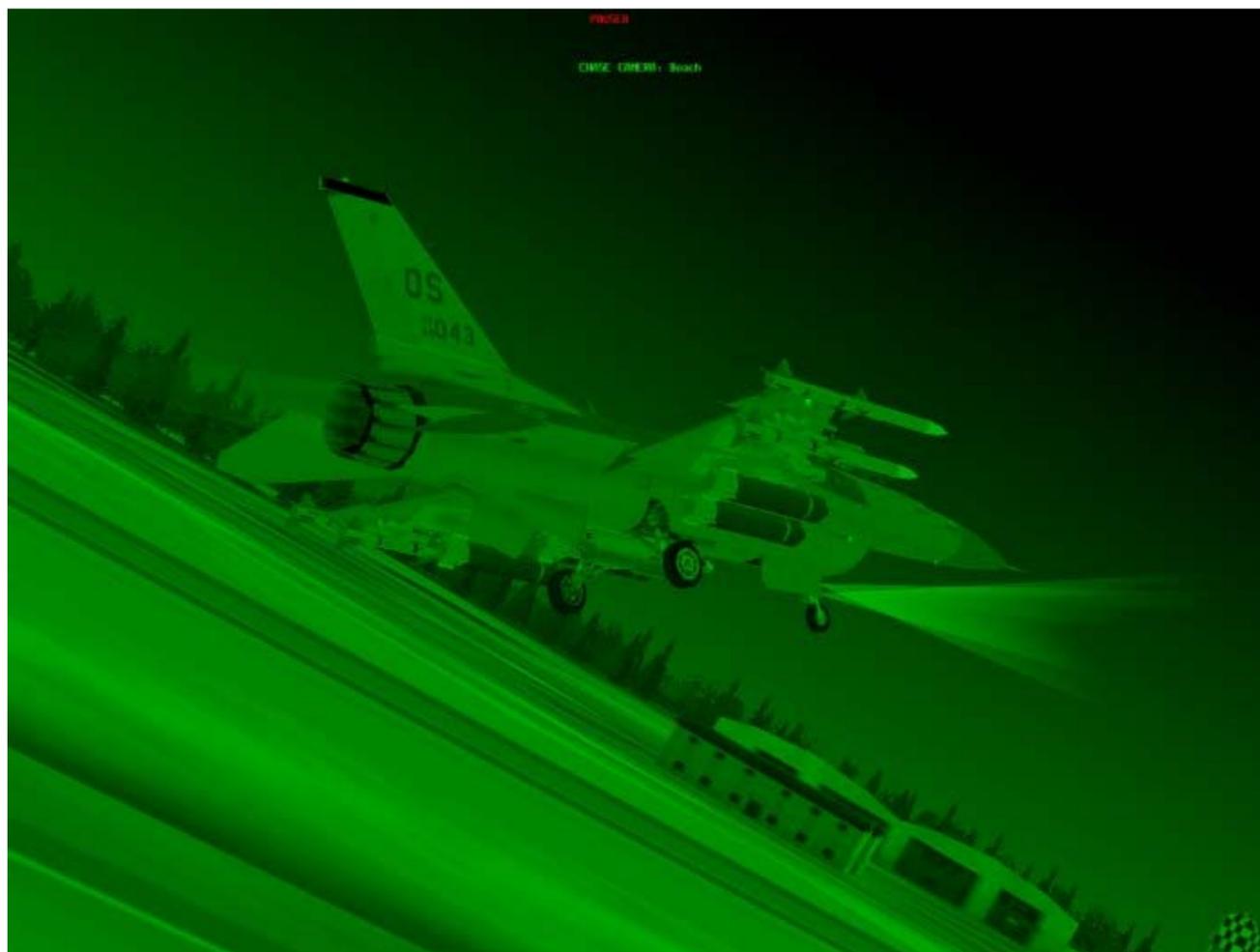


We will be carrying CBU-97s today which I'm not real enthusiastic about. My CBU hit percentage has not been very good thus far in the campaign. I'd rather stay high and drop dumb bombs and rely on blast fragmentation.

Debrief:

A bit of a graphics anomaly is that I have 8 CBUs loaded, but the visual load-out only shows 4:



Turning toward the "work area" I start querying AWACS and soon pick up on a bandit classified as an Il-28 moving north out of the area well to the west of our flight path:



Soon I begin to see the ECM targets of what usually is a large strike package coming down from the north. Usually these packages consist of Il-28 or MiG-23s as the attack aircraft and MiG-21 and/or MiG-29 escorts. Knowing this I try to sort through the attackers by designating them and querying AWACS hoping for some specific type identification so that I can engage the fighters before working into the strike aircraft. I eventually settle on a MiG-21:



Cont...

