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Author Topic: [Operation Rolling Fire Mission #20](#)

BeachAV8R

Member
Member # 3055

posted 11-19-2003 23:15

I'm back!

11/19/03
Falcon 4.0/SP3 Campaign Mission Report #20
OPERATION ROLLING FIRE
DAY 2 - 1600 HOURS

Campaign Recap:

As daylight wanes on Day 2 of the war lets look back at what has transpired thus far. The campaign opened with a massive assault by DPRK troops. US/ROK forces reeled in a fighting retreat and I started flying SEAD missions from Kangnung on the east coast of South Korea. The campaign has definitely been "on the job training". After several missions I relocated to Choongwon airbase to fly with ROK pilots on strike missions that rolled through the night. The cumulative results of my night missions were not very impressive and I learned quickly that flying combat missions at night is a totally different ballgame.

At some point during the first night of the campaign Choongwon airbase was attacked and both runways were cratered shutting down the airbase. Moving further west across the peninsula we relocated to Osan AFB where we have flown the majority of our campaign missions in an attempt to stem the red tide pushing south down the major arteries crossing the Imjin River. At one point all but the Freedom Bridge across the Imjin were in DPRK hands. The decision to blow the bridges to halt the DPRK drive south had all but been made but a concentrated US/ROK effort pushed the attackers back across the bridges and we are slowly seizing control of the bridges in an attempt to mount a counter-offensive into North Korea.

Campaign Status:

It is late in the afternoon now on Day 2 and the majority of the daylight hours of Day 2 have been spent sending countless sorties toward the area north of the Imjin attempting to both repel DPRK reinforcements and open a soft spot for a US/ROK offensive. As soon as darkness falls I will cease flying anti-armor and personnel missions and fly some strategic strikes.

Campaign Map: *Has been discontinued since the briefing maps tell the story adequately*

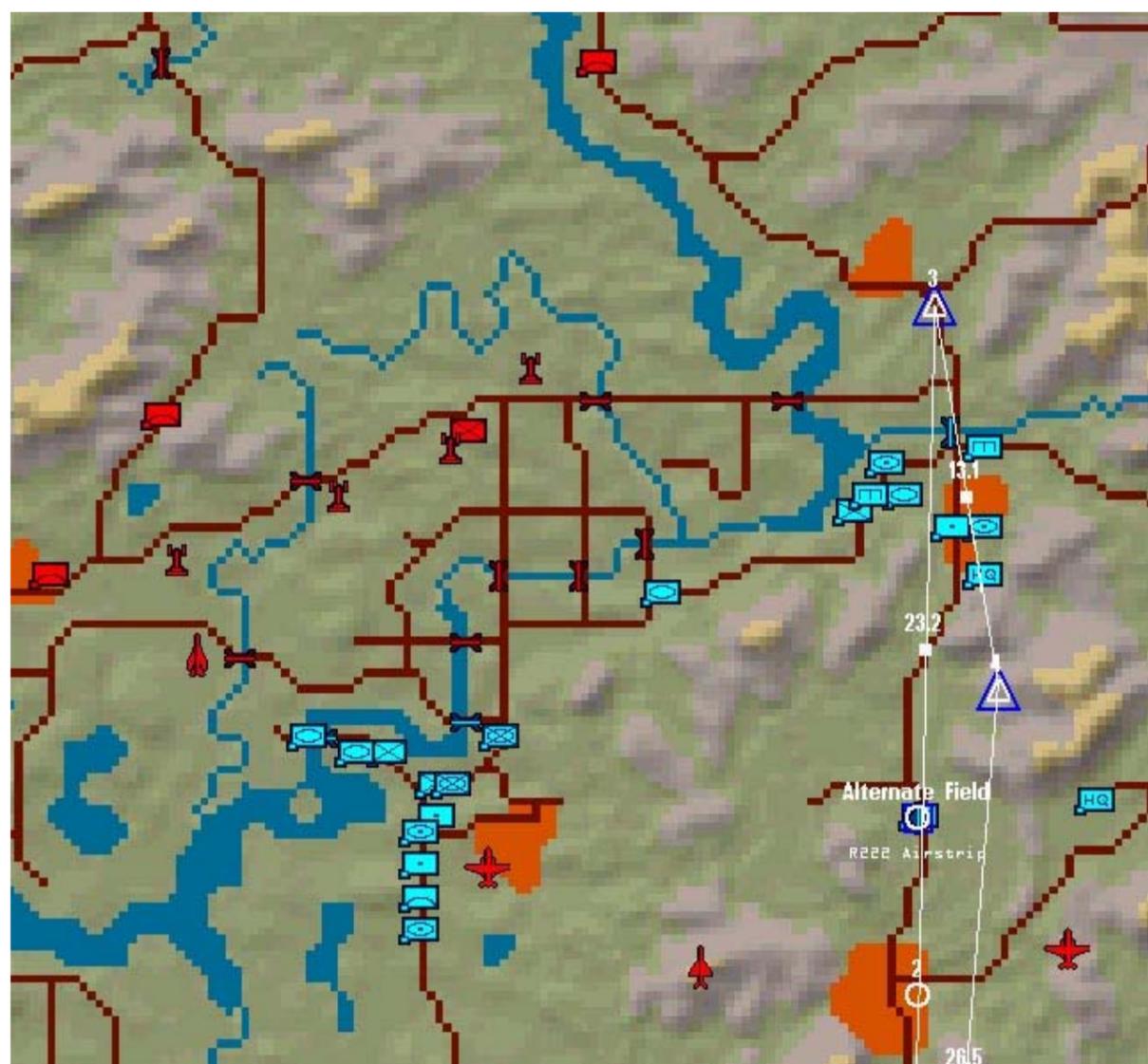
Objective:

