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Author

Topic: Operation Rolling Fire Mission #3

BeachAV8R

Member
Member # 3055

posted 09-25-2003 19:28 “ ”

09/25/03
Falcon 4.0/SP3 Campaign Mission Report #03
OPERATION ROLLING FIRE
DAY 1 - 1520 HOURS

Campaign Status:

Forces from both sides of the border continue to rush toward the border as each sides air power continues to harass units deeper behind enemy lines. It seems as though the combined US/ROK forces are preventing most of the deep air attacks into the South Korean peninsula while US/ROK forces are able to more effectively mount strike missions well beyond the DMZ. The situation on the ground seems much more dire for the US/ROK forces which appear to be reeling from the massive DPRK armored push south.

Campaign Map:



Objective:

Our Air Tasking Order (ATO) has been and continues to be heavily weighted toward flying SEAD missions. Since we are flying the F-16CJ version, which allows for the mounting of 4 HARM missiles, our unit has been relied upon by CENTCOM to bear the burden of the iron hand mission. Hopefully with continued degradation of DPRK anti-air assets will be able to move into more expansive offensive roles.

The strike for this mission is a SEAD flight consisting of a two-ship formation which will NOT be attached to a follow on strike-package. As such, that gives us a little more flexibility on target selection and time-on-target (TOT) will not be as critical.

BRIEFING

MISSION: Strike enemy air defense assets
YOUR TASK: SEAD Strike
 Time on Target: 15:50:22

SITUATION:
 Be advised: Intelligence reports a large enemy offensive is in progress, probably with the intent to take Seoul.
 The DPRK 305th AAA Battalion, located 2 nm northwest of Sinp'o consists of several KS-19 anti-aircraft guns which are preventing additional strikes from entering enemy airspace. Air command wants these defenses eliminated.

PACKAGE ELEMENTS:
 Warhawk1 (SEAD Strike) 2 F-16CJ Suppress or destroy enemy air defense assets

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

STEERPOINTS:

#	Desc	Time	Dist	Head	IAS	Alt	Comments
1	Takeoff	15:27:00	--	--	--	--	Takeoff
2	SEAD	15:34:26	37.0	318	215	22.0M	Engage enemy air defenses
3	SEAD	15:47:56	98.0	352	370	12.0M	Engage enemy air defenses
4	SEAD	15:49:10	8.9	335	425	2.0A	Engage enemy air defenses
5	SEAD	15:50:22	8.7	330	425	2.0A	Engage enemy air defenses
6	SEAD	15:51:32	8.4	315	370	12.0M	Engage enemy air defenses
7	SEAD	15:54:24	20.8	149	370	12.0M	Engage enemy air defenses
8	Land	16:18:34	134.2	162	240	22.0M	Land
9	Refuel	--	--	--	--	20.0M	Tanker station area

ORDNANCE:

Warhawk1: Unassigned	510 x 20mm M61	Warhawk12: Unassigned	510 x 20mm M61
2 x AIM-120B	2 x AIM-120B	2 x AIM-9M	2 x AIM-9M
2 x AGM-88	2 x AGM-88	2 x 370 Gal Tank	2 x 370 Gal Tank
1 x ALQ-131	1 x ALQ-131		

Planning/preflight:

Again we will be using the safest method of performing the SEAD role by combining stand-off capability with the HARM coupled with medium to high altitude flying. It is anticipated that as the threat environment changes up north we will eventually start flying medium altitude SEAD flights aimed at countering the significant AAA threat using more conventional arms such as the MK-20 Rockeye and other cluster-munitions.



**Debrief:**

Departing Kangnung we turn northbound and start scanning the airspace for threats:



Since we are not attached to a strike package on this mission we are afforded a little leeway on sticking to the mission time-table. I spot some contacts just slightly west of our inbound course line and decide to engage them. Wanting to test Wildman's suggestion I issue the "Chainsaw" command to my wingman hoping he will engage the target. He gives me a "roger" and drops out of formation. After a few seconds and with closure on the target becoming a bit of a concern I launch my own AMRAAM at the target:



As my missile hits the target I see my wingman pulling out of a dive in front of me as he releases his AMRAAM as well. I guess I need to be a little more patient with my wingman:



Turning back on course we continue to sweep the skies and query AWACS for enemy threats that might be flanking us on our west side:



Cont...

