eliminate Iranian CAP fighters in Kerman region
 Secondary Eliminate Russian air power in Kerman region
 Tertiary Shoot down Iranian AWACS aircraft in Kerman region

THREAT ANALYSIS

Air to air Iranian F-14, Mig-29; Russian Su-27, Su-30 from Kerman AB
 Surface to air SA-10 at Kerman AB, SA-5 near Darband

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	Offensive Counter Air	Enemy Fighters in Kerman
Hawk 2	F/A-18C	4	Offensive Counter Air	Enemy Fighters in Kerman

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
Texaco 2	KC-135M	1	Refuel	55X	M 262.5 FL260
Arco 1	KC-130	1	Refuel	54X	CH11 FL210
Arco 2	KC-130	1	Refuel	56X	M 259.5 FL220
Shell 1	S-3B	1	Refuel	51X	CH8 FL TBN
Shell 2	S-3B	1	Refuel	52X	CH9 FL TBN

ALTERNATE AIRFIELD

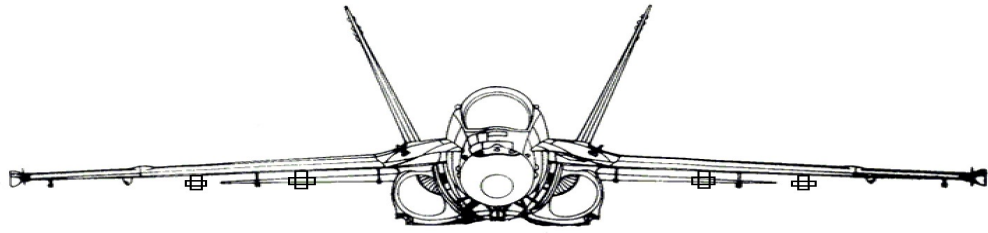
AIRFIELD	FREQUENCY	COORDINATE	REMARKS
Fujairah	124.600 AM	N25°06'21" E56°20'25"	Nearest to Recovery
Khasab	124.350 AM	N26°10'57" E56°14'37"	Peninsula north tip
B.Abbas	118.100 AM	N27°13'58" E56°23'12"	Under friendly control

PART B. TACTICAL INFORMATION

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LOADOUT



STATION	9	8	7	6	5	4	3	2	1
Hawk 1-1	9X	2*AB	2*AC	7P	CT	7P	2*AC	2*AB	9X
Hawk 1-2	9X	2*AB	2*AC	7P	CT	7P	2*AC	2*AB	9X
Hawk 1-3	9X	2*AB	2*AC	7P	CT	7P	2*AC	2*AB	9X
Hawk 1-4	9X	2*AB	2*AC	7P	CT	7P	2*AC	2*AB	9X
Hawk 2-1	9X	2*AB	2*AC	7P	CT	7P	2*AC	2*AB	9X
Hawk 2-2	9X	2*AB	2*AC	7P	CT	7P	2*AC	2*AB	9X
Hawk 2-3	9X	2*AB	2*AC	7P	CT	7P	2*AC	2*AB	9X
Hawk 2-4	9X	2*AB	2*AC	7P	CT	7P	2*AC	2*AB	9X

INTERNAL	GUNS	FLARE	CHAFF	TOTAL FUEL	TOTAL WEIGHT	ADV TRIM
Hawk 1-1	578	30	90	13047 lbs	45757 lbs	17
Hawk 1-2	578	30	90	13047 lbs	45757 lbs	17
Hawk 1-3	578	30	90	13047 lbs	45757 lbs	17
Hawk 1-4	578	30	90	13047 lbs	45757 lbs	17
Hawk 2-1	578	30	90	13047 lbs	45757 lbs	17
Hawk 2-2	578	30	90	13047 lbs	45757 lbs	17
Hawk 2-3	578	30	90	13047 lbs	45757 lbs	17
Hawk 2-4	578	30	90	13047 lbs	45757 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	Wizard	265.00	3	Red 2	Wizard	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)**