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

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

**BeachAV8R**

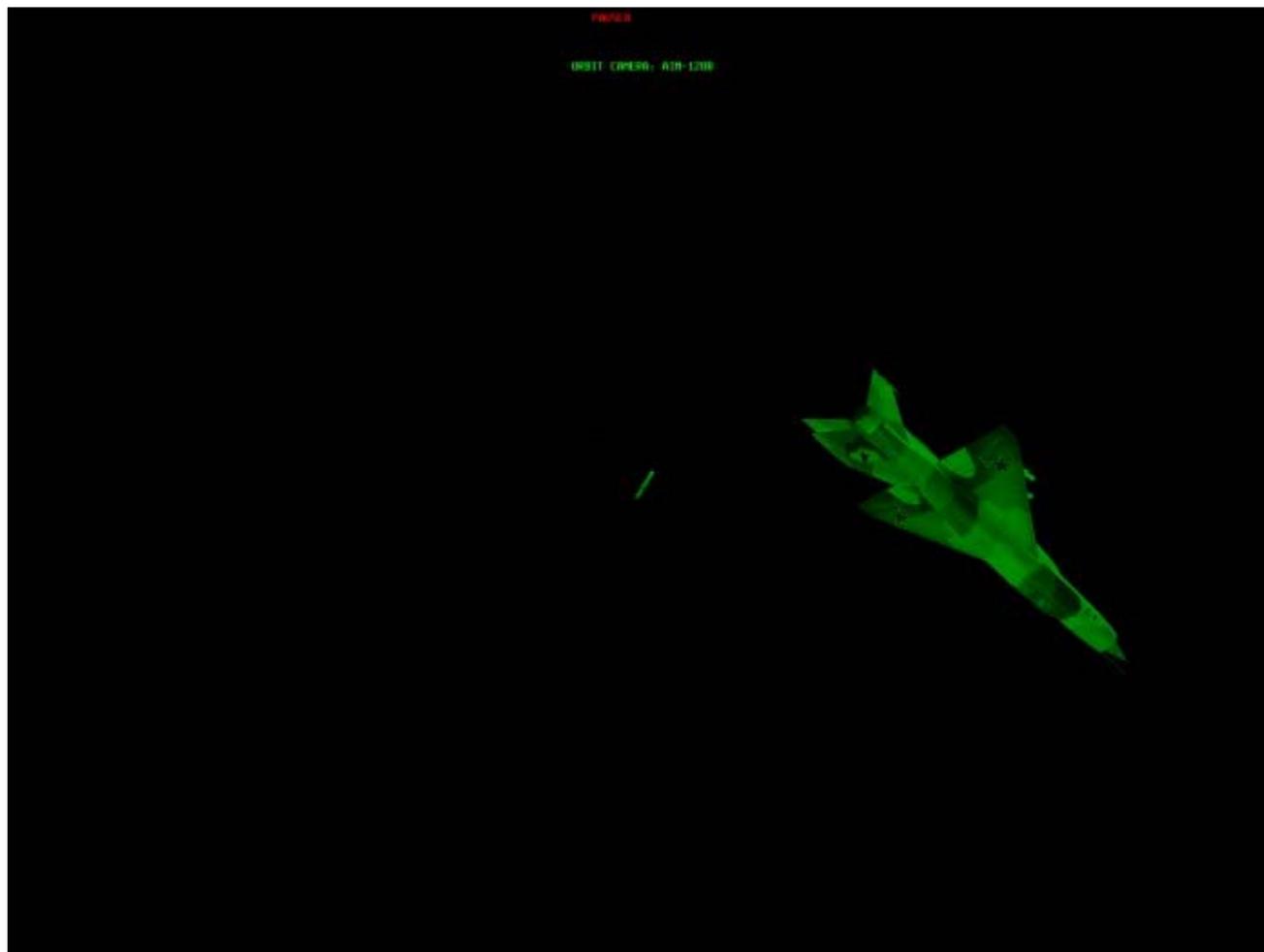
Member  
Member # 3055

posted 10-07-2003 18:07

With the MiG coming at me with a relatively high closure rate I fire my first AMRAAM:



Just prior to my missile arriving the MiG is hit by another missile from a different flight:



I go back to the task of sorting contacts and finally am rewarded with an AWACS ID of "MiG-29". Locking up a MiG-29 is always a mix of excitement and dread. I know going up against them, even from BVR, is a relatively high risk proposition. I designate one of the -29s and see he's headed away from me and our closure is almost nothing:



Waiting patiently I finally see the target aspect start to change and soon he's obviously aware of me as he points directly at me and our closure pushes above 1000 knots. The -29 symbol is clear on the radar warning receiver:



Just outside of the 'no-escape' zone I launch my AMRAAM; who has the fortitude to wait for that 'no-escape' parameter anyway!!?



Cont...

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

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

**BeachAV8R**

Member  
 Member # 3055

📅 posted 10-07-2003 18:07 🏠 👤 📧 🗒️ “ ”

The missile tracks true and to my great delight I see that I not only get a kill, but I get a kill on a MiG-29 who has full missile racks! That's always a great feeling!



