

OPERATION HORMUZ

AIR FORCE 04 STEEL HUNTERS

BRIEFING MATERIAL (CLASSIFIED)



MISSION: CM-1405/1406/1407/1408

AL DHAFRA AFB & AL MINHAD AFB

380TH AIR WING GROUP

2011.07.03

PART A. MISSION BRIEFING

MISSION: CM-1405/1406/1407/1408



SITUATION UPDATE

On Day 12, ground operations saw substantial progress, particularly around Bandar Abbas City. The US-led ground forces secured Mountain Genu, resulting in the first siege of Bandar Abbas City since the conflict began. This accomplishment effectively severed the city's northern logistics corridor, further tightening the grip on Bandar Abbas. The ground troops continued to reinforce positions, consolidating the siege. The USMC 1st Division's 1st and 2nd Regiments entrenched themselves in the city's western industrial complex, fortifying it into a robust stronghold and base of operations. On the eastern flank, the 4th Regiment took control of Bandar Abbas Airport, while the 5th Regiment secured the strategic Dasht-e Eman junction, linking Qadehar Town and the North Corridor. Meanwhile, the 6th Regiment held the high ground atop Mountain Genu, with reinforcements regrouping in the rural areas between the mountain and the city. Despite the swift collapse of Iranian defenses in other towns, Bandar Abbas remains resilient, suggesting the potential for intense urban combat. Our intelligence reports indicate that the Iranian Army's 2nd Corps has mobilized a significant counteroffensive, scheduled for Day 13. Overnight, eight battle tank brigades were dispatched via railway to the frontline. At dawn, our scouts atop Mountain Genu observed tank columns advancing through the Fin area, approximately 35 kilometers northwest of their position. The Navy has dispatched two F/A-18C flights, callsign Hawks, to intercept the first wave of the enemy's steel torrent, as logistical issues have hindered some weapon supplies at Al Minhad AFB. Nevertheless, the Hornets were unable to destroy the vast numbers of enemy battle tanks moving toward our positions. Six pre-planned CAS flights from the Air Force—consisting of four F-16Cs and two A-10Cs fully loaded with anti-tank weapons—are scheduled to take off shortly to repel the second wave, followed by six additional A-10C flights from Al Minhad AFB to get airborne and hunt for the remaining tanks afterward. Meanwhile, the Air Force has also scheduled an OCA strike package, consisting of two F-15E flights, to destroy the enemy's key logistics facilities in the North Corridor, thereby cutting weapon supplies to the enemy's frontline. The imminent battle in Bandar Abbas and its environs marks a critical juncture in the war.

PART A. MISSION BRIEFING

MISSION: CM-1405/1406/1407/1408



MISSION BRIEFING

Package #1405: Viper 1, 2, 3, 4 four Viper flights are tasked with providing preplanned CAS against Iranian tank brigades advancing toward the DALLAS position. Each flight will engage independently within the broader AO, targeting armor columns in the north of DALLAS (WP6). Flights will cold start at Al Dhafra with staggered takeoff beginning at 1310L. Following departure, each flight will regroup at WP2 at FL250, preparing for the push at 1325L. At WP3, flights will check in and begin ingress, maintaining tactical altitude for coordination with control agency. Before entering CAS area, refuel is scheduled at WP4 via Texaco 3 or 4. Viper flights will proceed to support areas near WP6 (DALLAS), engaging mechanized armor columns with CBU-97 and AGM-65H ordnance. All flights must prioritize armored units moving along the Fin-Bandar Abbas corridor. Following completion of CAS taskings, Vipers will egress via WP7 and RTB through WP8-10, landing at Al Dhafra AFB at around 1523L. Enemy airborne threats are anticipated in the operation area, therefore, coordination with CAP flights and AWACS is critical for deconfliction and threat tracking during target runs. Tanker (Texaco 5) will be available near WP8.

Package #1407: Dodge 1 and Dodge 2 are assigned a bombing task the Hazrat Amir train station, a critical logistics hub in the North Corridor. Intelligence indicates the site is actively unloading tanks and heavy armor for the Iranian counteroffensive. Flights will cold start at Al Dhafra, taking off at 1315L and 1316L respectively. After departure and climb out, Dodge flights will regroup at WP2 at FL250 and push at 1328L. Ingress continues through WP3, with "Feet Dry" over the coastline at WP4 by 1345L. Descend begins at WP5 to set up the weapon profile with one single run releasing all bombs, aiming to inflict the largest destruction at site. At WP6, Dodge flights will conduct a carpet bombing attack at 1,000 ft AGL, deploying Mk-82 snakeeyes against rail yards, fuel depots, warehouses, weapon supplies, wagons and station offices. Dodge must perform self-escort, defending against enemy airborne threats in the region. Meanwhile, also watch out possible MANPADS from the ground. After strike is completed, climb back to FL250 and egress southward to WP7. Both flights will return via WP8-10 to Al Dhafra AFB, ensuring safe separation and landing around 1434L. Tanker (Texaco 5) will be available near WP8.

PART A. MISSION BRIEFING

MISSION: CM-1405/1406/1407/1408



Package #1406: Hawg 1 and Hawg 2 are tasked with intercepting and eliminating armored units moving toward MEMPHIS, a forward operating sector critical to the eastern defense line around Bandar Abbas. Both flights will takeoff from Al Minhad at 1312L and 1313L, climbing en route to RV at WP2 by FL150. Latest push time is 1325L. At WP3, flights will check in and proceed towards WP4. Flights are scheduled to refuel before entering CAS AO near at WP4 via Texaco 6. Refueling should be finished before 1400L, then both flights proceed to WP5 and engage tank formations to the north of the MEMPHIS (WP5). Flight leaders must prioritize targets near the MEMPHIS choke point, then shift east to support DALLAS (WP6) as needed and coordinate with Vipers. Maneuver away from Bandar Abbas city when flying below 10,000 feet. After completing the tasking, egress will be executed at WP7, with return via WP8–10 for landing at Al Minhad around 1548L. Tanker (Texaco 5) will be available near WP8.

