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Author

Topic: Operation Rolling Fire Mission #24

BeachAV8R
 Member
 Member # 3055

posted 12-23-2003 00:07

Well..I haven't seen any announcements this week about image posting, so here goes. Note: the OCA mission report on the front page was NOT part of this campaign, it was a stand-alone mission somewhat inspired by this mission report that I flew several weeks ago.

10/10/03
 Falcon 4.0/SP3 Campaign Mission Report #24
 OPERATION ROLLING FIRE
 DAY 2 - 2215 HOURS

Campaign Status:

Full on night has arrived and we are settling into the second evening of strike missions. US/ROK forces are continuing with an offensive push over the Imjin under the cover of darkness. With more advanced low-light capabilities US/ROK forces have a distinct advantage during night offensive operations.

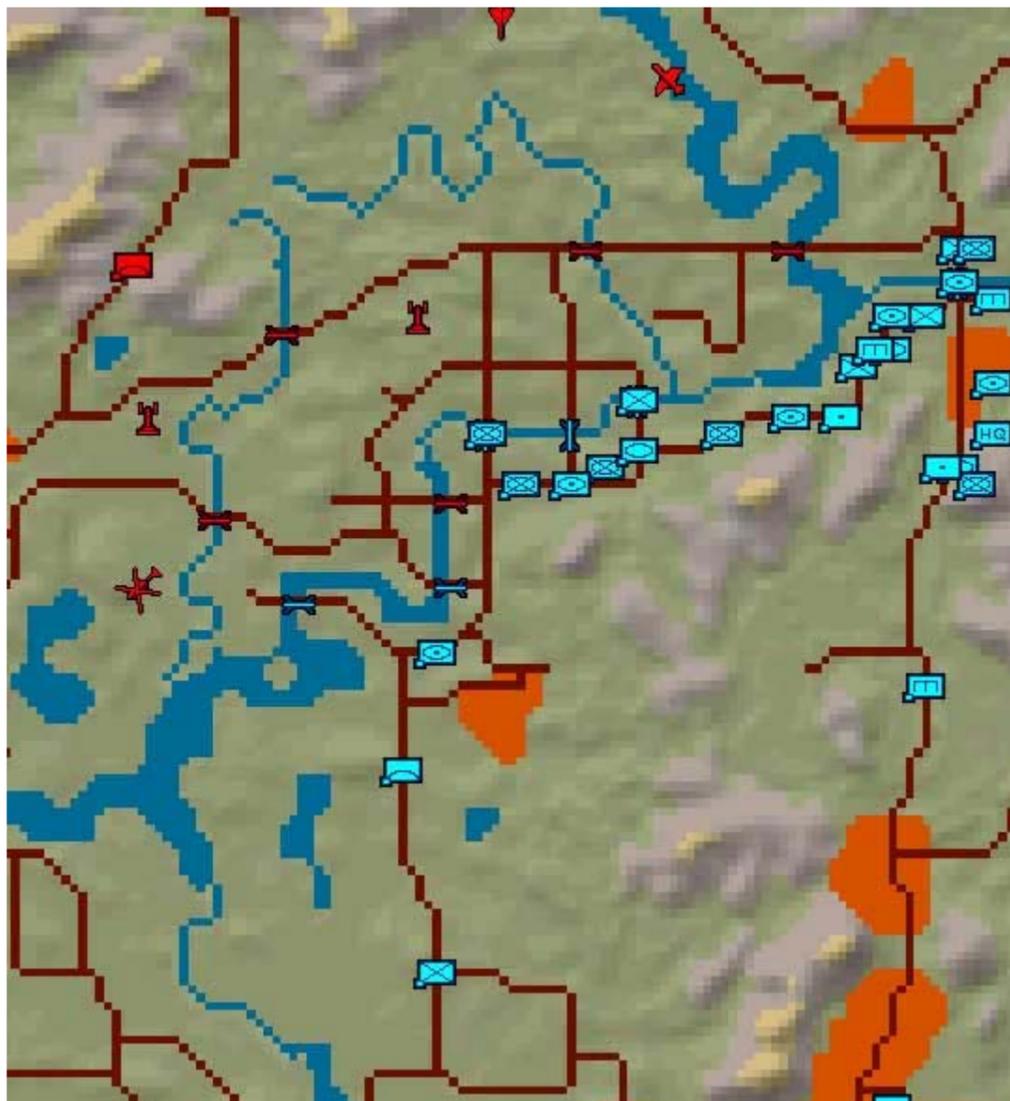
DPRK aircraft losses remain extremely high as US/ROK forces have settled into a routine and operational experience has increased the effectiveness of our forces. While it is premature to posit that US/ROK own the skies, force levels are definitely tilting toward that direction.



The situation on the ground is the continuation of the trend toward the destruction of enemy vehicles. With US/ROK forces on the offensive there has been a noticeable attrition of our forces associated with moving armor against fixed, well defended positions.



As this map shows US/ROK forces are currently moving north over the newly taken bridges over the Imjin:



Objective:

The objective for this evening is to continue focused strikes against deeper infrastructure targets using the night to our advantage. Specifically we are tasked this evening on an important offensive counter air mission against Hyon-Ni airbase:

BRIEFING

MISSION: Strike Hyon-Ni Airbase
YOUR TASK: OCA Strike
 Time on Target: 22:32:00

SITUATION:
 Be advised: Starting at 15:00:00, our ground forces will be making a major push towards P'Yongyang.

Intelligence reports the following squadrons are currently operating out of Hyon-Ni Airbase, located 12 nm southwest of Hoeyang:

1st Recon Squadron (MD-500)	-- 50% strength
89th Attack Squadron (Mi-24)	-- 33% strength
32nd Recon Squadron (MD-500)	-- 75% strength
16th Airlift Squadron (An-2)	-- 81% strength

Air command would like to damage or destroy their facilities in order to reduce their sortie rate.

Intelligence reports the highest impact targets are:

- Runway
- Ammo Dump
- Radar

PACKAGE ELEMENTS:

Stallion1 (OCA Strike)	4 F-16CG	Destroy Runway or other facilities at target site
Argos2 (Escort)	4 F-15C	Protect package elements from enemy aircraft

THREAT ANALYSIS:
 No enemy air response is anticipated.