Having just come back from about 2 weeks without flying I was so excited to get back into the cockpit that I didn't even note in my briefing what the EXACT target was. I knew it was an interdiction flight against armor on the eastern bank of the Imjin, but I neglected to do an intel search on the specific target.

Planning/preflight:

I'll be leading our 2-ship flight carrying MK-20 Rockeyes and AMRAAMS. We will be looking to spoil any enemy armor movement:

BRIEFING		PRI
MISSION:	Interdict enemy vehicles in the area around Yeoncheon.	
YOUR TASK:	Interdiction	
Station Area:	1 nm southeast of Yeoncheon.	
Time on Station:	16:23:12	
Patrol Time:	00:06:38	
SITUATION:	Be advised: Starting at 15:00:00, our ground forces will be making a major push towards P'Yongyang.	
	Army intelligence reports the DPRK 6th Engineer Battalion is moving towards Hak kyo-mal. Air command hopes to attrit their forces before they arrive at the front.	
PACKAGE ELEMENTS:	Stallion1 (Interdiction) 2 F-16CG Search for enemy targets, engage and destroy at will	
THREAT ANALYSIS:	No enemy air response is anticipated.	



Debrief:

Back in the cockpit! Yeah! Being away for two weeks I felt a little rusty right off the bat. The tower cleared me for take-off and I roared off with the crescent moon beginning to set behind me:



First things first; I reach over to the left side panel and flick my navigation lights off (!):



Pulling up the A2G weapons I elect to fuse my Rockeyes for 3000' burst altitude but leave them set to come off singly:



I start scanning the airspace ahead with my radar and query AWACS for the nearest threat. He responds with a call warning me of a flight of J-7s (MiG-21s) at 325 degrees for 40 miles, 10K feet:



Cont...

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

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

BeachAV8R
Member
Member # 3055

posted 11-19-2003 23:15

I can see the contacts out there, but they are showing heavy jamming and when I position my radar cursor over them I'm not able to pick up their altitude, so I can't confirm whether I'm seeing the J-7s or not. I try narrowing the radar scan azimuth figuring if I pour more radar energy into the narrower beam I might be able to "burn through" the jamming (does anyone know if F4 models this?):



