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Author Topic: **Operation Rolling Fire Mission #13**

BeachAV8R

Member
Member # 3055

posted 10-09-2003 09:06

10/09/03
Falcon 4.0/SP3 Campaign Mission Report #13
OPERATION ROLLING FIRE
DAY 2 – 0540 HOURS

Campaign Status:

*** NEWSFLASH *** *** CHINA ENTERS WAR *** Wonderful. I don't know what effect this has on the campaign, but I can assume that enemy air and ground forces will increase significantly, further straining US/ROK air and ground defenses. Right now our overall theater objective remains the same: dig in and defend Seoul from the onslaught and attempt to achieve air superiority over the battlefield.

Campaign Map:



We are still flying with the 36th Squadron out of Osan since our base at Choongwon is still not functional with damage to the main runways. Our squadron strength is down to 12 F-16CG aircraft since we lost a lot of airframes during our rather unproductive night missions.



TARGET LIST

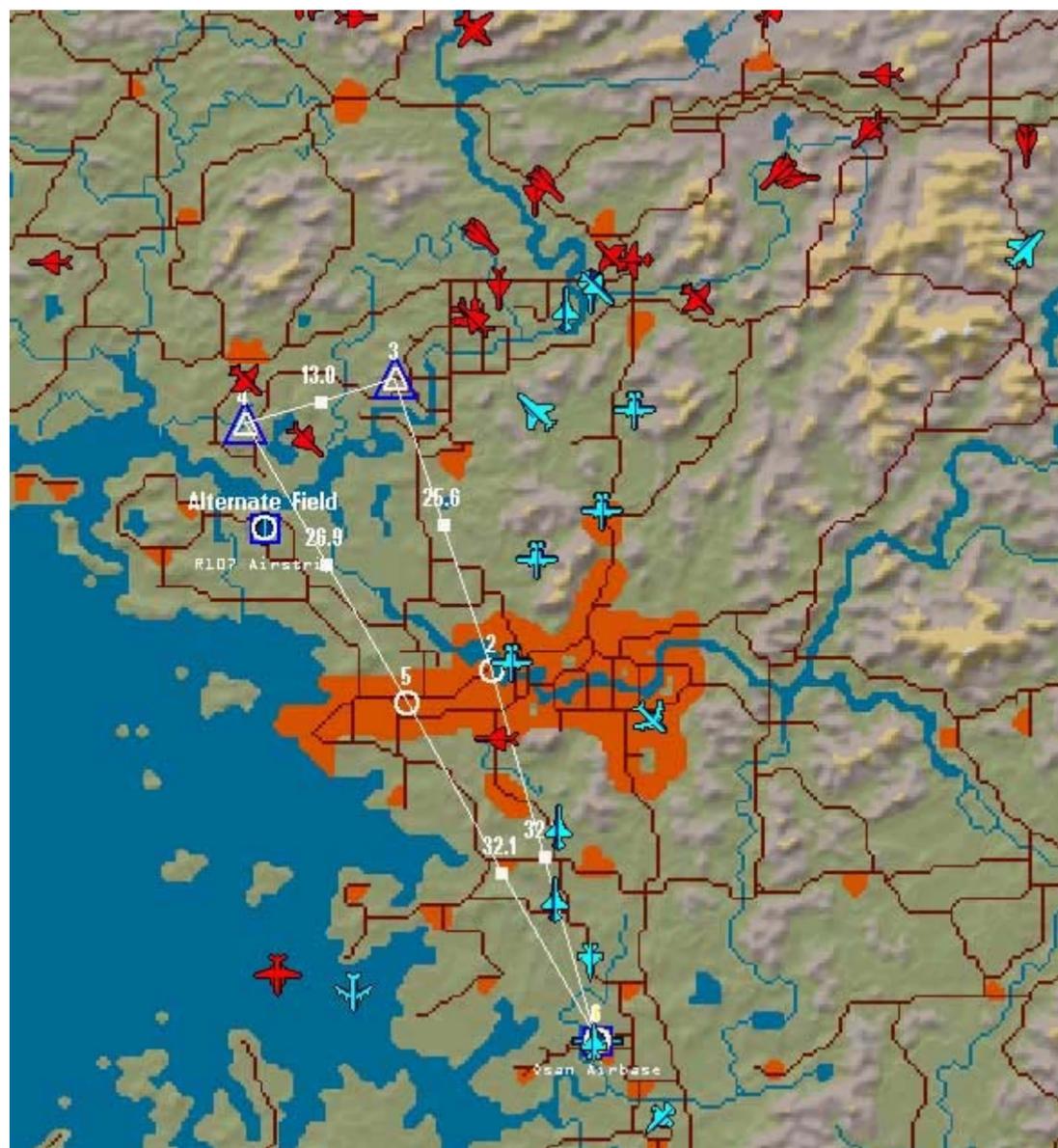
TARGET	CONDITION	VALUE
Choongwon Airbase	0% Operational	
Runway	Destroyed	Very high
Runway	No damage	Medium
Control Tower	No damage	Low

Objective:

Our objective for this flight is yet another BAI sortie against DPRK forces moving south attempting to position themselves ultimately for the capture of Seoul. US/ROK blocking forces are in position, but there are not many of them, so any relief we can provide them will be welcomed.

