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Author Topic: Operation Rolling Fire Mission #6

BeachAV8R

Member
Member # 3055

posted 10-02-2003 11:54

10/02/03
Falcon 4.0/SP3 Campaign Mission Report #06
OPERATION ROLLING FIRE
DAY 1 - 2025 HOURS

Campaign Status:

Forces from both sides continue to move toward the border though losses seem to be outpacing re-supply efforts, particularly for DPRK forces.

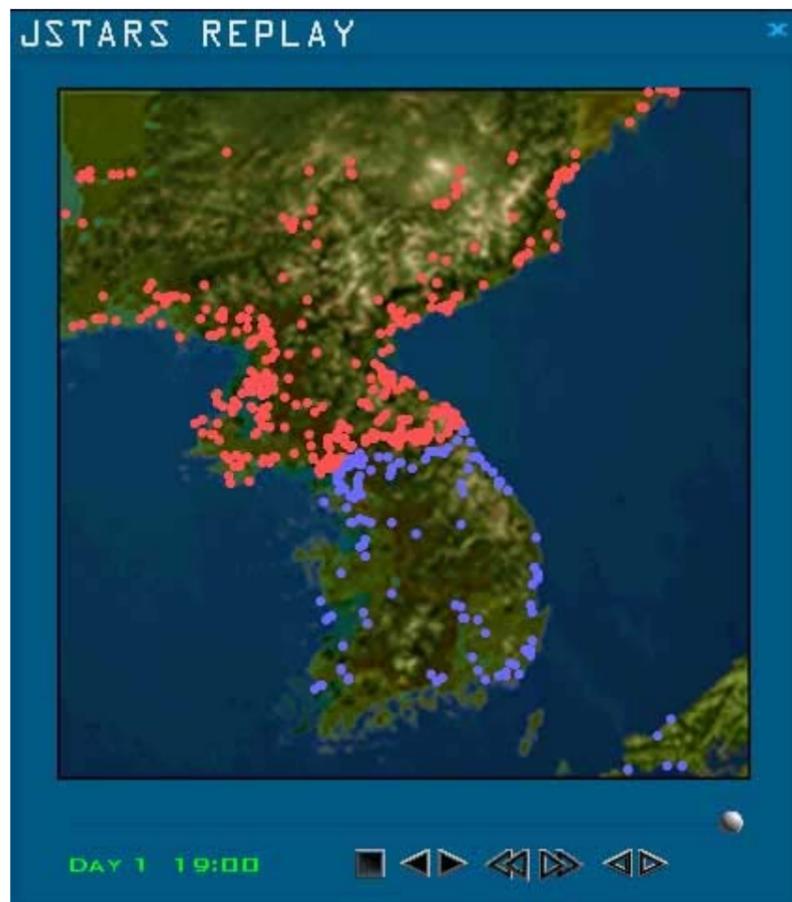
DPRK have taken particularly heavy losses as the intel report shows:



Enemy ground forces are slowly being ground up by US/ROK defenders along the DMZ and it appears that US/ROK reserves are beginning to come on line as our ground vehicle unit count has stabilized and appears to be rising again:



The JSTARS video replay, useful in evaluating momentum over time, shows general movement on both sides but no massive gains or losses this early in the war:

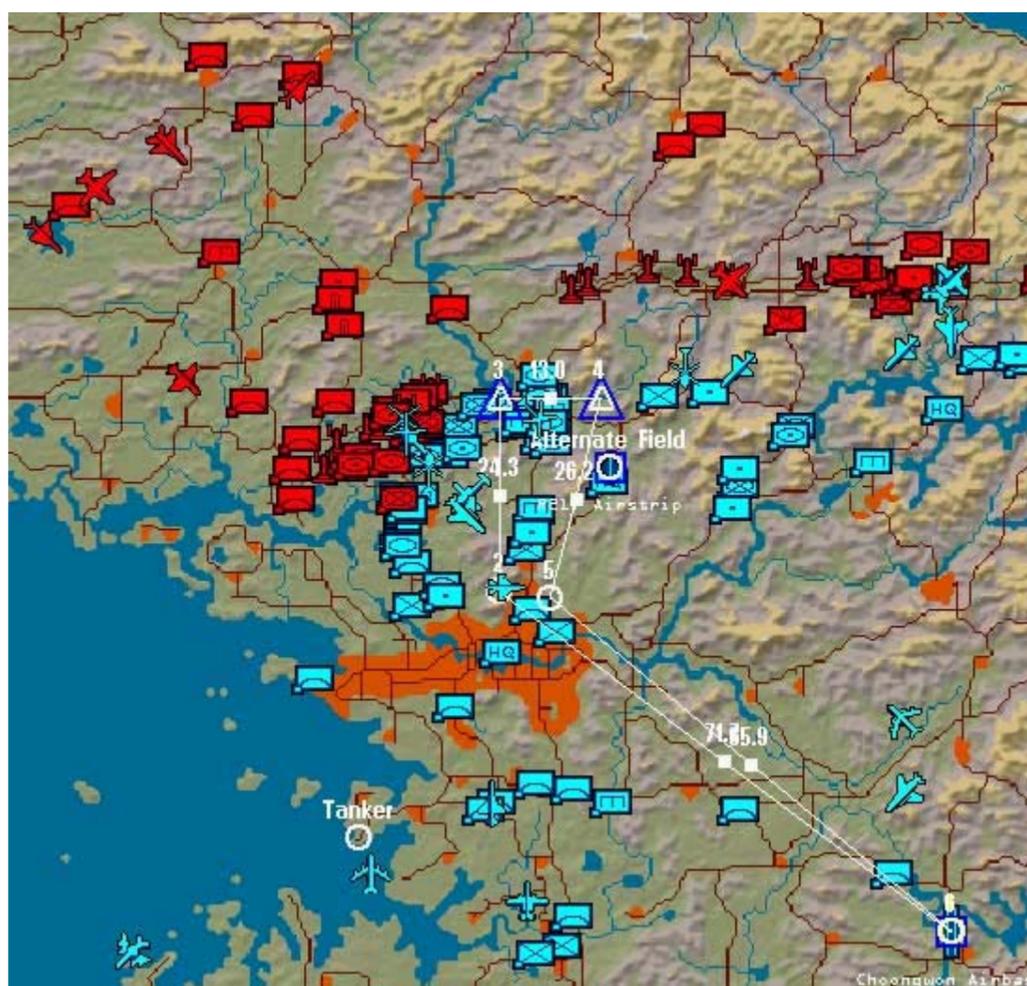


Campaign Map:



Objective:

Our mission for tonight is to provide on call Close Air Support (CAS) for troops located just to the north of Seoul. As you can see from the planning map DPRK troops are extremely concentrated in the area north-northwest of Seoul. Since Seoul is the cultural and political capital of South Korea, it is an obvious prime target for DPRK ground forces:



Planning/preflight:

We will be operating as a 2-ship flight (Stonecat 31/32) in conjunction with an OA-10 Forward Air Controller

(FAC) (Thunder 1):

BRIEFING PRINT

MISSION: Combat Air Support near Hak kyo-mal.
YOUR TASK: On Call CAS
 Station Area: 2 nm northeast of Hak kyo-mal.
 Time on Station: 20:43:32
 Patrol Time: 00:11:47

SITUATION:
 Be advised: Intelligence reports a large enemy offensive is in progress, probably with the intent to take Seoul.

 Friendly forces in the area 2 nm northeast of Hak kyo-mal are advancing towards Yeoncheon and expect to make contact with the XX . Ground commanders in the area are requesting air support starting at 20:43:32.

PACKAGE ELEMENTS:

Cheetah1 (On Call CAS)	2 F-5E	Fly to target area and contact FAC
Stonecat3 (On Call CAS)	2 F-16CG	Fly to target area and contact FAC
Thunder1 (FAC)	1 A-10	Spot enemy ground assets and call in CAS aircraft

THREAT ANALYSIS:
 No enemy air response is anticipated.

Once we get to the target area we will check in with the FAC and take targeting at his direction. We will be operating extremely close to friendly troops so target identification will be imperative to prevent blue-on-blue incidents.

