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 **Operation Rolling Fire Mission #25**

Author Topic: [Operation Rolling Fire Mission #25](#)

**BeachAV8R**

Member  
 Member # 3055

posted 01-12-2004 00:46

01/11/04  
 Falcon 4.0/SP3 Campaign Mission Report #25  
 OPERATION ROLLING FIRE  
 DAY 3 – 0245 HOURS

\*\*\* Believe it or not, it has been 2 months since I last posted a campaign mission! This was in large part due to the combination of the image posting ban and the hectic holidays. Since it has been a lengthy interruption, the Campaign Status section will give a brief re-cap of the action to date. \*\*\*

**Campaign Status:**

We are just past midnight on Day 3 of the Rolling Fire campaign. The first day saw an impressive drive south by DPRK forces which was eventually stemmed just as DPRK forces took over most of the vital bridge crossings over the Imjin River. Since I was just getting my feet wet the first day's missions were not very successful and I blundered into the night missions with even more disappointing results. By the start of Day 2 I finally had a bit of combat experience and my situational awareness started to rapidly improve. I've settled into a routine of flying close-air-support and anti-vehicle missions during daylight hours and strategic bombing against fixed targets at night. Near the end of Day 2 we had not only stopped the enemy offensive toward the south, but had mounted a significant counter-attack which has been making steady gains north, taking almost all of the bridges over the Imjin. At this point China entered the war on the DPRK side which sent our forces reeling, but they managed to hold their defensive positions for awhile before resuming offensive operations. DPRK and Chinese forces have suffered extremely high aircraft and vehicle attrition while US/ROK forces have seen a rather favorable re-supply situation.



It is now the early morning hours of Day 3 and we probably have a couple more night sorties to fly before daylight bombing operations can resume once again.

Objective:

Our objective for tonight is the continuation of night strikes against strategic targets within North Korea in an attempt to reduce their capability to wage war. Our target for tonight is the destruction of the Mogu-Ri bridge near Chong'ju, deep within North Korea.

**BRIEFING** PRINT

**MISSION:** Strike Mogu-ri Bridge  
**YOUR TASK:** Deep Strike (Diverted)  
 Time on Target: 03:21:15

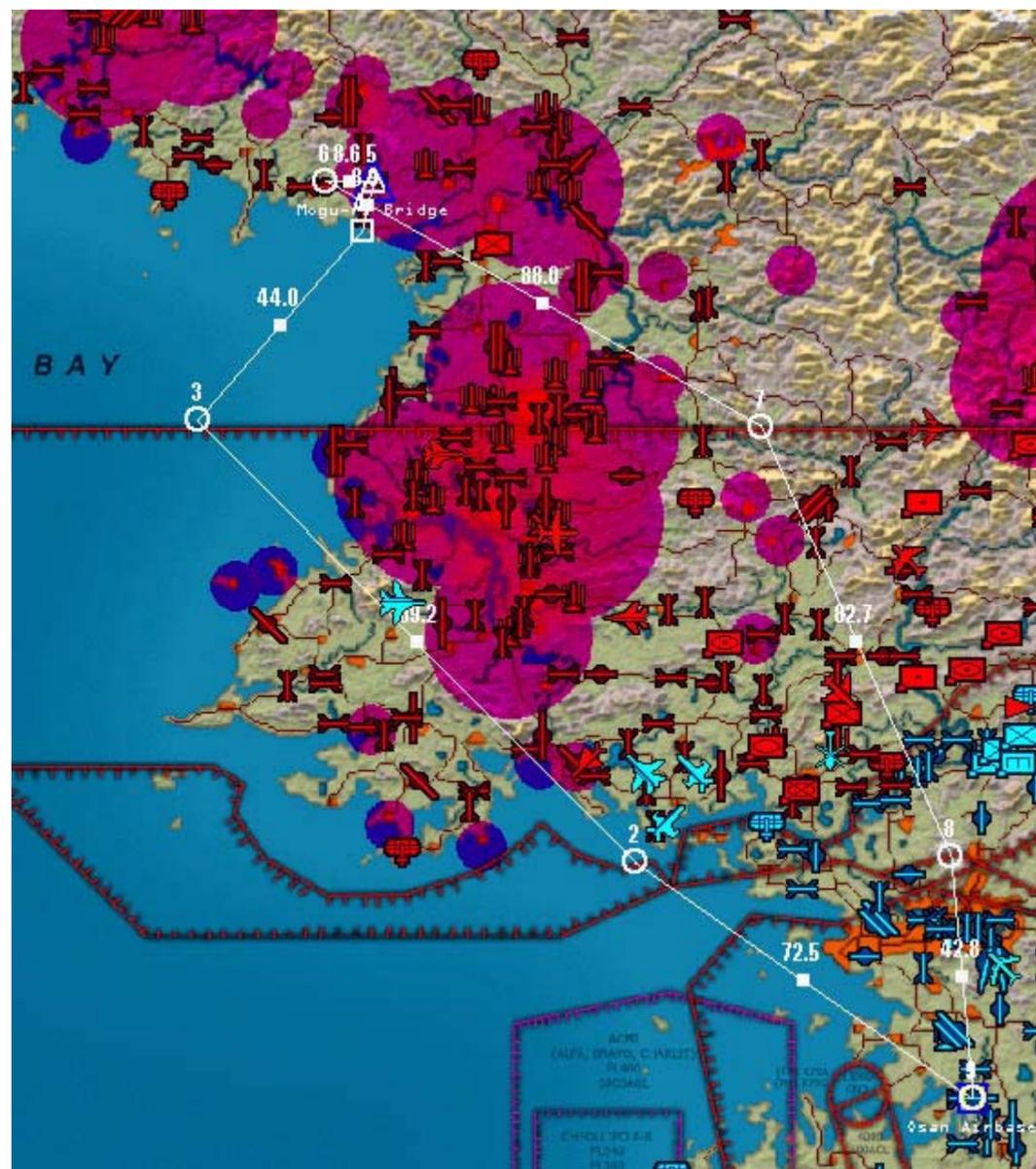
**SITUATION:**  
 Army intelligence reports the DPRK 1st Infantry Battalion is advancing towards Kwaksan and will be forced to cross Mogu-ri Bridge. We hope to destroy the bridge before the enemy is able to get across, and substantially delay their attack.  
 Intelligence reports the highest impact targets are:  
 Bridge