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

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

BeachAV8R

Member

Member # 3055

posted 09-25-2003 19:28

At about 30 miles out I start setting up for my HARM shots and turn my ECM gear on:



You can see how the HARM page mirrors the waypoints from the HSD, giving you a good idea where emitters are relative to the course line and target area:



I lock up a target for my HARM and fire:



This gaggle of SA-2 launchers is carved out of the woods. As my HARM homes in on the radar I wish I had a stick of MK-20s I could lay across the whole site:



Cont...

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

From: **Charlotte, NC USA** | Registered: **Jan 2001** | IP: **Logged**

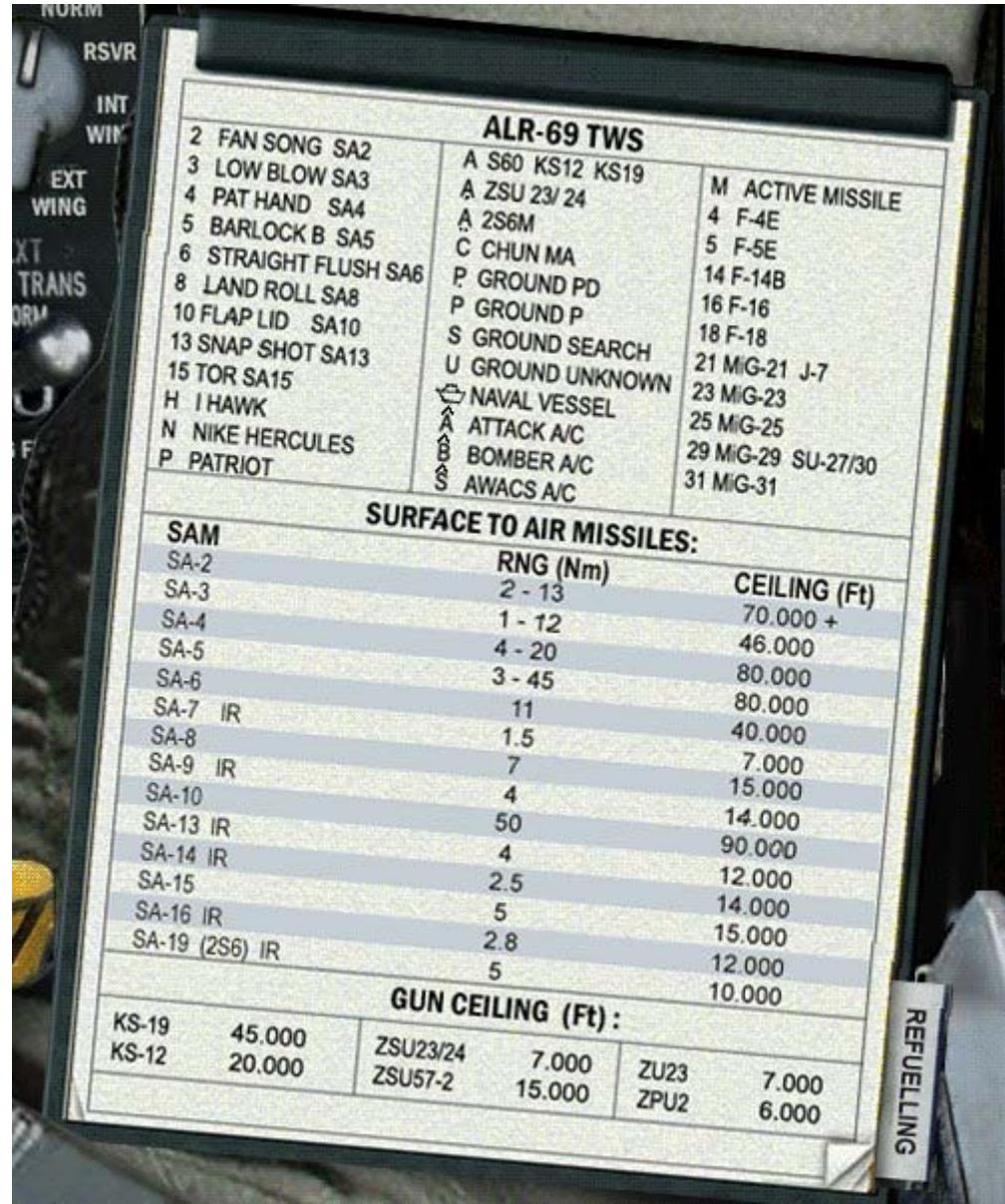
BeachAV8R
Member
Member # 3055

posted 09-25-2003 19:28 “ ”

