



New Topic Post a Poll Post Reply
login | register | search | faq | forum home

Previous Next

» You are not logged in. Login or register SimHQ Forums » Air Combat Zone » FALCON 4.0 » Operation Rolling Fire Mission #16

Author Topic: Operation Rolling Fire Mission #16

BeachAV8R
Member
Member # 3055

posted 10-17-2003 16:44

10/17/03
Falcon 4.0/SP3 Campaign Mission Report #16
OPERATION ROLLING FIRE
DAY 2 - 0940 HOURS

Campaign Status:

DPRK forces north of the Imjin River have taken a pounding from combined US/ROK airstrikes. With the threat on the north bank of the Imjin somewhat reduced and continued reinforcement by US/ROK forces, allied forces are preparing to retake the bridges lost during the initial DPRK drive south. It will be up to US/ROK air power to prevent DPRK ground forces from reinforcing while US/ROK forces move into position.

As the intel graphs show DPRK ground and air forces continue to be destroyed faster than they are being replaced while US/ROK units seem to be holding steady:



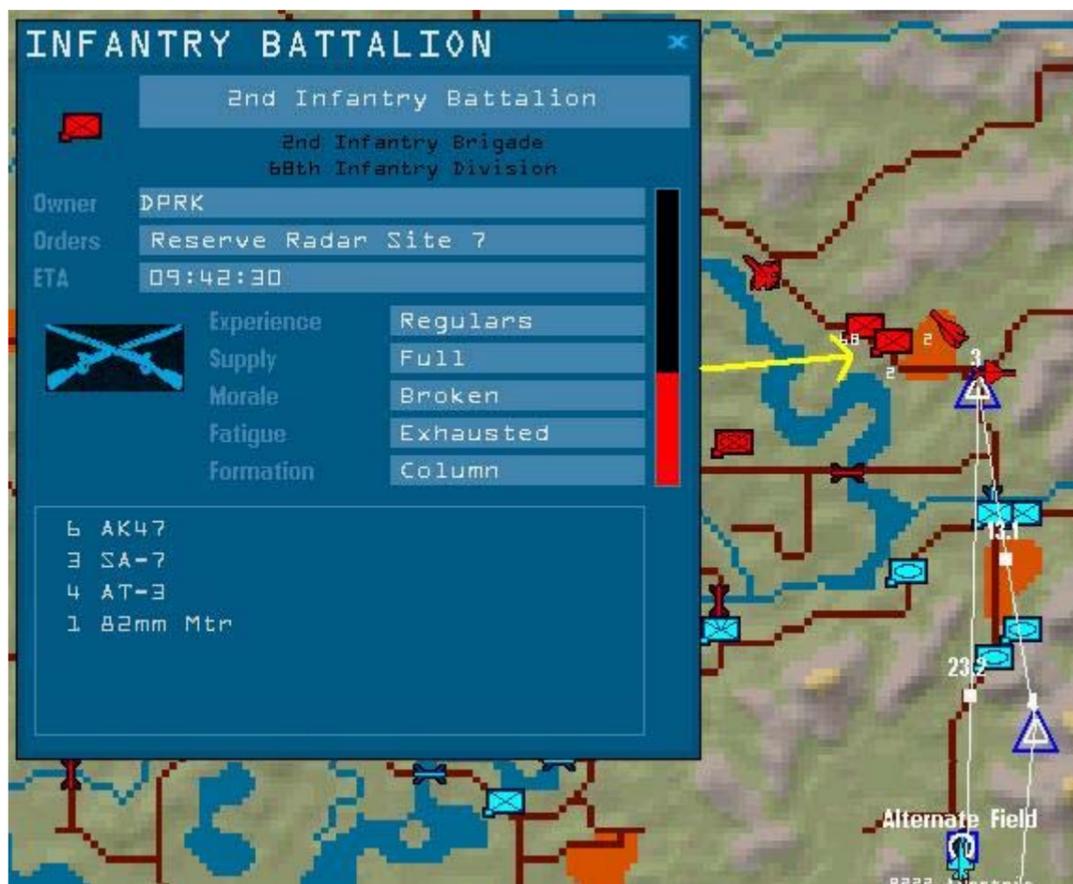
Campaign Map:



Objective:

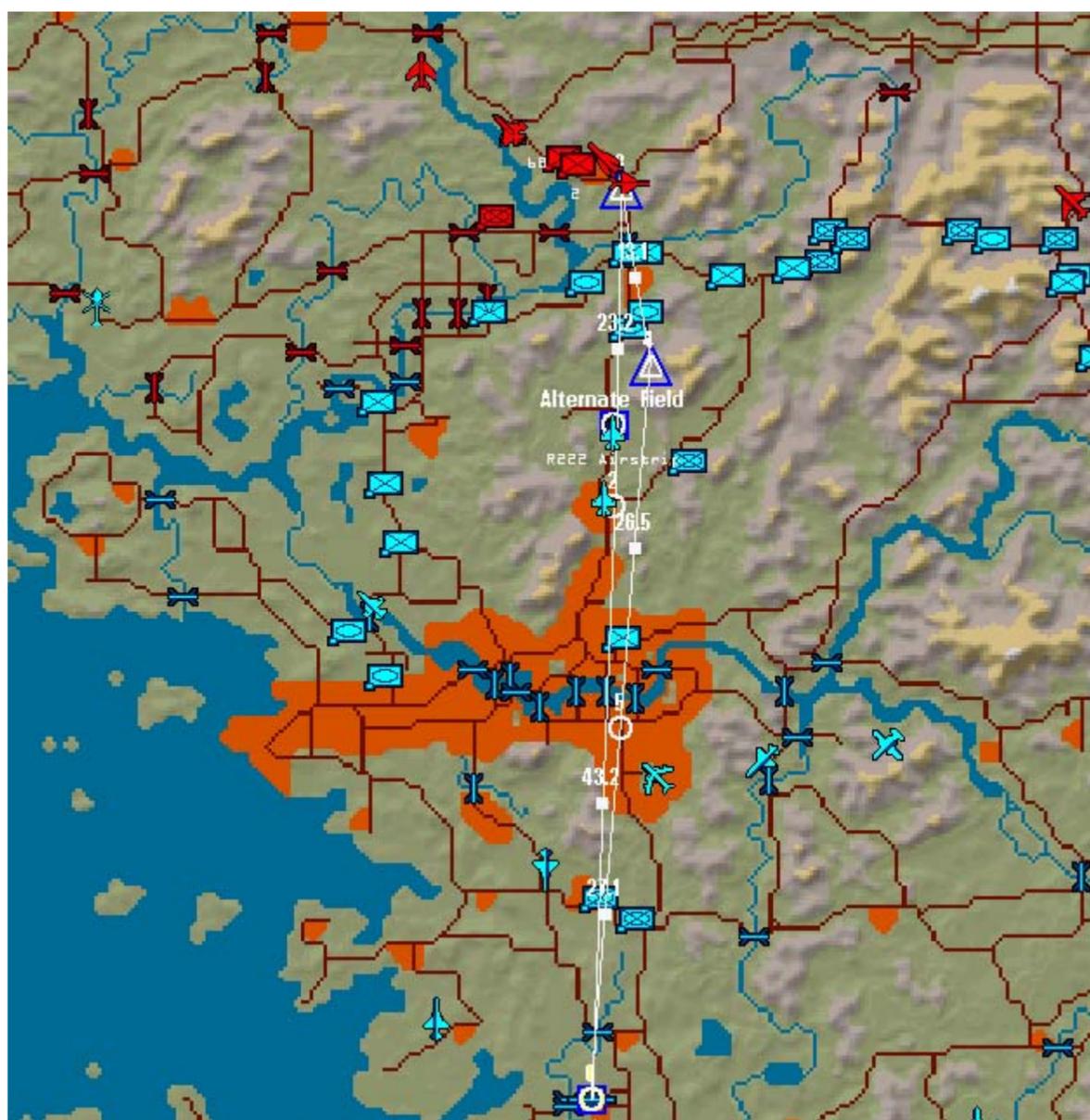
Our objective for this mission is the continued destruction of DPRK ground units that were moving south in an attempt to reinforce units holding the bridges over the Imjin. Considerably weakened by previous air-strikes our goal is their total destruction.

Our specific goal is the destruction of the DPRK 2nd Infantry Brigade:



Planning/preflight:

Our 2-ship flight will depart for the FEBA loaded with 8 canisters each of CBU-87. Our target should be just north-west of steerpoint #2:





Debrief:

The airfield is packed with aircraft getting ready to start their sorties:



Cont..

