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Author Topic: Operation Rolling Fire Mission #2

BeachAV8R

Member
Member # 3055

posted 09-23-2003 23:59

09/23/03
Falcon 4.0/SP3 Campaign Mission Report #02
OPERATION ROLLING FIRE
DAY 1 - 1120 HOURS

Campaign Status:

North Korean and US/ROK forces are rushing toward the border in a massive meeting of military might. With the war only a couple hours old it is impossible to tell who has the initiative.

Campaign Map:



Objective:

BRIEFING PRINT

MISSION: Strike Pukch'ong Steel Mill
YOUR TASK: SEAD Escort
 Time on Target: 11:49:04

SITUATION:
 Be advised: Intelligence reports a large enemy offensive is in progress, probably with the intent to take Seoul.
 Reports show the Pukch'ong Steel Mill is currently producing war materials for the enemy. We would like to destroy or damage the facilities in an effort to slow its output.
 Intelligence reports the highest impact targets are:
 Factory
 Warehouse
 Shipping Dock

PACKAGE ELEMENTS:
 Tempest1 (Deep Strike) 4 F-16CG Destroy Factory and return home immediately
 Stingray3 (SEAD Escort) 4 F-16CJ Protect package from enemy air defenses

THREAT ANALYSIS:
 Enemy CAP aircraft are likely to be operating within operation area.

Our second mission of the campaign is another in what will probably be an ongoing strategy designed to attrite the enemy's anti-air assets. We will be escorting a flight of 4 ROK F-16s who will be attempting to destroy the steel mill at Pukch'ong. Our task is the suppression of enemy air defenses near the factory to facilitate the strike packages ingress and egress from the target area.

Planning/preflight:

For this strike we will again be carrying a full complement of HARM missiles in order to provide stand-off SEAD capabilities. Though destroying the SAM sites around the factory is the ideal situation merely keeping them off the air for the duration of the attack to allow the strike package unmolested access is the primary mission. We have forgone the two wing mounted fuel tanks in favor of an additional 2 HARM missiles. As such, we will be carrying a center mounted fuel tank in lieu of an ECM pod. Keep that fact in mind!



Also keep in mind that a previous strike on this facility occurred only 30 minutes ago, therefore there could be enemy interceptors lingering in the area. Keep a sharp eye out for enemy aircraft.



Debrief:

Cleared for takeoff I start rolling down the runway while my wingman looks on:

Cont...

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

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

BeachAV8R
Member
Member # 3055

posted 09-24-2003 00:00

An F-4 on a separate mission:



At the rendezvous point we turn north-bound and approach the always active FLOT:





On course I pick up a couple contacts on the right side of the radar. Slewing the radar cursors to the right slews the entire scan volume over to that side as you can see on the right MFD (blue lines denote scan volume). Comparing a contact on the radar to its position on the HSD is very useful way to determine if a target is a threat that lies on your course-line and whether it is pertinent to engage it:





The contacts appear to be a pair of Mi-24 "Hind" attack helicopters. Seeing them shooting at my countrymen raises my blood a bit and I jink slightly right and fire off a slammer which unfortunately misses:





Feeling guilty for the momentary distraction I turn back on course and bump the speed up slightly to make up the time on the timing carat and soon we are back on time crossing the FLOT. Here is the view from my wingman looking over at the AAA tracking in my wake across the FLOT:



Cont...

[09-24-2003, 00:03: Message edited by: BeachAV8R]

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

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

BeachAV8R
Member
Member # 3055

posted 09-24-2003 00:00

Here you can see we are a bit ahead of ourselves on the strike timing, I need to slow down to about 280 knots to be back on time:



As usual I check the fuel level once in awhile to keep a good idea of how much I have on hand:



We are now approaching the target area so I check with AWACS to determine the closest contact. AWACS responds with a call of the nearest bogey being 295 degrees for 50 miles, well off to our west. Pulling up the HARM page I prepare to go to work and designate an SA-2 site just west of the target area:





As the target carat drops into the DLZ on the right side of the HUD the round reticle flashes and I launch my first HARM:





Slewing the cursor further to the left (west) I designate the second SA-2 site visible on the HARM page and fire a missile at that radar as well:



Cont...