I order my wingman to engage a site and he takes the rather precarious approach of diving for the sea and launching from low altitude. I wish there were a command that would force wingmen to stay in formation while employing stand-off ordnance. His tactic put him squarely in the enemy AAA envelope and doesn't agree with the medium to high altitude strategy:



I compare threat symbols on the HSD and HARM page to my knee-board to see what kinds of threats are emitting:



A couple of times emitters pop up only as I'm flying almost directly over them. Unfortunately I make the mistake 3 times of firing on sites that must be inside of the minimum range (maybe slant range) of the HARM and they aren't able to make the turn to home on the targets. At about 1/3 of a million dollars per missile this is a costly and embarrassing mistake:





As my wingman again drops down to low altitude to engage a target I can see the flak chasing him across the sky. Frustrated and worrying that I will lose him to a AAA gun I am forced to order him to rejoin and cease the attack:



As we meander around the target area an SA-5 launch generates a missile launch warning on my threat warning gear:





Cont...

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

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

BeachAV8R

Member

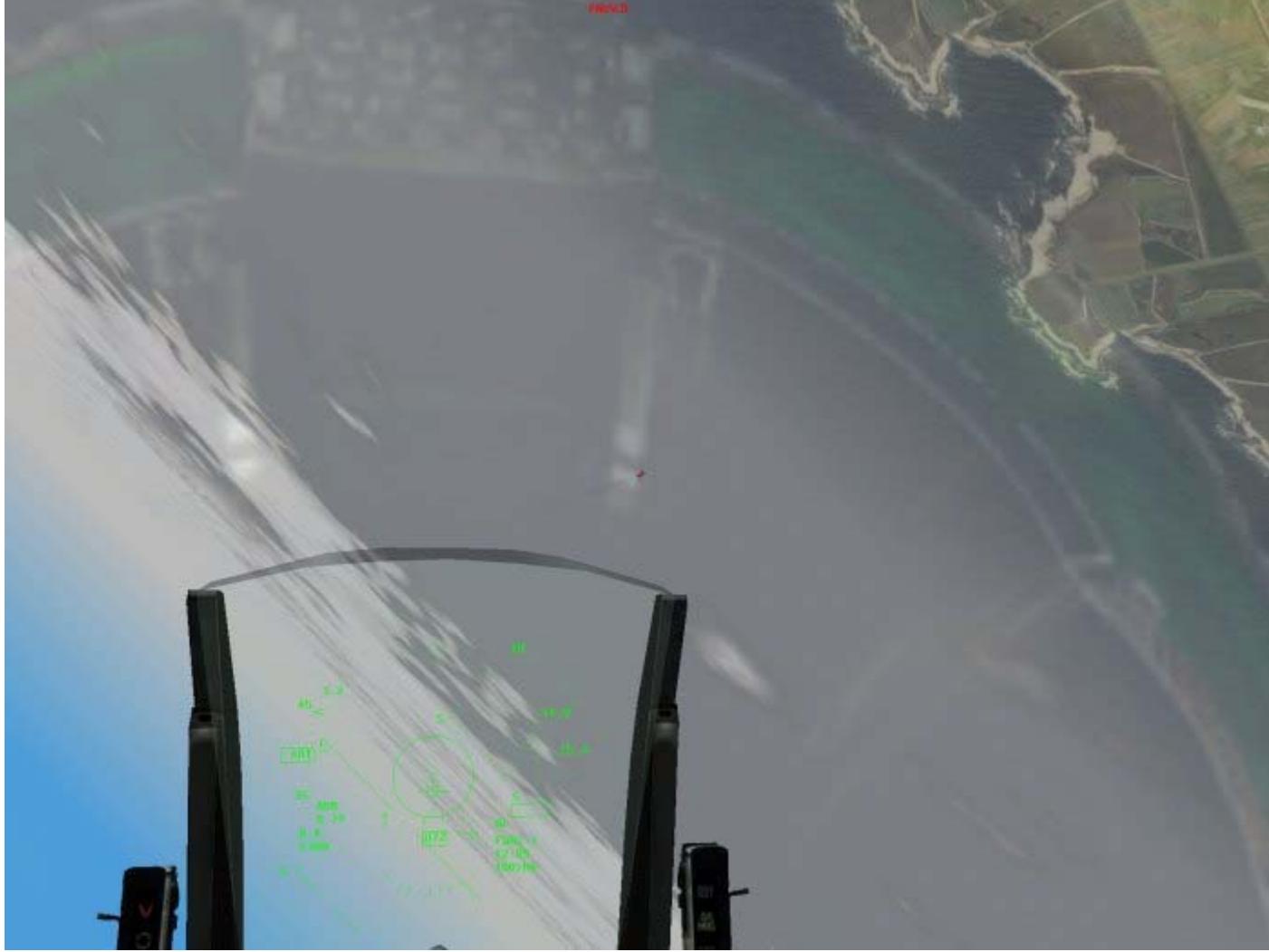
Member # 3055

posted 09-25-2003 19:29 “ ”

Frustrated that I've wasted all of my HARMs I regret that I don't have a missile to send back his way. Turning for home knowing that my mission has been a miserable failure I feel my anger at my stupidity mounting and I query AWACS for a target. The AWACS controller comes back with a target at 290 degrees for 25 miles so I turn to that heading and start scanning with my radar. Eventually I discriminate two targets, lock one of them up, query AWACS, get a positive ID and fire a slammer at him killing a J-7 (a Chinese MiG-21):



I scan around looking for his wingman, attempting to get a padlock. Eventually I get a good padlock, arm a Sidewinder and roll in on him:



With no radar lock and no query to AWACS I hesitate for a second, unsure of my wingman's position. I have a slight moment of doubt and hold my fire. As I zip past the contact I breath a sigh of relief as the target resolves itself into the shape of an A-10!