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

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

BeachAV8R
Member
Member # 3055

posted 10-17-2003 16:45

After setting up the A2G ordnance (where I notice I've neglected to load CBU's on my left inboard station!) I switch to my A2A radar and start sweeping the skies ahead. A call to AWACS for the nearest threat gives me a bit of a clue and I adjust my scan elevation and azimuth accordingly, soon picking up an inbound Chinese J-8:



The J-8 is accompanied by many other contacts which are utilizing extremely heavy jamming, preventing me from getting any kind of lock and also preventing me from deriving any range data from my radar:



Finally at about 20 miles the jamming lets up just as a MiG-29 symbol starts chirping on my RWR scope. He's dead ahead, 20 miles, coming straight at me with a closing speed of over 1000 knots:



I launch an AMRAAM at max range and then quickly try to break lock, target his wingman and give my wingman the "CHAINSAW" command.

The aircraft symbol I targeted on the radar turns red, letting me know I've got a missile on the way. A second after my missile leaves the rail I get a launch warning from my threat receiver so I roll inverted and pull as hard as I can without bending any metal in a split-S while I dump chaff and flares:



Cont...

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

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

BeachAV8R
 Member
 Member # 3055

posted 10-17-2003 16:45

Racing downhill I quickly approach Mach 1 and the wind and airframe noise convince me to pull the throttle back so I don't damage my weapons pylons.

Unfortunately for my wingman, as he was setting up his shot after my "CHAINSAW" command he is blotted from the sky by a missile from one of the MiG-29s. I quickly do a 180 and head back north, targeting another MiG-29 at max range and let loose another AMRAAM before turning back south yet again.

Turning north after a few minutes I see the skies are empty over the target area so I proceed inbound and find the target and make one pass dropping several CBU's. As I'm pulling off I hear a chirp in my head-seat and see another -29 symbol on the threat warning display:



Again I turn south-bound, running for friendly territory and accelerate downhill. I query AWACS and he reports the disturbing news that my distance from the threat MiG-29 isn't decreasing!



The MiG-29 stays on my 6 and the range stays steady at 10 miles and he drives me as far south as Seoul before I'm able to turn around and head back north:



As I head back north I see the MiG-29 has turned northbound himself and as I get over the target area I send another AMRAAM toward him at max range just to keep his head down while I finish my bombing run. I fly over the target and see the dust rising from the convoy. I select CCIP, roll inverted and descend onto the target:



Since I feel like I've been pushing my luck over the target area on this mission, I drop all of my remaining CBU's in one south-bound pass destroying several enemy vehicles:



With my rails clean (except for that damn fuel tank!) I head south for a few minutes and take a glance at my fuel gauge:



When the MiG-29 symbol pops up on the threat receiver again I feel my fighter pilot blood start to rush and I quickly place my nose on the target. A fraction of a second before I get my missile off the missile launch light and tone start sounding. I hit my missile pickle switch and break hard left and punch in my burner to accelerate to the south. I pull a little too hard though with the external fuel tank and hear some metal bend.

For a few brief seconds I actually believe I'm safe when all of the sudden my world explodes and my aircraft goes out of control:



I pull the ejection handles and watch in misery as my plane spirals down and, to add insult to injury, impacts a friendly village!



Cont...

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

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

BeachAV8R

posted 10-17-2003 16:46

Member
 Member # 3055

Conclusions:

I should have just continued south after my last bombing run. There are worse things in life than returning to base with a single AMRAAM hanging from the wing (like descending via the silk elevator). Up until my stupid decision to go toe-to-toe with the MiG-29 the mission was going pretty well.

The mission is rated as a success although the loss of 2 F-16 airframes and one pilot (I was rescued) certainly doesn't qualify as a success in my book. My CBU runs only accounted for 4 ground kills (should have stuck with the JSOW I guess) but at least 3 out of 4 of my long distance AMRAAM shots hit their

marks, downing 3 J-11s (Chinese MiG-29s). As a bitter foot note, my AMRAAM got the J-11 that shot me down:

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: Excellent

Actual TOT: 09:56:15 (74 seconds early)
 Losses: 2

PACKAGE STATISTICS:

Flight	Aircraft	Comments
Stonecat1 (Interdiction)	2 F-16CG	Mission partial success. Only light damage was inflicted to enemy. Event List

FLIGHT STATISTICS:

Callsign	Status	Ordnance Fired	Results
Stonecat11	Destroyed	4 x AIM-120C	1 miss, 3 hits (75%)
Stonecat12	Destroyed	6 x CBU-87/103 CEM	3 misses, 3 hits (50%)

PILOT STATISTICS:

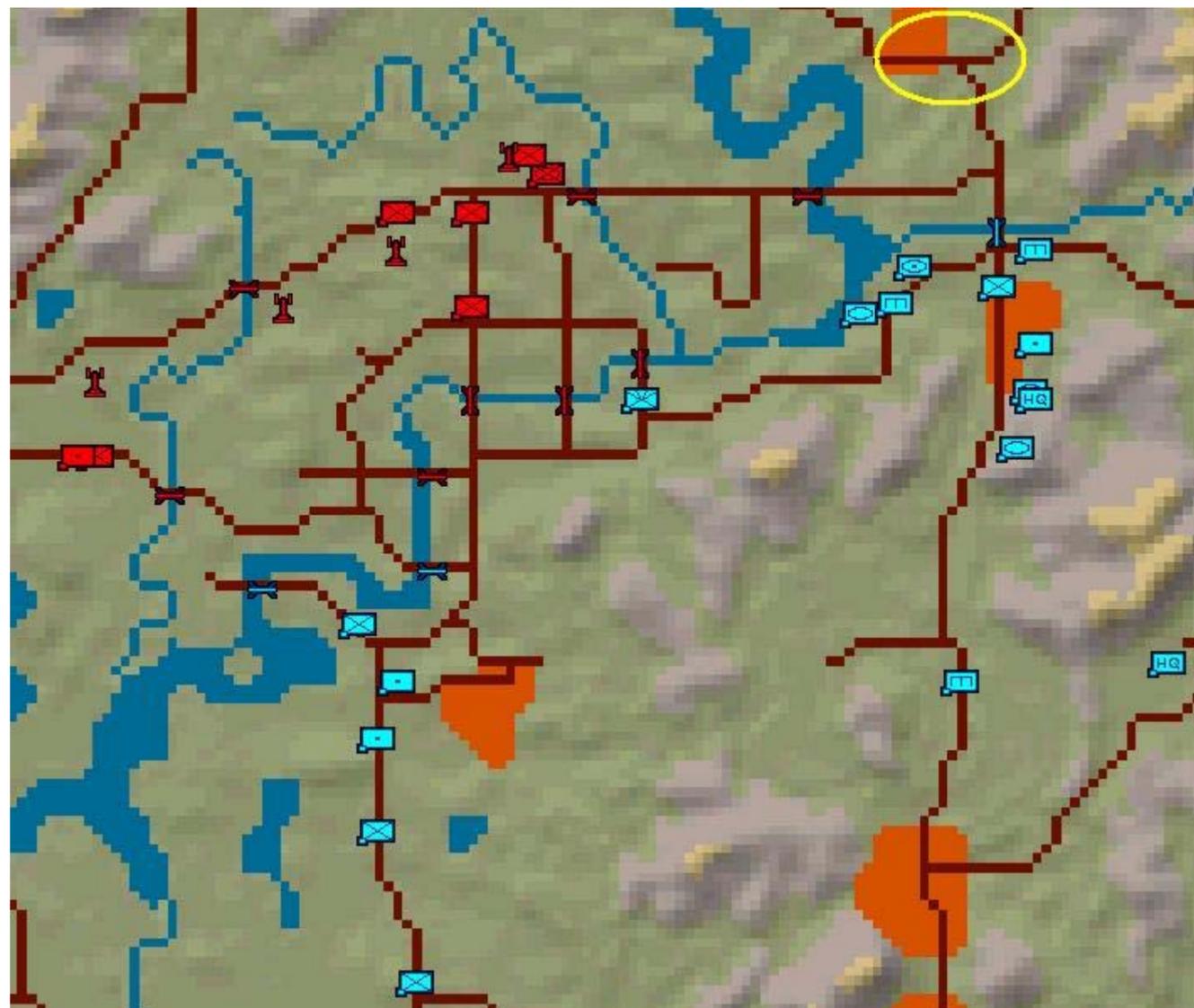
Callsign	Aircraft	Pilot	Status	AA Kills	AG Kills	Rating
Stonecat11	F-16CG	2Lt. Beach	RS	3 (0)	4 (0)	Excellent
Stonecat12	F-16CG	Lt. Brandt	KIA	0	0	Average