We will be carrying 6 AGM-65D "Maverick" missiles and 4 CBU-87 Combined Effects Munitions.

Debrief:

This is a night mission, therefore the screens will be (obviously) dark.

Blasting off out of Choongwon the runway on our left side is still unusable from the craters created by the earlier airstrike on our base:



Cont...

[10-02-2003, 12:11: Message edited by: BeachAV8R]

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

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

BeachAV8R
 Member
 Member # 3055

posted 10-02-2003 11:55

On the run-in toward the IP I scan the radar picture and call for updates from AWACS. The AWACS controller points out some contacts 35 miles ahead and I start concentrating in that area:



I finally tilt my antenna up high enough to get a good return on the contact and put my cursors on him and designate to get some information about him. He is just west of my steerpoint at 41,000 feet and heading away from my planned ingress path. At this time he is not a direct threat but bears watching:



Reaching the IP our flight turns north and I give my wingman the weapons free command. I check in with AWACS and the FAC starts giving me some targets. I use the GMT radar to try to sort out exactly what he wants me to hit, but I have to admit my situational awareness has gone to pot. I spend a good bit of time heads down in the cockpit fiddling with my ground radar and Maverick MFDs. I lock up a mover and have a picture in the Maverick MFD, but I'm not totally certain that it is the target the FAC wants me to hit:



Unlocking my Maverick I switch my GMT radar back to scan and see a whole gaggle of targets that I judge are well enough north of the FLOT to be enemies (my cursor on the right shows the relative position of the targets on the HSD):



Cont...

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

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

BeachAV8R
Member
Member # 3055

posted 10-02-2003 11:55

I roll in on the target area and drop all 4 of my CBU's in a single pass:



As I pull off the target flak explodes all around me as I struggle to climb back above 15 thousand feet. Since I don't have external fuel tanks I try to stay out of burner but I almost end up stalling and am a sitting duck wallowing around at less than 200 knots as the AAA continues exploding in my wake. I'm heavy and draggy with the 6 Mavericks still slung under my wings:



I do a couple of runs back and forth trying to chase down the FAC targets but am totally frustrated by my lack of SA. I really feel out of my element at night and am further frustrated by the fact that my wingman seems to be getting good kills as he shouts "Rifle" after each of his Maverick launches. I'm just about to give up and head for home when AWACS calls out an airborne threat north of us at 20 miles. I point my nose in that direction and the horror reveals itself:



There are at least 6 enemy contacts inside of 20 miles, closing fast and even worse, my wingman has rocketed toward them and is mixed in among them (blue symbol "2" on the right HSD). My wingman screams for help as he goes defensive against a J-7 and I have no choice but to come to his aid. I lock up the target nearest my wingman, query AWACS who confirms he is a J-7 (MiG-21) and wait for the target carat to fall into the DLZ. My wingman must be dogfighting him because the aspect carat is constantly moving and switching direction resulting in massive closure rate fluctuations:



Finally I get close enough to the no-escape zone that I feel confident launching:



Cont...

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

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

BeachAV8R
 Member
 Member # 3055

posted 10-02-2003 11:56 “ ”

With my first missile on the way, the targeted aircraft symbol turns red, then I hear a chilling tone in my head-phones and glance at the RWR and confirm the presence of a MiG-29 symbol! Oh shi#... My wingman is squarely in the middle of it all...



I lock-up another target, query AWACS and let sail with my last AMRAAM. Just as my missile comes off the rail I get a launch tone in my ears and my missile warning light illuminates. I break hard right and start dumping flares and chaff:



A few seconds later I hear a call from my wingman (Stonecat 32) that he is ejecting! Hey that's all I need to hear. I continue my turn to the right and plug in the burner hoping to drop down and outrun these guys. My heart sinks though when I see the closure rate on the HUD right before I lose my radar lock in the turn...901 knots..I'll never out-accelerate them before they get me, and I haven't even THOUGHT about dropping my ordnance. Talk about being way-behind the 8-ball!