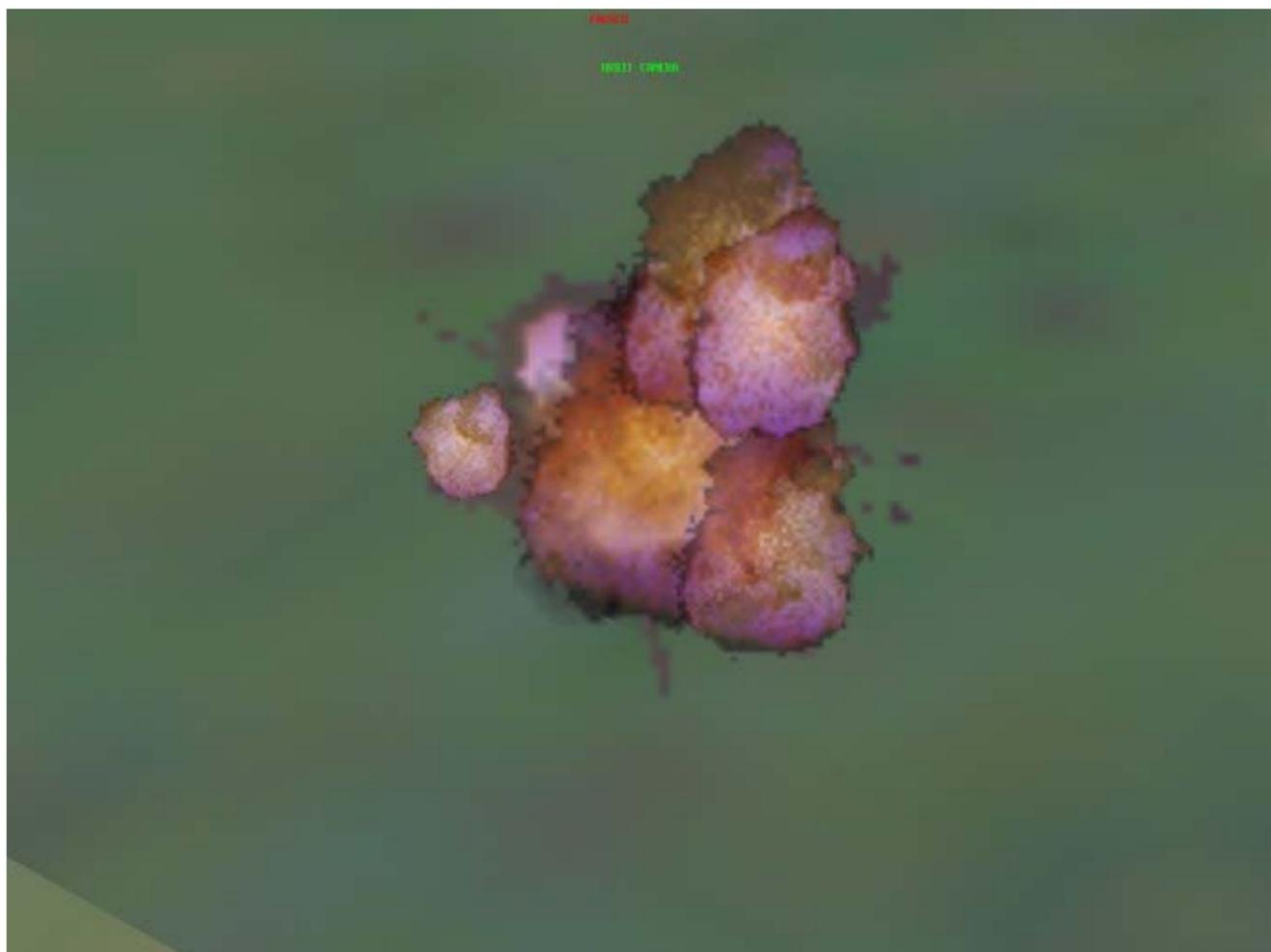
<http://home.carolina.rr.com/beachav8r>

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

BeachAV8R
 Member
 Member # 3055

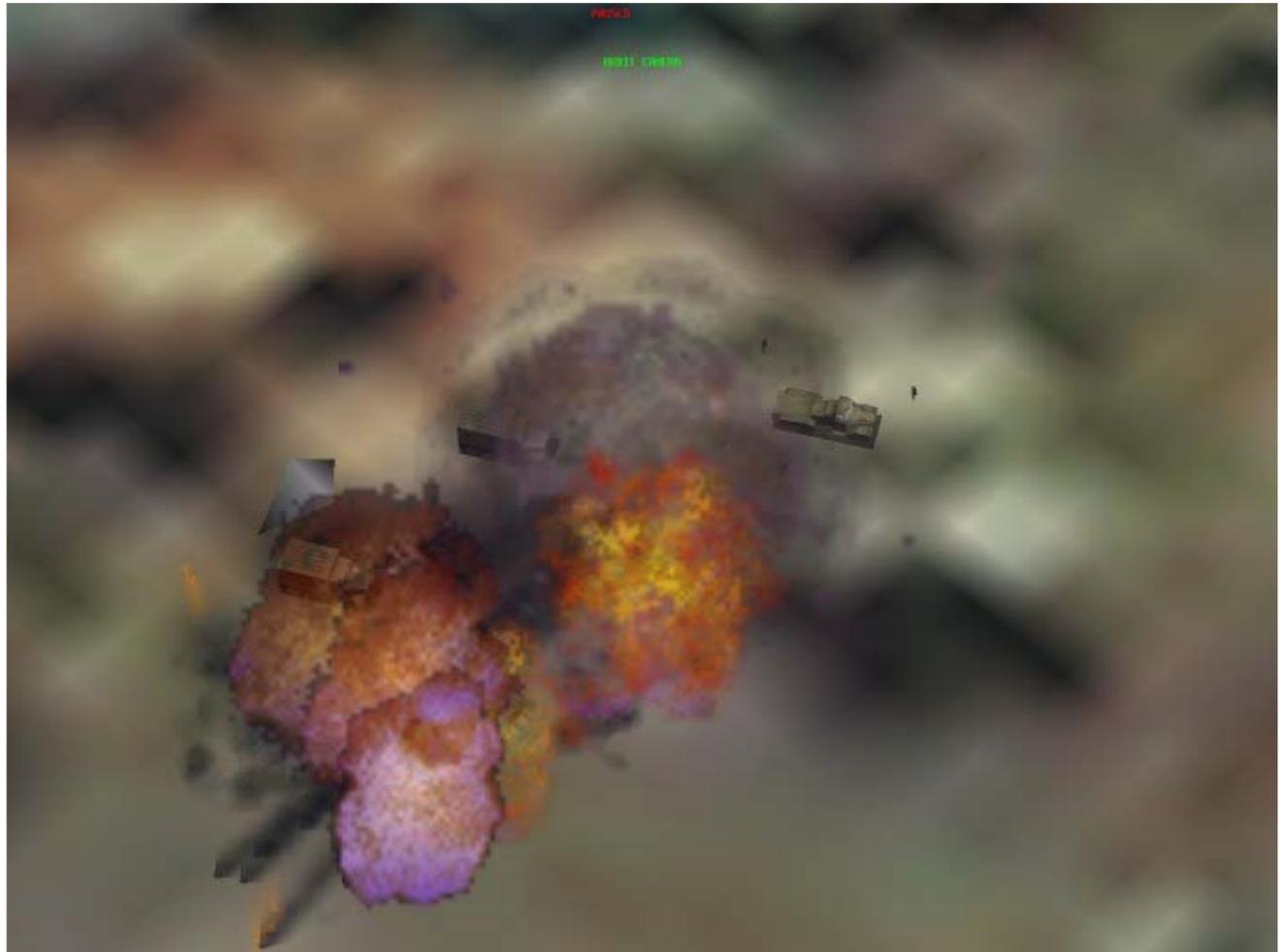
posted 09-24-2003 00:01    

What SEAD is all about:



As we close on the factory multiple emitters light up around the site including AAA and SA-5 threats:





With the enemy AAA and air defenses fully alert now I break off to the right (east) over the water to put a bit of distance between me and the bulk of the AAA as the last of my HARMs drops on the defenders:





Cont...

