





Debrief:

At the scheduled mission time my wingman and I taxi for departure:



Glancing out the canopy I can see our escort flight of F-15s taking the runway. I'm relieved that we won't be alone out there today:



The tower clears us for takeoff and I'm amazed by the bustle of activity all around the airport. Someone needs to coordinate those Army units though or someone is going to have an accident!



Turning on course my radar shows the CAP flight of -15s ahead of us:



Cont...

<http://home.carolina.rr.com/beachav8r>

From: **Charlotte, NC USA** | Registered: **Jan 2001** | IP: [Logged](#)

**BeachAV8R**  
Member  
Member # 3055

posted 09-22-2003 22:44

In training the environment was relatively benign and un-cluttered. The F4 campaign world, is a WHOLE different story. Radio calls from other flights clutter the airwaves, the clicks and chirps of the threat warning gear constantly demand attention, the radar shows multiple targets and the HSD is filled with different symbols and radar threat rings:



Just a few miles north of our base I start actively searching the airspace in front of our flight for targets. Multiple times I lock up contacts and query AWACS for identification. This contact lies on our route, moving left to right and it turns out to be a friendly package, their destination and mission a mystery:



Continuing toward our assigned attack area we come upon the Forward Line of Troops (FLOT) where the ground battle rages. Tracers fly back and forth and explosions rip the landscape. It certainly looks like a bee-hive of activity down there and I'm very happy that I'm cruising 20-thousand feet above it all:



As the radar scans the volume of airspace in front of me another set of contacts shows up. I again select one, query AWACS and he announces they are MiG-21s!



I cross-check their position on my HSD and show them just off the right side of my course path coming south:



Turning back on course I adjust my speed to match the waypoint timing carat while keeping a sharp eye on my radar. I cross-check my radar with calls to AWACS to try to fill in gaps in my radar coverage. In a few more miles I start painting a group of aircraft at 20 miles and I call AWACS for assistance:



The CAP flight of F-15s swings into action and accelerates toward the oncoming threats:



The target area is starting to come into view on the HSD and the number of threat sites is overwhelming:



Off my right side an aircraft I wasn't even aware of goes down in flames; it may have been an enemy aircraft taken out by the CAP flight or it could have been a CAP member taken out by a SAM, who knows:



Crossing over the FLOT I'm targeted by AAA guns on the ground. The explosions rumble around me as the flak explodes, but I squeak through without any damage:



A look at my Radar Warning Receiver (RWR) shows an SA-2 symbol at 12 o'clock out in the non-lethal band; that might be my target!



Cross-checking on the HSD I can just make out a "2" symbol on the display as well as multiple SA-5 symbols:



One last check of the air-to-air radar confirms the airspace is clear ahead and I pull up my HARM missile page:



Cont...

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From: **Charlotte, NC USA** | Registered: **Jan 2001** | IP: [Logged](#)

**BeachAV8R**  
 Member  
 Member # 3055

📅 posted 09-22-2003 22:45 🏠 👤 📧 📝 “ ”

I also reach down to my left side panel and turn on my ECM gear:



Suddenly the "2" symbol re-appears on both the RWR and the HARM page. I quickly slew the designator over the "2" lock on it. My HUD cue flashes indicating I'm in range and I fire my first HARM:



I break away to the east to both clear the airspace and set-up for another HARM run:



My HARM appears to home in on an SA-5 site, which it destroys for my first kill of the war!





After the turn another SA-5 site illuminates me and there is a disturbing MiG-29 symbol on my left front quarter:



I turn back 45 degrees to the left to point my radar toward the MiG-29 threat and immediately get a couple of contacts inside of 20 miles with high closure:



Cont..

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From: **Charlotte, NC USA** | Registered: **Jan 2001** | IP: [Logged](#)

**BeachAV8R**  
Member  
Member # 3055

📅 posted 09-22-2003 22:45 🗺️ 👤 📧 📄 “ ”

I switch to an AMRAAM, lock the bandit, query AWACS and confirm they are hostile:



Another scan of the airspace shows multiple targets and seeing I'm outnumbered I quickly lock up the first target I can, confirm he's in the DLZ and fire:



My missile homes in on an IL-28 and I realize the other contacts must be other bombers and probably a fighter escort:



After a quick notch turn to the right I swing the nose back toward the contacts and hope I can pick out one of the fighters since they stand between me and my target:



I lock another bandit, query AWACS and fire another slammer:



Boom! That's a MiG-29 kill!



