

# OPERATION HORMUZ

## MISSION 09 DEATH FROM ABOVE

*BRIEFING MATERIAL (CLASSIFIED)*



TASK ID: CX-094701/CX-094702

USS CVN-71

VFA-97 WARHAWKS

2011.06.29



## **SITUATION UPDATE**

On the eighth day of war, a notable incident occurred near the northern outskirts of Bandar Abbas, where two Russian Su-27 fighters were engaged and downed, marking a significant escalation in Moscow's involvement in the conflict. This event coincided with an official statement from Moscow declaring unwavering support for the Iranian military coup, acknowledging the insurgent military faction as the legitimate governing authority of Iran. This stance revealed the depth of Russian involvement, highlighting years of clandestine support and funding towards key Iranian military leaders, culminating in a coordinated effort to bolster the coup's military capabilities through the deployment of a private mercenary group funded by the Kremlin. This group, operating under the guise of a security contract with the Iranian Army, had commenced the strategic transfer of personnel, helicopters, and fighter jets into Iran via the Caspian Sea several months before the war. The strategic implications of this alliance were further underscored by the blockade of the Hormuz Strait, a critical maritime chokepoint, leading to a drastic reduction in global crude oil supplies by approximately twenty million barrels per day. This disruption propelled crude oil prices to an unprecedented peak of 150 dollars per barrel, a stark increase from the pre-war level of 90 dollars, thereby generating substantial economic leverage for Russia amidst the global energy crisis and logistic disruption. Moscow's maneuver, aimed at maximizing economic advantage through geopolitical instability, showcased its intent to continue its support for the Iranian military coup, underscoring its influential role in regional power dynamics. Concurrently, on the ground, coalition forces reported substantial advances towards Bandar Abbas, with the USMC 1st and 2nd Regiments making significant inroads near Rajaei Port and the Jamal Ahmad Industrial zone, approaching the pivotal harbor city from the west side. Whilst on the east side, the USMC 4th and 5th Regiments achieved a strategic victory in securing Minab by midnight of the eighth day, immediately transitioning to an offensive push northwest on the morning of Day 9. The desert-like plain terrain between Minab and Bandar Abbas offered little in terms of defensible positions, allowing coalition forces to advance 20km with minimal resistance. However, the enemy formed a temporary defensive line near the village area approximately 30km east of Bandar Abbas Airport, intensifying battles in the region. In response, the Joint mission command center has increased its Close Air Support (CAS) operations, aiming to dismantle enemy defenses and maintain the momentum of the coalition's advance towards Bandar Abbas, before the enemy could establish an effective strong hold in the region. Weather turned hotter in Gulf of Oman, creating challenges to both pilots and crew on the deck in a pre-summer afternoon. Warriors from VFA-97 squadron were sitting in their cockpits again, performing cold-start checks, and setting up their jets for the mission.



## **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 On-call CAS (Close Air Support) missions in the plain area between Bandar Abbas and Minab. 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 5,000 lbs and Bingo fuel is 4,500 lbs. Make sure all members in Hawks flights are in your datalink network. Hawk 1 to use 1688 whilst Hawk 2 to use 1686 for their weapon and lasing pod in this mission.

After being cleared by the taxi director, proceed to your assigned catapult. 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. Once regrouped, we will push for WP2 (ROCK) at 25,000 MSL with cruise speed of 0.75 Mach. During ingress, we will switch PRI COMM to STRIKE on Red 2 and check in. Hawk 1 and Hawk 2 will check in with STRIKE separately, and we will be assigned for separate CAS tasks but in the same operation zone. STRIKE will first assign us a holding flight level at either Contact Point Gold (WP3) or Contact Point Silver (20nm southeast of WP4).

