

Operation Hormuz Campaign



Mission 17 Dawn Raiders

Time: 7-Jul-2011 0000UTC (0400LT)
Weather: Cloudy **Temp:** 28°C **Sunrise:** 0524LT **Sunset:** 1910LT
Visibility: Good **Clouds:** Broken **Wind:** 320, 20kts

Situation

On the battleground, brutal street combats continued in Bandar Abbas City, with the Marine Corps 4th, 5th, and 6th Regiments attacking the city from three different directions. On the east side of the harbor city, the Marines 2nd Regiment successfully defended the enemy's counter-offensive attacks in the north of Minab, and took back the Dehbarz region. With more CAS flights sent to the region to support them, they were able to smash the enemy defense lines quickly and moved deeper into the northeast like a spear, pushing the frontline from Hormozgan Province into Kerman Province last evening. On Day 16, a strike package was also sent to bomb Jiroft Airbase, but most of the cruise missiles were intercepted by the Airbase air defense. As the Airbase is surrounded by mountains from three sides, the early warning radar stations on top of the mountains could detect both aircraft and air-to-ground weapons at an early stage and guide the surface-to-air missiles and other AAA batteries to intercept them at a high probability. Therefore, paralyzing those early warning radar stations will be a precondition for an effective attack on the Jiroft Airbase. As always, VFA-97 Hawks accepted the strike mission and planned a dual-flight strike package, with its first flight aiming to destroy the Iranian's early warning radar stations on the mountaintop and the second flight coming after the enemy's airbase. The mission plan was briefed on the evening of Day 16, then after a short but priceless sleep onboard the USS Theodor Roosevelt, as they called "The Big Stick", the navy pilots got up very early again before sunrise to start the F/A-18C fighter jets calmly and readily waiting on the deck. The warm Indian Ocean water and low-pressure air unfolded a swirling tropical cyclone, namely Cyclone Dora, moving across the surface of the Gulf of Oman. The south wind strengthened last night and brought the sea condition to Beaufort Scale 5. The CVN-71 Carrier Group's cruising speed was reduced to 10 knots against the escalating current. The wind is forecasted to get stronger hour by hour as Cyclone Dora gets closer to the Hormuz Strait. However, the CVN-71 has to sail against it, toward the direction of the looming cyclone to achieve optimum launch conditions for the early morning sorties on Day 17.

Briefing

Case I Departure 0000UTC. Coordinate N251924 E571525
Case I Recovery 0210UTC. Expected Recovery Location N250414 E572454
Mother Frequency 305.0AM, TACAN 71X, ILS: 11, ACLS LINK 4: 336.0

[Designer's note]

(1) As the Mission Commander, the 1st Player must select Hawk 1-1 (tail# 211). The 2nd player is recommended to sit in Hawk 1-2 (tail# 212). The 3rd and 4th Players are recommended to select Hawk 2-1 (tail# 213) and Hawk 2-2 (tail# 214). If more than 4 Players join the mission, recommend to sit into Hawk 1 and Hawk 2 evenly. (2) If Hawk 2 is not seated by any Players, an AI Hawk 2 Flight will be activated to assist Players to complete the mission but don't expect them to do too much.

[Mission Briefing]