I'm now well offset to the east of my intended flight path and my target timing has obviously gone all to hell, but I'm determined to continue my mission and degrade the enemies anti-air capability so I turn back toward the target:



Cont...

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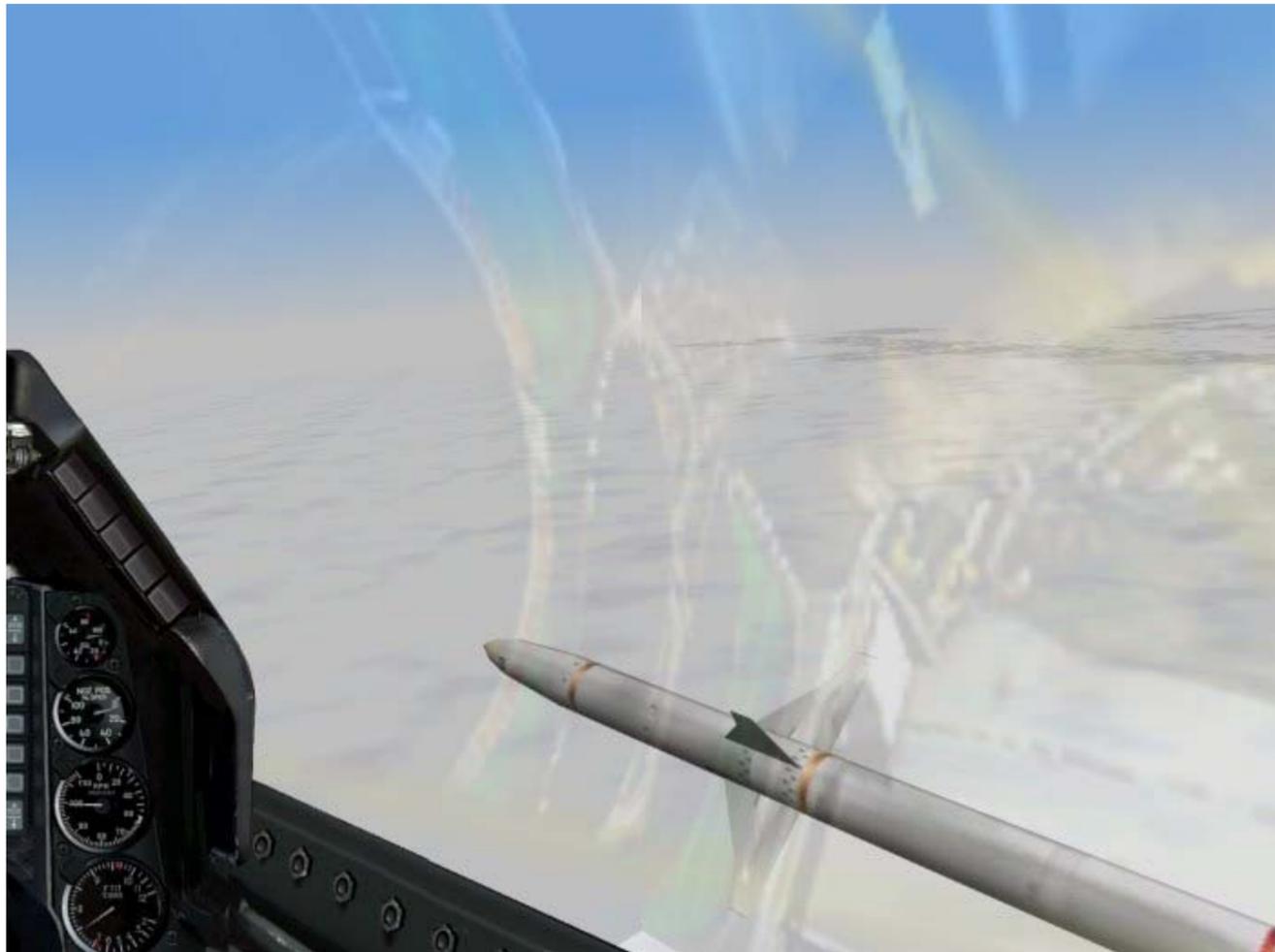
From: **Charlotte, NC USA** | Registered: **Jan 2001** | IP: [Logged](#)