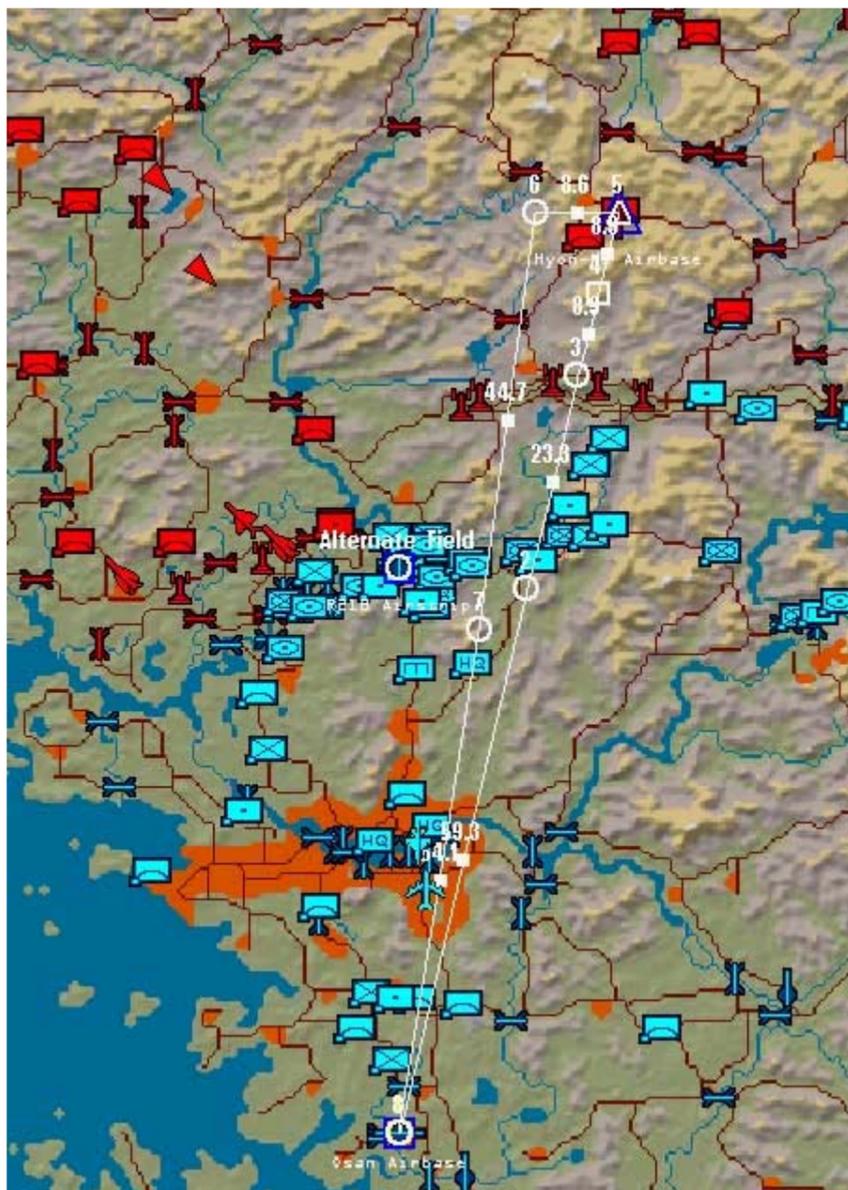
Known or suspected enemy air defenses along your flight path include:

- ZSU23-4 anti-aircraft guns 5 nm southeast of P'yonggang
- S-60 anti-aircraft guns 3 nm southeast of P'yonggang
- S-60 anti-aircraft guns 3 nm northwest of Wondang-dong
- KS-19 anti-aircraft guns 4 nm south of Sep'o
- ZSU57-2 anti-aircraft guns 9 nm north of P'yonggang

Our objective is to destroy the airfield with particular attention to be paid to making the runway and taxi-way unusable for normal operations.

Planning/preflight:

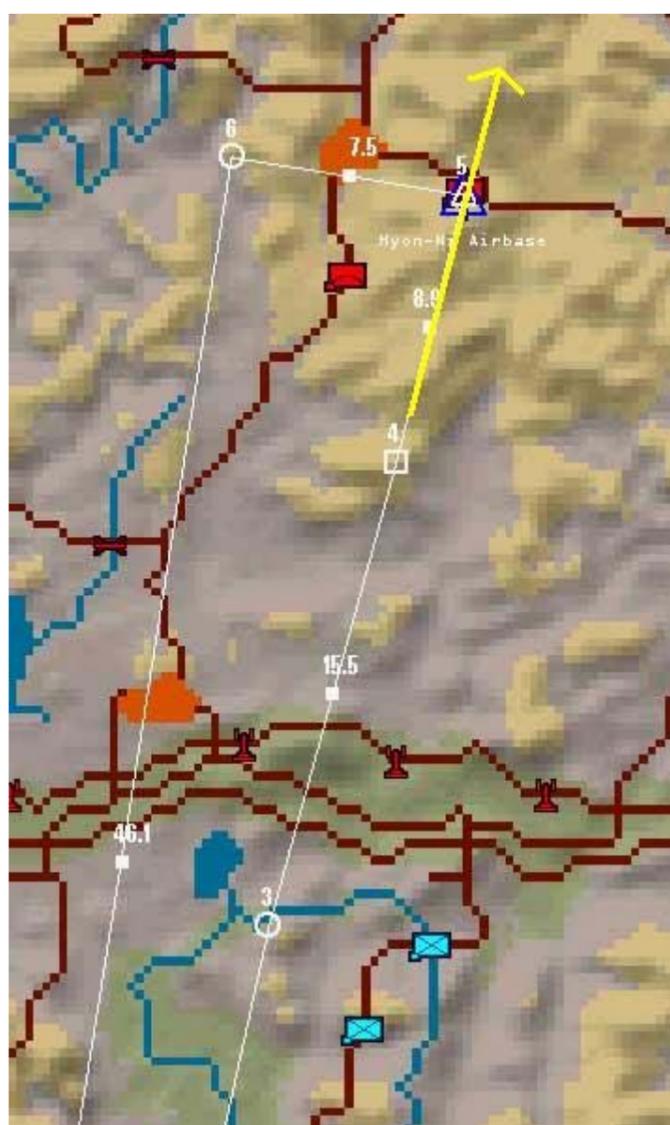
All things considered this is not an extremely deep strike, but rather a dash across the DMZ, so fuel should not be a major consideration on this mission.