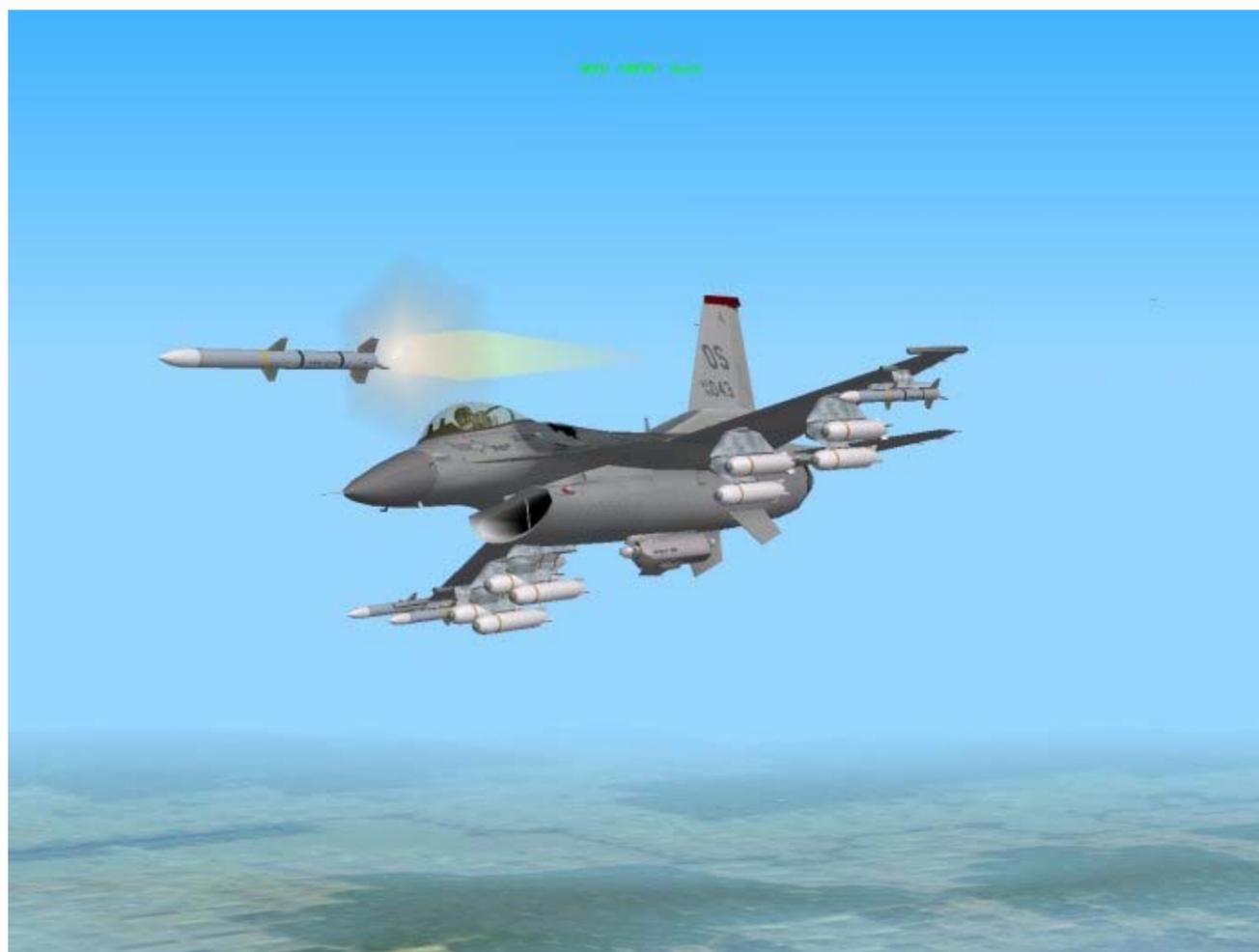
After a few seconds of the tighter scan azimuth I get an unobstructed view of the targets and confirm one of the embedded targets is at 10K, which should be one of the J-7s AWACS called out earlier:



I lock up one of the J-7s, give my wingman the "CHAINSAW" command, then re-designate the second J-7 for my own missile. I wait for the closure rate to increase after the J-7 completes a turn back toward me and launch a bit outside the top of the DLZ (dynamic launch zone):



Fox 3 Long!



Cont...