Hawk 1-1 is the mission commander of this strike mission. All aircraft will start cold on deck. At 0400LT sharp, everyone must get ready and sit in the cockpit. Three external tanks, bingo fuel setting is 6000lbs, ROCK point is at WP3. This is a preplanned strike mission, and we need to input all target coordinates into our JSOW in PP mode when we start up the aircraft. Keep in mind that we have two JSOW loaded under one single pylon which can only take one target coordinate, so we must organize the coordinates through the available PPC (pre-planned coordinates) slots. Taking out the early warning radar stations is the precondition of this mission, and these four basic targets' coordinates, A1-A4, should be input as PP1 and PP2 by every one of us, just in case we might swap tasks after takeoff. We have eight primary targets, for PP3 and PP4 on station 2 and 8, input B1-B4 targets if you are Element Lead and input B5-B8 targets if you are Element Wing. We have eight secondary targets as well, so for PP5 and PP6 on station 2 and 8, input C1-C4 targets if you are Element Lead and input C5-C8 targets if you are Element Wing. Mark the PPC slot number on your kneeboard target card, and cross-check them before attacking. Launch time is 0420LT, case III departure before the first light. Fly to WP1 (RV) after KILO. Classic TACAN rendezvous, 250 IAS at 25,000ft MSL. We should complete rendezvous and start to push at around 0435LT. It would be a shortcut if we fly to Faryab directly but it means we have to fly over the west range of Bashagard Mountains, and no one knows what danger might hide in those complex terrains under the darkness. So we take the safe route, we will cruise along the coast all the way to the north until we reach Minab, then we turn northeast and get feet dry. We will check in with STRIKE and continue to ingress to WP4 (PRE) where we need to get STRIKE's clearance for ingress further to WP5 (HOT). We have to attack these radar stations from the east side because short-range air defenses are heavily deployed around Jiroft semi-basin area, they could use the datalink from early warning radars to intercept our JSOWs if we attack from the west or the south, without even turning on their searching radar to expose their positions. In the meantime, the north is heavily guarded by Iranian Air Force, and several long-range SAMs are still effective in the north. The Iranian Air Force also sends regular CAP flights covering the east side, thus making the Jiroft basin an impenetrable steel bastion. However, every defense line has its own flaw, the east side is not protected by any SAMs as far as we know, and based on our intelligence, there will be a 30-minute blank period every morning without Iranian Air Force CAP flights covering the area due to the shift. It could be an ideal and only window for us to sneak in and attack the radar stations from behind.

At WP4, we will check fuel and weapon status and decide which plan we would use for the attack.

Plan A: Hawk 1 and Hawk 2 will proceed together to WP5 and WP6, Hawk 2 initiates attack on the radar stations from WP6 (IP), followed by Hawk 1 attacking the airbase targets once the radar stations are destroyed.

Plan B: Hawk 1 will hold at WP4, and Hawk 2 to proceed alone to WP5 and initiate attack on the radar stations from WP6 (IP), when all radar stations are destroyed, Hawk 1 will start attacking the airbase targets from WP4 (SBY).

The pros and cons for the two plans are as follows: With Plan A, Hawk 1 and Hawk 2 will proceed together to WP5 and WP6, we could be covering each other if we encounter the Iranian Air Force during the attack, and we have more flexibility to adjust our strategy, such as swapping targets; and with Plan B, Hawk 1 and Hawk 2 will split from WP4, the Hawk 1 could keep the radar focused on them whilst Hawk 2 could sneak in with mountain terrains as coverage, of course, it will be a low-level flight for Hawk 2.

No matter which plan we use, Hawk 2 should speed up to 0.9 Mach to achieve the optimum launch condition for JSOW, and due to the fact that those radar stations are on mountain top, Hawk 2 should also make sure to launch the JSOW above 30,000 feet to avoid terrain blockage, or use LOFT launch if necessary.

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Briefing

In Plan A, Hawk 1 and Hawk 2 will proceed northeast together to WP5 (HOT), 5nm trailing separation with Hawk 2 leading the package and requesting pictures from STRIKE. At WP5 (HOT), make sure you have fenced in and all JSOWs are ready for release. At WP6 (IP), we will report to STRIKE again and get the final word for the mission, although I don't think we will abort it at that point. Once cleared hot, Hawk 2 will initiate the attack on those early warning radar stations on the mountaintop, make sure to launch the JSOW at above 30,000 feet and 0.9 Mach; Hawk 1 will orbit at WP6 and defend against enemy airborne threats from the north. Hawk 2 should confirm the impact on the radar stations via their FLIR screen and verify from RWR that those radars are offline. Then Hawk 1 will push west and start the attack on the airbase targets, while Hawk 2 to orbit at WP7 (RDR) and provide CAP covering for Hawk 1.

In Plan B, Hawk 2 needs to proceed northeast alone to WP5 (HOT). Request pictures from STRIKE, check each other's six and watch out for SAM launches. Once Hawk 2 reaches WP6 (IP), report to Hawk 1 and Hawk 1 will get STRIKE's final word for the mission. Once cleared hot, Hawk 2 will initiate the attack on those early warning radar stations on the mountaintop from WP6 (IP), make sure to launch the JSOW at above 30,000 feet and 0.9 Mach, or try to LOFT the JSOW when necessary if low-level sneak is optioned; while Hawk 1 to continue orbiting at WP4, and try to keep the Jiroft busy looking at them. Hawk 2 should confirm the impact on the radar stations via their FLIR screen and verify on RWR that the radars are offline, and report to Hawk 1. Then Hawk 1 will push north and start the attack on the airbase targets from WP4, while Hawk 2 to orbit at WP7 (RDR) to provide CAP coverage in the area.