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

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

BeachAV8R
 Member
 Member # 3055

📅 posted 09-24-2003 00:01 🏠 👤 📧 📄 “ ”

We are right on time as the ROK come blasting through a few seconds later with repeated calls of "Paveway" as they drop their laser guided bombs on the factory:



As I stand off the coast a bit I can see the explosions and smoke rising from the ROK strike flight:



Each of the ROK strikers drops their bombs on single passes and exit the area to the south leaving the factory a smoldering ruin:



Turning south-bound on the egress course my radar picks up two contacts heading away from us but at low speed (298 knots) and we have 234 knots of closure on them. They are slightly right of our egress course and I'm not sure I want to get lured inland into all those threat rings:



The use the AWACS declare command and verify the contacts are hostile and they are identified as MiG-19s. The closure has fallen to a mere 11 knots as they have accelerated and the DLZ on the right

side of the radar (and HUD) shows they are well outside of AMRAAM range. An additional two contacts suddenly appear dead ahead and appear to have a much higher closure rate:



Breaking lock on the low closure rate -19s I lock up the new targets on the nose and designate the leader. The data tells the tale of 307 knots target speed and 881 knots of closure! We will be in range for these contacts in no time! I quickly query AWACS and get a confirmation that these targets are MiG-21s!



I order my wingmen to engage and in seconds the target has fallen into the no-escape zone on my DLZ and I hit the pickle button:



Cont...

[09-24-2003, 00:05: Message edited by: BeachAV8R]

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

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

BeachAV8R
Member
Member # 3055

📅 posted 09-24-2003 00:02 🏠 👤 📧 📄 “ ”

My missile sails harmlessly past the contact and in the missile view I see that the contacts probably scrambled from this airbase and are climbing to intercept the ROK attackers:



In another couple of seconds, with extremely high closure I merge with the MiG-21 and he flashes past my canopy:



Oh shi#! I'm in it now. I don't even remember to pop off my belly tank and I hear a slight wrenching of metal as I pull a max-G turn to beat the bandit into a nose-on position (I've already hit my CAT switch to I). I get a real good rate turn without blacking out and pull a bit of lag pursuit as the MiG continues his turn and I fall in behind him. A second or two in the funnel and I pull the trigger sending cannon rounds into his fuselage:



I overshoot and break left as he breaks right, but the damage is already done and he spirals off toward the water:



Just as I'm finishing off the -21 my threat warning receiver kicks a red light and the missile warning tone starts blaring in my ear as an SA-2 site engages me! I start punching off chaff, roll inverted and start toward the water:





Eventually the SA-2 falls off out of energy and I point my nose back toward our course line. I don't know where the second MiG-21 went and I scan the skies around me looking to padlock him but he's nowhere to be found. Turning my attention to my radar I spot 2 more contacts dead ahead, 10 miles, query AWACS confirm they are hostile and switch to my Sidewinders:



As I close on the targets the growl of the Sidewinder becomes a high pitch lock and I launch my first missile:



Cont...

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

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

BeachAV8R
 Member
 Member # 3055

📅 posted 09-24-2003 00:02 🏠 👤 📧 📄 “ ”

I score a hit on the MiG-19 (remember them? the two slow contacts I saw before engaging the high speed -21s!) and he goes down in flames:



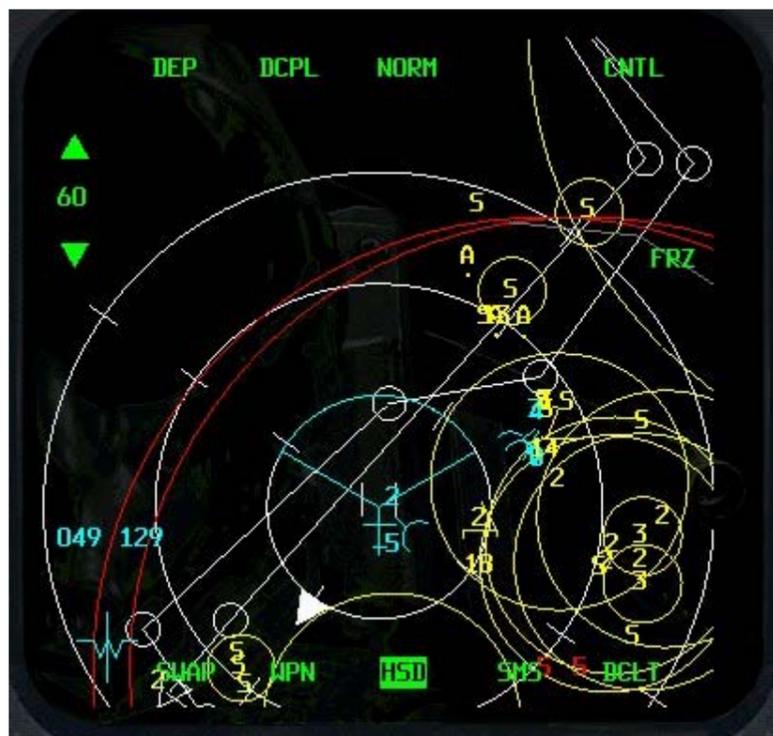


Scanning around outside the canopy I repeatedly hit the padlock button and am soon rewarded with a visual on the second -19. I pull around on his six, switch to guns and unload on him from close range. A few hits and his ejection seat flies from the aircraft:





Wow! I'm pumped now! My hands are sweating and my heart is pounding. Knowing that my fangs are out in a dangerous way I head east out toward the water and reign in my wingmen who have been out doing some killing of their own. On the HSD I can see their data-linked symbols out to the south-west, dangerously close to some SA-2 threat rings:



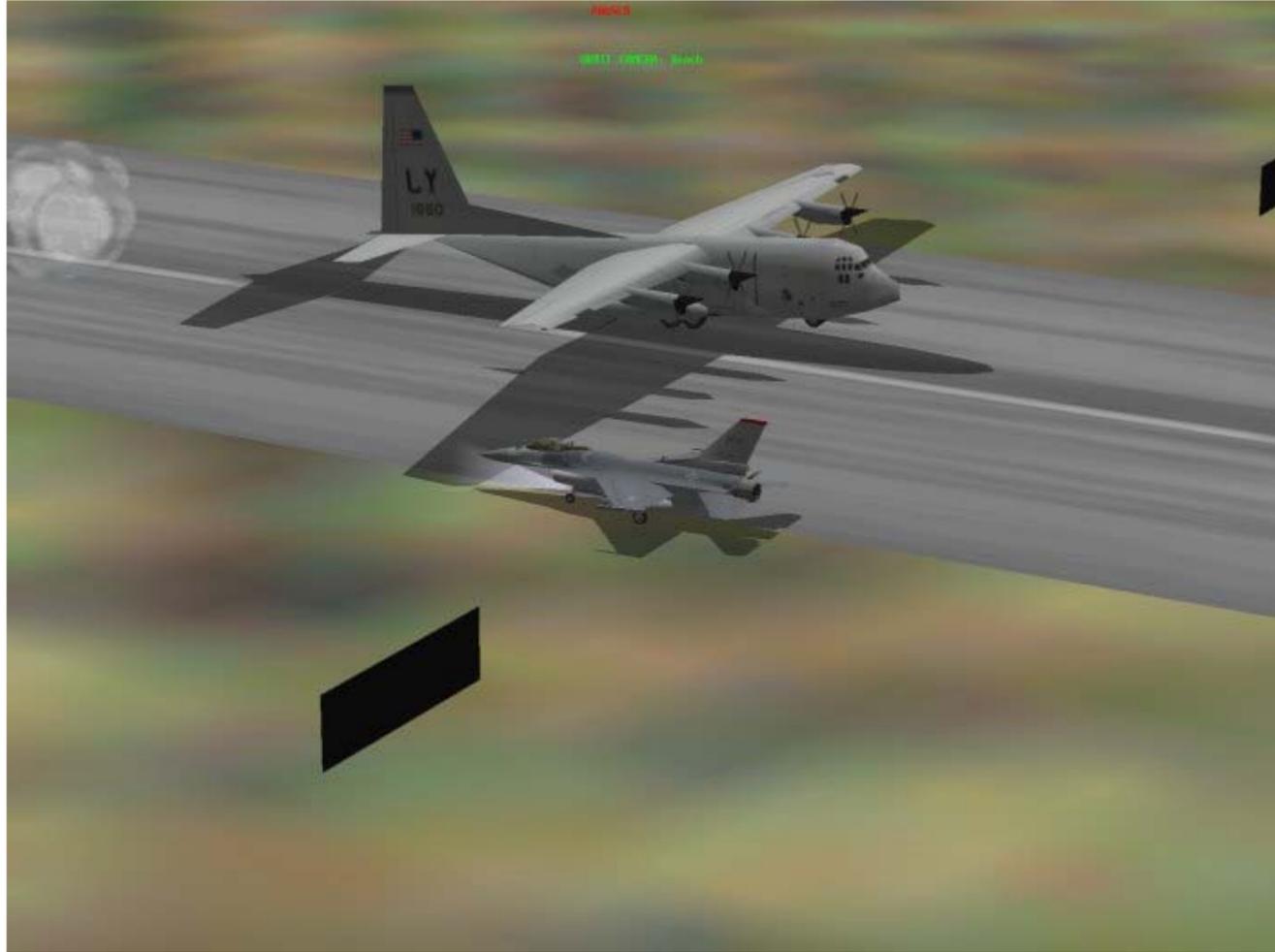
As they come back to rejoin I elect to bypass the flight planned waypoints and head directly for base over the water, well east of any surface based threats. Along the way I again eavesdrop on other activity in my sector and see an A-10 doing what they do best:



Reaching base I release my wingman to land and turn downwind for my own approach:



As I'm rolling out after my illegal landing I come close to nicking a C-130 who had the right of way. I swerve off to the left side of the runway as the tower yells at me:



Cont..

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

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

BeachAV8R
 Member
 Member # 3055

posted 09-24-2003 00:02

I park in my slot as the rest of the C-130 flight arrives, no doubt bringing needed supplies and ammunition to our forward base:



Conclusions:

Another great heart pounding mission! Flying campaign missions is definitely a balance between mission objectives and targets of opportunity. The helicopter engagement was way out of the bounds of mission parameters, but the engagement after the SEAD portion of the flight was fair game in my opinion. Once all my HARMs were gone I couldn't contribute to the ROK package except by clearing their eastern flank on the way home and I think our flight did a good job of distracting (and destroying) the interceptors.

All told I got 3 hits out of 4 HARM releases:

```
4 x AGM-88 1 miss, 3 hits (75%)
AGM-88 released at 11:44:53 hit Fan Song B - destroyed
AGM-88 released at 11:46:18 hit KS-19 - destroyed
AGM-88 released at 11:46:44 hit Fan Song B - destroyed
AGM-88 released at 11:46:49 miss
```

1 MiG-21 and 2 MiG-19s make my total campaign kills 6...I'm an ace!!

```
DPRK MiG-19SF downed by Beach at 12:02:02
DPRK MiG-19SF downed by Beach at 12:02:53
DPRK MiG-21 MF/PPM downed by Stingray34 at 12:04:1
Beach landed at 12:17:12
Beach landed at 12:17:12
Beach landed at 12:17:18
Beach exited from Stingray31 at 12:20:27
```

In addition to my 3 kills the rest of my flight did an exceptional job with a combined 3 more additional kills:

DEBRIEFING

Actual TOT: Never arrived
Losses: 1

PACKAGE STATISTICS:

Flight	Aircraft	Comments
Tempest1 (Deep Strike)	4 F-16CG	Mission success: Significant damage to target site. Event List
Stingray3 (SEAD Escort)	4 F-16CJ	Mission partial success: 0 loss to enemy AD. Event List

FLIGHT STATISTICS:

Callsign	Status	Ordnance Fired	Results
Stingray31	Functional	12 x 20mm M61	8 misses, 4 hits (33%)
		2 x AIM-120B	2 misses (0%)
		1 x AIM-9M	1 hit (100%)
		4 x AGM-88	1 miss, 3 hits (75%)
Stingray32	Functional	1 x AIM-120B	1 hit (100%)
Stingray33	Functional	none	
Stingray34	Functional	2 x AIM-120B	2 hits (100%)
		2 x AIM-9M	2 misses (0%)

PILOT STATISTICS:

Callsign	Aircraft	Pilot	Status	AA Kills	AG Kills	Rating
Tempest11	F-16CG	Col. Pak	OK	1	2	Excellent
Tempest12	F-16CG	Lt. Lee	KIA	0	0	Average
Tempest13	F-16CG	Lt. Hong	OK	0	1	Excellent
Tempest14	F-16CG	Lt. Kau	OK	0	1	Excellent
Stingray31	F-16CJ	2Lt. Beach	OK	3 (0)	3 (0)	Excellent
Stingray32	F-16CJ	Col. Dong	OK	1	0	Good
Stingray33	F-16CJ	Lt. Kim	OK	0	0	Good
Stingray34	F-16CJ	Lt. Kom	OK	2	0	Excellent

RESULTS:

We estimate production at Pukch'ong Steel Mill has been completely shut down. This will help reduce the amount of war materials and supply available to the enemy.

The strike on the Pukch'ong steel mill was a success as the ROK strikers put it out of commission. Unfortunately one of the strike flight (Tempest 12) was downed without an apparent chute.