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

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

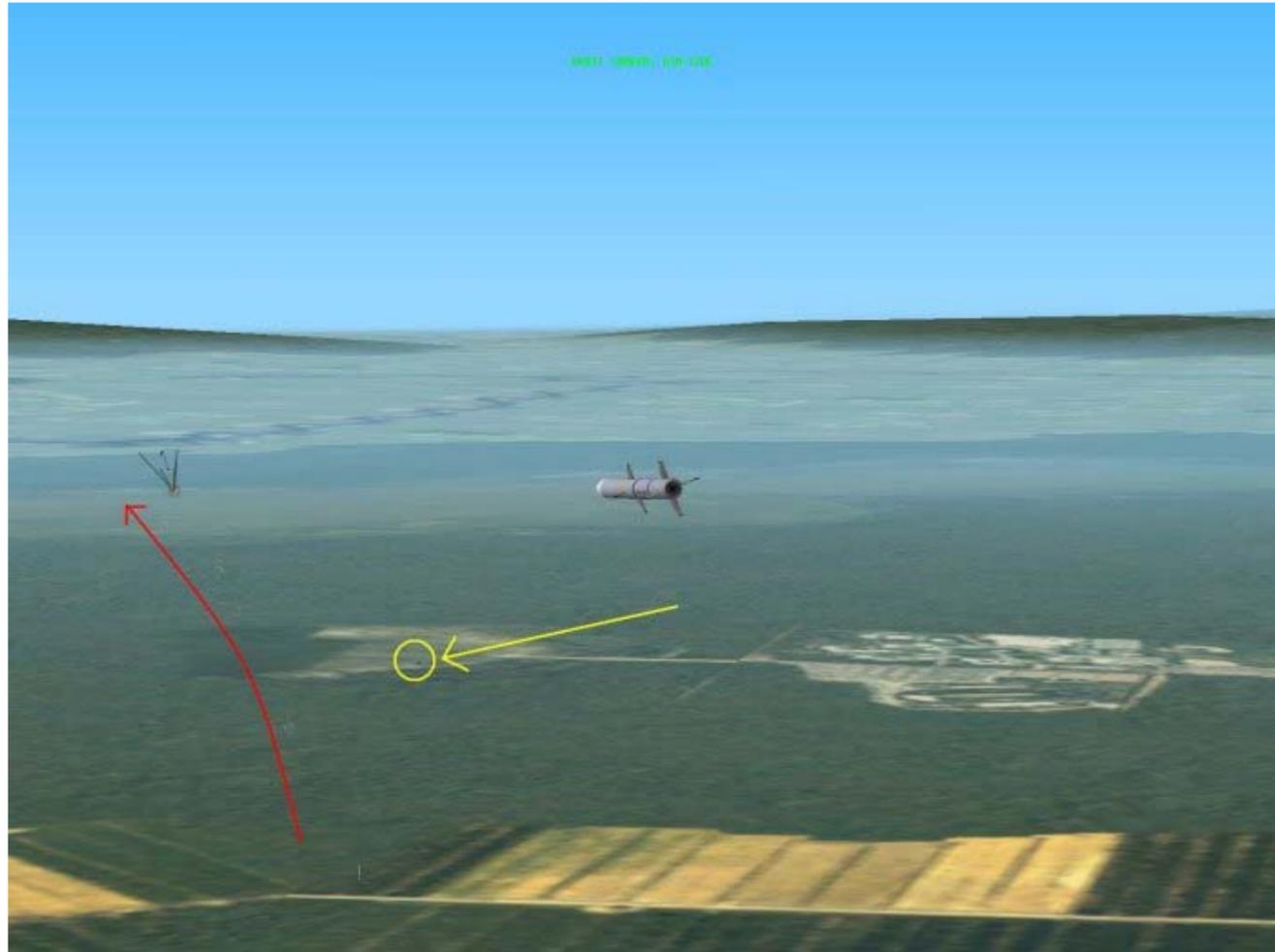
BeachAV8R
Member
Member # 3055

posted 11-19-2003 23:15

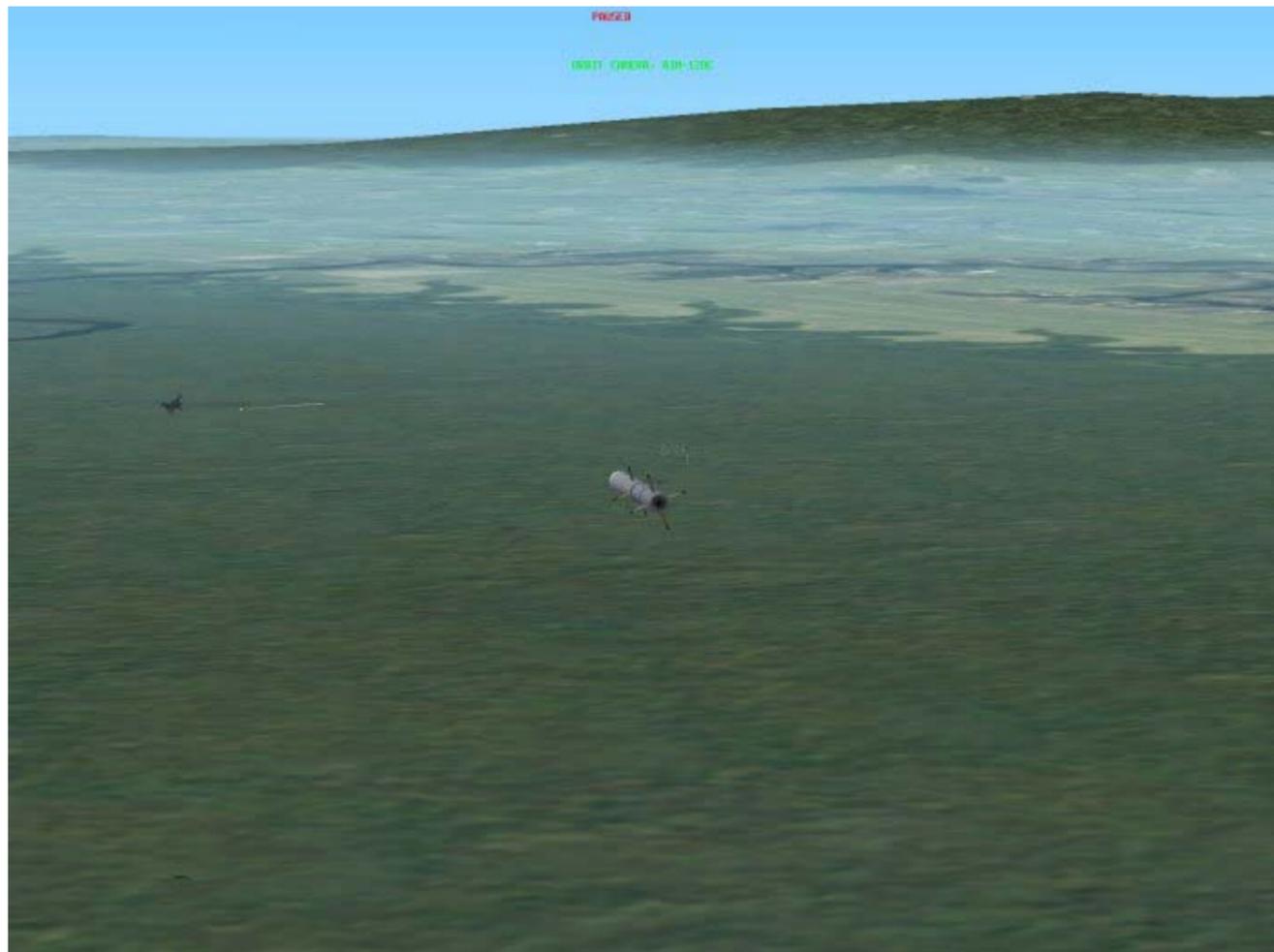
As soon as I launch the missile I know I've screwed up. After handing off the first target to my wingman I simply selected the next closest target at 10K figuring it HAD to be the first target's wingman. So I didn't bother querying AWACS for a target ID. As soon as my missile left the rail I hear an allied pilot scream "Watch what your doing!!". I've heard that call before so I know my AMRAAM is

targeted on a friendly. I launched a bit outside the DLZ though, so I cross my fingers and hope the missile doesn't have enough energy to hit him.

I watch in slow motion horror as my missile tracks on the friendly (which resolves itself into the shape of an F-4 Phantom). As my missile tracks the F-4 I can see him dumping chaff and flares. Suddenly he gets hit by something else and though I'm sad he's been hit, I'm happy that my missile won't be the one that kills him! What I don't see until AFTER the mission is over and I'm reviewing the screen shots is that he was actually hit by a MiG-23 (circled) that is on his six!



The hit on the Phantom doesn't kill him though and my missile, almost out of energy, continues to home on him as he continues dumping chaff and flares:



Suddenly the MiG-23 rockets across the front of the AMRAAM, it makes a small lagging correction and hits him!! (The F-4 is circled):



The MiG-23 goes down in flames and the damaged F-4 escapes to fight another day!! I can only assume that the MiG-23 flew into the active radar seeker of the AMRAAM??



Turning back south to get some distance from the front and get re-organized I order my wingman to rejoin. As I work back to the south I call AWACS for a query and he responds with a call of "blank" at my six o'clock and 25 miles. Apparently there is no AWACS radio call for the Su-27, so whenever there is a missing "type" I know that's what he means to say. After ticking off a few miles to the south I lead our flight in a hard turn to point our noses at the oncoming Su-27s. I haven't flown in two weeks. I'm feeling brave and acting stupid. I lock up one of the -27s but they are flying across my flight path right to left and I'm way out of range so we just track them a bit then turn back south again:



Working back south I see a spike come up on my threat receiver, a MiG-23 (maybe the wingman of the one I destroyed on accident?) has me flanked and I start a gradual descending left turn away from it hoping he hasn't noticed me:



No such luck. As my turn brings the symbol around to my 4 to 5 o'clock on the RWR scope I hear the dreaded missile launch tone and the red light starts flashing:



Cont..