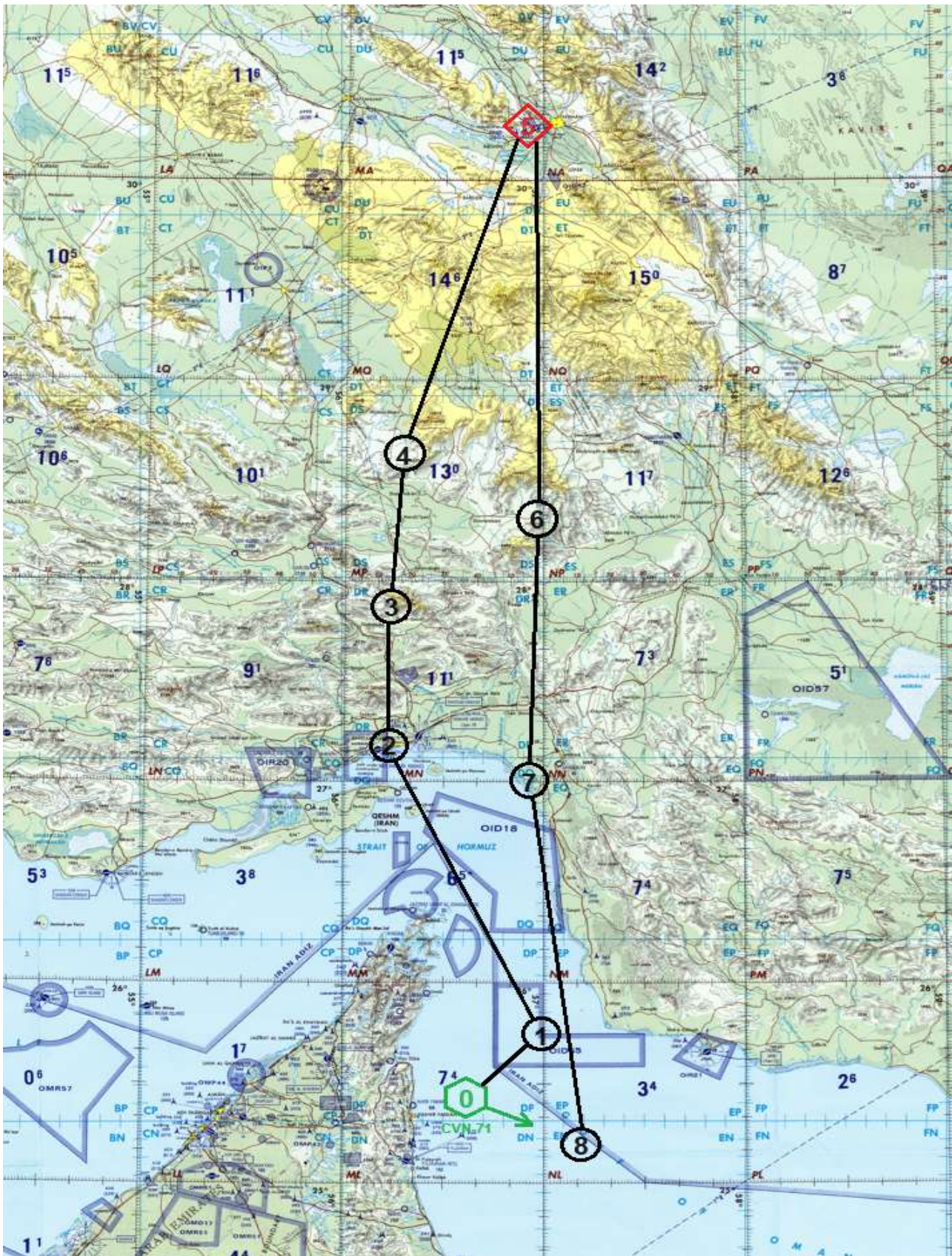
WP	NAME	TIME	SPEED	ALTITUDE	ACTION	REMARKS
0	LAU	0810L			Launch	Bingo 5500 lbs
1	RV	0820L	0.60M	MSL 25K	Regroup	Exp Push Time 25
2	DRY	0835L	0.85M	MSL 25K	Check In	Aerial Refueling
3	ING	0855L	0.85M	MSL 35K	Fence In	Check in Darkstar
4	OCA	0900L	0.85M	MSL 35K	Attack	Start OCA
5	ROCK					Kerman AB
6	EGR	0950L	0.85M	MSL 35K	Egress	End OCA
7	WET	1000L	0.80M	MSL 30K	Fence Out	Feet Wet
8	REC	1015L	0.75M	MSL 1K	Recovery	Tanker Ready

FLIGHT PLAN (HAWK 2)

WP	NAME	TIME	SPEED	ALTITUDE	ACTION	REMARKS
0	LAU	0810L			Launch	Bingo 5500 lbs
1	RV	0820L	0.60M	MSL 25K	Regroup	Exp Push Time 25
2	DRY	0835L	0.85M	MSL 25K	Check In	Aerial Refueling
3	ING	0855L	0.85M	MSL 35K	Fence In	Check in Darkstar
4	OCA	0900L	0.85M	MSL 35K	Attack	Start OCA
5	ROCK					Kerman AB
6	EGR	0950L	0.85M	MSL 35K	Egress	End OCA
7	WET	1000L	0.80M	MSL 30K	Fence Out	Feet Wet
8	REC	1015L	0.75M	MSL 1K	Recovery	Tanker Ready