I thought this second mission went pretty well all things considering. Flight management is still something I need to work hard on. I know there are more effective commands I can issue my flight to increase our punch. I did try locking up HARM targets and handing them off to other flight members but that didn't seem to work. I don't know if there is a dedicated "attack ground air defenses command" so I need to research that. I recently learned about the "chainsaw" command from Wildman, so in future missions I'll utilize that to keep my wingmen in formation while utilizing their slammer capabilities.

BeachAV8R

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

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

Wildman
Member
Member # 1350

posted 09-24-2003 01:26    " "

I agree that going fangs out after the escort portion is over is sound strategy.

Your right about your flight managment though, unfortunately no one ever trains you for that kind of thing. I'm still trying to use the pincer and bracket commands correctly.

Cess-Wildman

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

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

Mr B
Member
Member # 8387

posted 09-24-2003 01:45    " "

Oh man I love reading your reports Beach .

Any chance someone can arrange for you to be a SP4 beta tester? That'd be great 🇹🇼 .

Cheers

Mr B

"American components, Russian components, all made in Taiwan!"

AMD XP 2500
Radeon 9600
512Mb RAM
SB Live 5.1

From: **Australia - Land of Vegemite and Lamingtons** | Registered: **Dec 2001** | IP: [Logged](#)

vulturesrow
Junior Member
Member # 17020

📄 posted 09-24-2003 02:16 📄📧📧📧🗒️ “ ”

Beach,

Maybe you should change your handle to Wild Weasel. 😊 As a Prowler bubba, it does my heart good to see you embracing the SEAD mission.

Chris

From: **WA, USA** | Registered: **Sep 2003** | IP: [Logged](#)

Pizzicato
Member
Member # 5748

📄 posted 09-24-2003 04:08 📄📧📧📧🗒️ “ ”

Excellent write up, Beach. All the more frustrating because I'm reading it at the start of the working day. 🇹🇼🇹🇼

Pizzicato

From: **Vienna, Austria** | Registered: **Jul 2001** | IP: [Logged](#)

Matt Dube
Member
Member # 16995

📄 posted 09-24-2003 08:41 📄📧📧📧🗒️ “ ”

Great writeup, it's killing me to read you stories and see the pics, I ordered the game but it hasn't arrived yet (n00b).

From: **Rochester Hills, MI** | Registered: **Sep 2003** | IP: [Logged](#)

DawgMan
Member
Member # 2111

📄 posted 09-24-2003 10:05 📄📧📧📧🗒️ “ ”

Great story Beach,

I normally will lock up the target and then use the "attack my target" command. You can use it with just your wingman or use it for your element. Just be sure to round them back up with the "rejoin". Worst comes to worst and at least give them the entire flight the "weapons free" command. The need to use them stores.

When I first started flying I would fly as the wingman of the 1st element so I could practice formation flying and let the ai lead manage the flight.

DawgMan Out!

From: **Alexandria KY USA** | Registered: **Dec 2000** | IP: [Logged](#)

Wildman
Member
Member # 1350

📄 posted 09-24-2003 10:58 📄📧📧📧🗒️ “ ”

Beach to help with wingman, try this.

During the mission planning bring up the waypoint editor and you should see something like this.



By using the "Enroute" and changing it to SEAD instead of NAV when you give your wingies

"WEAPONS FREE" they will be aggressive on SAM suppression without a whole lot of oversight from you.

You can do this for waypoints other than the target waypoint. Heck with the ACTION button you can add multiple strike locations for the same flight. Useful tool this is.

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 09-24-2003 22:46    “ ”

Wildman,
Excellent idea. You guys should collaborate!

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.

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

JMR
Member
Member # 2870

 posted 09-25-2003 22:11    “ ”

Wildman, I tried changing "Enroute" to something else but the only option I had was Nav. Am I doing something wrong?

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

Wildman
Member
Member # 1350

 posted 09-26-2003 10:09    “ ”

OK,

I have to admit to being an old head and I got some of the old RP5 stuff confused.

You can still do this but in a more limited role. In a SEAD mission you can still change the waypoints (any of them) to SEAD and the enroute to SEAD

For STRike missions you cannot change the enroute but you can change an additional waypoint to strike.

Cess-Wildman

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

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

JMR
Member
Member # 2870

 posted 09-26-2003 14:07    “ ”

Gotcha.

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

BeachAV8R
Member
Member # 3055

 posted 09-28-2003 16:32    “ ”

Thanks Wildman..good suggestion!

BeachAV8R

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

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

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