Planning/preflight:

The specific target we've been tasked to attack is the DPRK 1st Armored Brigade which should be located north of steer-point #3:



We will be carrying 8 CBU-89 bombs and 4 AMRAAMs into battle today and I'll be leading a 4-ship flight:



Our goal is to inflict as much damage as we can, but even more important is the preservation of airframes. We lost a hell of a lot of planes and pilots over the course of the first night and we need to make these daylight raids as effective as we can with minimal losses.

Debrief:

We are cleared for take-off by Osan tower. My wingman taxis into position as my burner lights and I lumber down the runway:



Elsewhere a group of old F-5s get ready to taxi out for their mission:



Cont....

[10-09-2003, 09:14: Message edited by: BeachAV8R]

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

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

BeachAV8R
Member
Member # 3055

posted 10-09-2003 09:07 " "

As I climb out for the short flight to the assigned target area I busy myself setting up the parameters for the CBU ripple interval and burst altitude:



The F-5s take-off on their mission:



Reaching down to the left side panel I flick the switch to turn on the ECM gear but I forget to hit the switches to turn off my position lights (!):



Closing on the target area I continually query AWACS for the picture and the closest thing is a flight of MiG-23s about 45 degrees right of the nose for 35 miles. I feel confident that we can get into and out of the target area before they can become a factor. I pull up my A2G radar, switch to GMT mode and am rewarded with a nice picture of a moving convoy in the general target area I'm assigned to strike. I compare the radar cursor position to my HSD cursor position to be sure I'm targeting north of steerpoint #3. As I'm slewing the cursors to designate the ground target I see a MiG-21 symbol pop-up on the RWR scope. That could be a problem.



I designate the convoy, query AWACS to assure it is an enemy ground contact, and finally I give my wingmen the "attack my target" command to assure they will drop their bombs:



Cont...

[10-09-2003, 09:11: Message edited by: BeachAV8R]

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

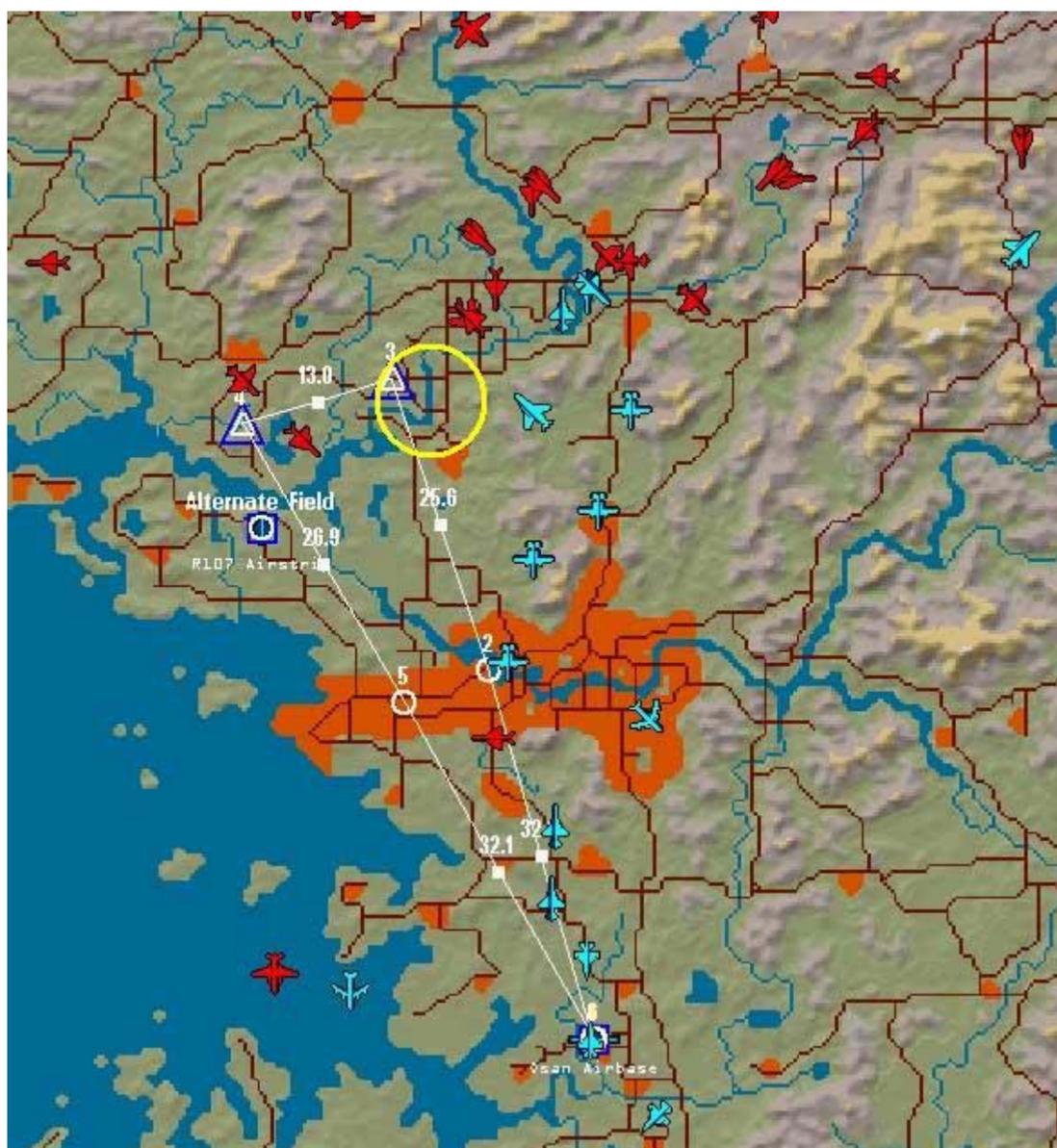
From: **Charlotte, NC USA** | Registered: **Jan 2001** | IP: [Logged](#)