Package #1408: Ford 1 and Ford 2 are assigned CAP missions over the operational zone encompassing the DALLAS and MEMPHIS sectors. Their primary role is to secure air superiority and prevent Iranian or Russian fighter interference with ongoing CAS and strike operations. Flights depart at 1310L and 1311L respectively. After takeoff, regroup at WP2 at FL250 and push time is 1320L. At WP3, flights will check in and ingress to WP4 and perform aerial refueling until all tanks are full. Refueling should be done before 1350LT, then both flights will proceed to their assigned CAP stations between WP5 and WP6 by 1400L at FL350, with a 60-minute VUL time. Key threat aircraft include MiG-29s, F-14s, and Russian mercenary Su-27s. Engage as required to maintain airspace control. At 1500L, Navy's Hornet 3 and 4 will take over the CAP station, and Ford 1 and 2 shall be relieved to egress via WP7. Return route will proceed through WP8–10, with landings scheduled around 1528L. Tanker (Texaco 5) will be available near WP8.

[Designer's Note]

1. AI Flight will be activated at 10 minutes after mission start if no Players sit in a flight.
2. Recommend to pause game until all Players are in seats and ready.

PART B. TACTICAL INFORMATION
MISSION: CM-1405/1406/1407/1408



BASIC INFORMATION

START TIME 03-JUL-2011 1300LT (0900UTC)
TAKEOFF TIME 1310LT LAND TIME 1520LT
HOME FREQ AL DHAFRA 251.1AM TCN 96X AL MINHAD 250.1AM
WX CLR SR 0529LT SS 1913LT TEMP 35 C CLD 8K WIND 120 8KTS GOOD VSBY

MISSION OBJECTIVES

#1405 PRI Destroy Iran tank groups moving towards DALLAS
#1406 PRI Destroy Iran tank groups moving towards MEMPHIS
#1407 PRI Destroy Hazrat Amir weapon supplies at Hazrat Amir train station
#1408 PRI Perform CAP tasks and prevent enemy airborne threat entering OPS zone

THREAT ANALYSIS

Air to air Mig-29, F-14, F-4 (Iran); Su-27, Mig-29 (Russia)
Surface to air SA-10 at Jiroft, SA-10 at Sirjan, AAA & Manpads in Bandar Abbas

PACKAGE ELEMENTS

PKG#	FLIGHT	A/C	NO.	AIRBASE	TASK	TARGET
1405	Viper 1	F-16C	2	Al Dhafra	CAS	Tanks north of DALLAS
1405	Viper 2	F-16C	2	Al Dhafra	CAS	Tanks north of DALLAS
1405	Viper 3	F-16C	2	Al Dhafra	CAS	Tanks north of DALLAS
1405	Viper 4	F-16C	2	Al Dhafra	CAS	Tanks north of DALLAS
1407	Dodge 1	F-15E	2	Al Dhafra	Bombing	Hazrat Amir train station
1407	Dodge 2	F-15E	2	Al Dhafra	Bombing	Hazrat Amir train station
1406	Hawg 1	A-10C	2	Al Minhad	CAS	Tanks north of MEMPHIS
1406	Hawg 2	A-10C	2	Al Minhad	CAS	Tanks north of MEMPHIS
1408	Ford 1	F-15C	2	Al Minhad	CAP	Enemy Airborne Threat
1408	Ford 2	F-15C	2	Al Minhad	CAP	Enemy Airborne Threat

SUPPORT FLIGHT

FLIGHT	A/C	NO.	AIRBASE	TASK	COMM	TCN
Darkstar	E-3A	1	Liwa AFB	AWACS	UHF CH5	
Magic	E-2D	1	Liwa AFB	AWACS	UHF CH6	
Wizard	E-3A	1	Liwa AFB	AWACS	UHF CH7	
Texaco 3	KC-135	1	Liwa AFB	Refuel	UHF CH8	57X
Texaco 4	KC-135	1	Liwa AFB	Refuel	UHF CH9	58X
Texaco 5	KC-135	1	Liwa AFB	Refuel	UHF CH10	59X
Texaco 6	KC-135	1	Liwa AFB	Refuel	UHF CH11	60X

ALTERNATE AIRFIELD

AIRFIELD	FREQUENCY	COORDINATE	REMARKS
Qeshm	250.15 AM / 118.05 AM	N26°45'11" E55°54'00"	RWY 05/23
Khasab	250.00 AM / 124.35 AM	N23°39'06" E53°49'27"	RWY 01/19

PART B. TACTICAL INFORMATION
MISSION: CM-1405/1406/1407/1408



LOADOUT



	9	8	7	6	5R	5	5L	4	3	2	1
Viper 1-1	AC	9X	3*65H	CBU97	T	CT	H	CBU97	3*65H	9X	AC
Viper 1-2	AC	9X	3*65H	CBU97	T	CT	H	CBU97	3*65H	9X	AC
Viper 2-1	AC	9X	3*65H	CBU97	T	CT	H	CBU97	3*65H	9X	AC
Viper 2-2	AC	9X	3*65H	CBU97	T	CT	H	CBU97	3*65H	9X	AC
Viper 3-1	AC	9X	3*65H	CBU97	T	CT	H	CBU97	3*65H	9X	AC
Viper 3-2	AC	9X	3*65H	CBU97	T	CT	H	CBU97	3*65H	9X	AC
Viper 4-1	AC	9X	3*65H	CBU97	T	CT	H	CBU97	3*65H	9X	AC
Viper 4-2	AC	9X	3*65H	CBU97	T	CT	H	CBU97	3*65H	9X	AC

FLIGHT PLAN (VIPER 1,2)

WP	NAME	TIME	SPEED	ALTITUDE	ACTION	REMARKS
0	ADB	1310L			Takeoff	Bingo 2500 lbs
1	DEP	1313L	0.60M	MSL 5K	Outbound	Contact Departure
2	RV	1318L	0.60M	MSL 25K	Regroup	Push Time 1025L
3	PRE	1335L	0.75M	MSL 25K	Ingress	Check In
4	AAR	1343L	0.75M	MSL 25K	Refuel	Texaco 3 or 4
5	MEM				Defend	Memphis Point
6	DAL	1405L	0.75M	MSL 25K	Defend	Dallas Point
7	EGR	1500L	0.75M	MSL 25K	Egress	Fence Out
8	RET	1515L	0.70M	MSL 15K	Inbound	Contact Arrival
9	ARR	1521L	0.40M	MSL 3K	Arrival	Turn Final
10	RWY	1523L			Landing	Runway 31L