Hyon-Ni airbase consists of a single runway heading approximately 020/200 degrees. From the intelligence photos we will have a pretty good picture of what to expect when we obtain a visual on the target area. I have adjusted the flight plan waypoints so that we should get a fairly straight-in line up on the runway after the IP:

TARGET	CONDITION	VALUE
Hyon-Ni Airbase	100% Operational	
Runway	No damage	Very high
Runway	No damage	Medium
Runway	No damage	Medium
Armo Dump	No damage	Low
Radar	No damage	Low
Fuel Tank	No damage	Low
...	..	.

RECON



Cont...

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

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

BeachAV8R

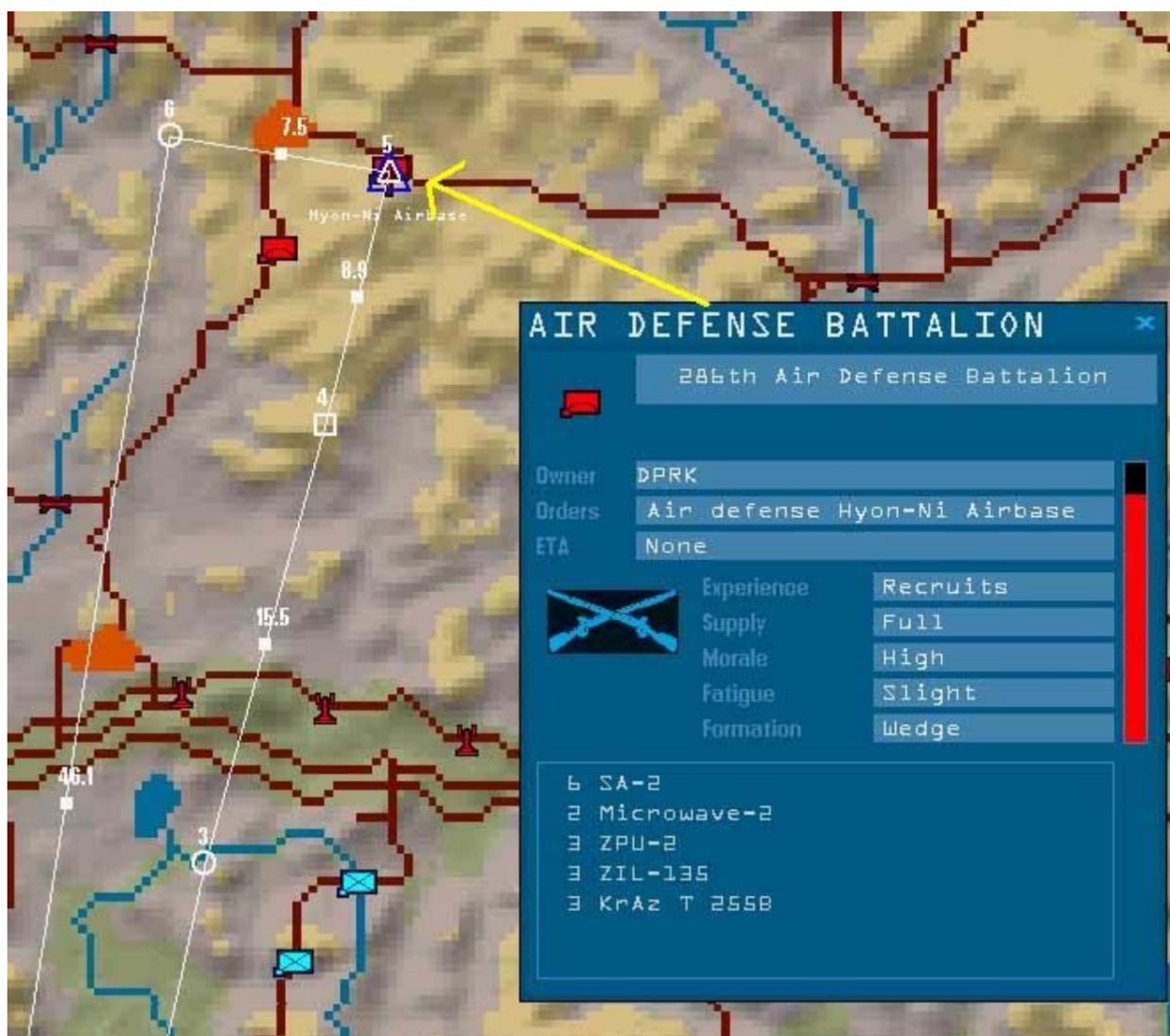
Member
Member # 3055

posted 12-23-2003 00:08

The plan is to fly a high-low-low profile. We will initially climb up to a medium altitude to save fuel, then just prior to penetration of the DMZ we will go silent (radar off) and drop down to nap-of-earth and activate our terrain following radar (TFR) for the run-in to the target area. Each aircraft in the 4-ship will be loaded with 6 BLU-107/B Durandal runway cratering munitions:



Defenses to note are the 286th Air Defense Battalion located on the airfield, consisting of an SA-2 site and a few miles south-west of the target area there is also the 3784th AAA Battalion consisting of multiple AAA threats:





Debrief:

With the mission strategy fixed in our minds, we roar off into the night sky on our first OCA strike of the campaign:



I fly slowly for a few minutes to allow my wingmen to catch up and climb to about 11,000 feet headed toward the DMZ. After scanning ahead with my radar for a couple of minutes to get the "picture" I reach over to the left side panel and select "SILENT" which gives me a warning message and a TF/FAIL light. In "SILENT" even the small radar pulses that look slightly ahead and below the aircraft (radar altimeter) are off, so I move the switch back up to the "QUIET" position which keeps my powerful air-to-air/ground radar from emitting. I also radio my wingmen to turn their radars off as well:



Moving to the right MFD I pull up my air-to-ground ordnance page and configure my Durandals for release. I program each weapon to release at 990 foot intervals figuring I will at least crater about 6000 feet of runway with one press (and hold) of the pickle button:



The HUD data reflects the fact that I have the radar turned off (NO RAD) and is showing 28.5 miles, 3 minutes and 43 seconds to waypoint #2, which is the start of my low level run just on our side of the

FEBA:



Cont...