We will continue our ingress to WP2 and Fence In on arrival, then we will proceed to our assigned contact point at assigned levels. Keep yourself tuned for the radio comms and get your note and pen ready for incoming tasks. Check and Hornet Flights will be on CAP mission and provide us safety for air operations in the CAS Ops Zone. Our WP4 (CAS) is near the center of the CAS Ops Zone. Basically the whole area of CAS Ops Zone is free fire zone, but based on intels by 1430LT, our ground troops have passed the center point and continued pushing west, which means you must put extra caution when engage any units that is in the east half of this CAS Ops Zone. On the ground, USMC 1st Division's 4th, 5th, and 6th Regiments are pushing from the middle, north, and south flank respectively, the 4th and 5th Regiments' radio comms cards are provided in our briefing pack, just for emergency use.

Once CAS task being assigned, switch PRI COMM to JTAC and initiate the contact, write down 9-Line and proceed the attack as directed by JTAC, but no matter what type of ordnance we are using, put the target on your FLIR and verify the target before engage. Be skeptical of whatever the JTAC says, if you have any doubt about your target, challenge your JTAC.

**PART A. MISSION BRIEFING**  
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We have not fully controlled the area, especially on the west side, there could be enemy Manpads and short-range mobile SAMs such as SA-8 and SA-13. Our operation deck will be 15,000 feet, there shouldn't be issues with delivering GBU-12 bombs from that altitude with the clouds ceiling at 18,000 feet. However, if we have to dive in for an optimal Maverick launch, watch out for SAM and get ready for jink and flare. A Wingman or his Lead should always cover from higher altitude when the other is running in for the attack. We are not encouraged to use guns to engage any targets, we are not Warthogs.

When released by JTAC, we should switch PRI COMM to STRIKE and report back the task result. We are likely to receive more CAS tasks based on our fuel and ammo status. Tankers are now operating closer to the frontline, meaning we are always welcome to have a drink and return to the battlefield if we still have weapons. However, if we are Winchester, we have to check out with STRIKE and RTB.

After we check out with STRIKE, we will egress from the CAS Ops Zone via WP5 (EGR) at 20,000 feet or above. Then we will Fence Out and head back to the carrier. As usual, 50nm out, switch PRI COMM to MARSHAL on Green 1 for an expected Case I Recovery. Shell 1 and Shell 2 are standing by on deck just in case you might need a drink if the waiting stack is too long, or alternate landing airfield is Khasab located in the northern tip of Arabian peninsula, which is our last option. Lastly, hope we all get something to paint on the side of our jet today. 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 for CAS or other role 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.
5. The CAS mission uses in-game JTAC radio menu, set your radio frequency in manual mode and input the JTAC's corresponding frequency to contact.

**PART B. TACTICAL INFORMATION**

TASK ID: CX-094701/CX-094702

**BASIC INFORMATION**

START TIME 29-JUN-2011 1500LT (1100UTC)

SCHD LAU TIME 1510LT CASE I DEP LOC N2536E5714

EXP REC TIME 1700LT CASE I REC LOC N2554E5704

HOME FREQ 305AM TCN 71X ILS 11 LINK4 336

WX CLDY SR 0527LT SS 1913LT TEMP 33C QNH 2977 CLD 18K WIND 153 10KTS SEA 2 GD VSBY

**MISSION OBJECTIVES**

Primary Provide efficient On-call CAS to ground troops

Secondary N/A

Tertiary N/A

**THREAT ANALYSIS**Air to air Iranian Air Force Mig-29 from Lar Airbase; F-14, Mig-29 from Jiroft Airbase  
F-14, Mig-29 from Sirjan AirbaseSurface to air SA-10 in Jiroft AB, SA-10 25nm SW from Sirjan AB  
Uncharted short-range SAMs, Manpads and AAA in Operation Area**FLIGHT ROSTER**

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

**PACKAGE ELEMENTS**

FLIGHT	AIRCRAFT	NO.	TASK	TARGET
Hawk 1	F/A-18C	4	On-call CAS	TBA by JTAC
Hawk 2	F/A-18C	4	On-call CAS	TBA by JTAC

**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 FL210
Shell 1	S-3B	1	Refuel	51X	CH8
Shell 2	S-3B	1	Refuel	52X	CH9