I make another radio call to AWACS requesting the picture and they give me a bearing and a range to a target that is only 5 miles away! I turn toward the bogey and padlock him without being able to quickly get a radar lock. The MiG-19 is in a left hand turn going right to left across my HUD and I attempt a low probability Sidewinder shot which can't make turn with him. In another second we flash by each other but I've just come down hill and have a significant energy advantage over the -19 who has just taken off from an airbase:



Pulling a long, sweeping low-G turn to drop in behind the MiG I end up in a perfect firing position for a passing gun shot but just as I start pulling the trigger my wingman fires a Sidewinder which blasts the MiG from the sky. I have to take extreme care at this low altitude not to get spatial disorientation and run into the ground:





Meanwhile the MiG-19s wingman has climbed further and though I should have unleashed my wingman on him I'm getting a bit of satisfaction and redemption for my screwed up HARM attacks. In any case my wingman has radioed to me that he only has 1000 pounds of gas left and I order him to return to base. I quickly find the -19 on my radar, lock him up and wait for the Sidewinder to sweeten up it's tone:



As the growl of the Sidewinder becomes a high pitch wail I hit the pickle button and the missile flies off the rail and tracks in a beautiful arc toward the -19 who tries unsuccessfully to out-rate the missile:



Cont...

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

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

BeachAV8R

Member
Member # 3055

posted 09-25-2003 19:29

In my pursuit I end up wandering a bit into the western fringe of some AAA sites which show their displeasure at my downing their comrades:



Out of missiles I glance at the fuel gauge and head for home:

**Conclusions:**

The mission is a dismal failure. My first mission failure of the campaign and I don't like it at all. Instead of taking my time to carefully set-up each of my HARM missile shots I rushed and rippled off 3 HARMs at targets that were too close to allow for proper tracking. Since some of the sites I was targeting would not come up on the air until I was very close it would have been a better idea to send in my wingman while I stood-off and waited for the emitters to target him, then I could launch on them from a proper distance.

Only 1 of my 4 HARMs hit and curiously only 1 in 4 of my wingman's HARMs hit. Talk about poor leadership transcending the ranks!