My victory is short lived as my RWR starts chirping and a second later the missile warning light illuminates. Looks like the second MiG-29 took offense. I break to the right and put the -29 symbol on the RWR on my 9 o'clock while I dump chaff and flares and head for the deck alternately pulling G and nursing some acceleration out of the jet:



As I pull out of my dive for the deck I hear a bit of metal tearing. It's always hard to maintain those G-limits in combat with full stores! I zip along over the Korean hills heading south toward the safety of allied territory hoping the MiG doesn't get me with a tail-end shot. I use burner just enough to keep me near the upper end of the sub-sonic Mach region but stay slow enough that I don't rip the stores off my jet:



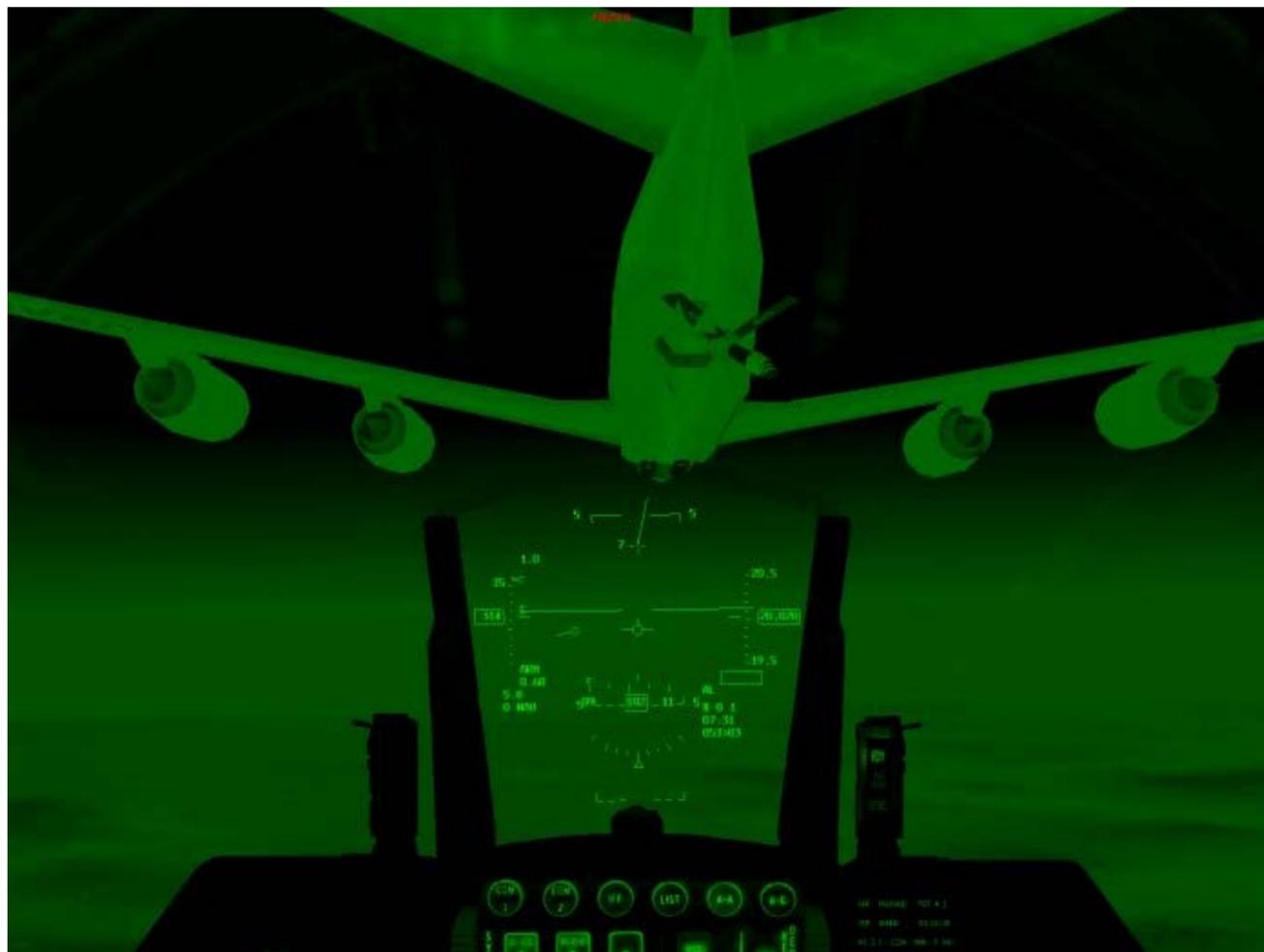
After a few minutes of working south my curiosity gets the better of me and I check with AWACS who gives me a threat call directly behind me of about 20 miles. I quickly do a 180, lock-up a MiG-27 and let fly with my last AMRAAM:



As I do another 180 heading back south the sky is littered with smoking trails and missiles arcing across the skies. Some are ground based SAM missiles and some are from air-to-air engagements. I'm glad to be heading south away from the zoo of activity:



I figure while the air battle rages I'll let the enemy strike force do their thing since I'm out of A2A ordnance. I query AWACS for a steer to the tanker and rendezvous with the tanker to grab some gas so I can go back to my target area and drop my bombs:



Cont...