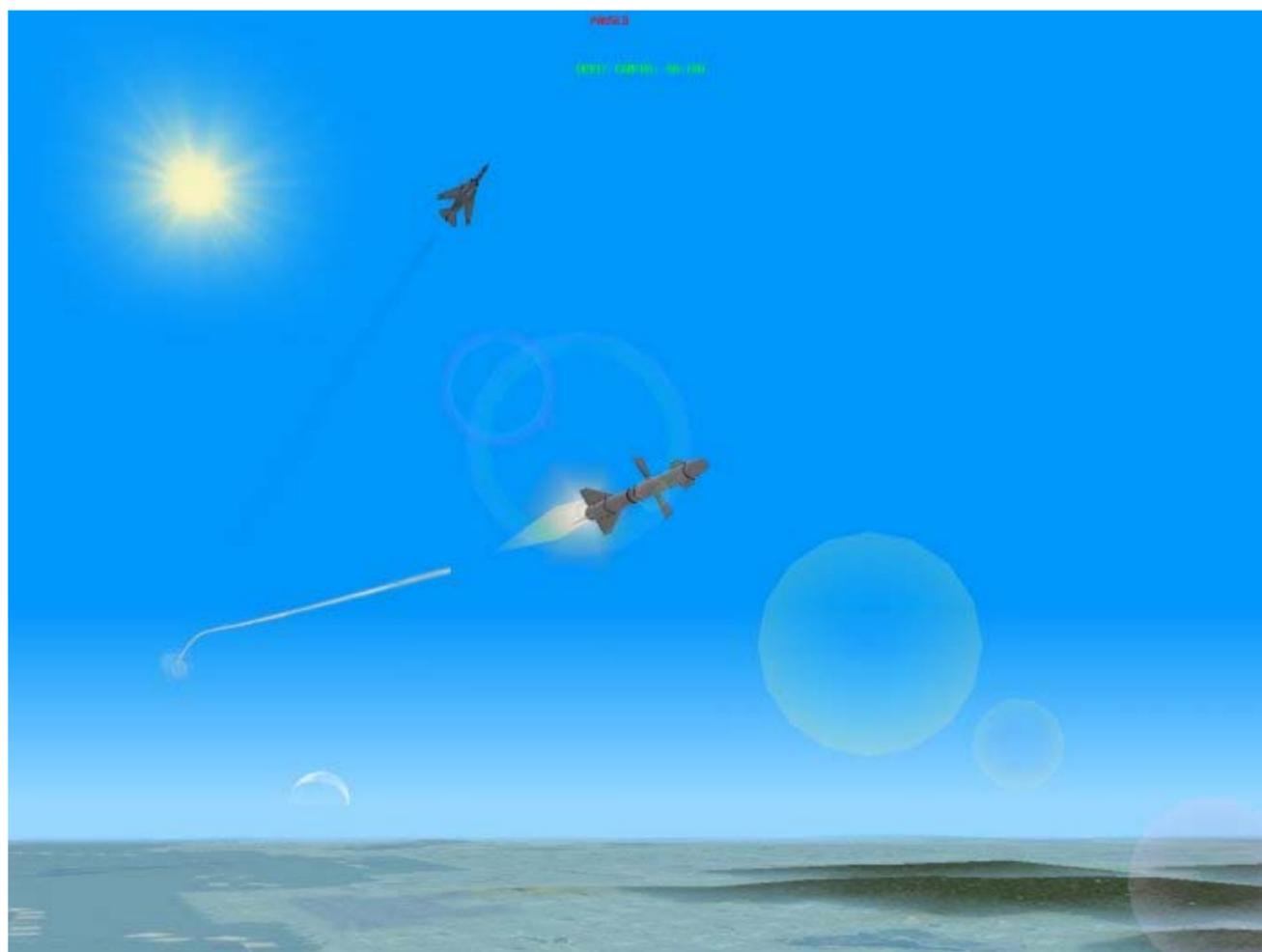
<http://home.carolina.rr.com/beachav8r>

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

BeachAV8R
Member
Member # 3055

posted 11-19-2003 23:16

The MiG-23 launches on me:



I start dumping chaff and flares and punch the burner in an attempt to out-run the missile. I'm in a good position, over friendly territory, already heading south and already had a bit of speed on so I'm confident this missile won't have the energy to get me.

Soon enough the missile fizzles out and as I work further south, deeper into friendly territory I let a couple minutes pass while a friendly flight passes in the other direction and I figure they can deal with the MiG-23. Turning back north once again I look for a gap in the enemy fighter coverage over my target area, but I just can't get a big enough opening to squeeze through and release my ordnance. My radar shows, and AWACS confirms the Su-27s have changed course and are now heading back toward my area. I lock one of them up, give my wingman the "CHAINSAW" command and try to sort the other

one out so I can attack him:



Again just outside of maximum DLZ range I launch, respecting the advantage the Su-27 has over me range-wise. They are still flying an offset angle to us though and it appears up until I launch that they weren't even aware of us or they were angling for another flight perhaps:



The contact turns red on the radar MFD to show I have a missile on the way:



The -27 never even flinches or tries to evade!! He flies along serenely and pays the price:





Cont..