**PACKAGE ELEMENTS:**  
 Plasma1 (Deep Strike) 2 F-16CG Destroy Bridge and return home immediately  
 Stingray1 (SEAD Escort) 4 F-16CJ Protect package from enemy air defenses

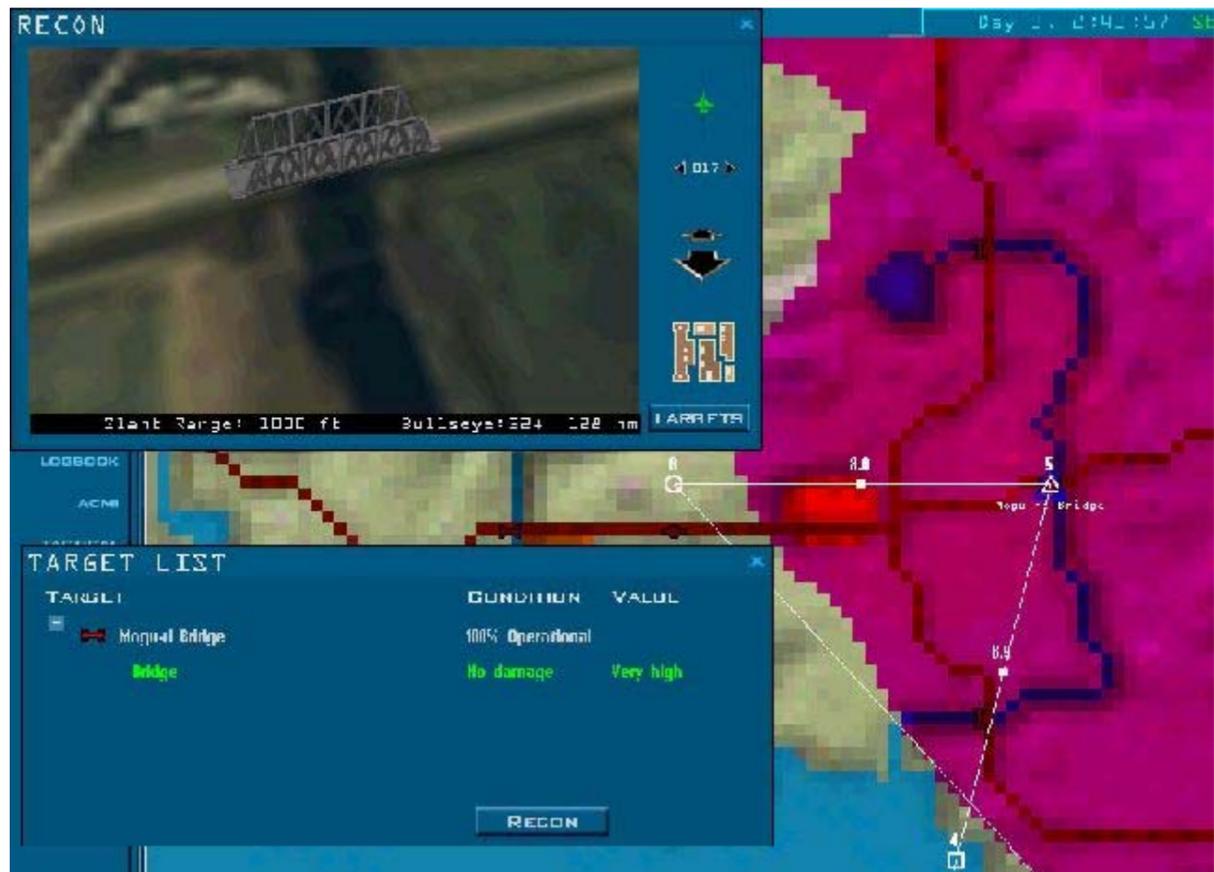
**THREAT ANALYSIS:**  
 Enemy CAP aircraft are likely to be operating within operation area.  
 Known or suspected enemy air defenses along your flight path include:  
 Grisha anti-aircraft guns 1 nm south of Haeju  
 SA-5 missile launchers 3 nm northeast of Hwangju  
 SA-5 missile launchers 6 nm northeast of Hwangju  
 KS-19 anti-aircraft guns 3 nm northeast of Chongju  
 BMP-CMD missile launchers 7 nm north of Pyongsong