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<http://home.carolina.rr.com/beachv8r>

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

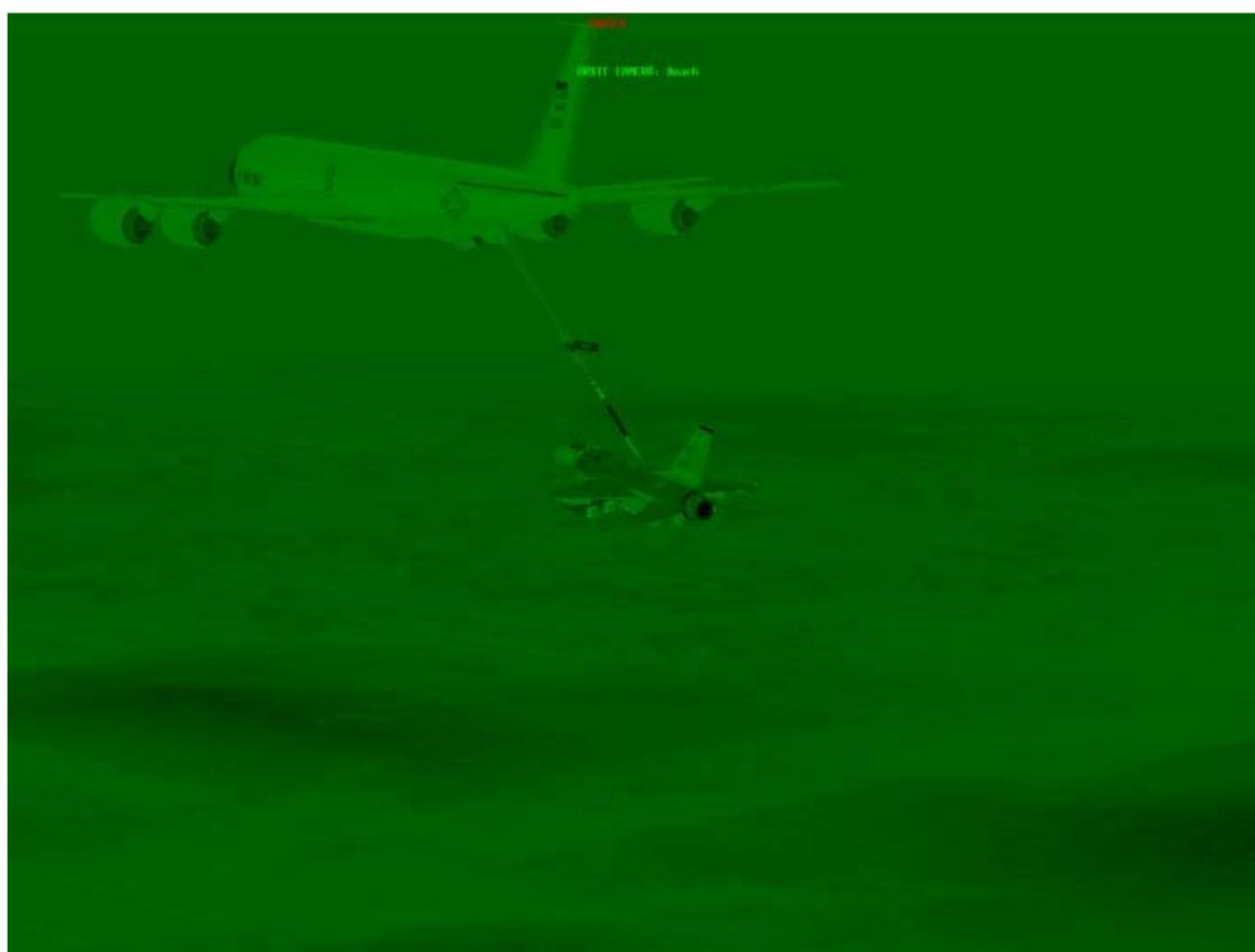
**BeachAV8R**

Member  
Member # 3055

📅 posted 10-07-2003 18:08   🏠 👤 ✉️ 🗒️ “ ”