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

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

BeachAV8R
 Member
 Member # 3055

posted 11-19-2003 23:16

My wingman still hasn't fired at the remaining Su-27 and in a panic I see our closure is over 1000 knots so I frantically lock him up and fire hoping I've targeted the right contact:





I quickly try to sort the second onrushing aircraft and fire my last AMRAAM and pull hard in a desperate 180 accompanied by the wrenching of metal as my laden airplane protests the rough handling:



I get a solid hit on the first J-11:



Then my airplane gets rocked by a huge explosion and I tumble out of control, victim of the missile I never even heard launched. I pull the handles and go instantly from master of the skies to missing in action.

Cont...

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

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

BeachAV8R
 Member
 Member # 3055

posted 11-19-2003 23:17

Conclusions:

For some reason I'm given a mission partial success even though I didn't drop a single A2G weapon.

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: Good

Actual TOT: Never arrived
 Losses: 1

PACKAGE STATISTICS:

Flight	Aircraft	Comments
Stallion1 (Interdiction)	2 F-16CG	Mission partial success: Hit ratio of ordnance was low.

[Event List](#)

FLIGHT STATISTICS:

Callsign	Status	Ordnance Fired	Results
Stallion11	Destroyed	4 x AIM-120C	1 miss, 3 hits (75%)
Stallion12	Functional	1 x AIM-120C	1 hit (100%)

PILOT STATISTICS:

Callsign	Aircraft	Pilot	Status	AA Kills	AG Kills	Rating
Stallion11	F-16CG	Lt. Beach	MIA	3 (0)	0 (0)	Good
Stallion12	F-16CG	Lt. Lousado	OK	1	0	Good

RESULTS:
 The 6th Engineer Battalion has taken 12 losses and is not likely to be committed in the near future, largely due to the efforts of your package.

After being away from the sim for 2 long weeks my fangs were definitely out for the entire mission. I should have been a bit more patient and waited for the fighter escorts to clear the area and concentrated on the real mission, destroying enemy armor. I did get one MiG-23 kill and 2 J-11s though; I did enjoy bagging those 2 Su-27s!

```

Event List
Beach joined as Stallion11 at 16:12:00
DPRK MiG-23ML downed by Beach at 16:20:29
DPRK MiG-23ML downed by Stallion12 at 16:21:3
AA-10A launched at Beach 16:25:49
AA-10A launched at Beach 16:25:53
PRC J-11 downed by Beach at 16:29:47
    
```

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AA-10A launched at Beach 16:25:49
AA-10A launched at Beach 16:25:53
PRC J-11 downed by Beach at 16:29:47
AA-12 launched at Beach 16:31:23
Beach ejected at 16:32:50
PRC J-11 downed by Beach at 16:33:04
Beach exited from Stallion11 at 16:33:27
    