**ALTERNATE AIRFIELD**

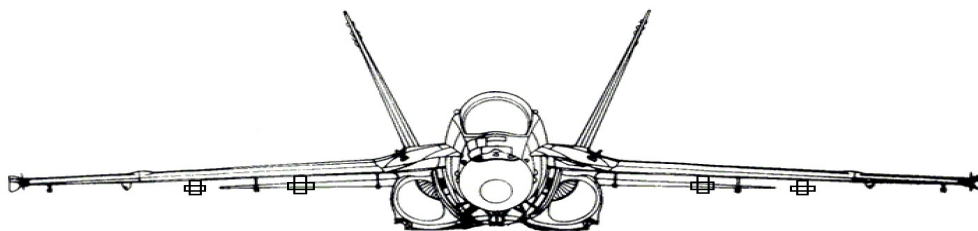
AIRFIELD	FREQUENCY	COORDINATE	REMARKS
Khasab	124.350 AM	N26°10'57" E56°14'37"	Penesula north tip
Banda-e-Jask	118.150 AM	N25°39'18" E57°48'06"	Controlled by allied force

## PART B. TACTICAL INFORMATION

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### LOADOUT



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

INTERNAL	GUNS	FLARE	CHAFF	TOTAL FUEL	TOTAL WEIGHT	ADV TRIM
Hawk 1-1	578	90	30	13047 lbs	45730 lbs	17
Hawk 1-2	578	90	30	13047 lbs	45730 lbs	17
Hawk 1-3	578	90	30	13047 lbs	45730 lbs	17
Hawk 1-4	578	90	30	13047 lbs	45730 lbs	17
Hawk 2-1	578	90	30	13047 lbs	45730 lbs	17
Hawk 2-2	578	90	30	13047 lbs	45730 lbs	17
Hawk 2-3	578	90	30	13047 lbs	45730 lbs	17
Hawk 2-4	578	90	30	13047 lbs	45730 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	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)**