**BeachAV8R**  
 Member  
 Member # 3055

📅 posted 09-22-2003 22:46 🏠 👤 📧 📄 “ ”

Selecting other emitters around the target area I quickly fire off more HARMS:





One homes in on a radar site at an airfield:





As I continue in toward the target I get a lock and launch indication from an SA-5 and I go toe-to-toe with him as I lock his symbol on the HARM page and send one back at him!



As my last HARM comes off the rail, I get the master caution reminding me to hit the CAT switch and restore maneuverability to my jet while I also note the MiG-21 and -29 symbols on my right:



Taking a glance at my fuel gauge I decide discretion is the better part of valor and point the nose toward home. With no slammers left and all my HARMs expended I figure I had better not bite off more than I can chew on my first wartime mission:



Cont...

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From: **Charlotte, NC USA** | Registered: **Jan 2001** | IP: [Logged](#)

**BeachAV8R**  
Member  
Member # 3055

📅 posted 09-22-2003 22:46 🏠 👤 📧 📄 “ ”

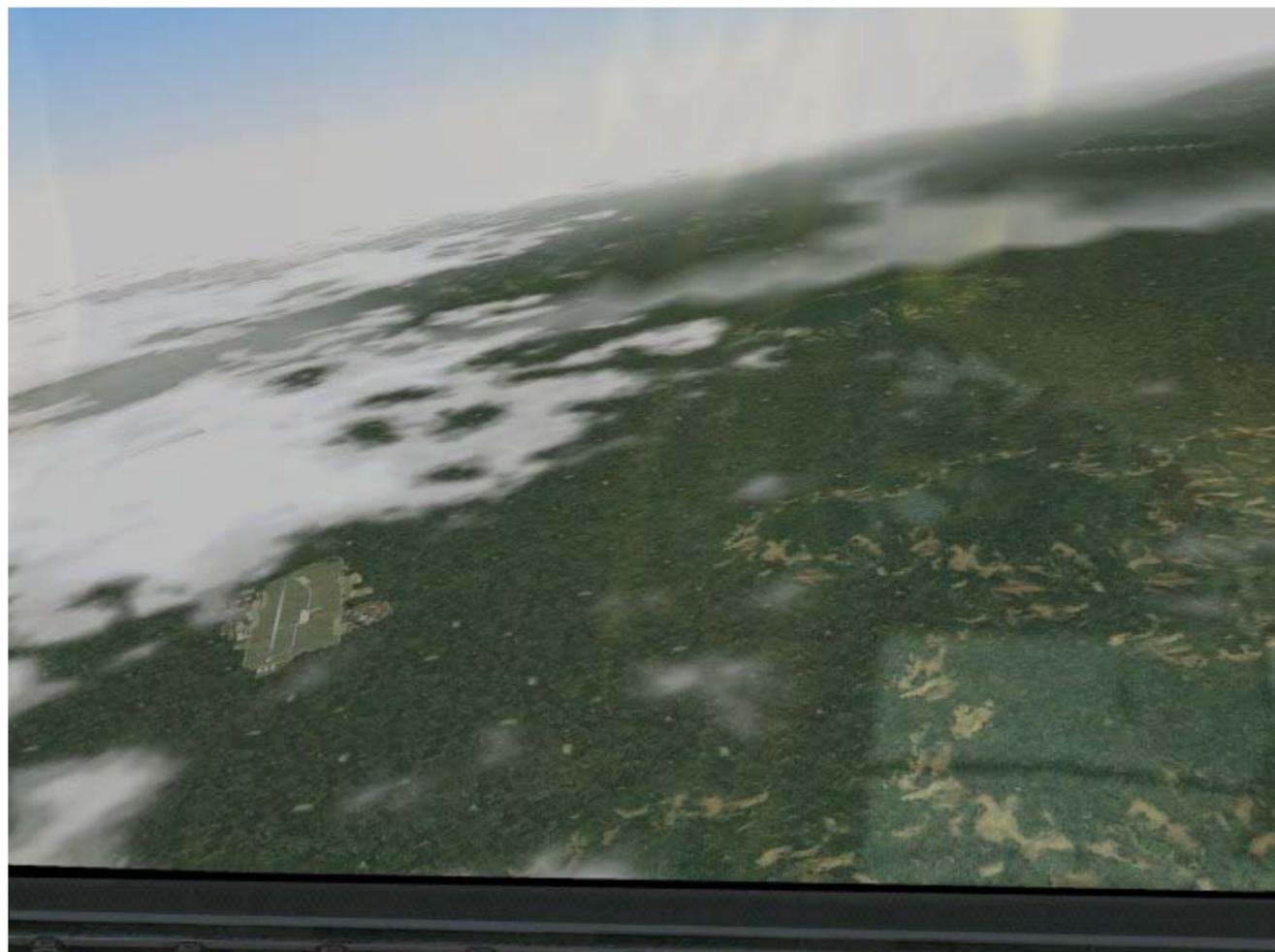
I pass back over the FLOT on the return leg and am met with the same AAA welcome, again squeaking through unscathed:



As I cross the FLOT an SA-2 site illuminates and fires on me. I enter a break turn, dump chaff but never even see the missile:



I assume the SA-2 is down near that enemy airbase:



The SA-2 eventually drops harmlessly to the earth below:



Looking through the canopy I can see enemy armor on the move down near the FLOT:



I eavesdrop on an A-10 in the theater and wonder if he's heading toward the enemy armor I just spotted:



An OH-6 scout also meanders across the battlefield no doubt making reports on enemy activity in his sector:



Cont...

-----  
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From: **Charlotte, NC USA** | Registered: **Jan 2001** | IP: [Logged](#)

**BeachAV8R**  
 Member  
 Member # 3055

📅 posted 09-22-2003 22:46 🏠 👤 📧 🗒️ “ ”

And I don't know what kind of munitions this F-4 is carrying, but it sure looks like it can pack a wallop!



An ROK F-16 flies CAP over another attack flight in the area:



Arriving safely back at base I turn final as still more friendly armor races north toward the battle:



#### Conclusions:

My first F4/SP3 campaign mission is complete! I am really surprised I survived actually. Taking a methodical and conservative approach was probably the smartest thing I could do. One of the things I really like about F4/SP3 is that there is definitely a "fog of war" feeling. There is so much going on out there that the situation can rapidly become confusing if you aren't constantly aware of who is out there, where they are going, and what you need to be doing. Fratricide could easily occur in this campaign environment. AWACS is a great help in keeping things sorted out. The biggest mistake I made in this flight was not using my wingman at all. I was a little busy to use him to his best ability, although while I was concentrating on my HARM shots I did repeatedly give him the "clear my six" command in an effort to keep a bogey from sliding in behind me.

The mission was actually a stunning success with hits on 100% of my munitions including two A2A kills.

**MISSION:** Success (Strike enemy air defense assets)  
**YOUR TASK:** Success (Suppress or destroy enemy air defense assets)  
**PILOT RATING:** Excellent

Actual TOT: Never arrived  
 Losses: 0

**PACKAGE STATISTICS:**

Flight	Aircraft	Comments
Glass1 (SEAD Strike)	2 F-16CJ	Mission success: Heavy damage inflicted to target. Event List

**FLIGHT STATISTICS:**

Callsign	Status	Ordnance Fired	Results
Glass11	Functional	2 x AIM-120B	2 hits (100%)
Glass12	Functional	4 x AGM-88	4 hits (100%)

**PILOT STATISTICS:**

Callsign	Aircraft	Pilot	Status	AA Kills	AG Kills	Rating
Glass11	F-16CJ	2Lt. Beach	OK	2 (0)	3 (0)	Excellent
Glass12	F-16CJ	Col. Hwang	OK	0	0	Excellent