BeachAV8R

Member
Member # 3055

📄 posted 10-09-2003 09:08 🏠 👤 📧 🗒️ “ ”

Below me are the two bridges I had seen on the intel map and correlate them with my expected strike area:



Using a new AWACS command that I hadn't tried before I ask AWACS to call out the nearest threat. They respond quickly with a range, bearing and threat ID. The threat AWACS call out is just left of my nose for 20 miles and is identified as a MiG-21. The appearance of -21s in the target area is a deal buster for me. I've been shot down by one too many MiG-21s so I hastily call of the ground attack and turn my full attention to the MiG threat:



I lock up the first MiG-21 and launch my first AMRAAM. A brief second later I lock up the second and give the element (wingman #3 and #4) the "chainsaw" command. A few seconds later the element lead responds with a "roger" and then "Fox-3 long!":



Without waiting to see how the missile shots turn out I quickly turn 180 degrees and head back south toward home base ordering my entire flight to re-join. They comply and we fly about 15 miles south before I do another 180 and point my nose north once again to assess the situation. As I make the turn one of my wingmen glides gracefully across the top of my canopy and re-forms on my wing:



The radar paints a busy picture with contacts all over the scope in my target area. I start designating contacts and handing them off using the "chainsaw" command, alternating between my wingman and the element. This technique works perfectly and as all 3 wingmen engage different targets with their AMRAAMs I throw a couple into the fray as well. I've never seen the system work so well and in a couple short minutes we have decimated the attacking masses of aircraft:



Cont...

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

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

BeachAV8R
Member
Member # 3055

posted 10-09-2003 09:08

My last missile leaves the rail and with a temporary hole punched in the enemy air action I switch master modes to air-to-ground:



I lock-up a GMT target in the same area as my first aborted run, designate it, confirm it is hostile with AWACS and order my wingmen to attack it:



While I'm re-gearing for A2G mode my last missile arrives at it's target:



I cross over the target area and padlock the enemy vehicles on the ground, switch to CCIP and roll in on the target area:





I can hear my wingmen call "CBU!" over the radio as they drop their weapons on the convoy. I roll in at about 22,000 feet and fly a steep profile. The last of my 4 bombs comes off the rack at about 16,000 feet and I pull a relatively hard 4 to 5-G climbing turn off the target well above small caliber and shoulder launched SAM range:





Coming back around I drop the last 4 CBUs but my aim-point appears off and I don't think I got any good hits on that pass:



When the last bomb leaves the rack the Master Caution illuminates reminding me I should move the CAT switch from CAT III to CAT I to restore maneuverability to the jet. Switching to A2A radar mode I see a string of contacts between me and home base and I'm relieved when AWACS identifies them as friendlies:



Approaching Osan I request an emergency approach so that I can clear out the traffic and turn base to final for a nice landing:



As I'm on short final I'm surprised to see an F-16 growing rapidly larger in the windscreen as he departs the runway in the opposite direction I'm arriving!