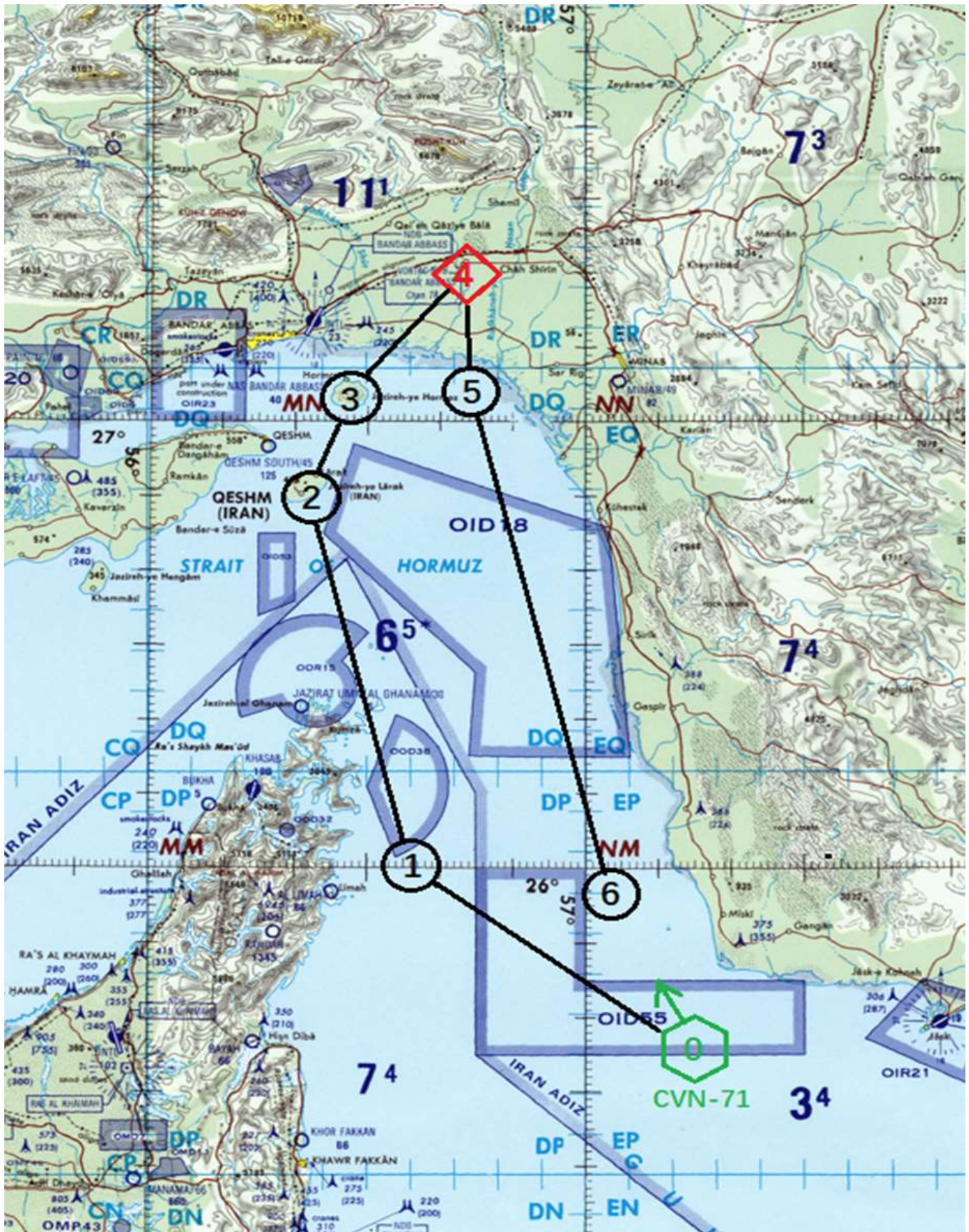
WP	NAME	TIME	SPEED	ALTITUDE	ACTION	REMARKS
0	LAU	1510L			Launch	Bingo 4500 lbs
1	RV	1520L	0.60M	MSL 25K	Regroup	Exp Push Time 1525L
2	ROCK	1532L	0.75M	MSL 25K	Check In	Fence In after Check In
3	CPG	1535L	0.70M	MSL 15K	Standby	Contact Point Gold
4	CAS				CAS	CAS Ops Zone
5	EGR	1645L	0.70M	MSL 20K	Egress	Feet Wet
6	REC	1700L			Landing	Recovery tanker ready

**FLIGHT PLAN (HAWK 2)**

WP	NAME	TIME	SPEED	ALTITUDE	ACTION	REMARKS
0	LAU	1510L			Launch	Bingo 4500 lbs
1	RV	1520L	0.60M	MSL 25K	Regroup	Exp Push Time 1525L
2	ROCK	1532L	0.75M	MSL 25K	Check In	Fence In after Check In
3	CPG	1535L	0.70M	MSL 15K	Standby	Contact Point Gold
4	CAS				CAS	CAS Ops Zone
5	EGR	1645L	0.70M	MSL 20K	Egress	Feet Wet
6	REC	1700L			Landing	Recovery tanker ready