**RESULTS:**  
 Your efforts have helped clear the way for follow-on strikes.

**RELATED EVENTS:**  
 A ROK F-16CG flight was forced to abort their mission southeast of Chiha-ri.

Mission success: Heavy damage inflicted to target

Event List

- DPRK Fan Song B destroyed by Beach at 10:21:3
- DPRK IL-28 downed by Beach at 10:23:28
- DPRK MiG-29A downed by Beach at 10:25:32
- DPRK Radar destroyed by Beach at 10:27:54
- DPRK Radar destroyed by Beach at 10:27:55
- SA5 launched at Beach 10:29:12
- SA2 launched at Beach 10:35:11

2 x AIM-120B 2 hits (100%)

4 x AGM-88 4 hits (100%)

4 x AGM-88 4 hits (100%)

- AGM-88 released at 10:20:14 hit Fan Song B - destroyed
- AGM-88 released at 10:27:16 hit Radar - destroyed
- AGM-88 released at 10:27:24 hit Radar - destroyed
- AGM-88 released at 10:30:45 hit Radar - damaged

2 x AIM-120B 2 hits (100%)

2 x AIM-120B 2 hits (100%)

- AIM-120B released at 10:22:54 hit IL-28 - destroyed
- AIM-120B released at 10:24:46 hit MiG-29A - destroyed

I'm looking forward to my next sortie since every one is a learning experience!

BeachAV8R

-----  
<http://home.carolina.rr.com/beachav8r>

From: **Charlotte, NC USA** | Registered: **Jan 2001** | IP: [Logged](#)

**Wildman**  
 Member  
 Member # 1350

posted 09-22-2003 23:22

You just be careful about continuing the mission next time, young man. You kept warning yourself about that obsession during training.

When your SA is down around your ankles, beat feat.

On a side note for having your wingman help.

With A2A, and the enemy at AMRAAM range a CHAINSAW command elicits a quick launch from the wingie.

-----  
 Cess-Wildman

*Cess Patrol--When the only thing keeping you up is hot air!*

From: **USA** | Registered: **Aug 2000** | IP: [Logged](#)

**20mm**  
 Administrator  
 Member # 2515

posted 09-23-2003 01:10

Beach,  
 Excellent, as always, and with the success enjoyed on the first mission, the campaign is afoot!

Now, about those vehicles driving across the runway...

-----  
 Pat Tillman (1976-2004):  
 4 years Arizona State University, graduated with high honors.  
 5 seasons National Football League player, Arizona Cardinals.  
 Forever United States Army Ranger.

**BeachAV8R**  
Member  
Member # 3055

From: **tucson, az, usa** | Registered: **Jan 2001** | IP: [Logged](#)

📄 posted 09-23-2003 01:45     “ ”

Lol..just realized my comment about the A-10 was wrong..he couldn't have been headed anywhere but home with only 2 Sidewinders on his wing..lol..

BeachAV8R

-----  
<http://home.carolina.rr.com/beachav8r>

**JMR**  
Member  
Member # 2870

From: **Charlotte, NC USA** | Registered: **Jan 2001** | IP: [Logged](#)

📄 posted 09-23-2003 01:49     “ ”

Very cool. I'm looking forward to starting my first campaign as well. The only thing though is that I want a realistic experience. I don't want a Hollywood version of the war where I'm faced with 500 migs on each mission.

Did you make any adjustments to your campaign sliders prior to starting?

**Cajun [former 172]**  
Member  
Member # 12484

Registered: **Jan 2001** | IP: [Logged](#)

📄 posted 09-23-2003 07:54     “ ”

quote:

Originally posted by JMR:

**Very cool. I'm looking forward to starting my first campaign as well. The only thing though is that I want a realistic experience. I don't want a Hollywood version of the war where I'm faced with 500 migs on each mission.**

You won't really get that with the F4SP3 campaigns though at times i've felt like it was 500 migs... a good portion of the time though you'll come across a 4ship with 2 fighters as escort or more, but help is just a radio call away. Plus if your loaded for bear just launch an amraam let it track turn away then repeat. You'll have help almost all the time you do a ground attack mission, i want to say every deep strike mission i have seen a fighter escort as well as a sead escort(my memory is fuzzy on that)

If there is one thing i advise it's when your in planning stop the time near to when you will be taking off and pull up all the info you can on the map, airplanes, sams that sorta thing. And study, it'll help in the long run. It's kinda trickier to try to remember other packages along your flight but it can't hurt.