I land and taxi out of the way as several aircraft are lined up on final:



Cont...

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

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

BeachAV8R
 Member
 Member # 3055

📄 posted 10-09-2003 09:10 🏠 👤 ✉️ 🗑️ “ ”

Conclusions:

The mission is rated a success although again the ground kills were not very good. I was happy to see wingmen #2 and #3 did a pretty good job of releasing their A2G ordnance and getting some kills. The most impressive part of the mission was the total destruction of the enemy attack package though. For once I actually felt like I had managed my flight correctly throughout the entirety of the mission. Handing off designated targets and using the "chainsaw" command is a really great tactic since wingmen won't leave the formation and will engage targets using the long range of the AMRAAM. All total our 4-ship scored 8 kills and numerous ground targets destroyed. It may not sound like much, but after suffering through those miserable night missions I was elated with the kills and even more

happy that all wingmen returned safely:

DEBRIEFING

MISSION: Success (Search for and destroy enemy ground forces in the area around 1 nm west of Wangch'on.)
YOUR TASK: Success (Search for enemy targets, engage and destroy at will)
PILOT RATING: Excellent

Actual TOT: 06:07:55 (460 seconds late)
 Losses: 0

PACKAGE STATISTICS:

Flight	Aircraft	Comments
Rider1 (BAI)	4 F-16CG	Mission success: Only light damage was inflicted to enemy.

Event List

FLIGHT STATISTICS:

Callsign	Status	Ordnance Fired	Results
Rider11	Functional	4 x AIM-120B	4 hits (100%)
		8 x CBU-89/104 Gator	4 misses, 4 hits (50%)
Rider12	Functional	4 x AIM-120B	1 miss, 3 hits (75%)
		8 x CBU-89/104 Gator	6 misses, 2 hits (25%)
Rider13	Functional	4 x AIM-120B	1 miss, 3 hits (75%)
		8 x CBU-89/104 Gator	4 misses, 4 hits (50%)
Rider14	Functional	2 x AIM-120B	2 hits (100%)

PILOT STATISTICS:

Callsign	Aircraft	Pilot	Status	AA Kills	AG Kills	Rating
Rider11	F-16CG	2Lt. Beach	OK	3 (0)	4 (0)	Excellent
Rider12	F-16CG	Cpt. Min	OK	2	3	Excellent
Rider13	F-16CG	Lt. Fitzpatrick	OK	1	4	Excellent
Rider14	F-16CG	Lt. Brown	OK	2	0	Excellent

RESULTS:

The 1st Armored Brigade has taken 28 losses and is not likely to be committed in the near future, largely due to the efforts of your package.

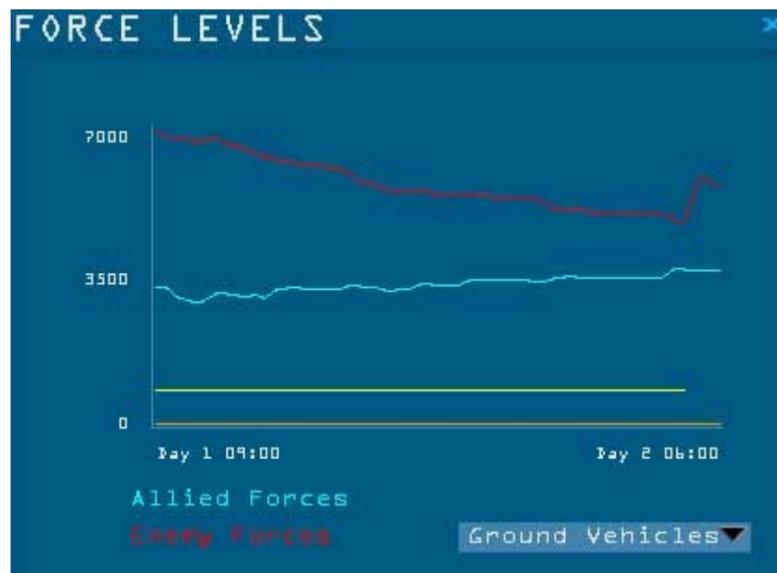
```

Event List
Beach joined as Rider11 at 05:51:00
DPRK MiG-21MF downed by Rider12 at 05:59:03
DPRK MiG-21MF downed by Rider12 at 05:59:42
U.S. A-10 downed by Beach at 06:00:05
DPRK MiG-21MF downed by Rider14 at 06:00:43
DPRK MiG-21MF downed by Rider14 at 06:03:48
DPRK MiG-21MF downed by Rider13 at 06:04:03
DPRK MiG-21MF downed by Beach at 06:04:43
DPRK MiG-21MF downed by Beach at 06:06:36
DPRK MiG-21MF downed by Beach at 06:06:39
DPRK PT-76 destroyed by Beach at 06:08:31
DPRK M-1975 destroyed by Beach at 06:08:31
DPRK M-1975 destroyed by Beach at 06:08:31
DPRK AK47 destroyed by Beach at 06:08:31
DPRK AK47 destroyed by Rider12 at 06:08:35
DPRK AK47 destroyed by Rider12 at 06:08:35
DPRK AT-3 destroyed by Rider12 at 06:08:35
DPRK AK47 destroyed by Rider13 at 06:08:47
DPRK AK47 destroyed by Rider13 at 06:08:47
DPRK 82mm Mtr destroyed by Rider13 at 06:08:47
DPRK AK47 destroyed by Rider13 at 06:08:47
Beach landed at 06:17:12
Beach landed at 06:17:12
Beach landed at 06:17:12
Beach exited from Rider11 at 06:18:51
    
```

