Operation Hormuz Campaign

Mission 20 Street Battle

Time:	**10-Jul-2011 0800UTC (1100LT)**						
Weather:	**Cloudy**	**Temp:**	**30°C**	**Sunrise:**	**0532LT**	**Sunset:**	**1912LT**
Visibility:	**Excellent**	**Clouds:**	**Broken**	**Wind:**	**308, 7kts**		

Situation

On Day 20, our allied forces made significant progress in their mission to take control of Bandar Abbas City. Following a successful carpet bombing strike on the city's northern strongholds last night, the Marine Corps 4th Regiment advanced southward along the canal waterway towards the coast, while the 5th and 6th Regiments continued to advance towards the downtown area from the west and east sides of the city, respectively. Our main objective was to secure the entire city, as most of the coastal regions along the Hormuz Strait were already under our control, with the exception of the Bandar Abbas City area. The offensive push resumed on the morning of Day 20, with the 4th Regiment Bravo Company launching attacks from the northwest and northeast on the west side of the city. Simultaneously, the 5th Regiment Delta and Echo Companies attacked from the west, and the 6th Regiment Hotel and India Companies attacked from the east. To support the ground forces, dozens of Close Air Support (CAS) sorties were scheduled from both the Air Force and the Navy. These aircraft were stationed in the outer ring of the Bandar Abbas Operation Area and received tasking orders from the Specialized Air Support Operations Center (SASOC), codenamed "Battle Angel" with the callsign "Knight." This coordination allowed for effective air support, helping the ground forces clear the remaining defensive strongholds inside the city and advance towards the city hall square and command center. Capturing the city hall would be a symbolic blow to the city's defense, while neutralizing the command center could effectively collapse the remaining defense forces. Although the weather had improved after a thunderstorm, broken clouds at 13,000 feet presented some challenges during CAS operations, as targeting pod views could be obstructed if aircraft flew too high. Thankfully, most of the AAAs in the open areas had been destroyed by precise airstrikes before sunrise, allowing the aircraft to descend below the clouds. However, there was still threats from MANPADS, so pilots flying across the city had to exercise extra caution. In further support of our final offensive push on the ground, the CVN-71 Strike Group arranged a four twin-ship CAS flights package among its morning sorties, bolstering the air support for our allied ground forces. The combined efforts of our ground and air forces aimed to secure the city by sunset and achieve our ultimate goal of restoring free navigation in the Hormuz Strait.

Briefing

Case I Departure 0800UTC. Coordinate N254712 E564740
Case I Recovery 1030UTC. Expected Reocvery Location N253124 E570353
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 2-1 (tail# 213). The 3rd and 4th Players are recommended to select Hawk 1-2 (tail# 212) and Hawk 2-2 (tail# 214). If more than 4 Players join the mission, recommend to sit into four Hawks flight evenly. (2) Players need to destroy JTAC assigned targets for Hawk 1 and Hawk 2 to successfully pass the mission. Targets assigned for Hawk 3 and Hawk 4 are considered as "secondary objective" for the mission. Additional targets are also optional with built-in F4 menu.

[Mission Briefing]
Hawk 1-1 is the mission commander and lead for the package to check in with Strike, but each flight will check in with Knight (SASOC) individually as a CAS flight. Bingo fuel 4,500lbs, bullseye location at WP2 (ROCK). As we will be operating inside a compact area, each aircraft will be assigned with a unique laser code, remember to configure your target pod settings and bomb laser code according to the package info in the briefing pack. Also remember to set your HSI Data coordinates format to LATLN SEC with PRECISE mode during cold start, the degree minute second with two decimal digits will be our default 9 Line report with JTAC. Case I departure, classic TACAN rendezvous at WP1 (RV) at 20,000 feet.

After all Flights have regrouped, we will start pushing for WP2 (ROCK) with 0.7Mach at 20,000 feet. During the ingress phase, we will also switch PRI COMM to Red 1 (Strike) on Channel 2, and check in with Strike. Then before entering Bandar Abbas Operation Area, we need to switch PRI COMM to Red 2 (Knight) on Channel 3 to check in with Knight. Knight is the Special Air Support Operation Center (SASOC), codenamed "Battle Angel", connotating for "Bandar Abbas". Each flight needs to check in with Knight individually and then proceed to an assigned station after clearance.