Based on the estimated time window, we will have two rounds to fire our JSOW. In the first round of attack, we will engage the primary targets, once the first round of JSOWs is released, we will do a check-left circle that takes about 4 minutes to complete a 360-degree turn, approximately the same time for the JSOWs to impact the targets. Before requesting a BDA from STRIKE, we should use the FLIR screen to confirm the impact. If effect negative, we will re-attack those primary targets in the second round of JSOWs fire. We should egress southwest immediately once the JSOWs are released, but keep FLIR focused on the target if possible. If good effect in the first round of attack, we can attack the secondary targets in the second round, fire and leave. We probably don't have more fuel or time for the third round of attack, so release all your JSOWs in two rounds. Hawk 2 will be the backup to attack any of the remaining undestroyed targets. If both primary and secondary targets are destroyed by Hawk 1, then Hawk 2 could use their remaining JSOWs in TOO mode to attack other targets in the Jiroft Airbase, which is at WP8 (TGT), high profile targets are airplanes, helicopters, bunkers, and hangers etc. Again, the time window is limited, fire and leave. The airbase layout and target images are in our briefing pack, read them and find where those high-profile targets might be.

Once the attack is completed, we will egress via WP9 (WET). On our way, we will check with STRIKE and request BDA. It would be twilight on our way back, visibility would be better, and tankers will be available between WP9 and WP10 if we need a morning drink. If we could come back really early, we probably will catch the last minute for a long Case III recovery. But most likely, we won't be back before 0530LT, implying a much simpler Case I recovery in the morning. The wind is stronger today and the sea condition is getting rougher. Tomorrow's mission is another challenge but I believe you all will handle it well. Now let's get a tight sleep before for the dawn raid, good luck!

Tasks	Precondition (Basic Objective)	Destroy enemy early warning radar stations near WP7
	Primary Objective	Destroy Jiroft Airbase strategic targets
	Secondary Objective	Destroy Jiroft Airbase other military assets

Threats

- Air defenses near Jiroft Airbase (multiple SA-8 "Gecko")
- IAF CAP Flight F-14, Mig-29 in the north
- Unknown SAMs in the northeast

Package	Flight	Callsign	Aircraft	Task	Tail #	Payload
Hawk 1	Hawk 1-1	F/A-18C	Deep Strike	211 (Lead)	2*AIM-9X, 1*AIM-120C, 4*AGM-154C, 3*Fuel tank, ATFLIR	
	Hawk 1-2	F/A-18C	Deep Strike	212	2*AIM-9X, 1*AIM-120C, 4*AGM-154C, 3*Fuel tank, ATFLIR	
	Hawk 1-3	F/A-18C	Deep Strike	213	2*AIM-9X, 1*AIM-120C, 4*AGM-154C, 3*Fuel tank, ATFLIR	
	Hawk 1-4	F/A-18C	Deep Strike	214	2*AIM-9X, 1*AIM-120C, 4*AGM-154C, 3*Fuel tank, ATFLIR	
Hawk 2	Hawk 2-1	F/A-18C	Deep Strike	207 (Lead)	2*AIM-9X, 1*AIM-120C, 4*AGM-154C, 3*Fuel tank, ATFLIR	
	Hawk 2-2	F/A-18C	Deep Strike	208	2*AIM-9X, 1*AIM-120C, 4*AGM-154C, 3*Fuel tank, ATFLIR	
	Hawk 2-3	F/A-18C	Deep Strike	209	2*AIM-9X, 1*AIM-120C, 4*AGM-154C, 3*Fuel tank, ATFLIR	
	Hawk 2-4	F/A-18C	Deep Strike	210	2*AIM-9X, 1*AIM-120C, 4*AGM-154C, 3*Fuel tank, ATFLIR	