DEBRIEFING

MISSION:	Failed	(Strike enemy air defense assets)
YOUR TASK:	Failed	(Suppress or destroy enemy air defense assets)
PILOT RATING:	Average	

Actual TOT: 15:47:44 (166 seconds early)
Losses: 0

PACKAGE STATISTICS:

Flight	Aircraft	Comments
Varhawk1 (SEAD Strike)	2 F-16CJ	Mission failed: No damage inflicted to assigned target. Event List

FLIGHT STATISTICS:

Callsign	Status	Ordnance Fired	Results
Varhawk11	Functional	3 x 20mm M61 2 x AIM-120B 2 x AIM-9M 4 x AGM-88	3 misses (0%) 2 hits (100%) 1 miss, 1 hit (50%) 3 misses, 1 hit (25%)
Varhawk12	Functional	2 x AIM-120B 2 x AIM-9M 4 x AGM-88	1 miss, 1 hit (50%) 1 miss, 1 hit (50%) 3 misses, 1 hit (25%)

PILOT STATISTICS:

Callsign	Aircraft	Pilot	Status	AA Kills	AG Kills	Rating
Varhawk11	F-16CJ	2Lt. Beach	OK	3 (0)	1 (0)	Average
Varhawk12	F-16CJ	Cpt. Daye	OK	1	1	Poor

RESULTS:

The 305th AAA Battalion was left undamaged and will continue to pose a significant threat to friendly aircraft until we're able to retarget it.

We did manage a combined 4 air-to-air kills, but that was not our mission objective and in the end the mission objective is the ONLY thing that counts.

BeachAV8R

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

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

Wildman
Member
Member # 1350

posted 09-25-2003 20:25 " "

Beach,

Great post on just how easy it is to become distracted.

Hopefully someone will be able to help me here, but does each K-19 carry its own radar? At least for F4.

I ask because of the multipule "A" symbols I see when an AAA battalion pops up. I wonder if CBUs or JSOWs would have been a better choice for AAA units?

Anyone care to enlighten me?

Cess-Wildman

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

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

195th_Moses
Member
Member # 9567

posted 09-25-2003 21:22 

well on most runs after AAA i would suggest 2 harms and 4 cbus 3000 ft burst 600 spread ripple 2 that will take care of most of your targets and gets you good kills. Plus your wingman will hit them good too.

Moses
Destroyer Of All Threads posted in
<http://www.combatstinfo.com>
<http://www.killerb.com/dambusters>

From: **Tulsa, Ok, USA** | Registered: **Feb 2002** | IP: [Logged](#)

RogueSqnD
Junior Member
Member # 2227

posted 09-25-2003 22:01 

Good brief, and I only have one thing to add. In Korea, commands would be CINCPAC, PACOM, PACAF, or 7 AF. Not CENTCOM. 😊

Jared "Rogue" Childress
20 VFW

From: **Winston-Salem, NC** | Registered: **Dec 2000** | IP: [Logged](#)

BeachAV8R
Member
Member # 3055

posted 09-26-2003 00:05 

quote:

Originally posted by RogueSqnD:

Good brief, and I only have one thing to add. In Korea, commands would be CINCPAC, PACOM, PACAF, or 7 AF. Not CENTCOM. 😊

Oops..just so used to seeing it on CNN these days..lol...my bad!

BeachAV8R

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

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

Zero Niner
Member
Member # 273

posted 09-26-2003 02:11 

Beach,
If you would allow me to critique (hindsight is 20/20, heh):

1. In F4 mission success is defined as meeting your assigned objectives (as in real life). In this instance you should have made the AAA Bn your strike objective; the rest were just targets of opportunity.
2. Against AAA I prefer med-high altitude runs (say, above Angels 20), which puts me well out of range of most of the guns. No need for HARMS (although it would be good early in the war to carry a couple to launch at SAM radars on the way home, or to deal with a pesky SAM site near your assigned target & which could affect your mission).
3. My preferred ordnance would be either CBUs or MK 84s (for the blast radius). Just pickle them over the target & the AAA Bn should suffer severe attrition.
4. Leave the targets of opportunity for unspent ordnance on the way home.