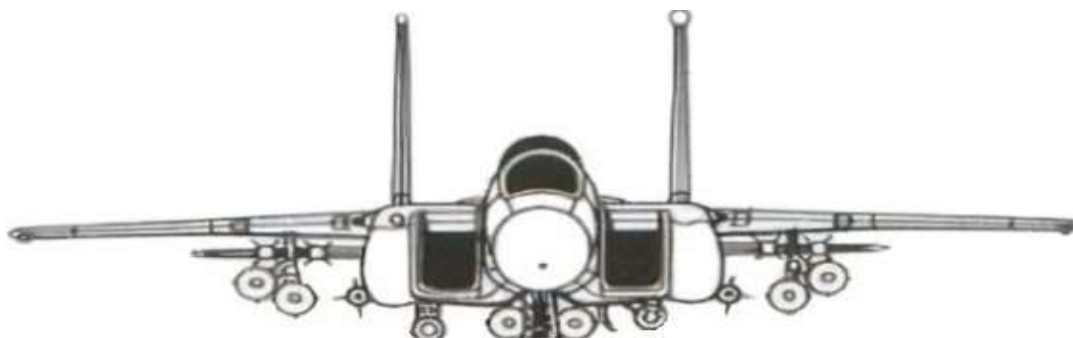
FLIGHT PLAN (VIPER 3,4)

WP	NAME	TIME	SPEED	ALTITUDE	ACTION	REMARKS
0	ADB	1312L			Takeoff	Bingo 2500 lbs
1	DEP	1315L	0.60M	MSL 5K	Outbound	Contact Departure
2	RV	1320L	0.60M	MSL 25K	Regroup	Push Time 1025L
3	PRE	1335L	0.75M	MSL 25K	Ingress	Check In
4	AAR	1343L	0.75M	MSL 25K	Refuel	Texaco 3 or 4
5	MEM				Defend	Memphis Point
6	DAL	1405L	0.75M	MSL 25K	Defend	Dallas Point
7	EGR	1500L	0.75M	MSL 25K	Egress	Fence Out
8	RET	1515L	0.70M	MSL 15K	Inbound	Contact Arrival
9	ARR	1521L	0.40M	MSL 3K	Arrival	Turn Final
10	RWY	1523L			Landing	Runway 31L

PART B. TACTICAL INFORMATION
MISSION: CM-1405/1406/1407/1408



LOADOUT



	8B	8	8A	RC	7C	6C	NVP	5	TGP	4C	3C	LC	2B	2	2A
Dodge 1-1	AB	82SE	AB	6*82SE			N	CT	T		6*82SE	AB	82SE	AB	
Dodge 1-2	AB	82SE	AB	6*82SE			N	CT	T		6*82SE	AB	82SE	AB	
Dodge 2-1	AB	82SE	AB	6*82SE			N	CT	T		6*82SE	AB	82SE	AB	
Dodge 2-2	AB	82SE	AB	6*82SE			N	CT	T		6*82SE	AB	82SE	AB	

FLIGHT PLAN (DODGE 1)

WP	NAME	TIME	SPEED	ALTITUDE	ACTION	REMARKS
0	ADB	1315L			Takeoff	Bingo 4500 lbs
1	DEP	1318L	0.60M	MSL 5K	Outbound	Contact Departure
2	RV	1323L	0.60M	MSL 25K	Regroup	Push Time 1028L
3	PRE	1338L	0.85M	MSL 30K	Ingress	Check In
4	DRY	1345L	0.85M	MSL 30K	Feet Dry	Fence In
5	IP	1355L	0.80M	MSL 10K	Ready	Descend to 10K
6	TGT	1357L	0.80M	AGL 3K	Bombing	TGT: Train station
7	EGR	1412L	0.75M	MSL 25K	Egress	Fence Out
8	RET	1427L	0.70M	MSL 15K	Inbound	Contact Arrival
9	ARR	1432L	0.40M	MSL 3K	Arrival	Turn Final
10	RWY	1434L			Landing	Runway 31L

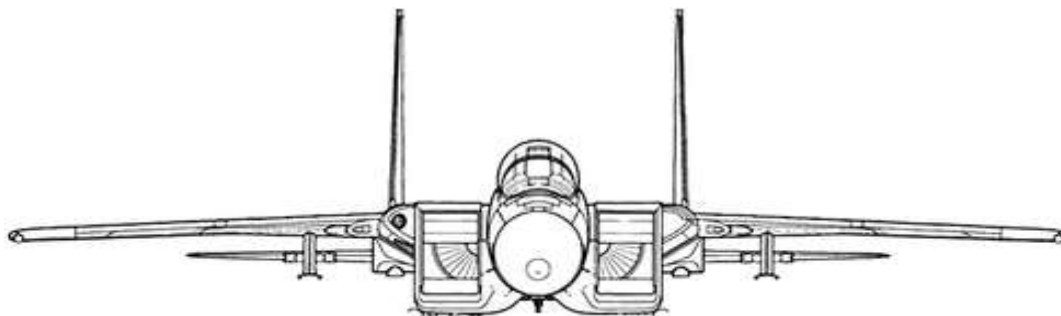
FLIGHT PLAN (DODGE 2)

WP	NAME	TIME	SPEED	ALTITUDE	ACTION	REMARKS
0	ADB	1316L			Takeoff	Bingo 4500 lbs
1	DEP	1319L	0.60M	MSL 5K	Outbound	Contact Departure
2	RV	1324L	0.60M	MSL 25K	Regroup	Push Time 1028L
3	PRE	1338L	0.85M	MSL 30K	Ingress	Check In
4	DRY	1345L	0.85M	MSL 30K	Feet Dry	Fence In
5	IP	1355L	0.80M	MSL 10K	Ready	Descend to 10K
6	TGT	1357L	0.80M	AGL 3K	Bombing	TGT: Train station
7	EGR	1412L	0.75M	MSL 25K	Egress	Fence Out
8	RET	1427L	0.70M	MSL 15K	Inbound	Contact Arrival
9	ARR	1432L	0.40M	MSL 3K	Arrival	Turn Final
10	RWY	1434L			Landing	Runway 31L