-----  
"Airspeed, altitude or brains. Two are always needed to successfully complete the flight."

"Without Maintainers, Pilots are just Pedestrians with Cool Leather Jackets and Sunglasses"

**NC\_Creeper**  
Member  
Member # 14237

From: **Spangdahlem AB, Germany** | Registered: **Sep 2002** | IP: [Logged](#)

📄 posted 09-23-2003 08:31     “ ”

Awesome post Beach! Looks like you took off just in time before the ground troops turned the runway into a highway!

I've got to try this game sometime. I'm not sure I would be patient enough to learn it though. How does the learning curve compare with Janes F/A-18?

-----  
My specs AMD 2500+ Barton CPU, ABIT NF7 motherboard, 512MB PC3200 DDR RAM, 128MB Radeon 9700 (Cat 4.6), Thrustmaster Fox 2 Pro

**bish29047**  
Junior Member  
Member # 16963

From: **Charlotte, NC, USA** | Registered: **Jan 2003** | IP: [Logged](#)

📄 posted 09-23-2003 10:21     “ ”

Great post Beach. Just curious what Wildman said about the Chainsaw command. What is it and what does it do?

Thanks,

Bish

Registered: **Sep 2003** | IP: [Logged](#)

**Wildman**  
Member  
Member # 1350

📄 posted 09-23-2003 11:31     “ ”

Page 23-7 of the manual (binder edition) describes the chainsaw attack.

quote:

CHAINSAW is a specific attack using the AIM-120 AMRAAM missile. This attack will be run on whatever target is locked up on the radar or is under your cursors. On this attack, your flight members will fly toward the designated target and fire an AMRAAM

missile. When the missile goes active or can guide to the target using its own radar, the flight members will turn away from the target and rejoin with your flight. The CHAINSAW is a simple launch-and-leave attack using AMRAAMs

---

Basically it order your wingman or element to fire a AMRAAM in their face wait until the missile goes autonomous and then automatically rejoin without you having to tell them to rejoin.

Very helpful for putting the enemy on defensive and allowing your flight to blow through resistance and allows the CAP to finish the job up.

-----  
Cess-Wildman

*Cess Patrol--When the only thing keeping you up is hot air!*

---

From: **USA** | Registered: **Aug 2000** | IP: [Logged](#)

 posted 09-23-2003 11:57    “ ”

---

Nice report Beach and congratulation on acheiveing success on your first mission. An item that may help you sort out the fog of war when preforming ground attack missions is the use of the bullseye on your MFDs.

In the preflight preps I always do a recon on the target and write down the bullseye location. Then when I slide the cursor on the radar over a contact and read the bullseye info I have quick confirmation I have the right target.

To pull up the Bullsyes in your MFD use your ICP and depress "List" override button then press 0 for "misc" then select the bullseye and hit enter on the ICP. The Bullseye information is now displayed in the lower left hand corner of your MFDs. When you slew the cursor the bullseye bearing and range will change with the new location. AS an aid in your SA you can use this information for those bandit calls by other flights too. Anyhow the informatin on how to use the Bullsye is in the SP3 manual pages 48 to 57.

I am looking forward to your next report.

Orion

-----  
Luck is when Preparation meets an opportunity

---

From: **Everett, WA** | Registered: **Jan 2002** | IP: [Logged](#)

 posted 09-23-2003 12:45    “ ”

---

Thanks Wildman, thats a great tactic. I'll have to try it...

Bish

Registered: **Sep 2003** | IP: [Logged](#)

 posted 09-23-2003 13:14    “ ”

---

Hey BeachAV8R,

How are you man? Long time we don't talk.

Hey I would love to fly in that campaign with you. I have a DSL connection and I just bought the new F-15C cockpit so if you need some F-15C Escorts or just a wingman on your wing let me know.

Send me an email at [datajack@bellsouth.net](mailto:datajack@bellsouth.net).

I have ICQ as well, so if you want the number just ask me for it in the email.

Later!

Datajack

-----  
From: **Pembroke Pines, FL, USA** | Registered: **Jan 2001** | IP: [Logged](#)

 posted 09-23-2003 15:34     “ ”

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Nice one beach. A couple of things you might want to do

(1) get yourself the F4Logbook reader. It tells you your current points total so you can see how close you are to promotions and how you got medals. Remember you can lose points for losing wingmen and stuff.