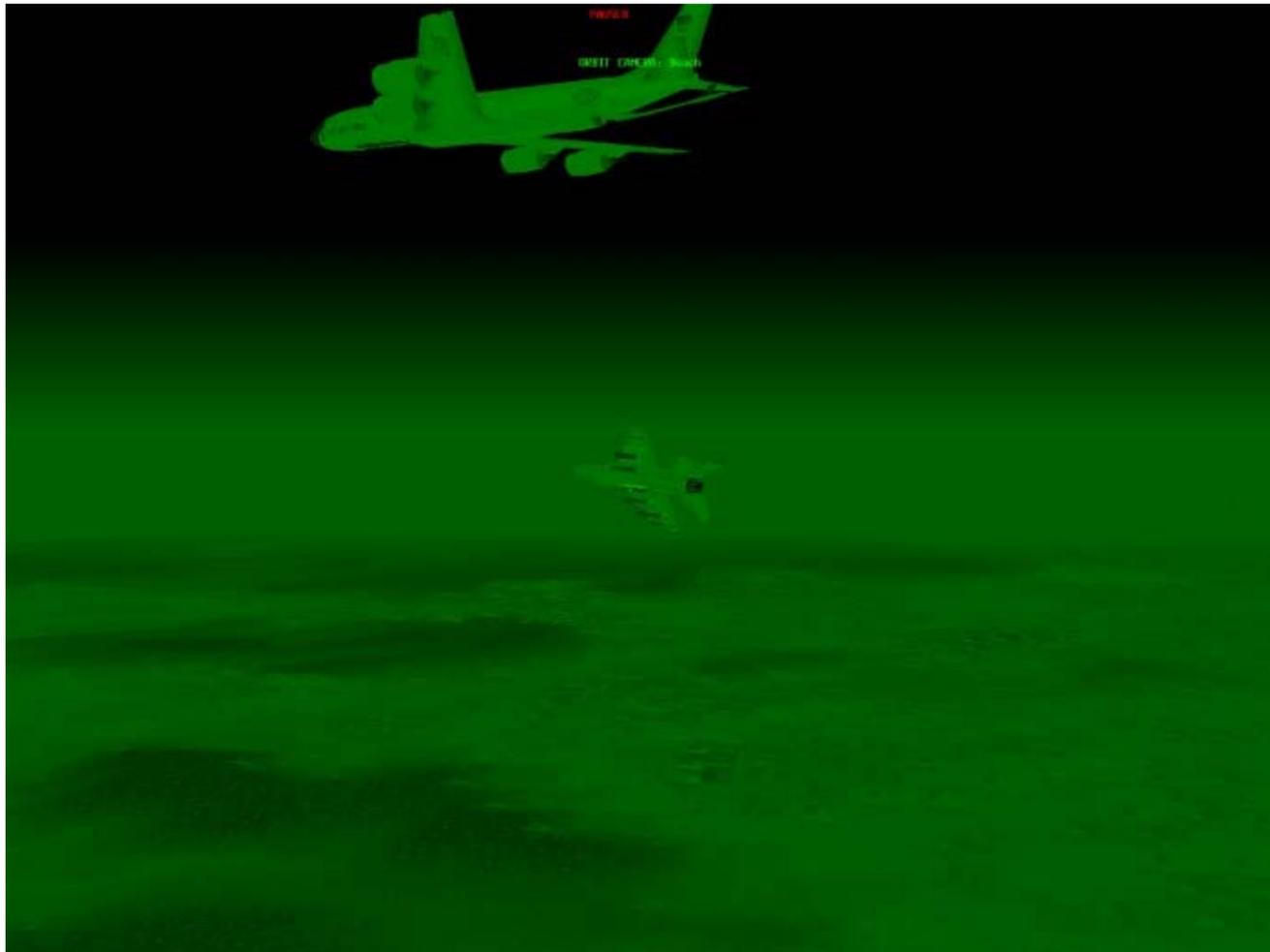
---

Surprisingly the tanking evolution goes very well and I'm quickly on and off the boom with only one disconnect. I grab 4300 extra pounds of gas and feel pretty smug that I've got some extra play time now:





I close my refueling door and break away from the tanker enroute back toward my strike waypoints:

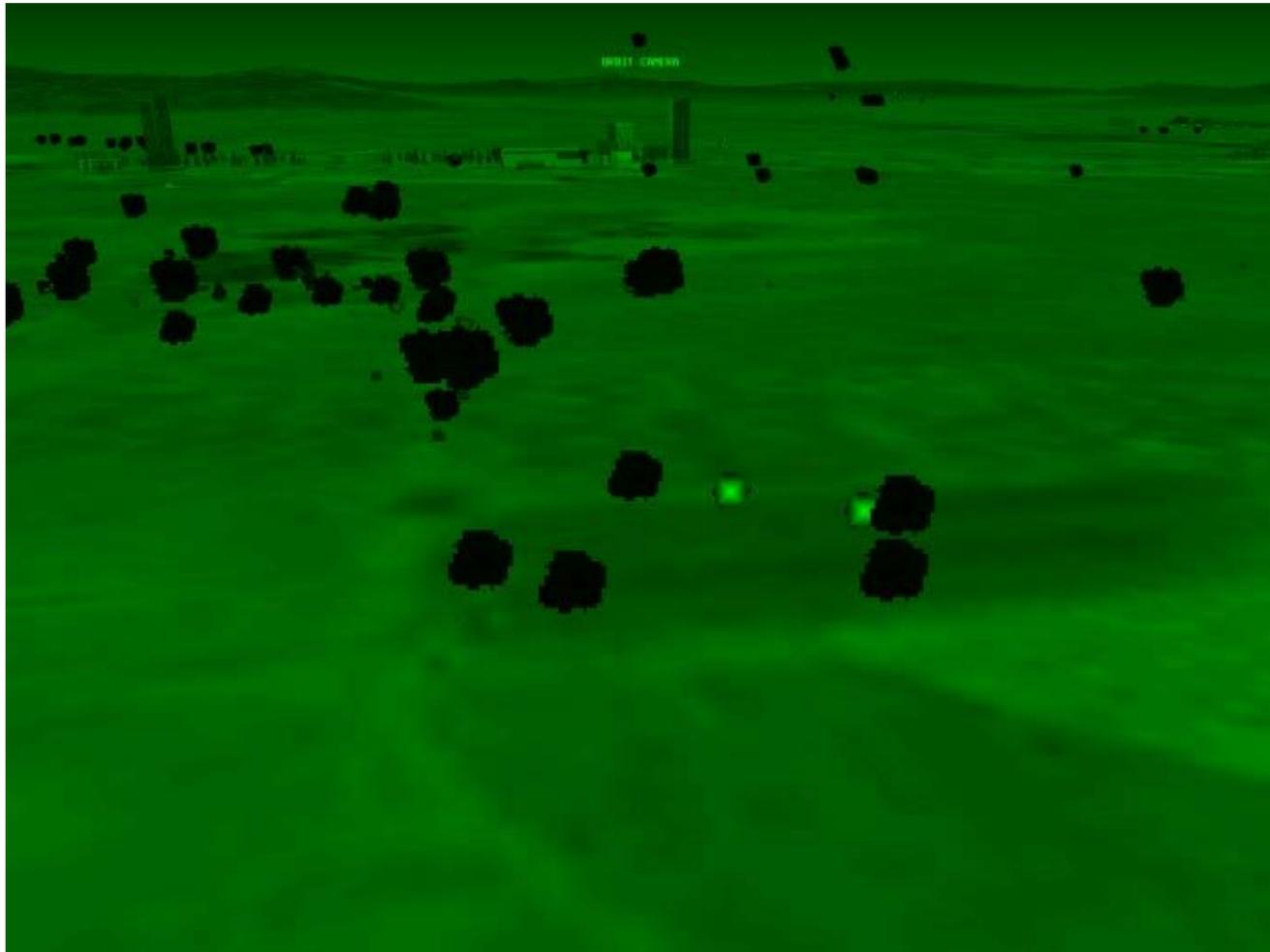


Looking at the strike area I can see that the action has all cleared out. The enemy strike flight has moved back north on their way home and only a couple friendly fighters are roaming the skies near my destination:

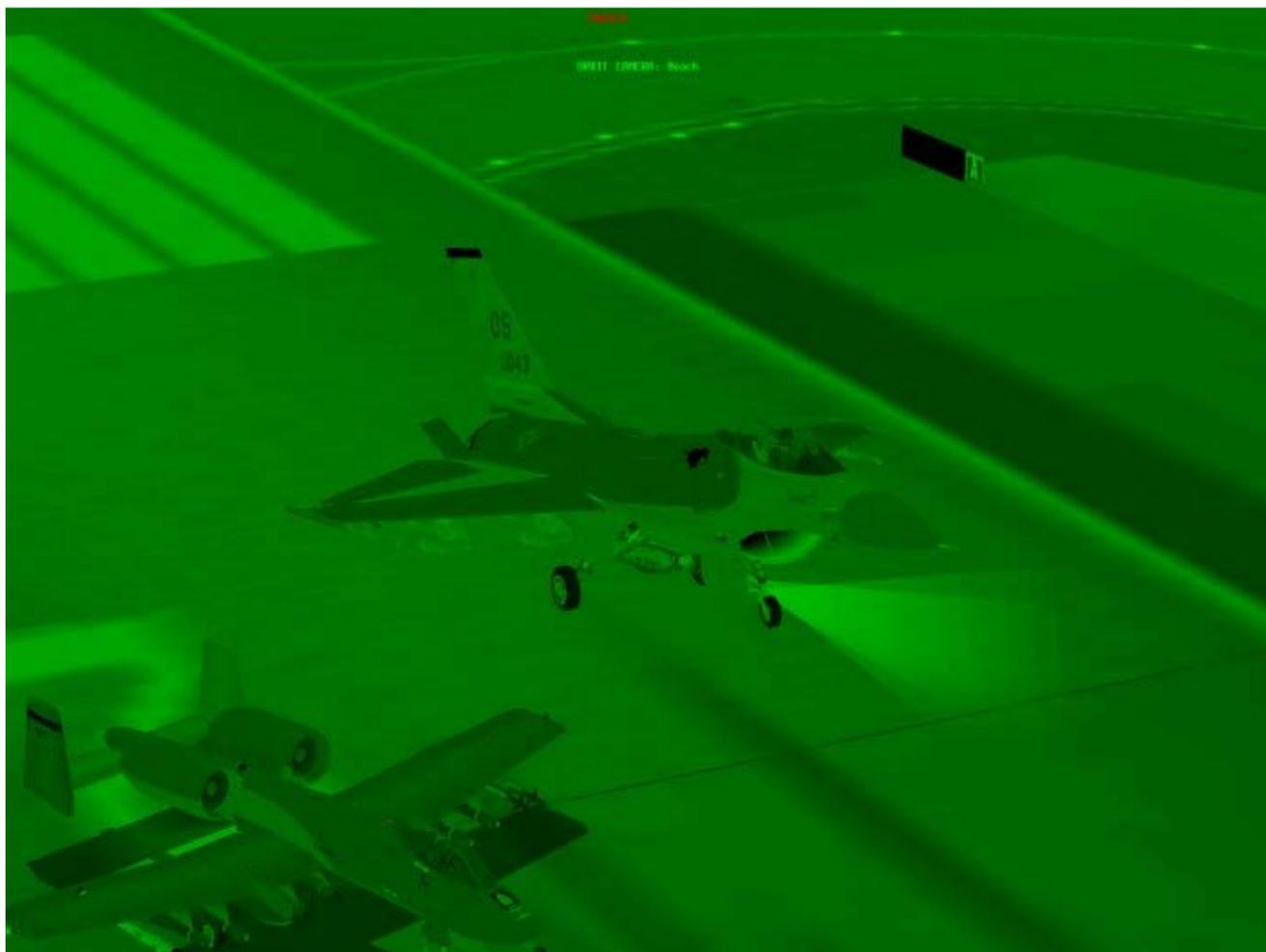


I switch to A2G mode, select GMT mode and lock up a mover. I query AWACS who calls it a hostile and I prepare for a level bombing CCRP pass on the target:





One more pass and I'm out of munitions and I head back to base. Over the threshold I give an A-10 driver a bit of a jolt as I land in front of him as he's taking the active:



I taxi onto the ramp and shut-down happy with the mission results (I'm alive!):



Conclusions:

My happiness quickly turns to sorrow when I am greeted by a "Dereliction of Duty" message upon exiting the mission. Seems when I lost the lock on the ground target and re-designated I targeted a friendly column of ROK troops! I ended up killing several APCs. Luckily my bombing runs weren't very effective and the damage I did wasn't too severe, but I felt really bad about it.

**DEBRIEFING**

**MISSION:** Partial success (Interdict enemy vehicles in the area around Yeoncheon.)  
**YOUR TASK:** Partial success (Search for enemy targets, engage and destroy at will)  
**PILOT RATING:** Average

Actual TOS: Never arrived  
 Losses: 1

**PACKAGE STATISTICS:**

Flight	Aircraft	Comments
Plasma2 (Interdiction)	2 F-16CG	Mission partial success: Hit ratio of ordnance was low. <a href="#">Event List</a>

**FLIGHT STATISTICS:**

Callsign	Status	Ordnance Fired	Results
Plasma21	Functional	4 x AIM-120B	1 miss, 3 hits (75%)
		8 x CBU-97/105 SFW	7 misses, 1 hit (12%)
Plasma22	Destroyed	1 x AIM-120B	1 hit (100%)

**PILOT STATISTICS:**

Callsign	Aircraft	Pilot	Status	AA Kills	AG Kills	Rating
Plasma21	F-16CG	2Lt. Beach	OK	2 (0)	0 (0)	Average
Plasma22	F-16CG	Lt. Sneeringer	KIA	1	0	Average

**RESULTS:**  
 The has taken 0 losses and is not likely to be committed in the near future, largely due to the efforts of your package.

Cont...

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

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

**BeachAV8R**  
 Member  
 Member # 3055

posted 10-07-2003 18:09

Additionally my wingman didn't survive, falling victim to one of the multi-role MiG-23s:

```

Beach joined as Plasma21 at 00:50:00
Missile launched at Beach 01:00:43
DPRK MiG-23ML downed by Plasma22 at 01:02:0
AA-10A launched at Beach 01:03:02
DPRK MiG-29A downed by Beach at 01:03:09
Plasma22 downed by DPRK MiG-23ML at 01:04:0
FAB-1000 launched at Beach 01:05:46
FAB-1000 launched at Beach 01:05:46
FAB-1000 launched at Beach 01:05:49
    
```

```
FAB-1000 launched at Beach 01:06:01
FAB-1000 launched at Beach 01:06:02
FAB-1000 launched at Beach 01:07:20
DPRK MiG-23ML downed by Beach at 01:08:31
ROK M113 destroyed by Beach at 01:35:35
ROK M113 destroyed by Beach at 01:35:35
A.A-10A launched at Beach 01:36:41
Beach landed at 01:45:16
```

Wingman control continues to be a thorn in my side. They seem to be very effective at getting air-to-air kills, but at the cost of getting in over their head. I guess I should initially target enemy aircraft and hand-off the targets to my wingmen using the "chain-saw" command until they are out of ordnance, then start working on my own missiles. It would be nice if Falcon 4 had an "orbit here" command like JF-15 and Longbow 2. Being able to park your AI wingman somewhere and call on him later would be a great feature.

In future missions I plan on working a bit further back from the FEBA to prevent targeting friendlies. I also plan on using the AWACS 'declare' query more often against ground targets and hopefully the fratricide will be reduced.