PART B. TACTICAL INFORMATION
MISSION: CM-1405/1406/1407/1408



LOADOUT



	11	10	9	8	7	6	5	4	3	2	1
Ford 1-1	AC	WT	AC	AB	AB	CT	AB	AB	AC	WT	AC
Ford 1-2	AC	WT	AC	AB	AB	CT	AB	AB	AC	WT	AC
Ford 2-1	AC	WT	AC	AB	AB	CT	AB	AB	AC	WT	AC
Ford 2-2	AC	WT	AC	AB	AB	CT	AB	AB	AC	WT	AC

FLIGHT PLAN (FORD 1)

WP	NAME	TIME	SPEED	ALTITUDE	ACTION	REMARKS
0	AMB	1310L			Takeoff	Bingo 4000 lbs
1	DEP	1312L	0.60M	MSL 5K	Outbound	Contact Departure
2	RV	1316L	0.60M	MSL 25K	Regroup	Push Time 1020L
3	PRE	1325L	0.85M	MSL 25K	Ingress	Check In
4	AAR	1331L	0.85M	MSL 25K	Refuel	Texaco 3 or 4
5	CAP	1400L	0.85M	MSL 35K	CAP	On Station 1400L
6	CAP	1500L	0.80M	MSL 35K	CAP	Off Station 1500L
7	EGR	1510L	0.75M	MSL 25K	Egress	Fence Out
8	RET	1520L	0.70M	MSL 15K	Inbound	Contact Arrival
9	ARR	1525L	0.40M	MSL 3K	Arrival	Turn Final
10	RWY	1528L			Landing	Runway 27

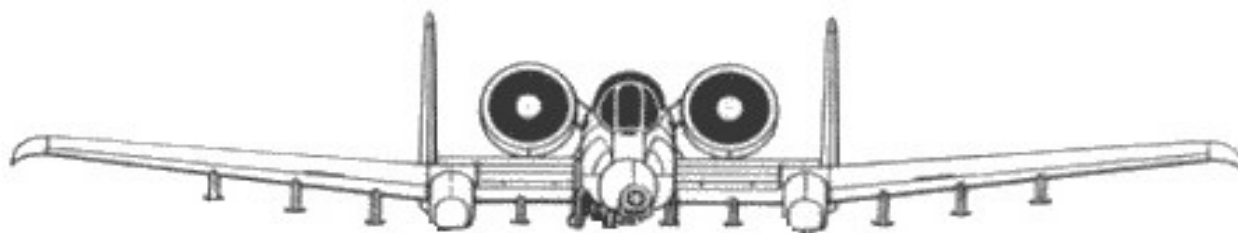
FLIGHT PLAN (FORD 2)

WP	NAME	TIME	SPEED	ALTITUDE	ACTION	REMARKS
0	AMB	1311L			Takeoff	Bingo 4000 lbs
1	DEP	1313L	0.60M	MSL 5K	Outbound	Contact Departure
2	RV	1317L	0.60M	MSL 25K	Regroup	Push Time 1020L
3	PRE	1325L	0.85M	MSL 25K	Ingress	Check In
4	AAR	1331L	0.85M	MSL 25K	Refuel	Texaco 3 or 4
5	CAP	1400L	0.85M	MSL 35K	CAP	On Station 1400L
6	CAP	1500L	0.80M	MSL 35K	CAP	Off Station 1500L
7	EGR	1510L	0.75M	MSL 25K	Egress	Fence Out
8	RET	1520L	0.70M	MSL 15K	Inbound	Contact Arrival
9	ARR	1525L	0.40M	MSL 3K	Arrival	Turn Final
10	RWY	1528L			Landing	Runway 27

PART B. TACTICAL INFORMATION
MISSION: CM-1405/1406/1407/1408



LOADOUT



	11	10	9	8	7	6	5	4	3	2	1
Hawg 1-1	2*9M	T	3*65H	2*82L				2*82L	3*65H	C97 ECM	
Hawg 1-2	2*9M	T	3*65H	2*82L				2*82L	3*65H	C97 ECM	
Hawg 2-1	2*9M	T	3*65H	2*82L				2*82L	3*65H	C97 ECM	
Hawg 2-2	2*9M	T	3*65H	2*82L				2*82L	3*65H	C97 ECM	

FLIGHT PLAN (HAWG 1)

WP	NAME	TIME	SPEED	ALTITUDE	ACTION	REMARKS
0	AMB	1312L			Takeoff	Bingo 2500 lbs
1	DEP	1315L	0.40M	MSL 5K	Outbound	Contact Departure
2	RV	1320L	0.40M	MSL 15K	Regroup	Push Time 1025L
3	PRE	1333L	0.50M	MSL 15K	Ingress	Check In
4	AAR	1348L	0.50M	MSL 15K	Refuel	Texaco 6
5	MEM	1405L	0.40M	MSL 10K	Defend	Memphis Point
6	DAL				Defend	Dallas Point
7	EGR	1520L	0.40M	MSL 15K	Egress	Fence Out
8	RET	1540L	0.40M	MSL 15K	Inbound	Contact Arrival
9	ARR	1545L	0.40M	MSL 3K	Arrival	Turn Final
10	RWY	1548L			Landing	Runway 27

FLIGHT PLAN (HAWG 1)