Support	Flight	Callsign	Aircraft	Task	TACAN	Frequency	Channel	Planned Altitude
Magic 1	STRIKE	E-2D	AWACS	N/A	265.0 AM	2	N/A	
Shell 1	Shell 1-1	S-3B	A-A Refuel	55X	270.0 AM	7	MSL 10K	
Arco 1	Arco 1-1	KC-130	A-A Refuel	51X	257.0 AM	8	MSL 16K	
Arco 2	Arco 2-1	KC-130	A-A Refuel	52X	255.0 AM	9	MSL 15K	
Texaco 1	Texaco 1-1	KC-135	A-A Refuel	60X	262.0 AM	10	MSL 22K	

Emergency Airport	Tower	Coordinate
Khasab Airport	124.35 Mhz	N 26°10'57", E 56°14'37"
Bandar-e-Jask	118.15 Mhz	N 25°39'02", E 57°47'34"

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Mission Radio Cards

Radio COMM1					Radio COMM2				
Channel	Code	Callsign	Frequency	Module	Channel	Code	Callsign	Frequency	Module
1	Green	Mother	305.0	AM	1	Green	Mother	305.0	AM
2	Red 1	Strike	264.0	AM	2	Red 1	Strike	264.0	AM
3	Red 2	Guardian	265.0	AM	3	Red 2	Guardian	265.0	AM
4	Yellow 1	Hawk	256.0	AM	4	Yellow 1	Hawk	256.0	AM
5	Yellow 2	Sting	254.0	AM	5	Yellow 2	Sting	254.0	AM
6	Yellow 3	Hornet	250.0	AM	6	Yellow 3	Hornet	250.0	AM
7	Purple 1	Shell 1	270.0	AM	7	Purple 1	Shell 1	270.0	AM
8	Purple 2	Arco 1	257.0	AM	8	Purple 2	Arco 1	257.0	AM
9	Purple 3	Arco 2	255.0	AM	9	Purple 3	Arco 2	255.0	AM
10	Purple 4	Texaco	262.0	AM	10	Purple 4	Texaco	262.0	AM
11	Blue 1	Darknight	259.0	AM	11	Blue 1	Darknight	259.0	AM
12	Blue 2	Deathstar	268.0	AM	12	Blue 2	Deathstar	268.0	AM
13	Blue 3	Hammer	269.0	AM	13	Blue 3	Hammer	269.0	AM
14	Blue 4	Warrior	260.0	AM	14	Blue 4	Warrior	260.0	AM
15	Blue 5	Firefly	263.0	AM	15	Blue 5	Firefly	263.0	AM
16	Blue 6	Axeman	261.0	AM	16	Blue 6	Axeman	261.0	AM
17	Orange 1	Colt	267.0	AM	17	Orange 1	Colt	267.0	AM
18	Orange 2	Chevy	251.0	AM	18	Orange 2	Chevy	251.0	AM
19	Orange 3	Check	253.0	AM	19	Orange 3	Check	253.0	AM
20	Orange 4	Cobra	266.0	AM	20	Orange 4	Cobra	266.0	AM

Flight Plan Cards

Hawk 1 Flight Plan						
Number	Name	Altitude	Speed	Time	Description	Remark
0				0420LT	Launch	
1	RV	MSL 25K	0.50M	0435LT	Regroup	Perform TACAN Rendezvous
2	DRY	MSL 25K	0.70M	0445LT	Feet Dry	Check in with STRIKE
3	ROCK	MSL 25K	0.70M	0447LT	Bullseye Point	Minab Town
4	PRE	MSL 25K	0.70M	0455LT	Prepare Attack	Hold and wait for clearance to ingress
5	HOT	MSL 25K	0.70M		Fence In	Turn north
6	IP	MSL 25K	0.70M		Initial Point	Attack EW radar stations
7	RDR				Radar Station	Jebal Barez mountaintop
8	TGT				Targets	Jiroft Airbase
9	WET	MSL 20K	0.70M	0545LT	Feet Wet	Tanker: Arco 1 & Arco 2
10	REC	MSL 20K	0.70M	0555LT	Recovery Tanker	Tanker: Shell 1
11	HOME			0610LT	Landing	

