Operation Hormuz Campaign

Mission 19 No Time For Caution

Time:	**9-Jul-2011 1700UTC (2000LT)**						
Weather:	**Cloudy**	**Temp:**	**26°C**	**Sunrise:**	**0531LT**	**Sunset:**	**1912LT**
Visibility:	**Good**	**Clouds:**	**Broken**	**Wind:**	**285, 5kts**		

Situation

The wind has weakened as Cyclone Dora waned quickly after its landfall and disappeared when it reached Afghanistan. The temperature rose as hot air from the north Indian Ocean prevailed and blew into the Gulf of Oman again. The media continued covering the latest news as the war developed into the 19th day. People gathered in Tehran, Mashhad and Isfahan, protesting against the military regime. The protestors criticized the Iranian army as a puppet of Russia and demanded a legal election of a new government. But the army suppressed the protestors and announced curfews in most of the key cities across the country. Although Golgohan weapon factory was destroyed in an airstrike on Day 18, the military government has pushed other military manufacturers in the northern part of the country to operate at full production, and announced that its highly enriched uranium is ready to produce a nuclear warhead within two weeks. On the ground, battles resumed after the thunderstorm. The Marines advanced deeper into Bandar Abbas City from both the east and west sides. However, the progress was slow as street combat required carefully clearing and securing each building before advancing further. In the meantime, The Marine Corps 4th and 5th Regiments were also attacking from the northern outskirt of the city, the goal was to cut the city in half and break its defenses. The Iranian army had fortified its defensive strongholds along the city's north line and had defended the attacks several times on Day 19. Dozens of artillery shelling had been made on these defensive strongholds by daytime yet the effect was not satisfying at all. The ground force decided to call for a more conventional carpet yet precise bombing on those positions, which requires a low-level release of the bombs. Eight F/A-18C hornet fighter jets, each loaded with eight Mk-82Y air bombs were scheduled to attack those positions along the

Briefing

Case III Departure 1700UTC. Coordinate N251643 E565227
Case III Recovery 1815UTC. Expected Reocvery Location N250306 E572627
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 and Lead of Hawk One, whose objective is to attack the west side of Bandar Abbas City's defensive positions, marked as Alpha and Bravo on our latest combat chart. Hawk 2-1 is the Lead of Hawk Two, whose objective is to attack the east side of the aforementioned positions marked as Charlie and Delta. All aircraft will cold start on deck, bingo fuel is 5000lbs, bullseye point is Waypoint 2 (ROCK). This is preplanned conventional single run bombing, so set your weapon delivery profiles as desired during cold start. Recommendations, auto mode with delayed electric fuze and retard option, 8 quantity and 1 multiple with 200ft-300ft interval for a single run attack. You may also set a secondary profile with CCIP mode as backup but use it only when you have troubles to designate the target. Also remember to set your countermeasures, 1 flare with 30 reps and 1s interval is recommended, which could help us to avoid possible MANPAD infrared missiles during our hot run along the north outskirt of the city. Lastly, set your radar altimeter warning to 300ft, and we should not fly below that altitude during a night mission.

Case III departure, after KILO, proceed to Waypoint 1 (RV) for TACAN rendezvous at Angles 15 with 250 IAS. Flight Leads will keep their position lights on and Flight Wings will keep only formation lights. After regroup is done, the Mission Commander will give push order and turn off their position lights as well. We will maintain at Angels 15 and push our ingress leg with a contract speed of 0.7 Mach, during this phase, we will switch PRI COMM to STRIKE (Channel 2) and AUX COMM to HAWK (Channel 4). We will first check in with STRIKE before Waypoint 2 (ROCK), all the combat operations in the Bandar Abbas region are now coordinated by special JFACC, callsign KNIGHT, so we would need to switch to KNIGHT (Channel 3) after checking in with STRIKE. KNIGHT will give us an update of the battle situation inside the city and also give clearance to enter the operation zone.

We will Fence In and descend to 5,000ft before reaching Waypoint 3 (IP), which is used as our Initial Point with a landmark of a seaport and shipyard bay. Hawk One will attack the enemy's positions marked as Alpha and Bravo, which are set as Waypoint 4 (DLA) and Waypoint 5 (DLB) respectively; Hawk Two will attack Charlie and Delta, which are set as Waypoint 6 (DLC) and Waypoint 7 (DLD) respectively. The Flight Lead will assign targets and decide how to attack based on the instruction from KNIGHT. These positions are arranged in a line formation with a length of 2000ft-2500ft, approximately 300ft wide along the northern ring road of the city. We need to attack these positions with a precise course: 054 for Alpha, 098 for Bravo, 050 for Charlie and 048 for Delta. It's also remarked in both target card and our flight plan in the briefing pack, double check them before you make your attack. We have friendlies in the vicinity of the target positions, so precise is crucial. Therefore, we need to run in at 500ft AGL and drop all 8 bombs in a single run to cause maximum damage the enemy positions. Meanwhile, we should also run in with 580-590 knot IAS to minimize the potential AAA threat from the city. And also remember to initiate your programmed flare dispense about 10 seconds before releasing to reduce Manpad threat, it is not a guarantee but do help to reduce the possibility of a infrared missile tracking, especially when we are so focused on the low-level flight for weapon delivery.