WP	NAME	TIME	SPEED	ALTITUDE	ACTION	REMARKS
0	AMB	1313L			Takeoff	Bingo 2500 lbs
1	DEP	1316L	0.40M	MSL 5K	Outbound	Contact Departure
2	RV	1321L	0.40M	MSL 15K	Regroup	Push Time 1025L
3	PRE	1333L	0.50M	MSL 15K	Ingress	Check In
4	AAR	1348L	0.50M	MSL 15K	Refuel	Texaco 6
5	MEM	1405L	0.40M	MSL 10K	Defend	Memphis Point
6	DAL				Defend	Dallas Point
7	EGR	1520L	0.40M	MSL 15K	Egress	Fence Out
8	RET	1540L	0.40M	MSL 15K	Inbound	Contact Arrival
9	ARR	1545L	0.40M	MSL 3K	Arrival	Turn Final
10	RWY	1548L			Landing	Runway 27

PART B. TACTICAL INFORMATION
MISSION: CM-1405/1406/1407/1408



COMMS LADDER

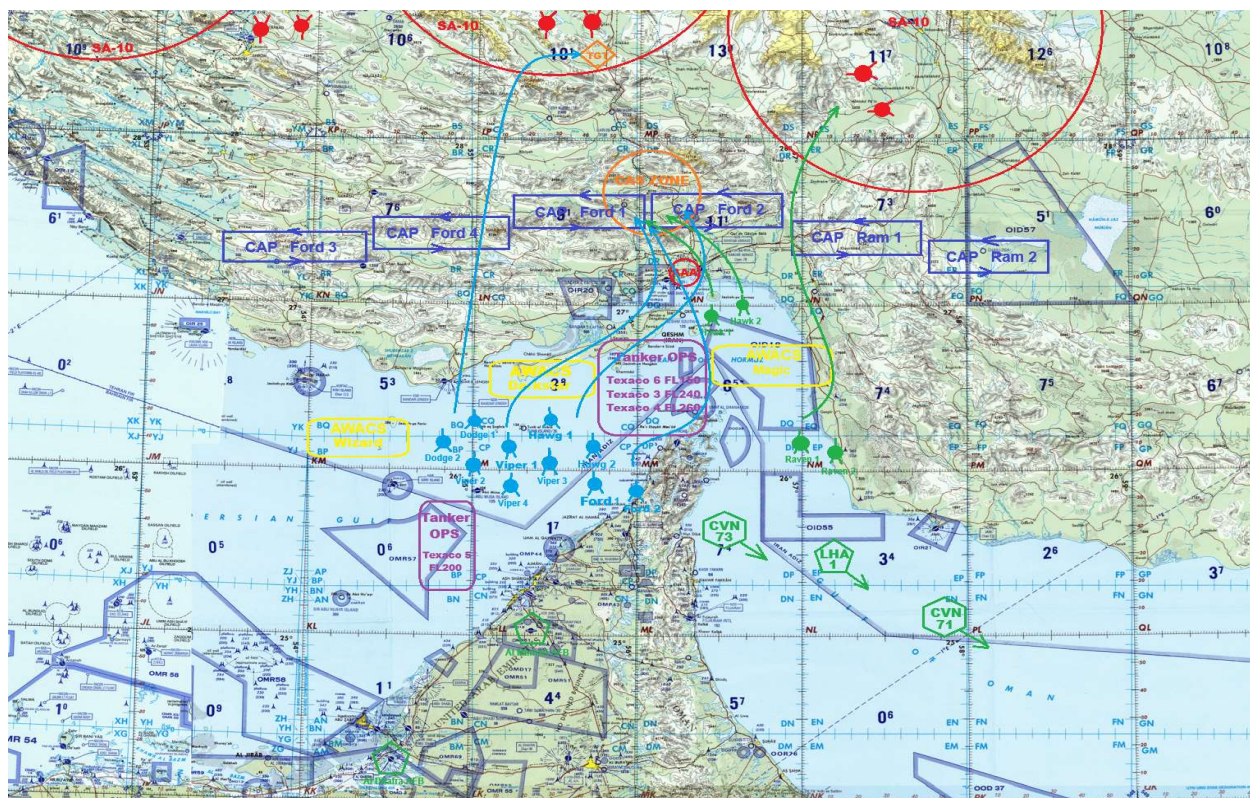
UHF CODE					AGCY	FREQ	MOD	VHF CODE					AGCY	FREQ	MOD
1	Green 1	Al Dhafra	251.10	AM				1	Green 1	Al Dhafra	126.50	AM			
2	Green 2	Al Minhad	250.10	AM				2	Green 2	Al Minhad	118.55	AM			
3	Green 3	Liwa	250.95	AM				3	Green 3	Liwa	119.30	AM			
4	Green 4	Khasab	250.00	AM				4	Green 4	Khasab	124.35	AM			
5	Red 1	Darkstar	256.00	AM				5	Yellow 1	Viper 1	131.10	AM			
6	Red 2	Magic	264.00	AM				6	Yellow 2	Viper 2	131.20	AM			
7	Red 3	Wizard	265.00	AM				7	Yellow 3	Viper 3	131.30	AM			
8	Violet 1	Texaco 3	257.30	AM				8	Yellow 4	Viper 4	131.40	AM			
9	Violet 2	Texaco 4	257.40	AM				9	Orange 1	Dodge 1	132.10	AM			
10	Violet 3	Texaco 5	257.50	AM				10	Orange 2	Dodge 2	132.20	AM			
11	Violet 4	Texaco 6	257.60	AM				11	Orange 3	Dodge 3	132.30	AM			
12								12	Orange 4	Dodge 4	132.40	AM			
13								13	Blue 1	Hawg 1	141.10	AM			
14								14	Blue 2	Hawg 2	141.20	AM			
15								15	Blue 3	Hawg 3	141.30	AM			
16								16	Blue 4	Hawg 4	141.40	AM			
17								17	Indigo 1	Ford 1	142.10	AM			
18								18	Indigo 2	Ford 2	142.20	AM			
19								19	Indigo 3	Ford 3	142.30	AM			
20								20	Indigo 4	Ford 4	142.40	AM			