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

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

BeachAV8R

Member
Member # 3055

posted 12-23-2003 00:08 [Icons: Home, Mail, Print, Quote]

Closing on waypoint #2 I bunt the stick forward slightly and start descending for the low-altitude portion of the mission and order my wingmen into trail formation.



Dropping down below 400 feet the country-side whips by through the green haze of my night vision goggles:



Dividing my attention between flying the low-level and the right MFD I start setting up the terrain following radar (TFR) and the auto-pilot. First I select the TFR page on the right MFD:



I select a 300 foot terrain clearance and go from stand-by to ON:





The auto-pilot takes control and smoothly transitions into low-level terrain following and the nose bobs slowly up and down reacting to the changes in terrain elevation:



Just after crossing the FEBA we crest a rise and come screaming across this undoubtedly surprised column of enemy tanks who don't even get a shot off before we are out of sight:



A spike appears on the threat warning receiver and a call to AWACS confirms a pair of MiG-29s left 20 degrees for 60 miles or so. We hunker down a bit lower (200 feet) and hope we are a black-hole that hasn't been noticed:



Cont...

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

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

BeachAV8R

Member
 Member # 3055

posted 12-23-2003 00:09

Out in the theater we see a DPRK Special Ops An-2 transport:



Another call to AWACS points out another threat, a MiG-19, at my 3 o'clock:



Coming up on the IP we are about 7 miles from the target and my pulse starts increasing. The whole time I am waiting to be engaged by some unseen threat. Flying without active radar is like driving down a back-country road at night without lights!



At 6.5 miles from the target I take back control of the aircraft and disengage the TFR for a manual run-in to the target:



Switching to air-to-ground master mode I crest the last ridge and get my first glimpse of the enemy airfield and I can immediately see I'm slightly east of my inbound course line so I know I'll have to make a last second adjustment:



Slewing my ground radar target cursors over the airfield I quickly and roughly designate a point and order my wingmen to engage my target since I just want them to drop their ordnance somewhere on the field:



Cont...

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

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

BeachAV8R

Member
 Member # 3055

📅 posted 12-23-2003 00:09 🏠 👤 📧 📌 “ ”

With the element of surprise over I figure I don't have anything to lose by flicking on my ECM gear so I reach down and hit the switch:



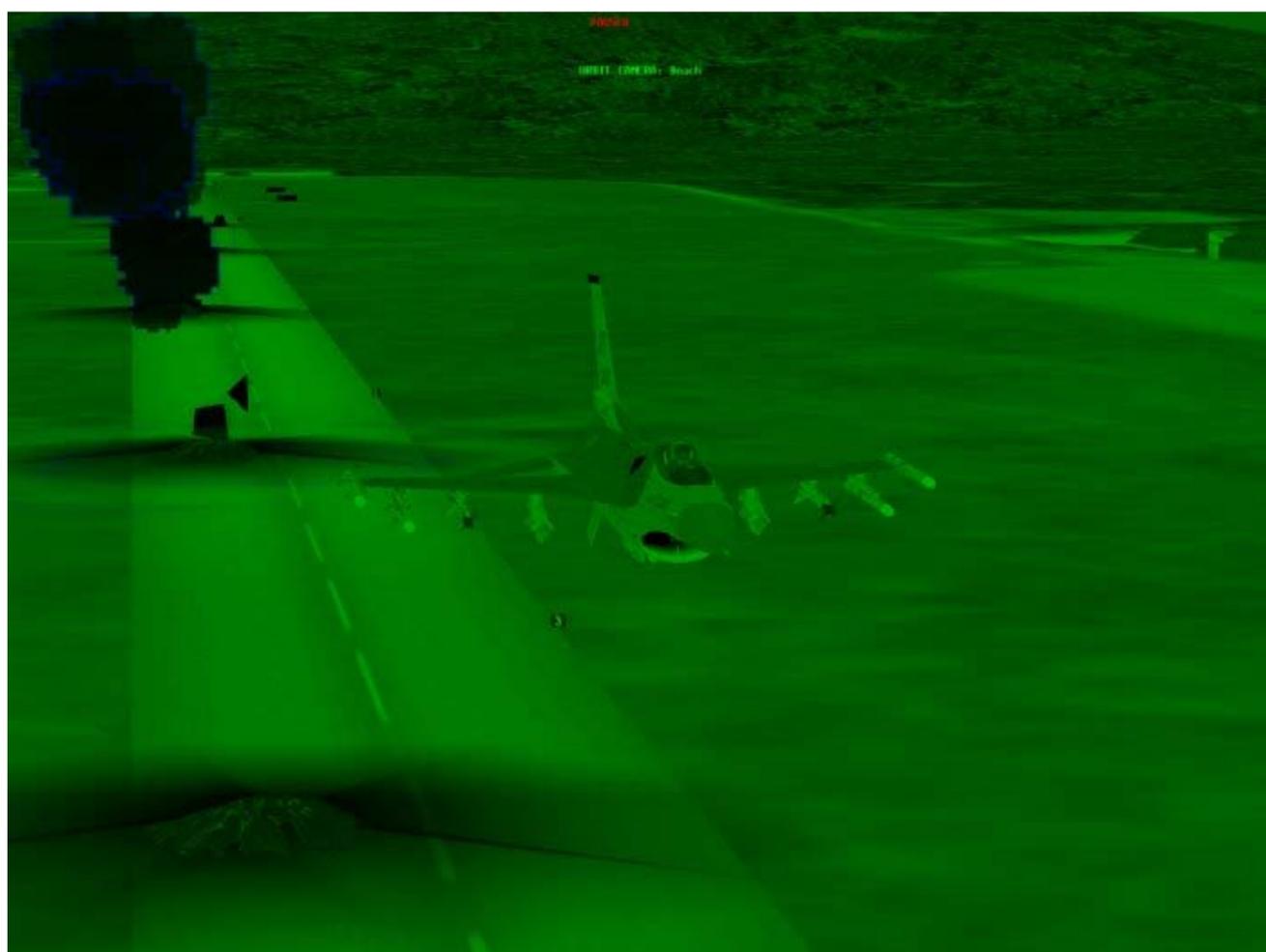
Continuing on the attack I wait until the last second before making my final alignment correction by snapping into a 90 degree bank, pulling slightly, then snapping back upright aligned down the axis of the runway:



Centering the piper on the runway I wait until it flashes under the nose and press and hold the pickle button while the computer kicks the weapons off at the pre-set interval:



As the Durandals fall from the aircraft a small drogue deploys and a fraction of a second later they rocket into the runway hurling up large slabs of concrete:



The pass down the runway seems to take forever and I finally hear the "thunk" of the last weapon releasing just about as I reach the end of the runway. Since the MiG-29 symbols on the threat receiver are to the left I elect to break and egress to the right (east). As I roll and pull hard into a 90 degree break I can see tracers from the airbase defenses sliding past my canopy:



I also catch a glimpse of an SA-2 site while I'm in the turn:



Rolling out headed east I stay at low level and consider the illuminated master caution light which is basically reminding me to reach down and select CAT I on the panel to restore full maneuverability to my jet:



Cont...