RESULTS:
 The 2nd Infantry Brigade has taken 20 losses and is not likely to be committed in the near future, largely due to the efforts of your package.

```

Beach joined as Stonecat11 at 09:47:00
AA-12 launched at Beach 09:57:18
PRC J-11 downed by Beach at 09:58:18
AA-12 launched at Beach 10:01:00
AA-12 launched at Beach 10:01:08
Stonecat12 downed by PRC J-11 at 10:01:46
PRC J-11 downed by Beach at 10:02:24
DPRK KrAz T 255B destroyed by Beach at 10:13:00
DPRK KrAz T 255B destroyed by Beach at 10:13:00
DPRK KrAz T 255B destroyed by Beach at 10:13:00
DPRK KrAz T 255B destroyed by Beach at 10:13:00
AA-12 launched at Beach 10:14:23
Beach ejected at 10:15:53
PRC J-11 downed by Beach at 10:15:54
    
```

A post-flight check of the intel map confirms that the two units north of the bridge were eliminated:



I definitely need to learn a little more restraint. I had already lost my wingman prior to deciding to engage the MiG-29, a stupid move since I would have no support. With the primary mission completed the smart thing would have been to continue south-bound and return to base.

Edit: After returning home I looked up J-11 on FAS.org and am surprised to see that it is actually an Su-27! Why does the threat receiver call the J-11 a MiG-29? Similar radars?

BeachAV8R

[10-17-2003, 16:49: Message edited by: BeachAV8R]

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

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

Nift
 Member
 Member # 7573

📄 posted 10-17-2003 17:11    “ ”

Aaaaahhhhhh, that hit the spot. Thanks Beach.

A question: Why did you not jetison the fuel tank and bomb racks before engaging the last MiG? Forgot? 😊

 "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](#)

vertical
 Junior Member
 Member # 16373

📄 posted 10-17-2003 17:27    “ ”

As for the threat receiver...yeah, the MiG-29 and Su-27 are equipped with the same radar, NATO codename Slotback as I recall.

From: **Sunny SoCal** | Registered: **Jul 2003** | IP: [Logged](#)

BeachAV8R
 Member
 Member # 3055

📄 posted 10-17-2003 17:46     “ ”

I got a little excited..figured I'd pop that last MiG (thought it was a MiG..turns out it was a Su-27/J-11) and be on my way home with my MERs and fuel tank still on...bad decision 😊

BeachAV8R

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

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

Deacon211
 Member
 Member # 13209

📄 posted 10-17-2003 18:21    “ ”

Yeah,

Concur on the Slotback issue. In RL, I'm not sure how the RWRs can tell a SU from a MiG with a Slotback. Without saying anything classified, I'll just leave it at that. 😊

Great mission reports Beach, and you're right, once you lose mutual support (wingman) it's time to go home.

BTW, I just finished my Citation type, beautiful jet. If you hear of any openings, let me know. 🇺🇸

Deacon

Edited for spelling

[10-17-2003, 18:24: Message edited by: Deacon211]

From: **Alexandria, VA, 22314** | Registered: **Nov 2002** | IP: [Logged](#)

BeachAV8R
 Member
 Member # 3055

📄 posted 10-19-2003 19:28     “ ”

Sorry gents..been away for the weekend doing a bit more hiking. Cold Mountain this time...look for the movie opening on Christmas day.. 😊

Thanks Vertical and Deacon on the Slotback confirmation. Correct me if I'm wrong, but the J-11 (Su-27) didn't enter the war until the Chinese came onboard with the NKs right? In any case, it sure seemed as though the J-11 could fire a long range missile shot before I could get in AMRAAM range....is that the case? Or maybe he was firing at absolute max range whereas I was tending to wait for no-escape range...probably a VERY bad idea. Hmm..just did a quick search on FAS.org and came up with this:

"The most recent Russian R-77 medium-range missiles (AA-12 "AMRAAMSKI") is similar to and in some respects equal to the American AIM-120 AMRAAM missiles. The R-77 missile has an active radar finder and a maximim range of 90-100 kilometers (50 km more than AMRAAM) and flies at four times the speed of sound." - source FAS.com

That certainly sucks. 50 km MORE than the AMRAAM? Alright..I can see now I'm gonna need some help from my Navy friends in their Tomcats (read: Phoenix)..hehe..

Funny because FAS.org doesn't list the Su-27 as carrying it..just the Su-33 and up...

Damn..if it isn't the longer range "AMRAAMski" I have to worry about it's the passive IR helmet system on the MiG-29...hehe..guess anytime I see a -29 symbol on the radar it's best to just cut and run.. <g>

BeachAV8R

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

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

hansundfranz
 Member
 Member # 4220

📄 posted 10-20-2003 06:47   “ ”

As you know missile ranges change rapidly with conditions. FAS.org is good source of publicly available information but on many things they are totally wrong.