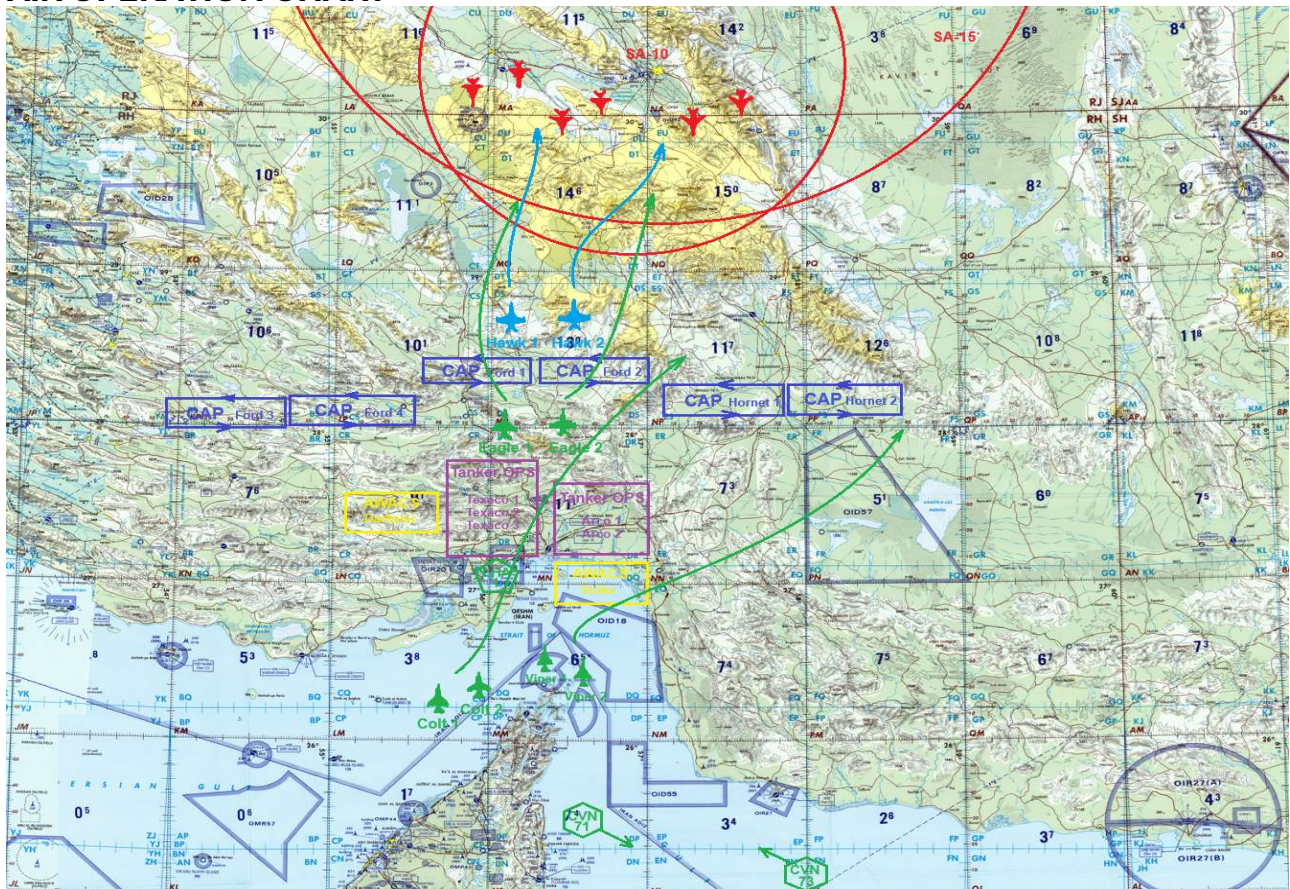


FLIGHT PLAN

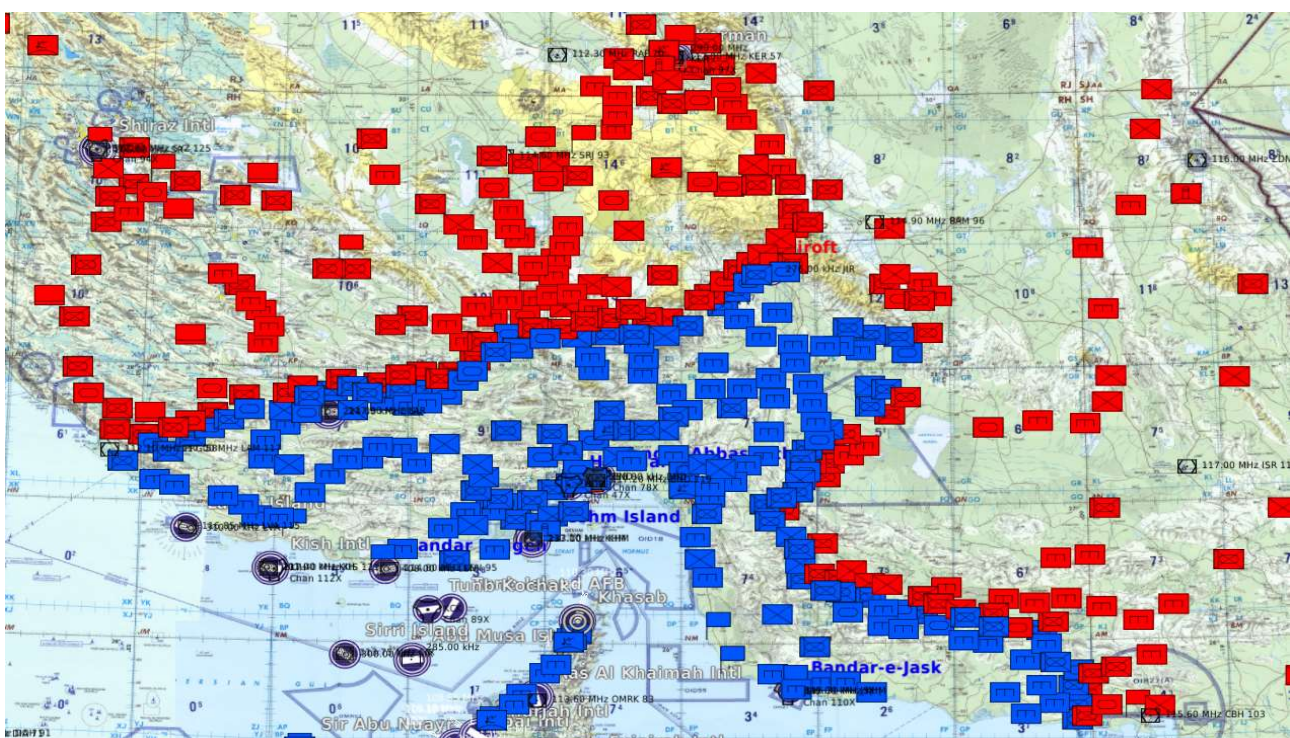




AIR OPERATION CHART



GROUND OPERATION CHART



TANKER OPS

TEXACO 1 KC- 135MPRS
CH10, 53X, FL250

TEXACO 2 KC-135MPRS
262.5AM, 55X, FL260

TEXACO 3 KC-135
262.7AM, 57X, FL270

TANKER OPS