OTHER TACTICAL INFO

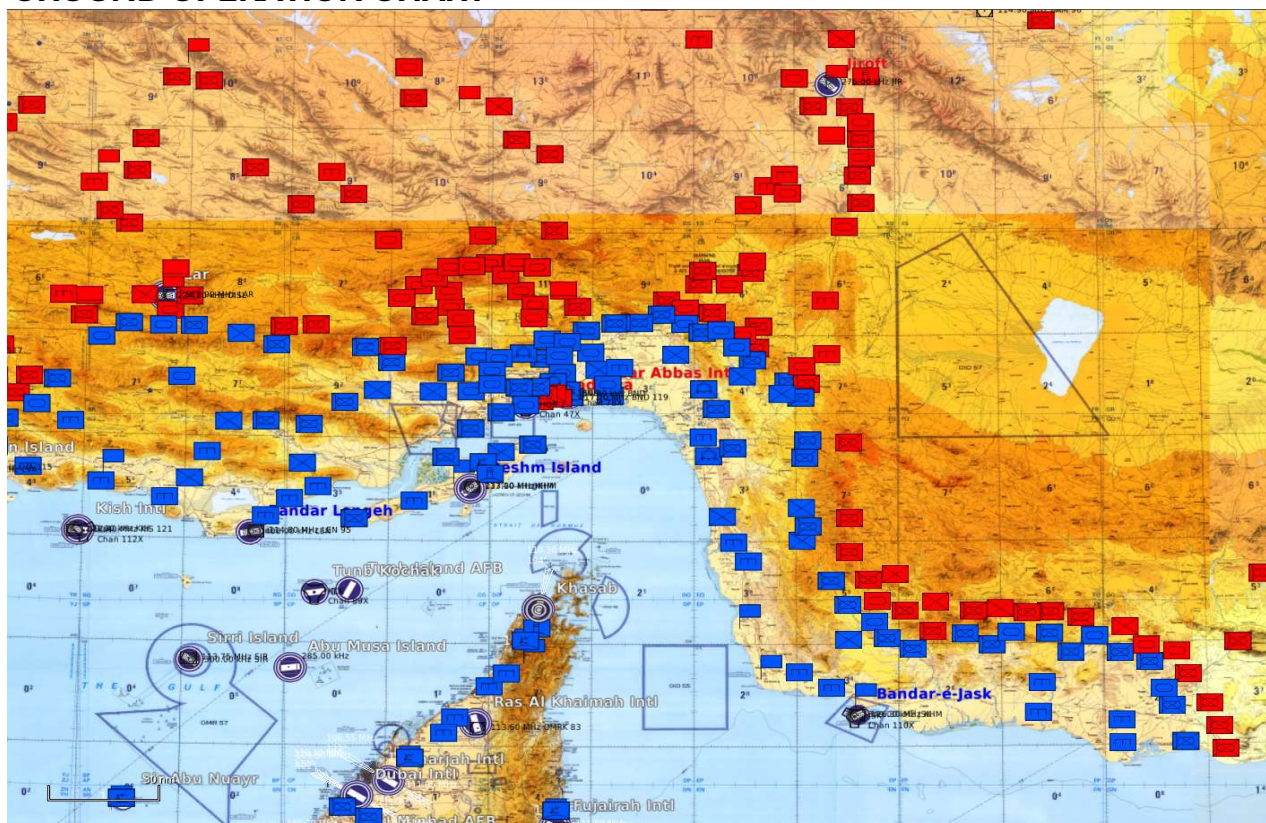
CALLSIGN	TAIL#	ROLE	A/A TCN	DATALINK	LSR CODE
Viper 1-1	91	Lead	11X	VR11	1651
Viper 1-2	92	Wing	12X	VR12	1652
Viper 2-1	93	Lead	13X	VR21	1653
Viper 2-2	94	Wing	14X	VR22	1654
Viper 3-1	95	Lead	15X	VR31	1655
Viper 3-2	96	Wing	16X	VR32	1656
Viper 4-1	97	Lead	17X	VR41	1657
Viper 4-2	98	Wing	18X	VR42	1658
Dodge 1-1	81	Lead	21X	DE11	1661
Dodge 1-2	82	Wing	22X	DE12	1662
Dodge 2-1	83	Lead	23X	DE21	1663
Dodge 2-2	84	Wing	24X	DE22	1664
Hawg 1-1	171	Lead	31X	HG11	1671
Hawg 1-2	172	Wing	32X	HG12	1672
Hawg 2-1	173	Lead	33X	HG21	1673
Hawg 2-2	174	Wing	34X	HG22	1674
Ford 1-1	201	Lead		FD11	
Ford 1-2	202	Wing		FD12	
Ford 2-1	203	Lead		FD21	
Ford 2-2	204	Wing		FD22	