[12-23-2003, 00:11: Message edited by: BeachAV8R]

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

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

BeachAV8R

Member
Member # 3055

posted 12-23-2003 00:09 “ ”

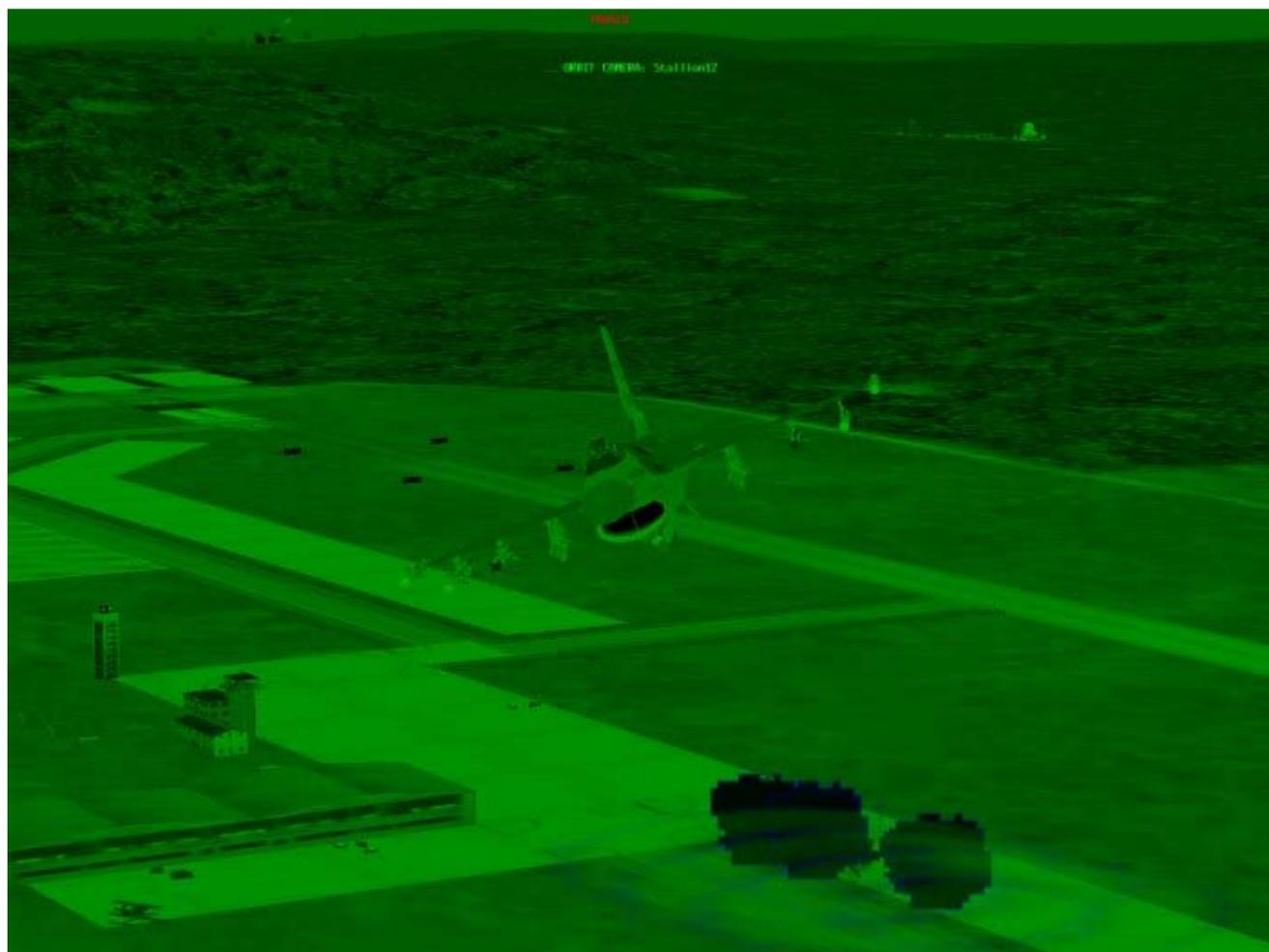
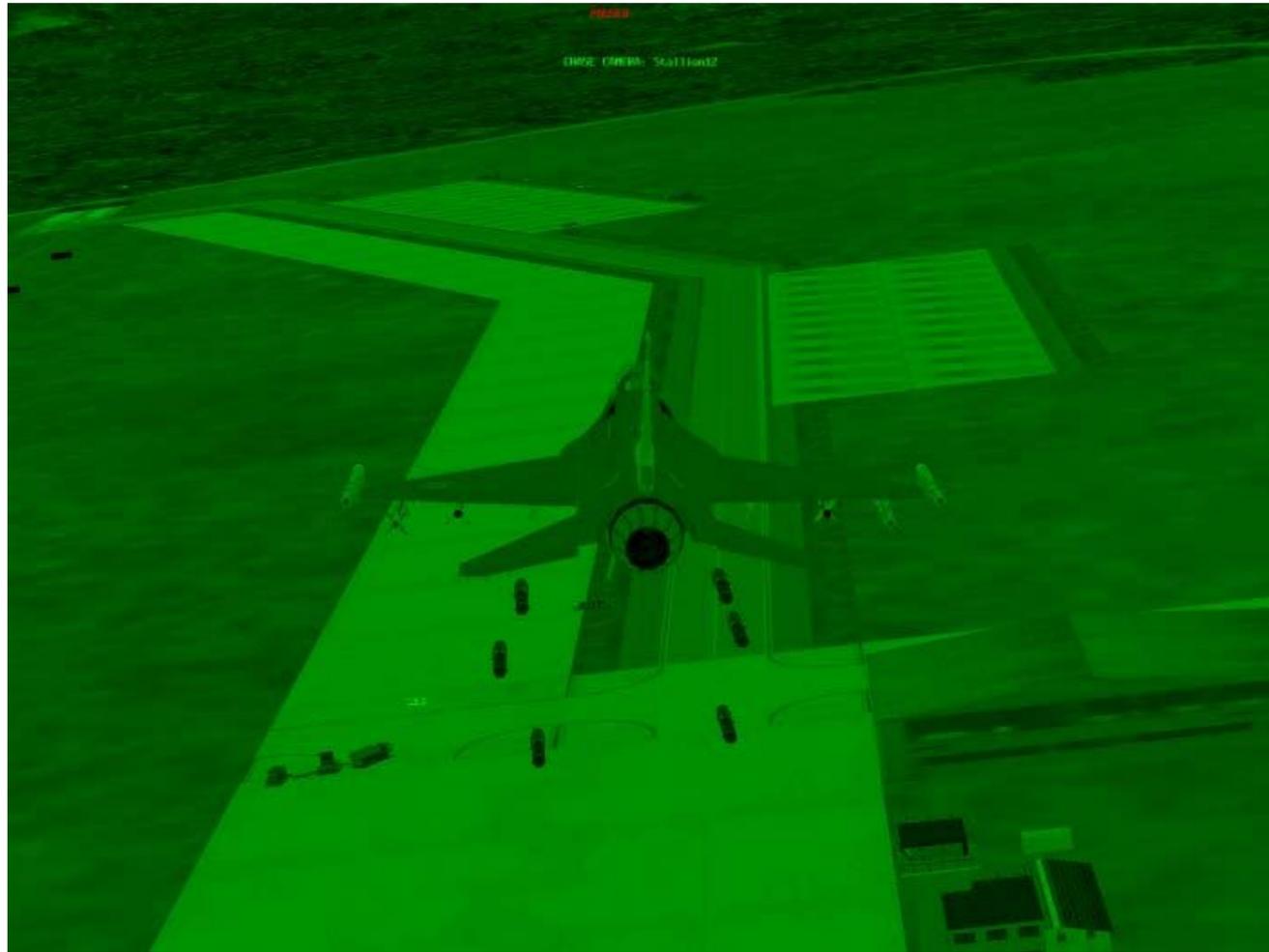
As I egress the target area dark plumes of smoke rise from the entire length of the enemy runway confirming that the 990 foot interval was probably a good setting!