There are three fixed contact points in the Operation Area: Contact Point X-Ray is located at our WP3 (CPX), where there is a commercial container port terminal as landmark; Contact Point Yankee is located at our WP4 (CPY), with Mountain Genu as the landmark; Contact Point Zulu is located at our WP5 (CPZ), where Hormoz Island is located and can be used as the landmark. Knight will assign us an altitude at the contact point, as a lot of CAS flights are expected to get in the stack and the contact points could be very compact, watch out for deconfliction. Knight will also act as the Rear Briefing Agency before sending us to a FAC in the city.

After tasking order and briefing is given by Knight, we need to switch PRI COMM to the FAC's frequency and contact the JTAC operator. Once communication is authenticated and established, we will take 9-Line from the JTAC and follow JTAC instructions. One aircraft is to run in for the attack while the other aircraft cover from above for potential MANPAD launch. The Battle Angel SASOC have also set up four basic Initial Points for the CAS operation in the city for four different directions. The North IP is a satellite town with a tall TV tower to the north of Bandar Abbas city. The East IP is the Bandar Abbas International Airport, you can't miss it. The West IP is Havadarya Airbase which is under our control and very easy to recognize from the west side of the city. The South IP is where USMC's LHA-1 Tarawa fleet currently anchored in the sea off the south coast of the city. These four Initial Points could assist us to navigate around the city and provide quick response for the CAS operation.

If our supports to the ground force are effective, they are expected to reach the City Hall and Command Center before sunset today, or maybe earlier. We estimated that a quarter of the city's population have escaped from the city since the beginning of the war, around 350,000 civilians are still trapped there and most of them are staying in their homes or shelters. Before you release any weapon, make sure you are targeting military assets or armed personnel, and double check there are no civilians nearby. If you have to bomb a building, target the good spot you believe so to minimize collateral damage to any other structures in its neighborhood. And if you think that the JTAC has provided a wrong target, raise questions and challenge him. Think before you act.

If bingo fuel, you can choose to tank up with Arco 1 and Arco 2 operating in the east of the city, then return and continue your on-call CAS role. If Winchester, declare it and say goodbye to your JTAC, switch back to Red 2 and contact Knight to check out. Then egress via WP7 and report fence out to Hawk 1-1. If other flights are still in operation, you can go for refuel with either Arco or Texaco and then return to WP7 at 20,000 feet, waiting for other flights. Once we regrouped at WP7, we will push for WP8 together, switch PRI COMM to Red 1 and report back to Strike.

The carrier isn't far away from the strait at noon, so our return leg will be short and easy. 50 miles outside the carrier, let's switch PRI COMM to Green 1 and contact marshal for our recovery. We will do our debrief in the afternoon. Good luck!

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Basic Info

Tasks Primary Objective — Provide effective close air support for ground forces in Bandar Abbas City

Threats Manpad in Bandar Abbas

Package	Flight	Callsign	Aircraft	Tail #	Laser #	Payload
	Hawk 1	Hawk 1-1	F/A-18C	211 (Lead)	1681	2*AIM-9X, 1*AIM-120C, 1*GBU-16, 2*GBU-12, 8*Zuni Rkt, 2*Fuel tank, ATFLIR
		Hawk 1-2	F/A-18C	212	1682	2*AIM-9X, 1*AIM-120C, 1*GBU-16, 2*GBU-12, 8*Zuni Rkt, 2*Fuel tank, ATFLIR
	Hawk 2	Hawk 2-1	F/A-18C	213 (Lead)	1683	2*AIM-9X, 1*AIM-120C, 1*GBU-16, 2*GBU-12, 8*Zuni Rkt, 2*Fuel tank, ATFLIR
		Hawk 2-2	F/A-18C	214	1684	2*AIM-9X, 1*AIM-120C, 1*GBU-16, 2*GBU-12, 8*Zuni Rkt, 2*Fuel tank, ATFLIR
	Hawk 3	Hawk 3-1	F/A-18C	207 (Lead)	1685	2*AIM-9X, 1*AIM-120C, 1*GBU-16, 2*GBU-12, 8*Zuni Rkt, 2*Fuel tank, ATFLIR
		Hawk 3-2	F/A-18C	208	1686	2*AIM-9X, 1*AIM-120C, 1*GBU-16, 2*GBU-12, 8*Zuni Rkt, 2*Fuel tank, ATFLIR
	Hawk 4	Hawk 4-1	F/A-18C	209 (Lead)	1687	2*AIM-9X, 1*AIM-120C, 1*GBU-16, 2*GBU-12, 8*Zuni Rkt, 2*Fuel tank, ATFLIR
		Hawk 4-2	F/A-18C	210	1688	2*AIM-9X, 1*AIM-120C, 1*GBU-16, 2*GBU-12, 8*Zuni Rkt, 2*Fuel tank, ATFLIR