AIR OPERATION CHART

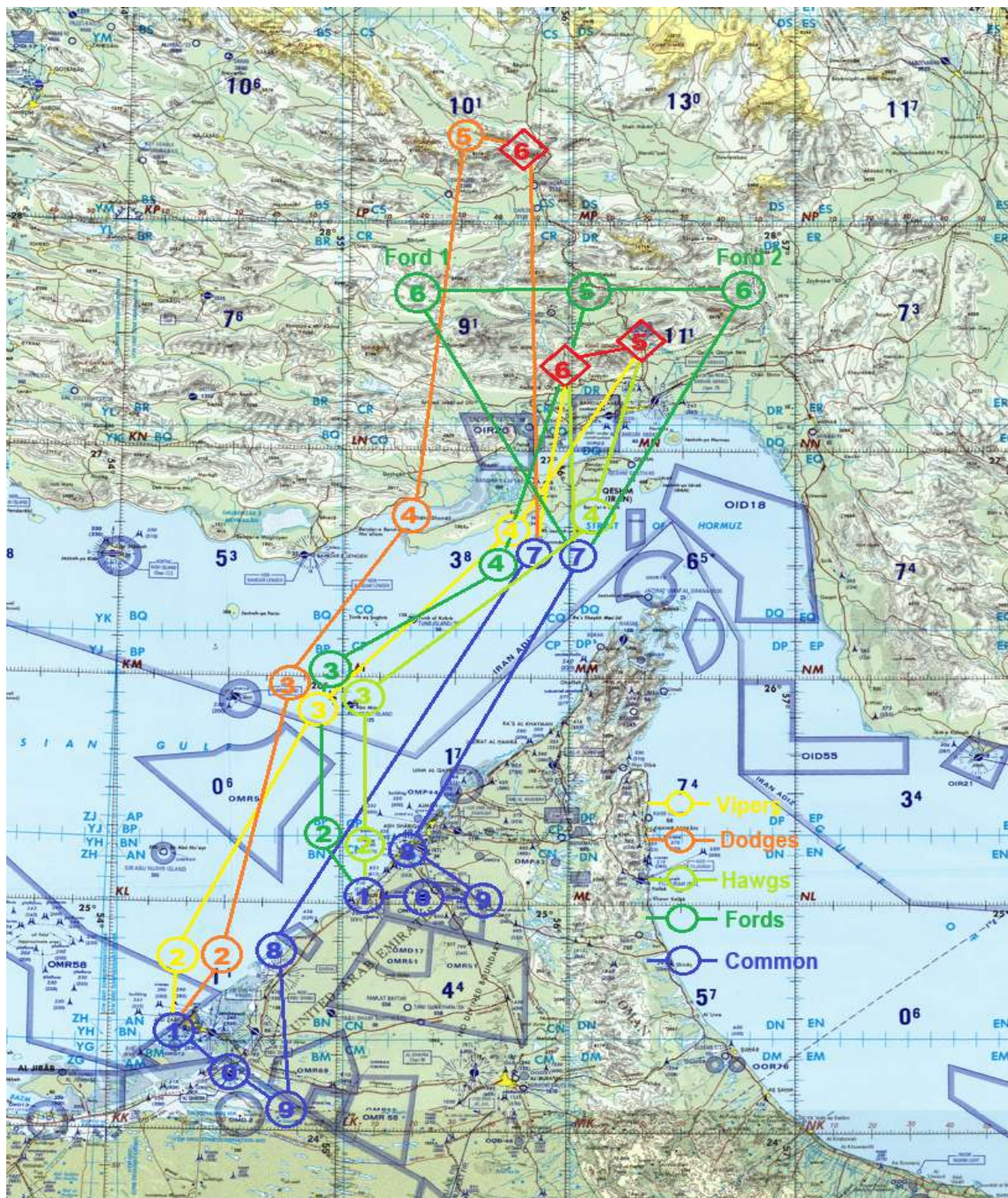


GROUND OPERATION CHART



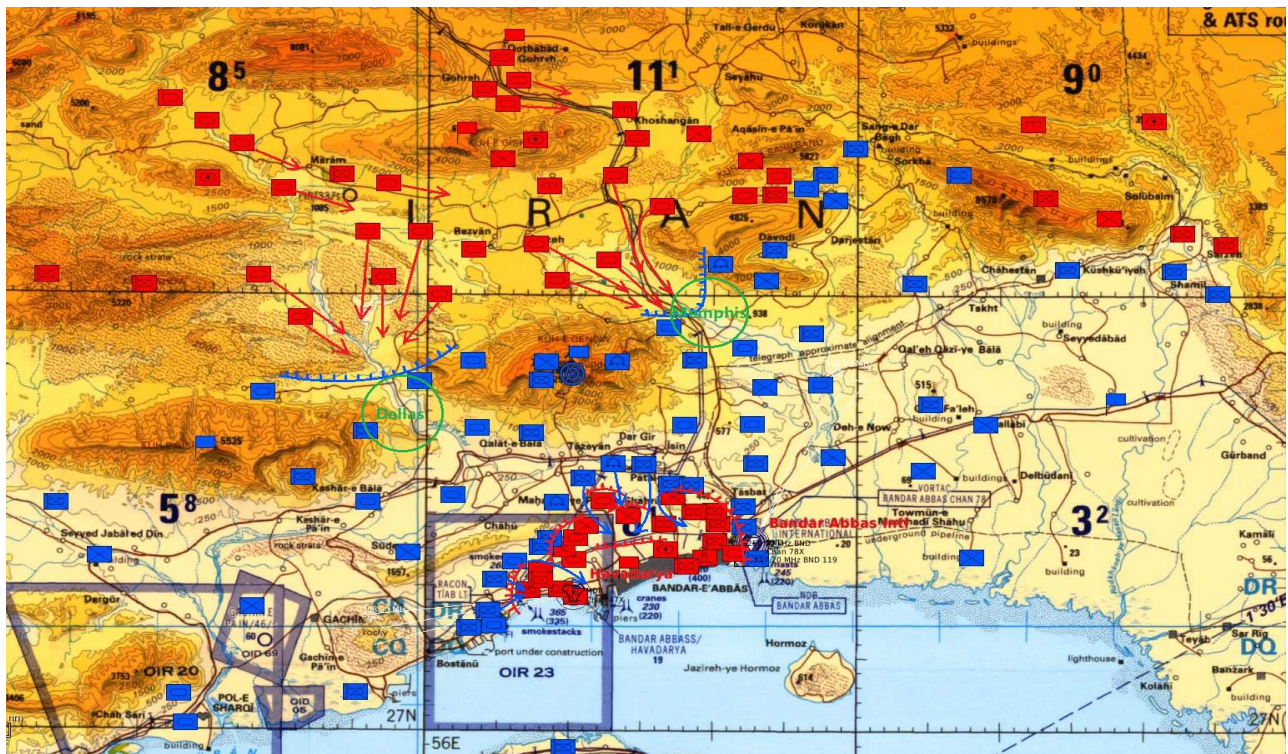


FLIGHT PLAN

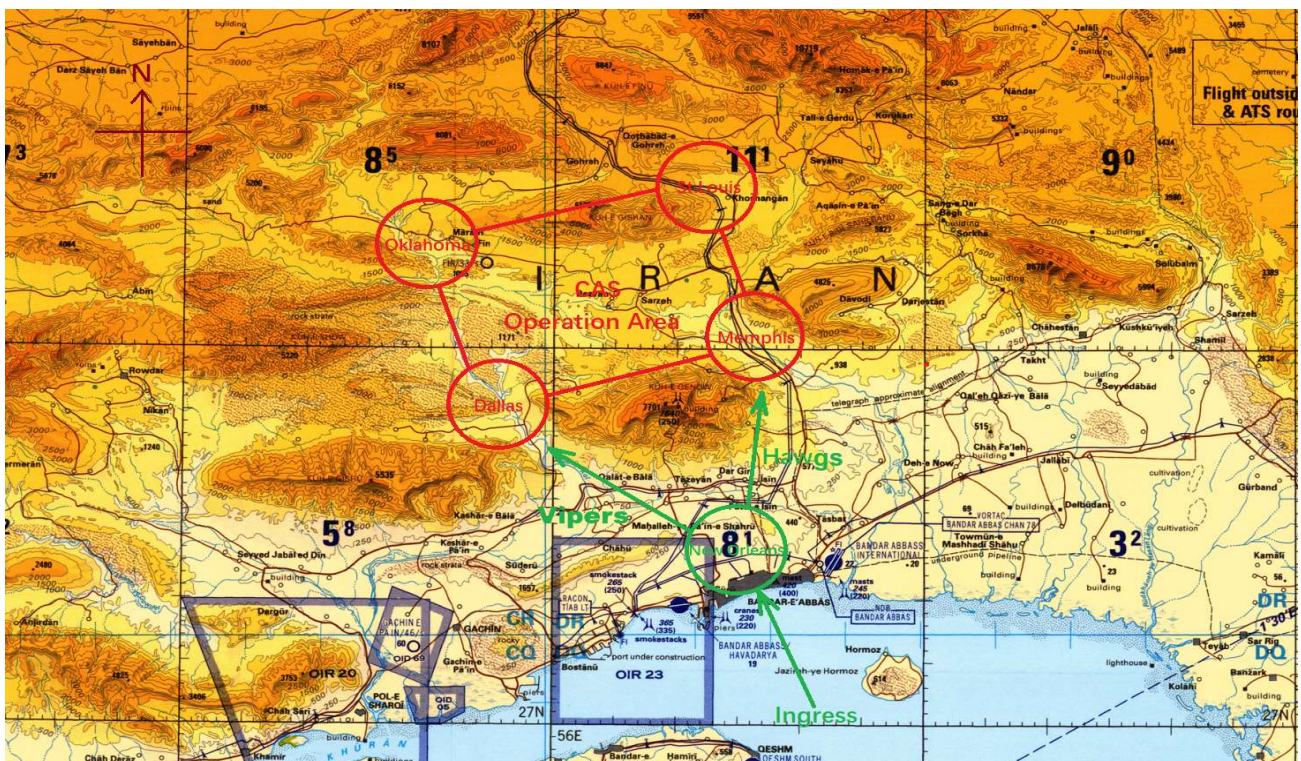