I re-engage TFR and eavesdrop on wingman #2 as he crests the ridge before the target. The smoke is still rising from my pass and he has the unenviable job of dropping bombs on a follow-on strike after the enemy has been alerted:



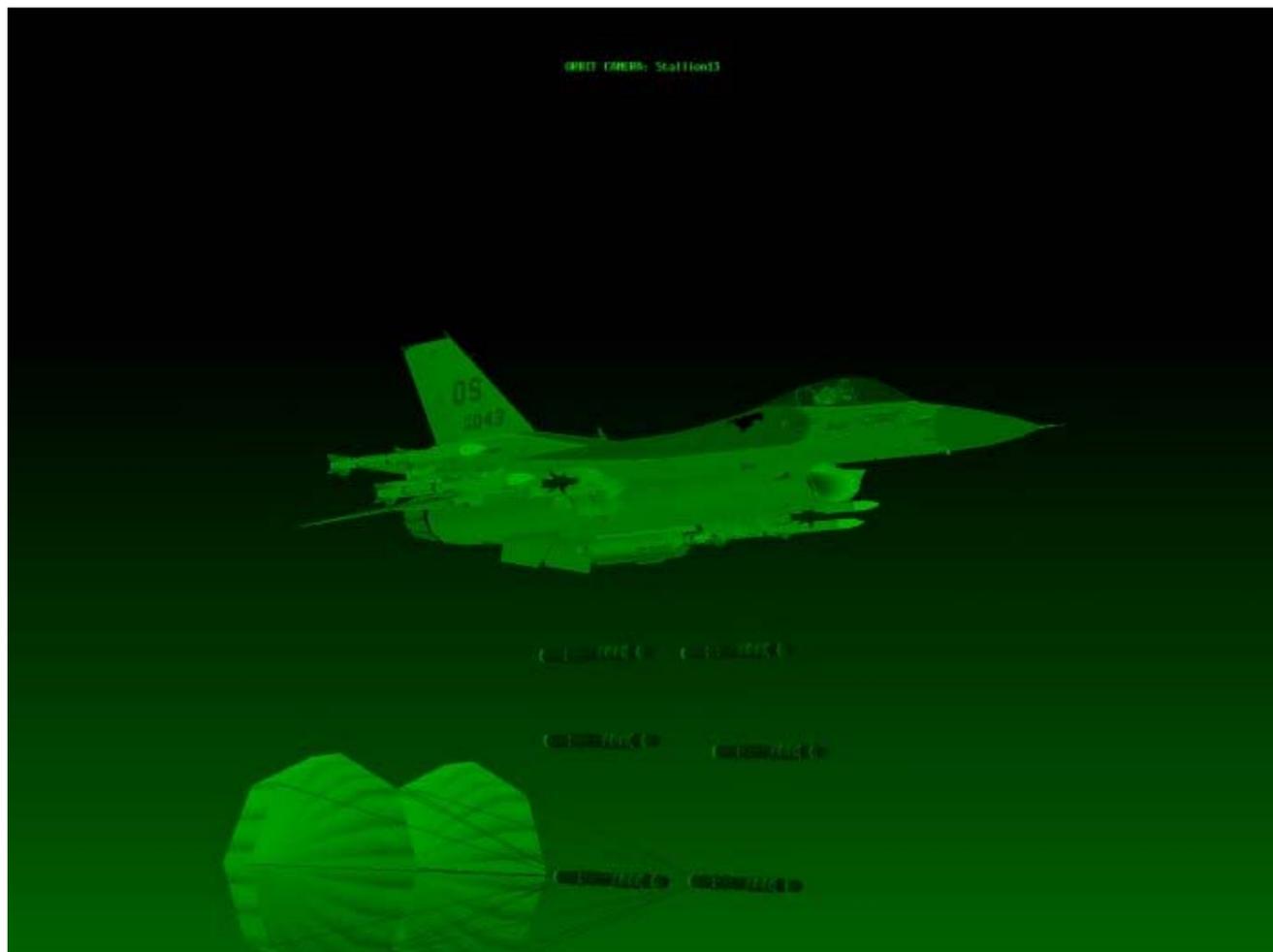
The computer AI doesn't really do "intervals" I guess since he releases his entire stick of bombs in one fell swoop, but he does put a taxi-way out of action:



Worried about the MiG-29s I'm tempted to call off wingman #3 and #4 since the strike has effectively been completed but I hear a friendly CAP flight of F-15s engaging and figure we have some cover:



Wingman #3 and #4 both deliver their weapons in essentially the same spot as #2 doing little additional damage, but at least they flew the profile correctly and dropped some bombs:





Cont...