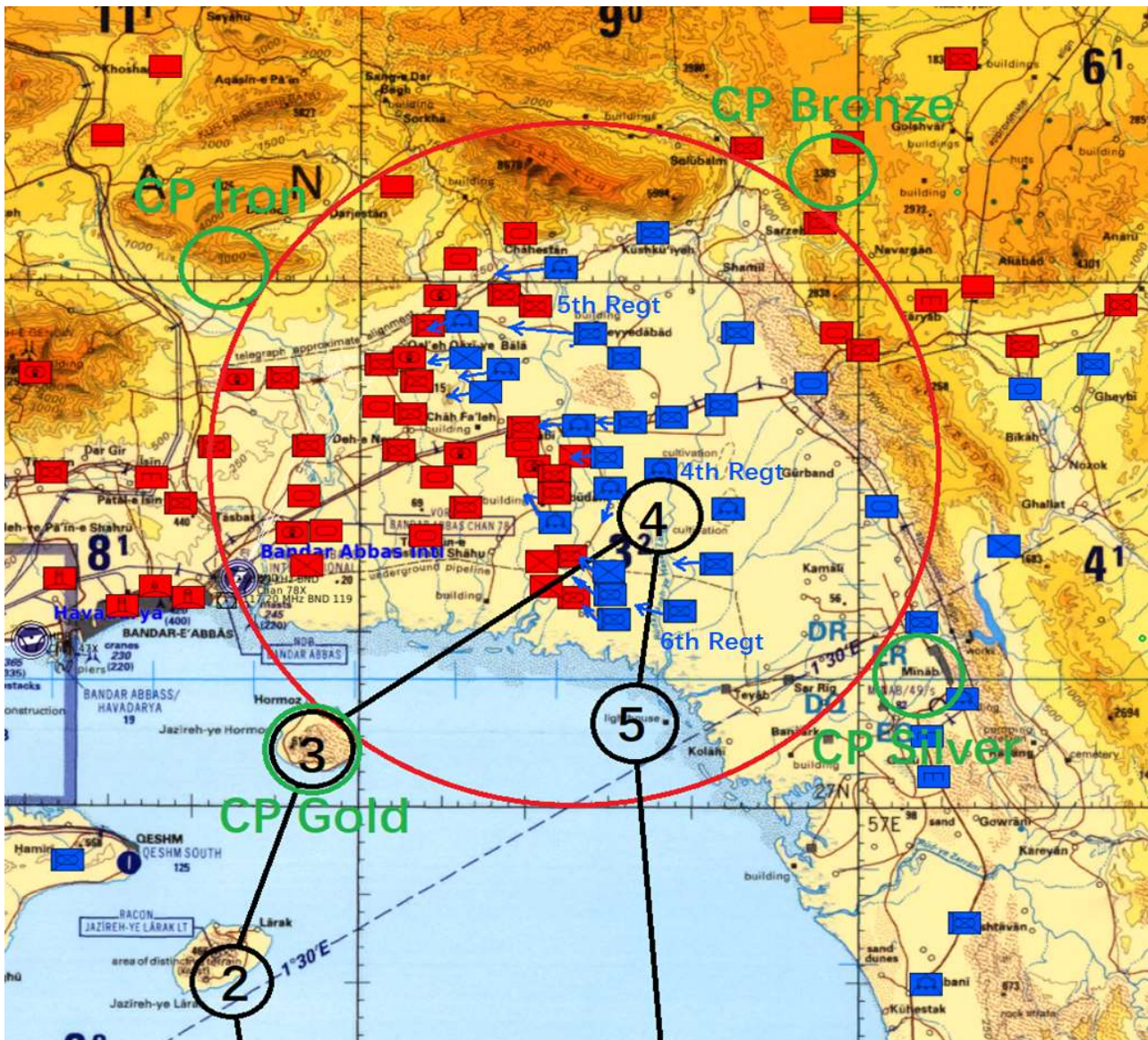
## FLIGHT PLAN







## CAS OPERATION CHART



### NOTE:

Friendly controlled the east half of CAS OPS Zone, friendly units:

1. USMC 4th Regiment 1st Armor Battalion
2. USMC 4th Regiment 2nd Armor Battalion
3. USMC 4th Regiment 1st Infantry Battalion
4. USMC 4th Regiment 2nd Infantry Battalion
5. USMC 5th Regiment 1st Armor Battalion
6. USMC 5th Regiment 2nd Armor Battalion
7. USMC 5th Regiment 1st Infantry Battalion
8. USMC 5th Regiment 2nd Infantry Battalion
9. USMC 6th Regiment 1st Armor Battalion
10. USMC 6th Regiment 2nd Armor Battalion
11. USMC 6th Regiment 1st Logistic Battalion
12. USMC 6th Regiment 1st Artillery Battalion