Targets Cards

Hawk 1 & Hawk 2 Targets						
TGT#	Priority	Type	Coordinate	Elevation	Location	Remark
A1	Basic	Radar	N28°49'34.46" E58°00'22.57"	11277ft	Mountain	EW Radar
A2	Basic	Radar	N28°45'01.27" E58°01'02.73"	10218ft	Mountain	EW Radar
A3	Basic	Radar	N28°44'55.14" E58°01'10.37"	10192ft	Mountain	EW Radar
A4	Basic	Structure	N28°53'10.44" E57°57'24.87"	11000ft	Mountain	Network Comms Tower
B1	Primary	Building	N28°43'42.18" E57°40'22.76"	2642ft	Jiroft AB	Command Center (T-Shape building)
B2	Primary	Building	N28°43'44.90" E57°40'31.75"	2626ft	Jiroft AB	Drone assembly workshop
B3	Primary	Building	N28°43'41.96" E57°40'29.60"	2641ft	Jiroft AB	Weapon Warehouse
B4	Primary	Building	N28°43'32.86" E57°40'37.16"	2644ft	Jiroft AB	Weapon Warehouse
B5	Primary	Factory	N28°44'04.21" E57°40'02.78"	2648ft	Jiroft AB	Jetfuel Factory
B6	Primary	Bunker	N28°44'01.13" E57°40'00.02"	2651ft	Jiroft AB	Jetfuel Deposit
B7	Primary	Structure	N28°43'57.72" E57°40'14.73"	2655ft	Jiroft AB	Network Comms Tower
B8	Primary	Radar	N28°43'52.76" E57°40'18.39"	2656ft	Jiroft AB	Airbase Radar
C1	Secondary	Bunker	N28°43'59.29" E57°39'54.82"	2651ft	Jiroft AB	Aircraft Shelter
C2	Secondary	Bunker	N28°43'58.22" E57°39'57.12"	2653ft	Jiroft AB	Aircraft Shelter
C3	Secondary	Bunker	N28°43'56.99" E57°39'59.40"	2655ft	Jiroft AB	Aircraft Shelter
C4	Secondary	Bunker	N28°43'55.70" E57°40'01.84"	2657ft	Jiroft AB	Aircraft Shelter
C5	Secondary	Building	N28°43'49.10" E57°40'24.65"	2648ft	Jiroft AB	Spareparts Warehouse
C6	Secondary	Building	N28°43'46.55" E57°40'17.67"	2649ft	Jiroft AB	Garage
C7	Secondary	Bunker	N28°43'50.09" E57°40'18.44"	2654ft	Jiroft AB	Hangar
C8	Secondary	Bunker	N28°43'49.46" E57°40'19.43"	2653ft	Jiroft AB	Hangar

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Flight Plan (Hawk 1 & Hawk 2)