Plan A: Each Element will send one aircraft in for attack whilst the other maintains at 5,000ft and 10 nautical miles out to assess the damage by using ATFLIR pod. Recommended orbiting position is 5nm east of Waypoint 3 (IP), right above Rajaei Port Container Terminal which is safe and under our ground force's control now. If good effect on the attacked position, the other aircraft could check with the other Element to decide if their first attack is good, then decide if run in to attack their assigned target again or help the other Element. In this Plan, we could make sure that our bombs have the highest possibility of good effect on all four positions, but we will also need to stay in the operation area longer and the first attack would alert the enemy AAA and cause more danger for the second run. **Plan B:** Each Element will send both aircraft in trail formation for attack without a spotter. This is a low-level weapon deployment with retard chut and delayed fuze, the trailer should at least have 30 seconds interval or 4 nm gap to the leader to avoid collateral damage from the explosion of the leader's bombs, and if the trailer thinks it's unsafe to continue, abort the attack anytime and report to the leader. In this Plan, we could minimize our explosure to the city's AAA and Manpads and egress quicker, but the trailer needs to take extra caution to avoid being hit by the delayed explosion, timing is crucial.

Once all bombs are delivered, we will egress north and climb up, start another round of flare dispense if you think it's necessary, then turn east after climbing to a safe altitude and leave the city zone. Once we pass Bandar Abbas International Airport, which is also under our ground force's control now, we will make a south turn for feet wet. We will also report back to KNIGHT for BDA, but we won't run in for a second attack, I believe we can make the first attack count. Then we would probably switch back to STRIKE to check out our mission. Tankers are available near Waypoint 8, but based on the mission plan, refueling shouldn't be necessary. We will climb back to Angel 15 at Waypoint 8 and Fence Out, then we will fly back to Mother for Case III recovery. Tomorrow, we have been assigned with another CAS mission around noon time, so we need to get up early to study the briefing material,

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Basic Info

Tasks	Primary Objective	Break Bandar Abbas north defensive line position Alpha and Bravo
	Secondary Objective	Break Bandar Abbas north defensive line position Charlie and Delta

Threats 1. AAA and Manpad in Bandar Abbas

Package	Flight	Callsign	Aircraft	Task	Tail #	Payload
	Hawk 1	Hawk 1-1	F/A-18C	Bombing	211 (Lead)	2*AIM-9X, 1*AIM-120C, 8*Mk-82Y, 1*Fuel tank, ATFLIR
		Hawk 1-2	F/A-18C	Bombing	212	2*AIM-9X, 1*AIM-120C, 8*Mk-82Y, 1*Fuel tank, ATFLIR
		Hawk 1-3	F/A-18C	Bombing	213	2*AIM-9X, 1*AIM-120C, 8*Mk-82Y, 1*Fuel tank, ATFLIR
		Hawk 1-4	F/A-18C	Bombing	214	2*AIM-9X, 1*AIM-120C, 8*Mk-82Y, 1*Fuel tank, ATFLIR
	Hawk 2	Hawk 2-1	F/A-18C	Bombing	207 (Lead)	2*AIM-9X, 1*AIM-120C, 8*Mk-82Y, 1*Fuel tank, ATFLIR
		Hawk 2-2	F/A-18C	Bombing	208	2*AIM-9X, 1*AIM-120C, 8*Mk-82Y, 1*Fuel tank, ATFLIR
		Hawk 2-3	F/A-18C	Bombing	209	2*AIM-9X, 1*AIM-120C, 8*Mk-82Y, 1*Fuel tank, ATFLIR
		Hawk 2-4	F/A-18C	Bombing	210	2*AIM-9X, 1*AIM-120C, 8*Mk-82Y, 1*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	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	Knight	265.0	AM	3	Red 2	Knight	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

Targets Cards

Hawk 1 Targets						
TGT#	Priority	Type	Coordinate	Elevation	Assignment	Remark
A	Primary	Position	N27°12'04.63" E56°15'13.66"	90ft	Hawk 1-1/Hawk 1-2	Attacking course: 054
B	Primary	Position	N27°12'05.37" E56°16'16.86"	101ft	Hawk 1-3/Hawk 1-4	Attacking course: 098
C	Secondary	Position	N27°12'29.07" E56°17'35.19"	94ft	Hawk 2-1/Hawk 2-2	Attacking course: 050
D	Secondary	Position	N27°13'14.64" E56°18'33.97"	152ft	Hawk 2-3/Hawk 2-4	Attacking course: 048

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Flight Plan

Flight Plan						
Number	**Name**	**Altitude**	**Speed**	**Time**	**Description**	**Remark**
0				2010LT	Launch	
1	RV	MSL 15K	0.50M	2015LT	Rendezvous	TACAN Rendezvous (250 IAS)
2	ROCK	MSL 15K	0.70M	2030LT	Bullseye Point	Landmark: Qeshm Island Airport
3	IP	MSL 5K	0.80M	2035LT	Initial Point	Landmark: Commercial port and shipyard
4	DLA	AGL 500ft	0.85M	2040LT	Position Alpha	Attacking course: 054
5	DLB	AGL 500ft	0.85M	2040LT	Position Bravo	Attacking course: 098
6	DLC	AGL 500ft	0.85M	2040LT	Position Charlie	Attacking course: 050
7	DLD	AGL 500ft	0.85M	2040LT	Position Delta	Attacking course: 048
8	EGR	MSL 15K	0.70M	2050LT	Egress	Tanker (Texaco/Arco) available nearby
7	REC	MSL 5K	0.70M	2100LT	Recovery Tanker	Tanker (Shell) available nearby
11	HOME			2115LT	Landing	Expected recovery location

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Battleground Situation Update

Battleground Situation Update (Zoom in)

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Bandar Abbas Region Update

Bandar Abbas City Marks (Chart#191630)