I do get some satisfaction that my second AMRAAM shot, fired blindly at any target, hits one of the MiG-29s:



As I complete my turn though, my world comes apart as shells slam into my aircraft. The debrief shows a J-7 shot me down, but doesn't indicate how it happened, whether I took a missile or if it was a guns kill. I think it was a guns kill though since there is no other mention of a launch on me other than the missile the MiG-29 shot at me (which missed). [edit: the debrief shows a PL-7 (AIM-7 type) missile got me fired from a J-7) Before I even have a chance to reach for the ejection handles my aircraft explodes:



Cont...

[10-02-2003, 12:02: Message edited by: BeachAV8R]

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

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

BeachAV8R
Member
Member # 3055

posted 10-02-2003 11:56 

Conclusions:

The mission is rated as a partial success. For that I completely credit my wingman who did an awesome job working with the FAC. I was totally lost up there and in retrospect should have broke off the attack, headed south to regroup and then figured out a better plan of action. Instead I wandered over the target area like a lost puppy and over-extended my stay. I did get 2 air kills, but it wasn't worth the price I paid:

DEBRIEFING

MISSION: Partial success (Combat Air Support near Hak kyo-mal.)
YOUR TASK: Partial success (Fly to target area and contact FAC)
PILOT RATING: Average

Actual TOS: 20:43:31
 Losses: 2

PACKAGE STATISTICS:

Flight	Aircraft	Comments
Cheetah1 (On Call CAS)	2 F-5E	Mission partial success: Station time completed with no available targets. Event List
Stonecat3 (On Call CAS)	2 F-16CG	Mission partial success: Station time completed with no available targets. Event List
Thunder1 (FAC)	1 A-10	Mission success: Station time completed. Event List

FLIGHT STATISTICS:

Callsign	Status	Ordnance Fired	Results
Stonecat31	Destroyed	2 x AIM-120B	2 hits (100%)
		4 x CBU-89/104 Gator	1 miss, 3 hits (75%)
Stonecat32	Destroyed	6 x AGM-65D	6 hits (100%)
		4 x CBU-89/104 Gator	4 hits (100%)

PILOT STATISTICS:

Callsign	Aircraft	Pilot	Status	AA Kills	AG Kills	Rating
Cheetah11	F-5E	Cpt. Yun Won	OK	2	2	Excellent
Cheetah12	F-5E	Lt. Kwon	OK	0	0	Good
Stonecat31	F-16CG	2Lt. Beach	KIA	2 (0)	0 (0)	Average
Stonecat32	F-16CG	Lt. Kau	MIA	0	12	Excellent
Thunder11	A-10	Maj. Schmidt	OK	1	4	Excellent

RESULTS:
 The has taken 29 losses and is retreating, largely due to the losses your package inflicted.