ARCO 1 KC- 130
CH11, 54X, FL210

ARCO 2 KC- 130
259.5AM, 56X, FL220

WARNING IRAN
Flight outside controlled airspace & ATP routes is PROHIBITED

EGRESS

3 ING

2 DRY

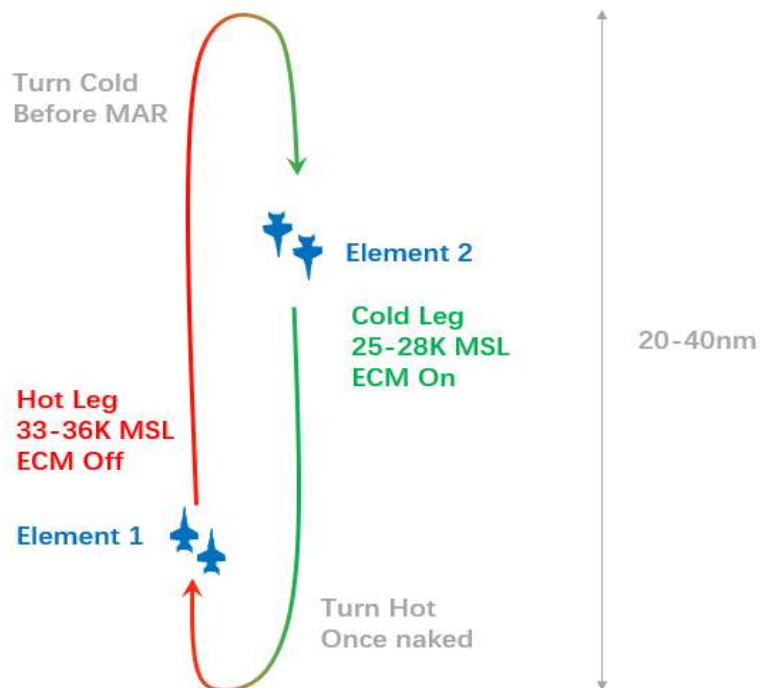
7 WET

STRAIT OF HORMUZ



BASIC BVR TACTICS 1

Grinder



BASIC BVR TACTICS 2

Pincer