5. I also fiddle with the flight paths so that I avoid major threats on ingress/egress. In this mission I would have swung out further east over the Sea of Japan to avoid SAMs and bandits flying up & down the east coast of Korea. Turn on the threat circles in the planning map, that would give you an indication of areas you'd rather not fly too near to. 😊

BTW, with 1000 lbs fuel remaining, did your wingman RTB on fumes? Or did you refuel on the way home? That's one thing I've yet to master in F4. 😞

Zero Niner, out.

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

MeanGreeny
Junior Member
Member # 8923

posted 09-26-2003 06:18 

Beach,

You might want to serve your flights and/or Wingies interests first before firing your own HARM's off. Nominate a target and direct their fire to it with "Attack Targets", then get on with business [keeping half an eye on them].

Always keep a HARM so that you can then direct them again. Use "Say Weapons" to see how many they have left and, if necessary, direct them again. You also get fuel remaining info from them with that command.

Around this point you'll either have successfully got the flight to use all their weapons or things will be getting too hot.

Fire off your last HARM and, providing external fuel tanks are empty, get the flight to jettison stores. If external tanks are not empty then they'll have to keep the spare HARMS until you engage Outlaws as you go for A-A targets of opportunity on the way home.

From: UK | Registered: Jan 2002 | IP: [Logged](#)

posted 09-26-2003 08:11 “ ”

First of all, another great post Beach, love reading them.

Quick question, how do you activate that Green on Black display for mission planning? I like that much better than the standard display but cannot find an option for it.

Thanks,

Jake...

[09-26-2003, 08:15: Message edited by: Jake007]

From: Buffalo, NY | Registered: Sep 2003 | IP: [Logged](#)

posted 09-26-2003 09:45 “ ”

Jake,

Open the F4SP Config Editor and you will see a folder called AWACS.

Expand and you should see an option for AWACS background.

Cess-Wildman

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

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

posted 09-27-2003 19:43 “ ”

Hi Beach,

What can I say about your invaluable training reports! They allow me to get familiar very rapidly with features of the F-16. After, by reading the manual, I understand a lot more rapidly.

Concerning the recovery of your account after your trip, there is some images missing from some reports, like the 3rd and 12th of report #1. Can you verify this because I want to save them as PDF, but with all pictures of course.

Thanks again and please continue those reports.

JTL

P.S. Can you make a training report about navigation and ILS ?

From: Montreal, Canada | Registered: Feb 2003 | IP: [Logged](#)

posted 09-28-2003 16:24 “ ”

quote:

Originally posted by JohnTheLuck:

Concerning the recovery of your account after your trip, there is some images missing from some reports, like the 3rd and 12th of report #1. Can you verify this because I want to save them as PDF, but with all pictures of course.

P.S. Can you make a training report about navigation and ILS ?

If I find some time I'll get back and touch on navigation and ILS..the only real reason I skipped the ILS (I did do a little bit on navigation regarding the timing carat I think..) was because there doesn't appear to be real low weather minimums in Falcon 4. It is my understanding that there are some weather features in the F4/SP3 configuration editor, but I don't know how these work in the campaign, like whether there is changing weather as time progresses, up and down visibility and ceilings, etc...someone in the know may want to comment on that. Were the weather similar to say Flanker 2.51, which can have some truly nasty visibility, I'd have probably done an ILS tutorial or at least visited it in one of the previous training missions.

I certainly left a lot of items out of the training mission reports...as I figure there was never a way to completely learn the whole sim since there are people that have been flying it since day one that appear to still be learning So now it's "on-the-job" training for me! Glad you are enjoying the reports..

I'll look into the missing images for that training report..I'm sure I have em'..I might just have skipped a few images on accident when I went to re-up them.. Thanks for the info..!

BeachAV8R

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

From: Charlotte, NC USA | Registered: Jan 2001 | IP: Logged

posted 09-28-2003 16:31 

BeachAV8R
Member
Member # 3055

Zero Niner - Thanks for the suggestions. I'm starting to get a little better situational awareness now and have started to work my way into some lower altitude attacks using free-fall bombs as opposed to stand-off HARMs. A HARM is a waste of effort and money on something as soft as AAA sites, you really need to get in there and lay down a wide swath of munitions, as you implied. Good idea altering the flight paths too..I should pay more attention and use the mission editor to its full potential on future flights. Great suggestions. As for the wingman fuel, I heard him say something like "fuel remaining 1000 pounds". At that point I ordered him home. Out of curiosity on my way back to base I radioed him and asked him his fuel state. He said "1000 pounds". I'm wondering if they just get to 1000 pounds and won't actually run out of fuel. I think in JF-18 there is some sort of AI logic that states when they get low on fuel they become more passive and less aggressive. I'm wondering how Falcon 4 manages this aspect of wingman fuel state?