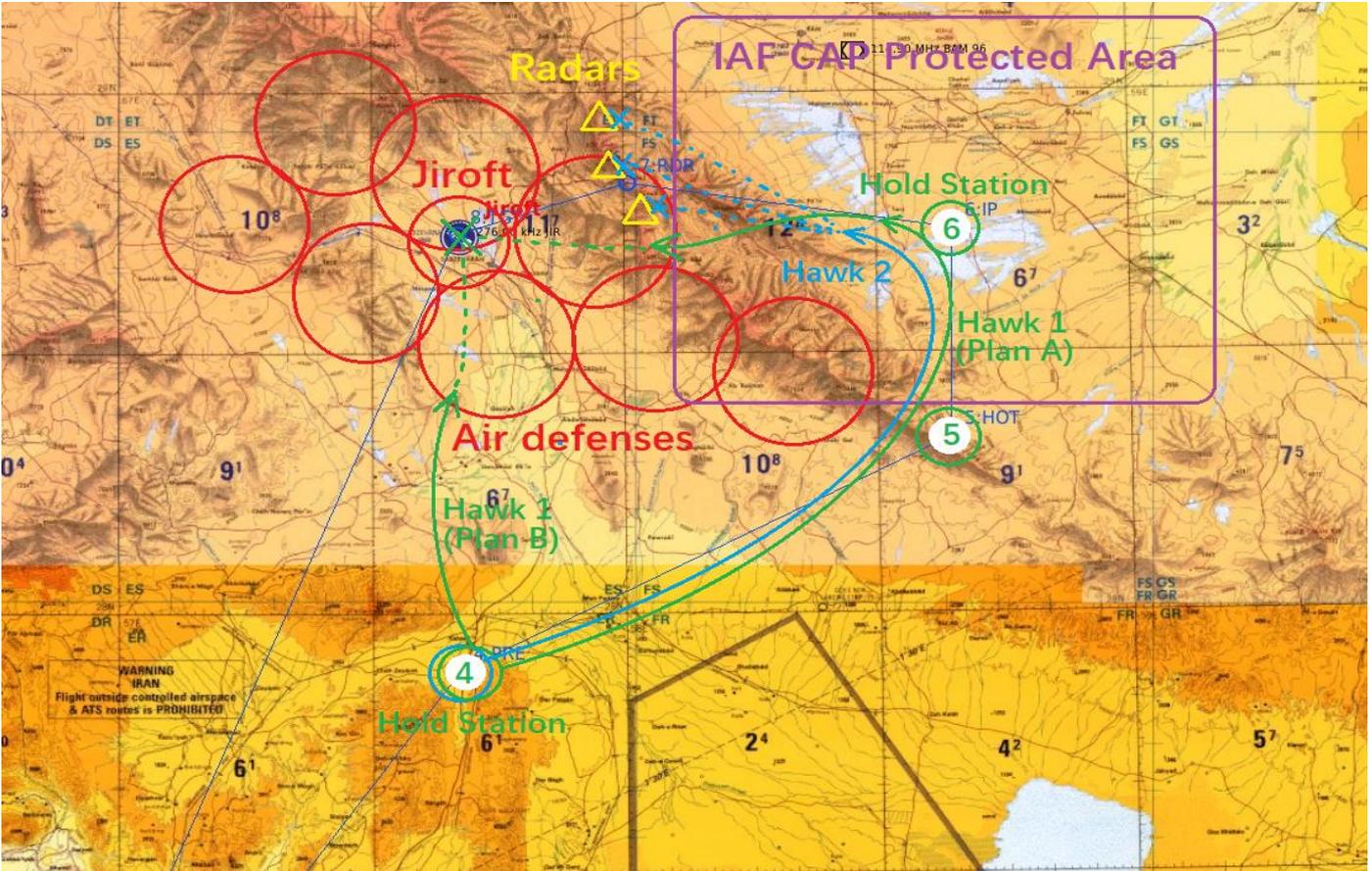
Operation Hormuz Campaign



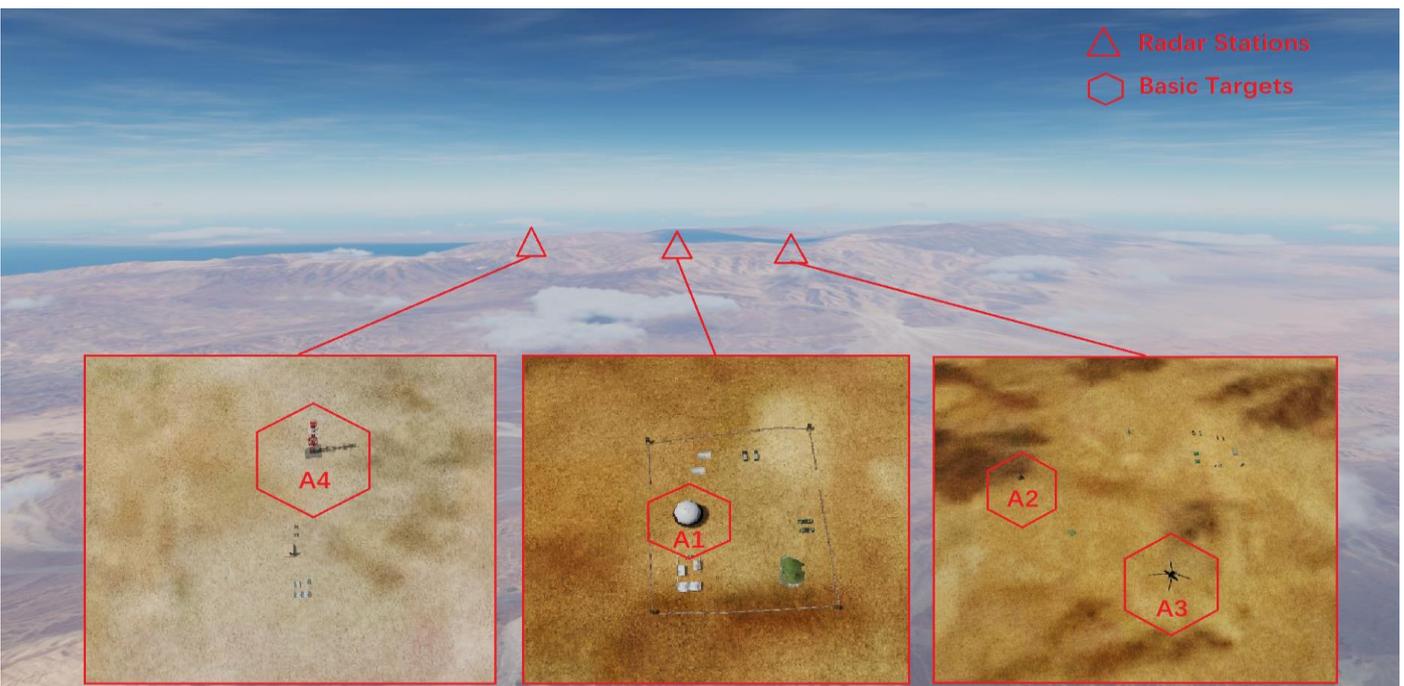
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Attack Plan