```

It's also interesting to note that US/ROK forces managed to re-take another one of the bridges across the Imjin during my mission. That just leaves the 3 in the middle to re-take. My goal during this whole day of daylight bombing has been to get all of those bridges before nightfall since I know my night missions are even less effective than my day missions (I know, I know..how can a mission be any LESS successful than NO ordnance dropped??)

BeachAV8R

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

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

JMR
 Member
 Member # 2870

📄 posted 11-19-2003 23:36 “ ”

Beach have you grabbed the latest BMS? The clouds are incredible!

Registered: **Jan 2001** | IP: [Logged](#)

BeachAV8R
 Member
 Member # 3055

📄 posted 11-19-2003 23:46 “ ”

quote:

Originally posted by JMR:
Beach have you grabbed the latest BMS? The clouds are incredible!

I haven't...actually..I have, I just haven't INSTALLED it yet. I'm still using BMS .94 or 94 or whatever they are calling it. I got such a huge FPS increase with .94 that I'm nervous about moving up now!! I was reading some threads on Frugal's that quite a few people are having some sound issues with .98? Has that been worked out? I might do a save of my current F4 install and then install .98 and see what happens..maybe tonight! 😊

BeachAV8R

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

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

JohnTheLuck
 Member
 Member # 14723

📄 posted 11-20-2003 00:20 “ ”

Beach, good to read those reports again. Welcome back with us. Pleaaasseeeee, stay with us!!!

For BMS, I am running 0.97 on an old Matrox G200. Really nice framerates and stability. I din't installed 0.98 because I think the clouds will decrease fps too much. They also requires the compressed textures, which I doubt could work on my G200.

JTL

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

Spidey
 Member
 Member # 2186

📄 posted 11-20-2003 00:37 “ ”

Beach
 Pass on 0.98 till the sound is fixed.

The sound is absolutely HORRIBLE in 0.98. The team knows there are problems and I would expect a fix soon.

But damn...those clouds.. 😊

<http://chmaps-spidey.freesevers.com/>

"Aww...that's just what we call pillow talk baby." [Ash - Army of Darkness]

From: **Baltimore, MD, USA** | Registered: **Dec 2000** | IP: [Logged](#)

Joe Bucemi
 Member
 Member # 9026

📄 posted 11-20-2003 01:10 “ ”

The Beach is back!

 Passenger:"How far can this plane fly on one engine?"
 Pilot:"All the way to the scene of the crash!"
 Pooch

From: **Dallas, Texas. U.S. of A** | Registered: **Jan 2002** | IP: [Logged](#)

Joe Bucemi

Member
Member # 9026

 posted 11-20-2003 01:20    “ ”

Informative, as usual. These reports always make me want to jump in and run a mission!

Passenger:"How far can this plane fly on one engine?"
Pilot:"All the way to the scene of the crash!"
Pooch

From: **Dallas, Texas. U.S. of A** | Registered: **Jan 2002** | IP: [Logged](#)

hansundfranz
Member
Member # 4220

 posted 11-20-2003 09:31   “ ”

I still wonder why you do not bring more a2a missiles and less a2g stuff. You obviously need it. And of course:
As long it has things under the wing to drop into the mud, its a target not a fighter.

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

Ulysses
Member
Member # 11828

 posted 11-20-2003 09:55    “ ”

You should start thinking about hijacking a CAP flight - load it with maximum fuel plus Durandals and then crater the Chinese runways. Makes for an interesting night mission. 😊

[11-20-2003, 09:56: Message edited by: JHawk72]

From: **Germany** | Registered: **Jul 2002** | IP: [Logged](#)

chumley
Member
Member # 8221

 posted 11-20-2003 14:54    “ ”

Talk about lucky on that mistaken Phantom missile launch. Time to head to the commisar, & hope no one sees you shaking.

Dont know why modern soviet aircraft do not have radar detectors that can pick up the AIM 120 radar head. Maybe they are relying on their optical missile launch warning system which picks up the flare of the missile motor but is useless during missile glide.

So dont get it. Would think would be an easy thing to do.

Perplexed Chumley

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

swampy11
Member
Member # 3396

 posted 11-21-2003 20:30    “ ”

Beach-

After seeing your graphics, I am ready to take the BMS plunge, but I have also read the boards about the newest BETA giving some problems. How would I find .094? I don't see an archive on their site.

Thanks
`swamp

From: **Houston, TX, USA** | Registered: **Feb 2001** | IP: [Logged](#)

JohnTheLuck
Member
Member # 14723

 posted 11-21-2003 22:04    “ ”

Swampy,

I suggest you to stay away from 0.98. If you want 0.97, which I am running without problems, let me know.

JTL

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

swampy11
Member
Member # 3396

 posted 11-22-2003 09:10    “ ”

JohnTheLuck-

Have you tried .94? How does .94 compare to .97 in both visuals and glitches? I would rather have a error free install if I have a choice. Too old to keep doing the "dance".

`swamp

[11-22-2003, 09:11: Message edited by: swampy11]

From: **Houston, TX, USA** | Registered: **Feb 2001** | IP: [Logged](#)

Spidey
Member
Member # 2186

 posted 11-22-2003 21:56    “ ”

0.97 is the best BMS to date.

Looking forward to next one. It's supposed to fix the sound plus have dynamic weather in campaign.

<http://chmaps-spidey.freesevers.com/>

"Aww...that's just what we call pillow talk baby." [Ash - Army of Darkness]

From: **Baltimore, MD, USA** | Registered: **Dec 2000** | IP: [Logged](#)

BeachAV8R
Member
Member # 3055

posted 11-23-2003 00:08     “ ”

Yeah..I'm using .94...I'd probably go to .97 if I ran across it..but I'm a bit leery of .98 for the time being. I'll probably just hold off and wait for the next version after .98... 😊

BeachAV8R

PS - Mission report #21 has been flown and I'm 50% of the way through the write-up right now..it will be a long one!

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

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

Nift
Member
Member # 7573

posted 11-23-2003 12:42    “ ”

Welcome back, Beach!! 😊

And you open with quite a knife fight. That write-up could have been taken from the best military thriller novel.

I did not expect that AMRAAM switching targets in mid flight for a target that flies in front of it. I thought only heat-seekers do that.

Anyway, great to hear from you again.

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](#)

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