BeachAV8R

[ 10-07-2003, 18:09: Message edited by: BeachAV8R ]

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

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

📄 posted 10-07-2003 18:29    “ ”

Good job! Well, the part about retreating and letting the commies finish their strike. Now only if you knew what to do when you make an opportunity to put some death upon the commies. 😊

From: **Phoenix, AZ, USA** | Registered: **Dec 2001** | IP: [Logged](#)

📄 posted 10-07-2003 19:57     “ ”

Beach,

Just a heads up. If the DPRK ground forces are still making good ground southwards, you might want to think about hitting a few DPRK held bridges to slow any advance on Seoul.

Pick and choose the ones the DPRK forces are massing on [and looking at their direction of travel in the status window].

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

📄 posted 10-07-2003 20:20   “ ”

Yeah, and you should really bring some more A2A missiles. All the time you ran out of Missiles before you got rid of your bombs.

Maybe also concentrate on teh A2G stuff first and go A2A only if you are hard pressed. Once you have a clean jet go mig hunting.

You mentioned that you actually would prefer Mk 84 over CBUs with the task to engage ground troops. Not sure if you are serious about that or if you added it as a roleplaying flavour to your post.

Anway CBU's have a much larger lethal radius then Iron bombs and you can drop them just fine with a high altitude CCRP level delivery.

You should recon for ground troops before gettign airborne. At best try to find a battalion that is tasked with defensive duty or as reserve. They will most likely be not moving and easier to hit from high altitude.

Learn how a colum of vehicles looks on the radar. Then find these formations. line up and drop on them. Problem is that a ground unit must be deaged before you see it as more than 1 dot.

If my smartass comments get on your nerves just tell me 😊

From: **Germany** | Registered: **Mar 2001** | IP: [Logged](#)

📄 posted 10-07-2003 20:39    “ ”

Excellent report as usual, concise but a good read nonetheless. Some anomalies, perhaps the more experienced pilots can help:

1. Interdiction target is unnamed. Frag refers to it as XX. Usually when I encounter this I select another mission as for some reason the fragged unit does not exist anymore. A sure mission failure?

2. Debrief says 6 FAB-1000's launched at you. Were you so low that the DPRK could drop 1000 pounders on you? 😊

3. I prefer to carry Mavs on such a mission. Don't have to worry about leading the target, I can usually launch 3 - 4 MAVs in one pass. Turn around, second pass, and I'm LGMF out of the hot zone.

-----

**FLYdude**  
Member  
Member # 8361

**MeanGreeny**  
Junior Member  
Member # 8923

**hansundfranz**  
Member  
Member # 4220

**Zero Niner**  
Member  
Member # 273

Zero Niner, out.

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

**BeerDog**  
Member  
Member # 7380

📄 posted 10-07-2003 21:00 “ ”

Slow down the advance by hitting the bridges north of Seoul. Then target bridges all along the front on the first night. Keep track of what bridges have fallen to the enemy so you don't get in trouble for hitting a friendly held bridge. Try and find one bridge, though, that you can leave open. Enemy forces will mass on it and you have a highway of death. Once I went to hitting those damn bridges, I have never failed that campaign.

-----  
BeerDog

[www.buddyboys.net](http://www.buddyboys.net)  
[www.cafepress.com/100thafw](http://www.cafepress.com/100thafw)

Win XP Home, Intel 3.4 Gig 800 FSB, ATI 9800 Pro 256 MB w/4.7 Catalyst, 1 Gig PC 3500 RAM, Thrustmaster HOTAS Cougar.

From: **Anytown USA** | Registered: **Oct 2001** | IP: [Logged](#)

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

📄 posted 10-07-2003 21:05 “ ”

Hehe no offense beach, but you really need to start listening to the tower when landing, one of these days that A-10 is going to be rolling and ruin your day 😊

Course you could always do what i did (and probably many others) in the beginning....  
Just declare an emergency to tower when coming in. Tower clears the runway for such an occurance 😊  
Don't feel bad about the bombs, i never have good luck with cbu's either, i do my best to go with mavericks.

-----  
"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 10-07-2003 21:12 “ ”

Thanks for all the hints guys. About the bridges, I thought I was supposed to NOT bomb the bridges so that when (err..if) our troops go on the offensive they will be able to use them. Perhaps I can bomb them and they will be repaired by the time that happens (err..if ever)?  
I agree that I need more A2A weapons when I go flying. OR I just need to learn to get in and out of the target area faster and with less sight-seeing.  
As for CBU's, I just seem to suck when I use them. I set the burst altitude to around 3000 but I often don't lead the moving convoys enough to get a good pattern on them. Even though the MK-84 isn't the weapon of choice for moving armor I think I'd end up getting more kills with it than with CBU's. Then again..practice makes perfect.  
As for the FABs, I have a theory on this. I think those are carried by the multi-role MiG-23 and when they have me targeted for a missile and then drop their ordnance, the campaign reads it as him "firing" his A2G ordnance at me. Sound like a legit theory??

And as for the A-10..hey..he shoulda seen my landing light on final..<g>  
BeachAV8R

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

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

All times are Eastern Time Zone

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