In F4 the AA12 has pretty similar performance then the Slammer. The AA12 might be slightly better at very long range (low Pk) shots but in general its useful range is 15 to 20 miles just like with the Slammer.

But the Su27/AA12 combo is not a threat taken lightly. At best one deals with them with a pure A2A configuration.

Try to get a speed and altitude advantage = total energy advantage = better range when you attack them. Supporting your missile till pitbul will be madness against them. Get as close as you dare, fire, and pump hard immediately. Rely on a little luck that your slammers radar will pick up a target. Only very little luck is needed. It works almost every time. The only thing that might happen is that the slammer does not pick up the guy you had locked when you fired but his wingman. No big deal. Its only annoying that your careful sorting (online flying) goes down the drain and there is a solid chance that your and your wingies shot go on the same bandit. But only 1 kill and a slammer wasted is better than 2 kills and 1 or 2 F16s lost.

[10-20-2003, 09:40: Message edited by: hansundfranz]

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

Orion
 Member
 Member # 8755

📄 posted 10-20-2003 11:33    “ ”

I have a question here:

Does it pay to fly at a lower altitude than the MIG 29/SU 37 etc as long as you keep an energy advantage when attempting to get a shot off?

The reason I ask this is that in my thinking you may blend in with the ground clutter on the enemy's radar making it harder for them to lock you up. Also being at a lower altitude does it affect the AMRAAMSKI when it is attempting to locate you if the enemy aircraft has made a cheap shot?

However, if the 29/37 already has you locked up it is best to just cut and run and go preferably at the lower altitude. Is this thinking correct?

Thanks,

Orion

 Luck is when Preparation meets an opportunity

From: **Everett, WA** | Registered: **Jan 2002** | IP: [Logged](#)

hansundfranz
 Member
 Member # 4220

📄 posted 10-21-2003 09:48   “ ”

quote:

Originally posted by Orion:

I have a question here:

Does it pay to fly at a lower altitude than the MIG 29/SU 37 etc as long as you keep an energy advantage when attempting to get a shot off?

No. The problem is that it is very hard to have a significant energy advantage when you are low. Your max speed in the weeds is much less than up high. At best you want to launch at angles 40 doing mach 2.

quote:

The reason I ask this is that in my thinking you may blend in with the ground clutter on the enemy's radar making it harder for them to lock you up. Also being at a lower altitude does it affect the AMRAAMSKI when it is attempting to locate you if the enemy aircraft has made a cheap shot?

The Su27s radar (or F16 if you play head on against another human) has no problem to detect a low target, if the target is hot, before you can take a good shot at him. If you want to hide in the ground clutter you also have to beam, but then you can't see the other guy on your radar and worse you can't shoot him. This tactic should only be used if you don't have any slammers

and you need to get close. Its still risky and should only be attempted if the normal way to kill flankers gets boring or if the tactical situation gives you no other choice.

quote:

However, if the 29/37 already has you locked up it is best to just cut and run and go perferably at the lower atitude. Is this thinking correct?

If you have no idea how far away he his, its better to turn cold and get some distance and try to find out where he is and if you can engage him safely. Hitting the deck is only necessary if you really feel threatend and suspect that he might have fired a missile at you. Otherwise you better stay high and accelerate/climb to get as close to angels40 mach 2 as possible.

[10-21-2003, 09:53: Message edited by: hansundfranz]

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

Orion
Member
Member # 8755

📄 posted 10-21-2003 11:18    “ ”

Thank you hansundfranz, for the enlightenment on my tactical question. This information should help me survive encounters with MIG 29/SU 37 in the future.

Orion

Luck is when Preparation meets an opportunity

From: **Everett, WA** | Registered: **Jan 2002** | IP: [Logged](#)

All times are Eastern Time Zone

[New Topic](#) [Post a Poll](#) [Post Reply](#)

 [Close Topic](#)  [Move Topic](#)  [Delete Topic](#)

[Previous](#) [Next](#)

 [Printer-friendly view of this topic](#)

Hop To: FALCON 4.0

[Contact Us](#) | [SimHQ.com](#) | [Privacy Statement](#)

Copyright 2004 SimHQ.com. All Rights Reserved.

Powered by  **INFOPOP** ©2002
UBB.classic™ 6.4.0.1