CAS OPERATION AREA SITUATION UPDATE

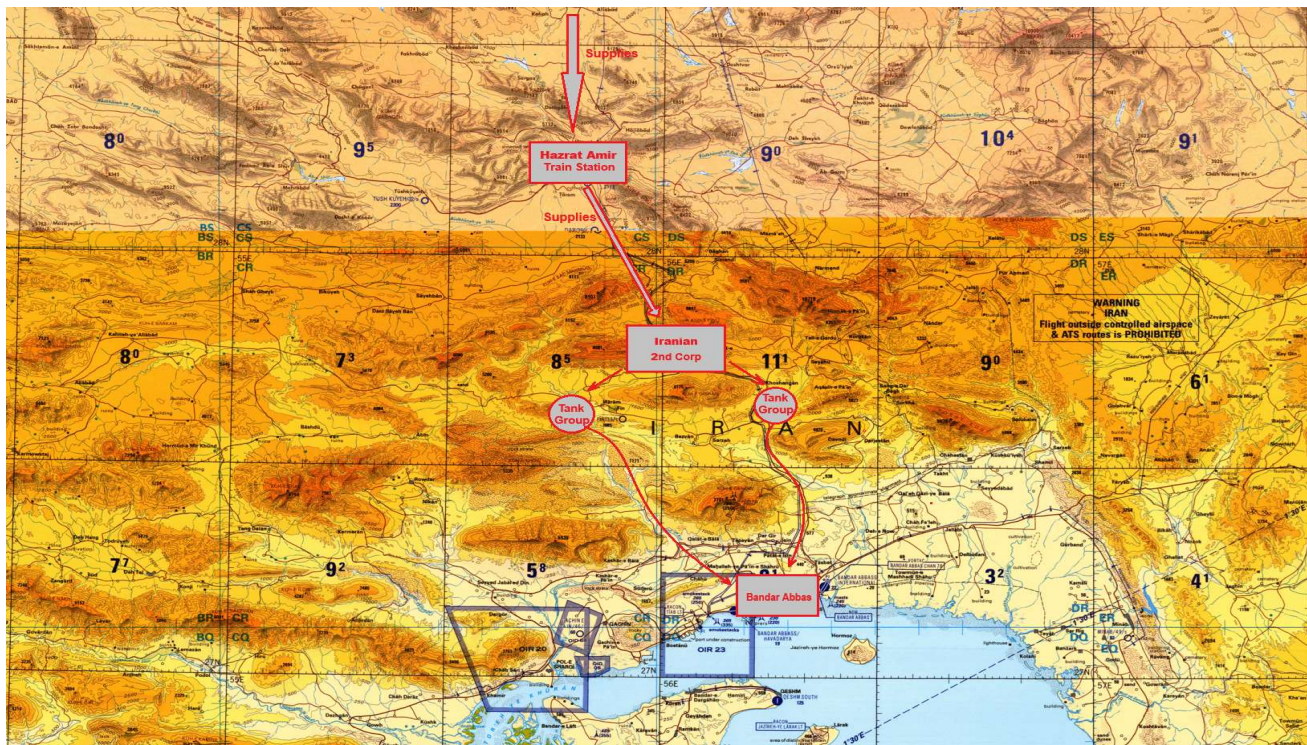


CAS PLAN (VIPER 1,2,3,4 & HAWG 1,2)





ENEMY'S NORTH CORRIDOR SUPPLY ROUTE



DODGE TARGET SATELLITE IMAGE (HAZRAT AMIR TRAIN STATION)