Support	Flight	Callsign	Aircraft	Task	TACAN	Frequency	Channel	Planned Altitude
	Magic 1	STRIKE	E-2D	AWACS	N/A	264.0 AM	2	MSL 30K
	Wizard 1	KNIGHT	E-2D	AWACS	N/A	265.0 AM	3	MSL 30K
	Shell 1	Shell 1-1	S-3B	A-A Refuel	55X	270.0 AM	7	MSL 5K
	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 18K

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"
Fujairah Int'l Airport	124.6 Mhz	N 25°06'21", E 56°20'25"

Mission Radio Cards

Radio COMM1					Radio COMM2				
Channel	Code	Callsign	Frequency	Module	Channel	Code	Callsign	Frequency	Module
1	Green 1	Marshall	305.0	AM	1	Green 1	Marshall	305.0	AM
2	Red 1	Strike	264.0	AM	2	Red 1	Strike	264.0	AM
3	Red 2	Knight	265.0	AM	3	Red 2	Knight	265.0	AM
4	Yellow 1	Hawk 1	256.0	AM	4	Yellow 1	Hawk 1	256.0	AM
5	Yellow 2	Hawk 2	254.0	AM	5	Yellow 2	Hawk 2	254.0	AM
6	Yellow 3	Hawk 3	250.0	AM	6	Yellow 3	Hawk 3	250.0	AM
7	Yellow 4	Hawk 4	270.0	AM	7	Yellow 4	Hawk 4	270.0	AM
8	Purple 1	Arco 1	257.0	AM	8	Purple 1	Arco 1	257.0	AM
9	Purple 2	Arco 2	255.0	AM	9	Purple 2	Arco 2	255.0	AM
10	Purple 3	Texaco	262.0	AM	10	Purple 3	Texaco	262.0	AM
11	Blue 1	Steel	259.0	AM	11	Blue 1	Steel	259.0	AM
12	Blue 2	Copper	268.0	AM	12	Blue 2	Copper	268.0	AM
13	Blue 3	Gold	269.0	AM	13	Blue 3	Gold	269.0	AM
14	Blue 4	Silver	260.0	AM	14	Blue 4	Silver	260.0	AM
15	Blue 5	Zinc	263.0	AM	15	Blue 5	Zinc	263.0	AM
16	Blue 6	Nickel	261.0	AM	16	Blue 6	Nickel	261.0	AM
17	Orange 1	Ford	267.0	AM	17	Orange 1	Ford	267.0	AM
18	Orange 2	Falcon	251.0	AM	18	Orange 2	Falcon	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

Flight Plan						
Number	Name	Altitude	Speed	Time	Description	Remark
0				1110LT	Launch	
1	RV	MSL 20K	0.50M	1120LT	Rendezvous	TACAN Rendezvous (250 IAS)
2	ROCK	MSL 20K	0.70M	1130LT	Bullseye Point	Landmark: Qeshm Island Airport
3	CPX	TBA	0.50M	1135LT	Contact Point X	Landmark: Rajaei Container Terminal
4	CPY	TBA	0.50M	1135LT	Contact Point Y	Landmark: Mount Genu
5	CPZ	TBA	0.50M	1135LT	Contact Point Z	Landmark: Hormoz Island
6	BAO	N/A			Bandar Abbas Ops	Follow JTAC Instructions
7	EGR	MSL 20K	0.50M	1230LT	Egress	Tanker (Arco/Texaco) available nearby
8	REC	MSL 20K	0.70M	1240LT	Recovery Tanker	Tanker (Shell) available nearby
10	HOME			1245LT	Landing	Expected recovery location

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Flight Plan

Flight Plan (WP2-WP7, Bandar Abbas Operation Area)

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Bandar Abbas Region Update (Chart#200930)

U.S.M.C 4th 5th 6th Regiments Offensive Plan (Day 20)

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Fixed Initial Points & Landmark Reference

Battleground Situation Update