(2) In the campaign priority, make sure you take "Defensive Counter Air" missions all the way to the left. Or you will end up with nothing but BARCAP missions. It gets bad sometimes and I will end up making them into AG missions by moving the waypoints over enemy troops. It's something that never quite got sorted out in F4.

Also take "Offensive Counter Air" and move it all the way to the right. Get control of that airspace before anything by taking out as many airfields as you can by doing that.

-----  
<http://chmaps-spidey.freesevers.com/>

**Orion**  
Member  
Member # 8755

**bish29047**  
Junior Member  
Member # 16963

**Datajack**  
Member  
Member # 2403

**Spidey**  
Member  
Member # 2186

"Aww...that's just what we call pillow talk baby." [Ash - Army of Darkness]

From: **Baltimore, MD, USA** | Registered: **Dec 2000** | IP: [Logged](#)

**Nift**  
Member  
Member # 7573

 posted 09-23-2003 17:29    “ ”

Another nice one Beach, thanks.

One question though:

It looks like you start on the tarmac and not on the runway but do you start cold or with engine running?

Thanks.

[ 09-23-2003, 17:30: Message edited by: Nift ]

-----  
"Men never do evil so completely and cheerfully as when they do it from religious conviction."  
-- Blaise Pascal

"He who sacrifices freedom for security is neither free nor secure."  
-- Ben Franklin

"If you try to idiot-proof a society, you get a society full of idiots."  
-- Winston Churchill?

From: **Duluth, GA, USA** | Registered: **Nov 2001** | IP: [Logged](#)

**Cajun [former  
172]**  
Member  
Member # 12484

 posted 09-23-2003 18:35    “ ”

Haha the vehicles, i forgot about the vehicles, word of advice, be very alert when taking off and landing in the campaign, especially at night. Apparently the drivers of the vehicles don't get any butt chewing, drivers license revoked, but chewing, reports, LOC's that us flightline associated people get if we cross into the CMA (Controlled Movement Area)without permission. Whew boy it isn't pretty.

Hey Nift, i can't technically speak for Beach, but if you choose ramp start, you start on the ramp without the engine running even with most of the switches in the off position. Taxi you are a short distance from the runway, maybe in line maybe not, engines running ready to go. And takeoff your lined up nice an sweet on the runway.

Me personally i like the ramp start as #1 i get to start the engine and #2 with having to wait for INS to align i get more than enough time to set up my bomb's, set my altitude warnings and a couple last minute studying on which way i'm taking off, which way to turn for the quickest way to get towards waypoints and a couple other things that i'm not mentioning cause i'm sure ya'll don't care and it's just taking up space. 😊

-----  
"Airspeed, altitude or brains. Two are always needed to successfully complete the flight."

"Without Maintainers, Pilots are just Pedestrians with Cool Leather Jackets and Sunglasses"

From: **Spangdahlem AB, Germany** | Registered: **Sep 2002** | IP: [Logged](#)

**Zero Niner**  
Member  
Member # 273

 posted 09-23-2003 21:02    “ ”

Great report as usual, Beach.

If I may suggest, you should focus on just achieving your mission objective & returning home safely. Anything else you bag along the way is just gravy.

Many a time in my campaigns I've gotten target-fixated and found myself all alone deep in NK airspace. You can guess how that went! 😊

If you think this is all there is, rest assured that things (for US/ROK forces) will rapidly go downhill from here, at least for the next 24-48 hrs, lol.

-----  
Zero Niner, out.

From: **Singapore** | Registered: **Nov 1999** | IP: [Logged](#)

**BeachAV8R**  
Member  
Member # 3055

 posted 09-24-2003 00:24    “ ”

Wildman - Thanks for the CHAINSAW hint..I've really got to get better at managing wingmen. That's a great command..simple engagement command but you don't lose control of your flight..great idea..!

JMR - I didn't make any adjustments to the sliders in the Rolling Fire Campaign. I'll let the chips fall where they may. I might adjust the mission type sliders in a bit if I feel they are getting a bit stale...