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

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

BeachAV8R

📅 posted 12-23-2003 00:10 🏠 👤 📧 📌 “ ”

Member
 Member # 3055

I call for my flight to rejoin on my wing and note on my threat receiver the F-15s are off to the west protecting our right flank from the MiG-29 threat and we can also clearly see what appears to be a good old "Alpha" strike from carrier based F-18s coming in from the east coast:



Taking a glance at my fuel gauge I confirm we have plenty of juice left to continue the low-level egress:



Every once in awhile you stumble upon something useful in Falcon 4 that you never knew existed. While looking at the right MFD I thought to myself it sure would be nice to have a 360 degree view with the data-linked contacts displayed with me at the center of the display instead of the bottom. Clicking the top left button on the MFD did the trick, changing the map display so that I was in the center and allowing me to see the disposition of my wingmen behind me as they are getting vectors to their final approach course at our home base:



Turning final I'm thrilled with all aspects of the mission: the planning, the intelligence, the tactics and the execution:





Pulling up to a parking spot on the ramp I feel the relief wash over me and shut the engine down:



Cont...

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

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

BeachAV8R
Member
Member # 3055

posted 12-23-2003 00:10

The mission is rated a success with the airbase being reduced to 0% operational level primarily because of the destroyed runway:

DEBRIEFING

MISSION: Success (Strike Hyon-Ni Airbase)
YOUR TASK: Success (Destroy Runway or other facilities at target site)
PILOT RATING: Excellent

Actual TOT: 22:28:45 (194 seconds early)
 Losses: 0

PACKAGE STATISTICS:

Flight	Aircraft	Comments
Stallion1 (OCA Strike)	4 F-16CG	Mission success: Significant damage to target site Event List
Argos2 (Escort)	4 F-15C	Mission success: No losses to enemy AD. Event List

FLIGHT STATISTICS:

Callsign	Status	Ordnance Fired	Results
Stallion11	Functional	1 x 20mm M61	1 miss (0%)
		6 x BLU-107/B	6 hits (100%)
Stallion12	Functional	6 x BLU-107/B	4 misses, 2 hits (33%)
Stallion13	Functional	6 x BLU-107/B	6 hits (100%)
Stallion14	Functional	6 x BLU-107/B	1 miss, 5 hits (83%)

PILOT STATISTICS:

Callsign	Aircraft	Pilot	Status	AA Kills	AG Kills	Rating
Stallion11	F-16CG	2Lt. Beach	OK	0 (0)	2 (0)	Excellent
Stallion12	F-16CG	Lt. Spanburg	OK	0	0	Good
Stallion13	F-16CG	Lt. Rizzo	OK	0	0	Excellent
Stallion14	F-16CG	Lt. Pole	OK	0	0	Excellent
Argos21	F-15C	Lt. Kim	OK	0	0	Excellent
Argos22	F-15C	Lt. Paik	OK	1	0	Excellent
Argos23	F-15C	Maj. Long	OK	4	0	Excellent
Argos24	F-15C	Lt. Park	OK	0	0	Excellent

RESULTS:

Hyon-Ni Airbase has been completely shut down and will be unable to launch any sorties in the near future.

TARGET LIST

TARGET	CONDITION	VALUE
Hyon-Ni Airbase	0% Operational	
Runway	Destroyed	Very high
Runway	No damage	Medium
Runway	Destroyed	Medium
Ammo Dump	No damage	Low
Radar	No damage	Low
Fuel Tank	No damage	Low