MeanGreeny - Excellent suggestion on retaining a HARM and directing wingmen. I've been having a tough time getting wingmen to engage ground targets as you'll see in my next mission report (should be up tonight).

BeachAV8R

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

From: Charlotte, NC USA | Registered: Jan 2001 | IP: Logged

posted 09-28-2003 19:50 

JohnTheLuck
Member
Member # 14723

quote:

Originally posted by BeachAV8R:

I'll look into the missing images for that training report..I'm sure I have em'..I might just have skipped a few images on accident when I went to re-up them.. 😊 Thanks for the info..!

BeachAV8R [/QB]

Beach,

Please concentrate yourself on new mission reports!!! I will build the list of missing images and post it here, so you can do something more interesting for all of us...

JTL

From: Montreal, Canada | Registered: Feb 2003 | IP: Logged

posted 09-28-2003 19:54 

BeachAV8R
Member
Member # 3055

quote:

Originally posted by JohnTheLuck:

quote:

Originally posted by BeachAV8R:

I'll look into the missing images for that training report..I'm sure I have em'..I might just have skipped a few images on accident when I went to re-up them.. 😊 Thanks for the info..!

BeachAV8R

Beach,

Please concentrate yourself on new mission reports!!! I will build the list of missing images and post it here, so you can do something more interesting for all of us...

JTL [/QB]

That's a deal..look for a new report within the next hour 😊

Thanks for your help with that... 😊

BeachAV8R

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

From: Charlotte, NC USA | Registered: Jan 2001 | IP: Logged

JohnTheLuck
Member
Member # 14723

posted 09-28-2003 20:57 

quote:

Originally posted by BeachAV8R:
That's a deal..look for a new report within the next hour 😊

Thanks for your help with that... 😊

BeachAV8R [/QB]

Beach,

Here the list of missing files from previous reports (following your numbering, 1 means XXfalcon1.jpg) :

Training report #01 : 3, 12
 Training report #02 : 3, 6, 7
 Training report #03 : 1, 21
 Training report #04 : 4, 5, 11, 14, 19
 Training report #05 : 24
 Training report #06 : none
 Training report #07 : 3, 20, 40
 Training report #08 : none
 Training report #09 : none
 Training report #10 : 34
 Training report #11 : 21
 Training report #12 : 8, 19
 Training report #13 : none
 Training report #14 : none
 Training report #15 : 1, 31
 Training report #16 : none

Any tips about how to archive them in an offline file format? I am hesitating between pdf and mht (single Web archive).

Please continue to write reports...

JTL

From: **Montreal, Canada** | Registered: **Feb 2003** | IP: [Logged](#)

posted 09-28-2003 22:27 

Hey..thanks for compiling that list. I have all the missions saved in HTML format the way they appeared on SimHQ on my hard drive. The odd thing is that all of those files you have listed are missing on my hard drive also! And unfortunately that means they are gone for good unless someone grabbed them completely before the originals were purged from the hosting site.

I can't figure out why only those few images didn't save to my drive when I selected FILE>SAVEAS>Web Page to my hard drive?

I hope the gaps aren't too bad..and maybe we'll get lucky and someone else got full copies. I appreciate you going through and listing them though..I've checked my drive and I don't have em' either.. 😊

BeachAV8R

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

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

posted 09-29-2003 13:37 

Beach,

I've got full copies of all your reports. I'd be happy to send them your way, just let me know what you need, where to send them, and I'll get them to you ASAP.

Glad to "give back" to someone who's been so generous with their time!

-Gumball D

EDIT: Got a .zip file ready for ya, just the missing images 845KB. PM me with instructions.

[09-29-2003, 13:48: Message edited by: Gumball D]

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

posted 09-29-2003 15:06 

Damn, Gumball!!! You beat me to it. 🎉

I too have the complete set so I can be a second source if need be.