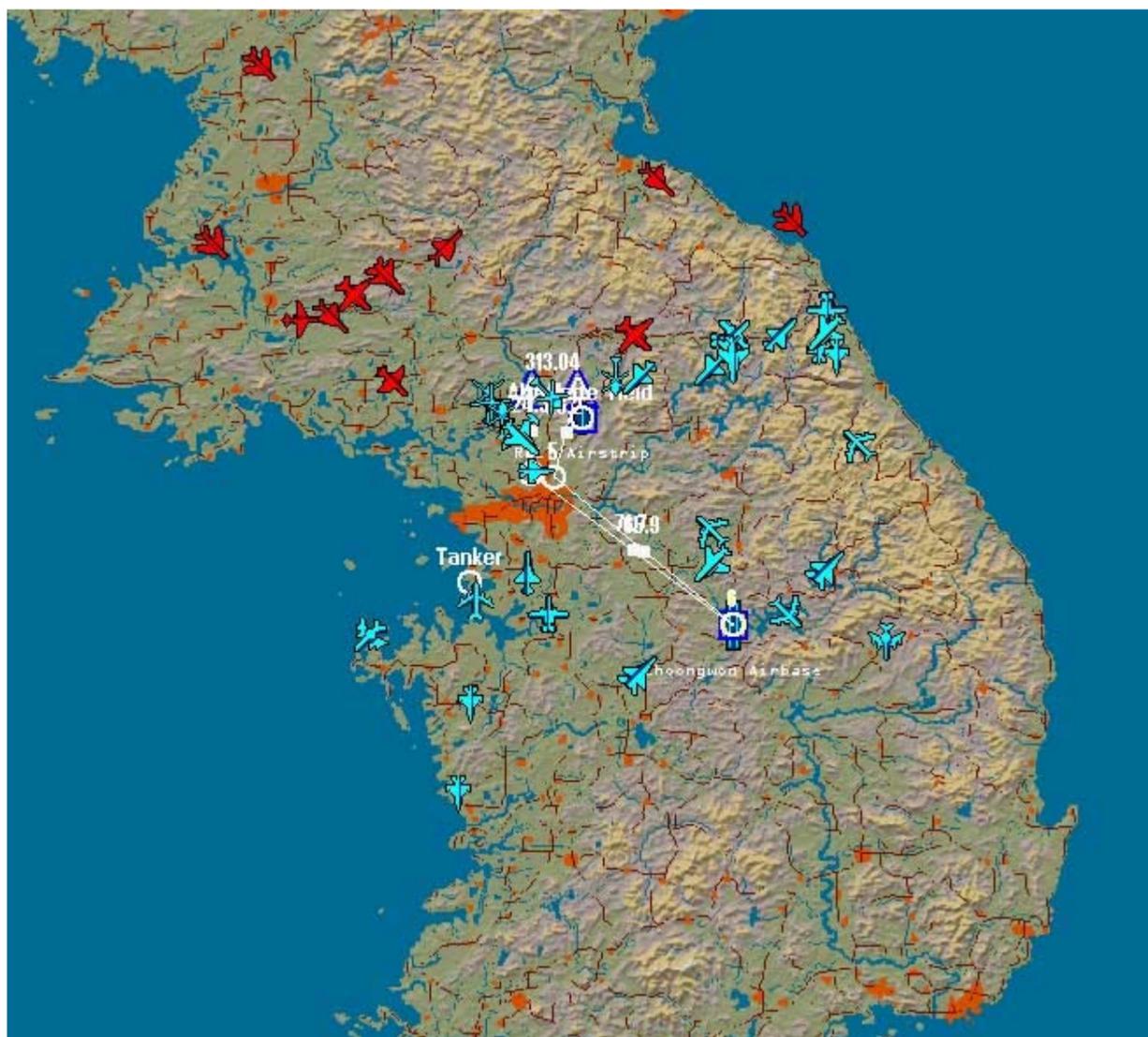
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Beach joined as Stonecat31 at 20:27:00
DPRK VTT-323 destroyed by Stonecat32 at 20:44:40
DPRK VTT-323 destroyed by Stonecat32 at 20:44:41
DPRK BMP-CMD destroyed by Stonecat32 at 20:45:50
DPRK VTT-323 destroyed by Stonecat32 at 20:45:52
DPRK VTT-323 destroyed by Stonecat32 at 20:46:35
DPRK T-62 destroyed by Stonecat32 at 20:46:35
DPRK BMP-2 destroyed by Stonecat32 at 20:47:51
DPRK KrAz T 255B destroyed by Stonecat32 at 20:47:51
DPRK T-62 destroyed by Stonecat32 at 20:47:51
DPRK VTT-323 destroyed by Stonecat32 at 20:49:15
DPRK VTT-323 destroyed by Stonecat32 at 20:49:15
DPRK T-62 destroyed by Stonecat32 at 20:49:15
AA-10A launched at Beach 20:53:40
AA-10A launched at Beach 20:53:40
Stonecat32 ejected at 20:53:57
DPRK J-7E downed by Beach at 20:54:15
PL-7 launched at Beach 20:54:31
PL-7 launched at Beach 20:54:32
DPRK MiG-29A downed by Beach at 20:54:39
Beach downed by DPRK J-7E at 20:54:42

```

The missile that was launched at me was an AA-10A "Alamo" medium range radar guided missile. It has a max range at head on, high closure rate of 30km or so. I'm assuming that since I had my nose pointed at the MiG and we were going straight at each other that I was in his launch parameters, but when I did the 180 the missile lost lock. I don't know if the J-7 that shot me down was part of the package I was looking at or if he was lurking behind me from the earlier contact (remember the J-7 high and to the west of my ingress that I discounted?).

In any case, a look at one of the pre-flight briefing maps would have clued me in that a large strike package with fighter escorts was heading my way. If you look at the three symbols that are line abreast just north-west of my CAS area on this map you can see a strike package with probable J-7s on the west side and MiG-29s on the east side escorting the package in:



I know one thing. I need another brush up on the Maverick because I was all thumbs up there for the entire mission. I'm glad I at least didn't drop on any allied troops. I'd rather go down in flames than know I made a mistake like that.

As for the air-to-air engagement. I just couldn't let my wingman go it alone. But in the end I simply got: OWNED.

BeachAV8R

Edit: After reviewing more it would appear I was shot down by a J-7 shooting a PL-7 (AIM-7) I think.. 😊

[10-02-2003, 19:14: Message edited by: BeachAV8R]

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

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

Jake007
Junior Member
Member # 16872

📄 posted 10-02-2003 13:25    “ ”

Know how you feel Beach, have the same problem when using Mavs. Was KIA last night while attack a tank column. Started out at a comfortable 17,000 feet, starting rippling of mavs, (Takes me to long to aquire, uncage, lock, fire). Before I new it I had descended to around 7200 feet, next thing i new, a whole gaggle of IR's all around me. started dumping flares and jinking like crazy, actually managed to avoid a few, but then got nailed by two missiles in quick succession. Game over..