Creeper - F4 really compares favorably to F-18 in the avionics department. I don't go for the full on F4 ramp start-up stuff..though I don't knock the people that do it. When I take off on my campaign missions I do so from the point where the jet is already up and running...INS is working..etc..so really you are only doing combat switch management..not start-up and preflight stuff. Which is a good balance for me I think. I'd say the learning curve was on par with JF-18. I

mean..there are still weapons employment modes I still haven't used in JF-18..like some of the advanced SLAM-ER modes, PB targets, GPS targeting, etc...

Orion - You are right about the bullseye command. When I hear radio calls from other flight regarding the bullseye I need to start NOT tuning them out...they may be VERY pertinent to whats going on around me. I'll work on that!

Datajack - Yo! I'm flying between 1 and 6 in the morning this week..I'm on night shift..lol..I don't know if I could get multi-play up and working over my wireless network. I actually have a problem that when I exit out of F4 my wireless connection is dead..I have to re-boot to get it back..must be F4 is trying to access a port or something..?

Spidey - Thanks for the tips..where could I find that F4Logbook reader thing? I'd be interested to keep up with my pilot stats...

Nift, Cajun - I haven't been doing the whole ramp start and taxi stuff. I'd probably do it if I weren't writing mission reports too..but if I did that I'd be flying about 1 mission every 3 days..lol...right now I'm at about 1 per day..a good rate for me I think..

Zero-Niner - You are right...I have a tendency to get distracted from the mission. Definitely a cool part of the F4 campaign engine is that there is lots of stuff going on around that try to lure you from your real mission. I feel that really adds to the realism...

BeachAV8R

-----  
<http://home.carolina.rr.com/beachav8r>

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From: **Charlotte, NC USA** | Registered: **Jan 2001** | IP: [Logged](#)

**FAngs32**  
 Member  
 Member # 405

 posted 09-24-2003 00:52     “ ”

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Beach,

Great reports .. keep'em comin



>>JMR - I didn't make any adjustments to the >>sliders in the Rolling Fire Campaign. I'll let >>the chips fall where they may. I might adjust >>the mission type sliders in a bit if I feel they >>are getting a bit stale...

Here's a few Campaign tips you mite find handy lol

By default the Campaign is weighted on the player flyin successful (wheels up-to-wheels dwn) missions every 2 game-hours.

To extend this range out to a more realistic figure.. say 6-12 hrs

add this to the FalconSP.cfg file:

```
set g_nNoPlayerPlay x
```

where x is game hrs unaffected by player rating (6 recommended).

You dont actually have to play with the sliders at \*all\* to have good results. Fly successful missions and the grunts will pickup momentum.

TIP:

F4's famous 'wall of MiGs' is caused by built-in Hyperactivity IE: Gameplay concessions ;-/

To tone down the A-A a little bit add the following to your FalconSP.cfg file

```
set g_bRealisticAttrition 1
```

and change:

```
set g_npercentage_available_aircraft 75
```

from 75 to somewhere between 40-60

The SAR people will thank you for it



FAngs\_444th

-----

FAngs32 444 vTFS C/O L/O  
<http://444thvfs.tripod.com/>  
<http://www.fuzzylogik.co.uk/444th-tigers/>  
[img]http://www.x-plane.org/users/444thvfs/444TH\_SIG.gif[/img]

Registered: **Jan 2000** | IP: [Logged](#)

**BeachAV8R**  
Member  
Member # 3055

📄 posted 09-24-2003 01:04

Thanks Fangs..made those changes and look forward to having a more manageable campaign!

You guys are brilliant!

BeachAV8R

-----  
<http://home.carolina.rr.com/beachav8r>

From: **Charlotte, NC USA** | Registered: **Jan 2001** | IP: [Logged](#)

**Wildman**  
Member  
Member # 1350

📄 posted 09-24-2003 01:05

Beach,

If you'd like to take advantage of Fangs suggestion I believe that they are in the F4SP configuration editor that are click and apply rather than editing the .cfg file.

Although you might have to use the "expand package" function described in the "total SP3 install" thread on Frugals to find the realistic attrition modifier that way.

-----  
Cess-Wildman

*Cess Patrol--When the only thing keeping you up is hot air!*

From: **USA** | Registered: **Aug 2000** | IP: [Logged](#)

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