Early Warning Radar Stations



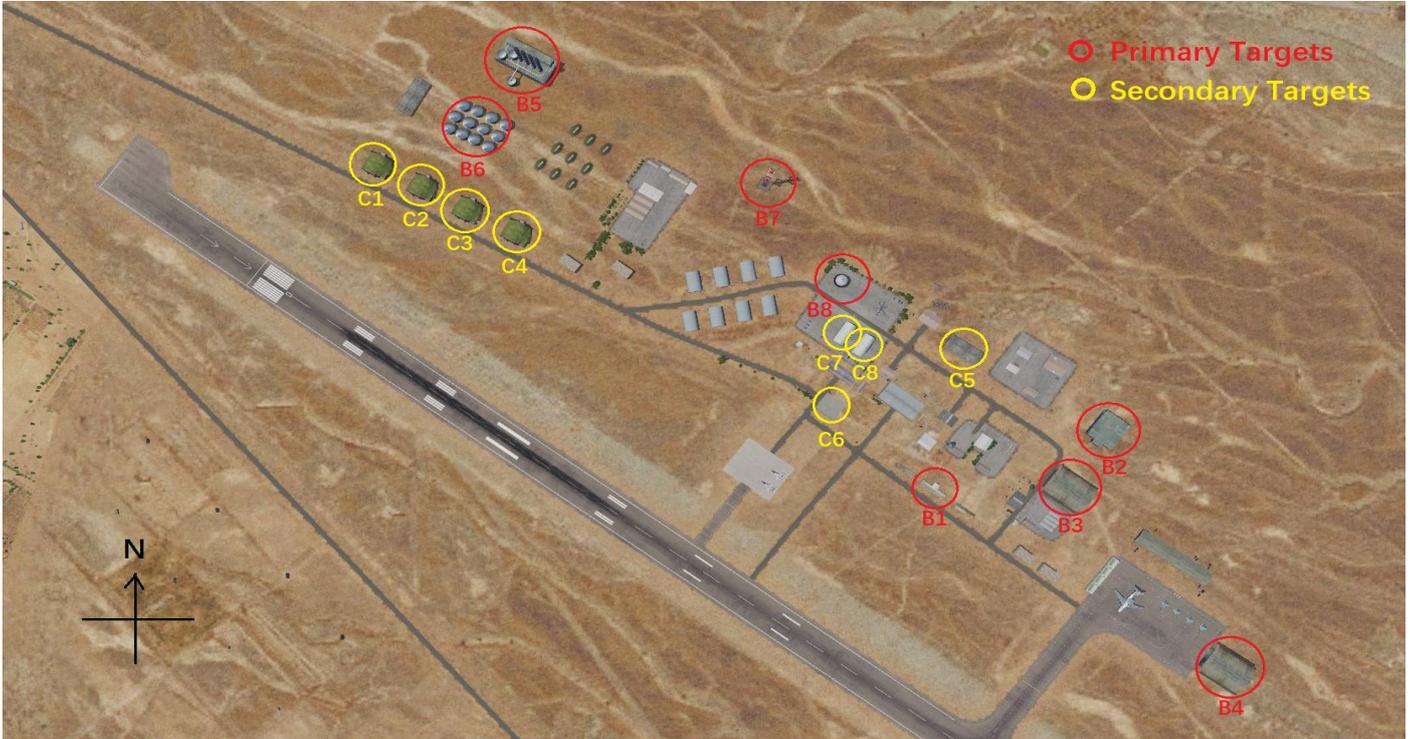
Operation Hormuz Campaign



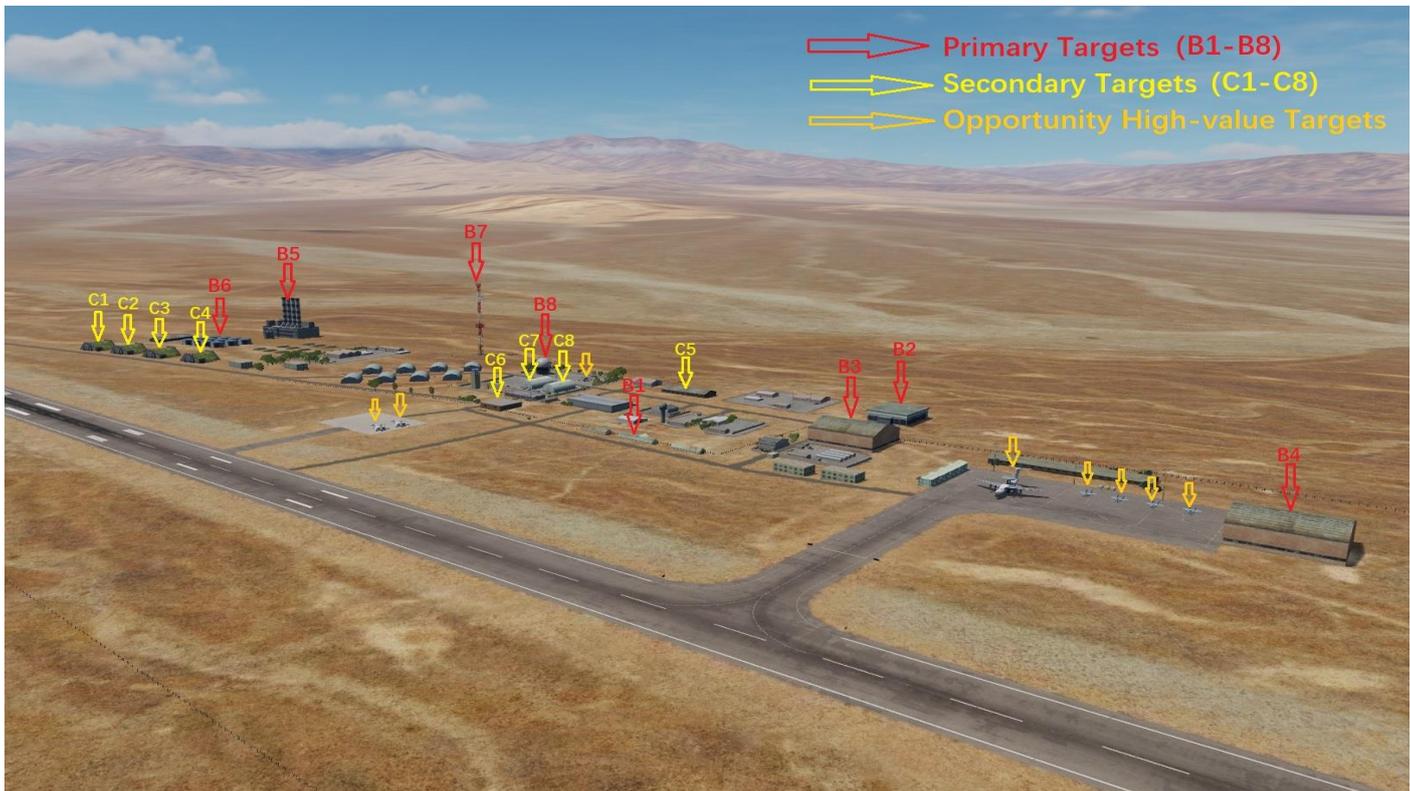
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Jiroft Airbase Targets Satellite View



Jiroft Airbase Targets Aerial Photo



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Battleground Situation Update