 "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](#)

 posted 09-29-2003 19:49

BeachAV8R
Member
Member # 3055

Gumball and Nift..if you can kindly send the missing images that John listed to me I'll put them back on the image hosting site so they will re-appear in the reports.

I believe he listed 22 specific images that were missing (red Xs) so I'm guessing that would only be around 1.5 megs of images or so. If you need to match the images he listed to the numbers of the saved images you should be able to right click on them to examine their properties and it should give you which number image it is.

They are saved in that yyfalconx.jpg numbering system where yy = the training mission number (01, 02, 03..etc..) and the x = the image number as it appears in the report (1, 2, 3, etc..)

It appears his list is the full complement of images I'm missing...that would really be great if someone could send them to me and I can re-up them to the host. ☺

I appreciate all the work on this..it will be nice to have a full and complete archive (unlike mine apparently..lol..)

Thanks..
BeachAV8R

Just read the bottom of your post Gumball..you can send that .zip file to me at the address below!
Awesome!

e-mail:

beachav8r@carolina.rr.com

[09-29-2003, 19:50: Message edited by: BeachAV8R]

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

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

 posted 09-29-2003 21:21

JohnTheLuck
Member
Member # 14723

quote:

Originally posted by BeachAV8R:

Gumball and Nift..if you can kindly send the missing images that John listed to me I'll put them back on the image hosting site so they will re-appear in the reports.

I believe he listed 22 specific images that were missing (red Xs) so I'm guessing that would only be around 1.5 megs of images or so. If you need to match the images he listed to the numbers of the saved images you should be able to right click on them to examine their properties and it should give you which number image it is.

They are saved in that yyfalconx.jpg numbering system where yy = the training mission number (01, 02, 03..etc..) and the x = the image number as it appears in the report (1, 2, 3, etc..)

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I appreciate all the work on this..it will be nice to have a full and complete archive (unlike mine apparently..lol..)

Thanks..
BeachAV8R

Beach, please check your mail!

JTL

From: Montreal, Canada | Registered: Feb 2003 | IP: [Logged](#)

 posted 09-30-2003 04:14

Nift
Member
Member # 7573

John,

Can I assume that you have fulfilled the order?

If not I'll be standing by.

Thanks.

"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](#)

posted 09-30-2003 08:56

JohnTheLuck
Member
Member # 14723

quote:

Originally posted by Nift:
John,

Can I assume that you have fulfilled the order?

If not I'll be standing by.

Thanks.

Nift, yes, I sent him the missing images. Thanks.

JTL

From: **Montreal, Canada** | Registered: **Feb 2003** | IP: [Logged](#)

posted 09-30-2003 10:20

Gumball D
Junior Member
Member # 16944

Beach,

Glad to see such a positive response to your request. Looks like I was slow on the upload. I look forward to .pdf versions of your reports!

-Gumball D

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

posted 09-30-2003 18:24

BeachAV8R
Member
Member # 3055

Thanks John and everyone else..I got the files and will unzip them tonight and re-up them to the image hosting server... 😊 Great job everyone!

BeachAV8R

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

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

posted 09-30-2003 18:53

BeachAV8R
Member
Member # 3055

Ok..the missing images should appear in the old training missions now! 😊 Thanks again for all the support getting them back up. I've now saved them properly and will get around to PDF'izing them as soon as I can... 😊

BeachAV8R

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

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

JohnTheLuck
Member
Member # 14723

posted 09-30-2003 19:50

quote:

Originally posted by BeachAV8R:
Thanks John and everyone else..I got the files and will unzip them tonight and re-up them to the image hosting server... 😊 Great job everyone!

BeachAV8R

Beach, it was a pleasure to help you on this. It was a lot less work than what you put for any reports you write. Continue your good work!!!

JTL

From: **Montreal, Canada** | Registered: **Feb 2003** | IP: [Logged](#)

posted 09-30-2003 21:32

Thanks..hopefully I'll get another campaign mission report up tomorrow. Work has ramped up a bit this week (gasp!) and they are actually making me fly for my pay..hehe..

Gonna go to bed early tonight and catch up on some needed zzzzs...

Can't wait to fly another mission though!

BeachAV8R

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

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

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