RECON

Here is a break-down of the weapons releases by each member of the flight. Had I been able to designate several different sites the damage would have been even more widespread:

```

6 x BLU-107/B 6 hits (100%)
BLU-107/B released at 22:28:57 hit Runway - damaged
BLU-107/B released at 22:28:58 hit Runway - destroyed
BLU-107/B released at 22:28:59 hit Runway - damaged
BLU-107/B released at 22:29:00 hit Runway - damaged
BLU-107/B released at 22:29:01 hit Runway - damaged
BLU-107/B released at 22:29:02 hit Runway - destroyed

6 x BLU-107/B 4 misses, 2 hits (33%)
BLU-107/B released at 22:29:59 miss
BLU-107/B released at 22:30:00 hit Taxiway - damaged
BLU-107/B released at 22:30:00 hit Taxiway - damaged

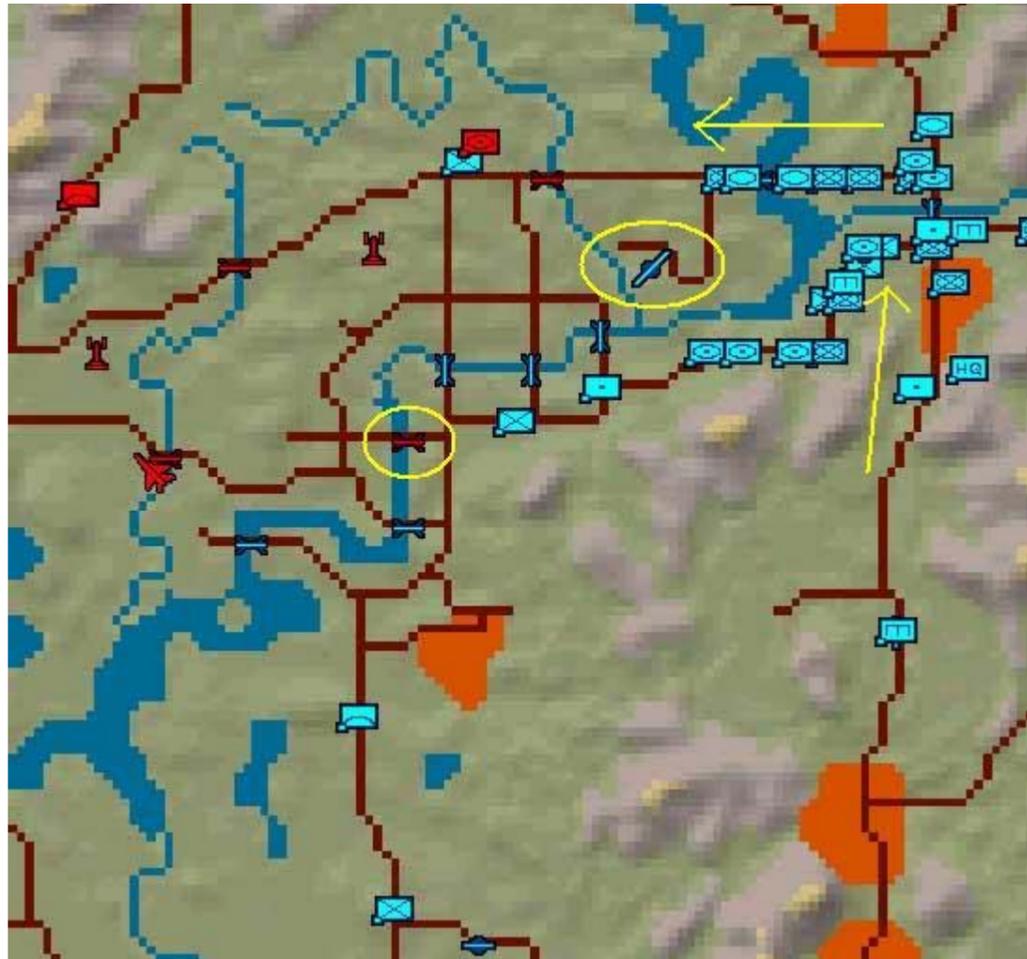
6 x BLU-107/B 6 hits (100%)
BLU-107/B released at 22:30:59 hit Taxiway - damaged
BLU-107/B released at 22:31:00 hit Taxiway - damaged
BLU-107/B released at 22:31:00 hit Taxiway - damaged

6 x BLU-107/B 1 miss, 5 hits (83%)
BLU-107/B released at 22:31:10 hit Taxiway - damaged
BLU-107/B released at 22:31:10 hit Taxiway - damaged
BLU-107/B released at 22:31:10 hit Taxiway - damaged
BLU-107/B released at 22:31:10 miss
BLU-107/B released at 22:31:11 hit Taxiway - damaged
BLU-107/B released at 22:31:11 hit Taxiway - damaged

```

The mission seemed to go as planned, with no enemy air activity to ruin our little party. While it is a bit early to judge the low altitude terrain following approach as a valid tactic, the mission seemed to indicate a strong possibility that such tactics work.

Of additional importance is the success of the US/ROK offensive that is still taking place near the Imjin River. Friendly units have crossed the Imjin (only one bridge remains under enemy control) and they are working their way north and west along the major arteries. Additionally we managed to re-capture an airbase just north of the Imjin that was lost during the initial attack at the outset of the war:



We have seized the initiative and the goal now is to not let up!

BeachAV8R

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

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

Bronco USVN
Member
Member # 14043

posted 12-23-2003 03:23

Dang Beach, I just learned more about operating the systems in the F-16 with this report than I knew flying it for a year. Great stuff! I might have to reload that game!

Bronco

I came here to kick ass and chew bubblegum, and I'm all out of bubblegum!

Wildman
Member
Member # 1350

Registered: **Dec 2002** | IP: [Logged](#)

 posted 12-23-2003 04:15     “ ”

Beach,

The wingamn AI should also work on strikes if you give them the "Weapons Free" call. If you have them in trail when you destroy a target they automatically switch to a different target, even if it is seconds before their release.

Works well in these OCA missions with the flight in trail formation. This gives the bombs of each aircraft time to impact and the AI to recognize this fact and switch targets.

Cess-Wildman

Cess Patrol--When the only thing keeping you up is hot air!

From: **USA** | Registered: **Aug 2000** | IP: [Logged](#)

Obelix
Member
Member # 308

 posted 12-23-2003 08:26     “ ”

quote:

Originally posted by Wildman:
Beach,

The wingamn AI should also work on strikes if you give them the "Weapons Free" call. If you have them in trail when you destroy a target they automatically switch to a different target, even if it is seconds before their release.

Works well in these OCA missions with the flight in trail formation. This gives the bombs of each aircraft time to impact and the AI to recognize this fact and switch targets.

So, in the mission like the one Beach described, would it be more advantageous to arm #3 and #4 with, say, retarded GP bombs so that they will try to hit something else (parked aircraft, buildings etc.) assuming that #1 and #2 hit (and destroy) the runway?

Cheers,
- Obelix

Iwan "Obelix" Setyawan

From: **Delft, Netherlands** | Registered: **Dec 1999** | IP: [Logged](#)

JimG
Member
Member # 2851

 posted 12-23-2003 11:02     “ ”

And you can also add additional waypoints to the strike area, so that #3 & #4 might turn and attack another target since the primary ones are destroyed. You just have to be careful in setting the speeds so the AI flights can fly the waypoints.

Free Falcon Team

From: **Columbia, S.C.(US)** | Registered: **Jan 2001** | IP: [Logged](#)

Orion
Member
Member # 8755

 posted 12-23-2003 13:13     “ ”

Just another run of the mill outstanding report!



Thank you for your dedication and perseverance in your involvement in the communities you have made reports.

Beach I hope you have a very, very Merry Christmas and an outstanding New Year.

Best Wishes,

Orion

Luck is when Preparation meets an opportunity

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

E-Man
Member
Member # 17814

 posted 12-23-2003 14:31   “ ”

Hi.
Been on essentially the same mission, loaded #3 & #4 with another load out, My wingman and I did the damage to the runway, then told 3&4 to "attack collateral targets." (SP3) They did serious damage to the tower, and

took out several AA weapons. (JSOW's)

F4's dynamic campaign is STILL the "tits."
E-Man

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

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