It will be interesting to see how China will affect the war and campaign. I think our flight did a good job of knocking out a good chunk of the DPRK's escort and attack planes and combined with the efforts of other theater assets this is reflected by the sharp down-turn in the aircraft intel screen:



And ground vehicles:



BeachAV8R

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

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

JohnTheLuck
Member
Member # 14723

posted 10-09-2003 09:30

Beach rocks!

Nice report again. After you come back to base, nobody told you about the A-10 you downed ? Oups, sorry to spoil your party!!!

Is there a reason you didn't use CCRP and choose CCIP instead? My first assumption is a moving target is continuously scanned by the radar, so CCRP release point should be updated accordingly by the FCC. Maybe I am wrong.

When releasing your CBU, do you align your flight path to fly over the convoy on its long axis ? This should help to increase your number of kills.

Just a few thoughts. The bets are on to see if you will win this campaign.

JTL

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

Pitbull
Junior Member
Member # 14519

posted 10-09-2003 10:37

Hey Beach, looks like you killed an A-10 too.

Anyway, great mission reports

Edit: didn't see John's post, sorry 😊

[10-09-2003, 10:38: Message edited by: Pitbull]

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

Nift
Member
Member # 7573

posted 10-09-2003 16:52

Hooowaaa!!! What a strike.

Looks like you're getting better with the wingie management.

Are you using the F4-BMS 0.7 BETA .exe?

The graphics look outstanding. Maybe it's your 1600x1200 res.

Good one Beach.

"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](#)

BeachAV8R
Member
Member # 3055

posted 10-10-2003 02:05

John..no..actually I got a dereliction of duty message instead of a court martial this time..lol..for downing the A-10. Best I can figure is that after I ID'd the target and shot my missile that it went "maddog" right in front of the A-10 and tracked on it instead of my intended target? Ooops..

As for using CCIP instead of CCRP, I've found when using the GMT radar that sometimes it breaks lock during my bombing run. I think the best thing is to use CCRP to get a target box in the HUD, make not of the visual references around the target area, then switch to CCIP for the actual bombing run. Estimating enemy convoy movement is my biggest problem. I tend to lead too much or fall behind the target..and things are happening so fast that even small errors can lead to big misses. Since I'm rolling in on the targets around 22-25 thousand I try to have the bombs off and be climbing away without going below 12 thousand or so it doesn't give much time to fine tune the aim. I'm going to try a different technique in some future missions as described in the SP3 manual where you fly 45 degrees to the target, pull up and roll inverted and pull down toward the target. This might allow me to get a better line up on the target, maybe..

You are right that the ideal line up is to run the CBU's down the long axis of the convoy, but sometimes there just isn't enough time to get all squared away and set up a perfect pass. The main problem is enemy aircraft lurking in the area, and all the time I'm bombing I'm not paying enough attention to my six o'clock or I could allow an enemy to get in radar missile range... I'm hoping eventually we will achieve solid air superiority which will allow for more well thought out attacks.

I am using the BMS 0.7 and it has been working fine. I have noticed the bug where even though I have 8 CBU's loaded the plane only shows 4 externally...but that's about the only problem I've had. Flying in 1600 x 1200 is really nice...it's hard to believe this sim is as old as it is 😊

BeachAV8R

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

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

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