Jake

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

JohnTheLuck
Member
Member # 14723

📄 posted 10-02-2003 14:12    “ ”

Beach, excellent report again.

I am not sure if it's a mistake or not, but in the debriefing image, you are not credited any AG kills, but you mentionned 3 kils in the text.

What's happening when you are KIA in a campaign ? Do you have to restart it, or you have to create another pilot profile (an healty one !!!) ?

JTL

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

Cajun [former 172]
Member
Member # 12484

📄 posted 10-02-2003 19:10    “ ”

quote:

Originally posted by JohnTheLuck:

What's happening when you are KIA in a campaign ? Do you have to restart it, or you have to create another pilot profile (an healty one !!!) ?

JTL

I've never noticed a problem with dying directly affecting the campaign, aside from losing the plane of course. I think it just deducts a lot of points and goes on your record. I'm sure someone will correct me if i'm wrong. ;-)

"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](#)

BeachAV8R
Member
Member # 3055

📄 posted 10-02-2003 19:17    “ ”

Hmm..ok..I see where I made my mistake. In the mission debrief page under Flight Statistics it shows when I dropped the CBU/GATOR that I have 1 miss and 3 hits. I mistaken saw that as 3 kills...I suppose that means I might have gotten some damage or something but not kills?

Good catch!

As for being killed..my pilot actually stays "active" I just lose the airframe. Thankfully F4 lets you keep playing the campaign. The pressure of having to survive or re-start the campaign really would have me on pins and needles all the time 😊

BeachAV8R

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

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

Zero Niner
Member
Member # 273

📄 posted 10-02-2003 21:01    “ ”

quote:

Originally posted by Cajun [former 172]:

quote:

Originally posted by JohnTheLuck:

What's happening when you are KIA in a campaign ? Do you have to restart it, or you have to create another pilot profile (an healty one !!!) ?

JTL

I've never noticed a problem with dying directly affecting the campaign, aside from losing the plane of course. I think it just deducts a lot of points and goes on your record. I'm sure someone will correct me if i'm wrong. ;-)

You carry on with the pilot, lose some points, and your KIA score increases by one.

Zero Niner, out.

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

JohnTheLuck
Member
Member # 14723

 posted 10-02-2003 22:43    “ ”

quote:

Originally posted by Zero Niner:
You carry on with the pilot, lose some points, and your KIA score increases by one.

It's safer than real life !!!

Thanks

JTL

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

MeanGreeny
Junior Member
Member # 8923

 posted 10-04-2003 05:04    “ ”

Beach,

Thought about using the NVG's ?

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

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