**Planning/preflight:**

Our 2-ship flight will be escorted by a 4-ship flight of F-16CJs for SEAD support. I have adjusted the waypoints to avoid the primary ground air-defense sites (purple and blue) and plan on flying this mission as a high-low-low-high profile. We will fly with radars off at high altitude until steerpoint #3 where we will commence a low altitude run-in and a relatively low level laser guided bomb attack on the target. After the attack we will resume a low level egress to steerpoint #7 where we will climb back up to altitude for the flight over the FLOT.

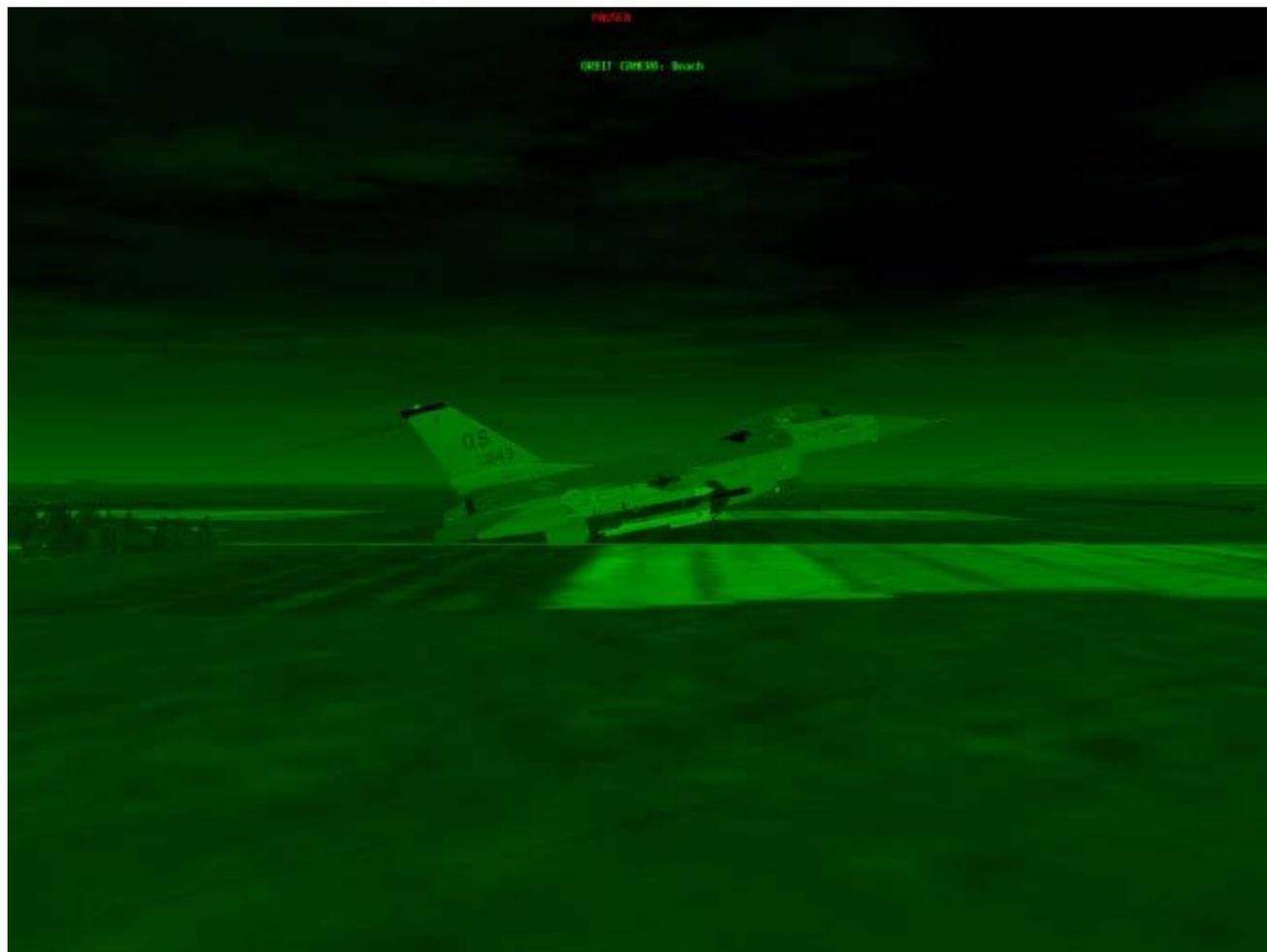


I will drop 2 GBU-24 LGBs on the bridge while my wingman will be loaded with a CAP load-out of air-to-air missiles. Both of us will carry external fuel tanks for the fuel hungry profile.



Debrief:

I am surprised when I enter the cockpit to find a bit of weather has moved in and there appears to be a mid-altitude ceiling with a bit of rain. After the tower clears us for take-off I nudge the throttle forward and am soon wallowing into the air with the heavy fuel and ordnance load:



My two months away show immediately in my bumbling efforts to fly and set-up the aircraft. I forget to hit the drift correction switch on the HUD, which I finally figure out and my HUD ladder snaps back into the center position. I do remember to reach down and flick off my strobes and nav lights:



Cont...

[ 01-12-2004, 00:58: Message edited by: BeachAV8R ]

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

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

**BeachAV8R**  
Member  
Member # 3055

posted 01-12-2004 00:47 “ ”

As I reduce my throttle to 85% to allow my wingman to catch up, I point my nose toward the first steerpoint, enter a gradual climb and try to catch up to the airplane. I can tell my SA (situational awareness) is not nearly as good as it was 2 months ago when I was flying regularly. It takes extra time to find and select the switches and my HOTAS feels foreign to me once again. I hit the switch to turn my radar to QUIET and order my wingman to do the same. While I'm doing that the first enemy spike comes up on the threat warning receiver, a J-11 (Su-27) (shares the -29 symbol with the MiG-29) makes his presence known and according to AWACS he is north of me for 35 miles, definitely a possible threat:



I choose to leave my radar off however because I see the -16 symbol on the same bearing and know there are a couple of F-16s screening to that side, hopefully with them emitting the J-11 will find them a more juicy target than silent me.

I glance at my HSD (Horizontal Situation Display) and notice that my flight path takes me directly over and near a few air defense rings that I had not really noticed during my pre-flight planning:



My wingman closes up formation as we level off at about 19,000 feet, over the tops of the clouds:



I take a moment to pull up my A2G page and look at my FLIR image confirming what I had dreaded, that the undercast will severely limit my targeting pod since it can't see through the cloud deck! In any case I flick the switch to start warming up the laser and confirm the "L" shows in the FLIR MFD.

Glancing through the theater I come across something I haven't seen before, a two-seat F-18 (F/A-18F?) which has apparently taken some damage since he is streaming a bit of black smoke:



Also out to the north east a 4-ship flight of F-14s appear to be doing their duty since when I check back with AWACS the J-11 is no longer the primary threat:



Coming up on the threat circles on my HSD my threat receiver starts getting a bit more active and I debate whether I should change course. I'm showing an SA-5 to the right but more ominously I see the threat on the nose is a naval radar with another one further left. I had forgotten that the area I was crossing was coastal and the ships in port were painting me heavily:



Cont...

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

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

**BeachAV8R**  
Member  
Member # 3055

📅 posted 01-12-2004 00:48 🏠 👤 📧 🗑️ “ ”

Suddenly the world explodes around my aircraft as heavy AAA starts tracking our flight through the skies! I thought I would be relatively safe at 20,000 feet; apparently not! A burst blows up right in front of my HUD as I start trying to think about what I need to do (jink idiot!):



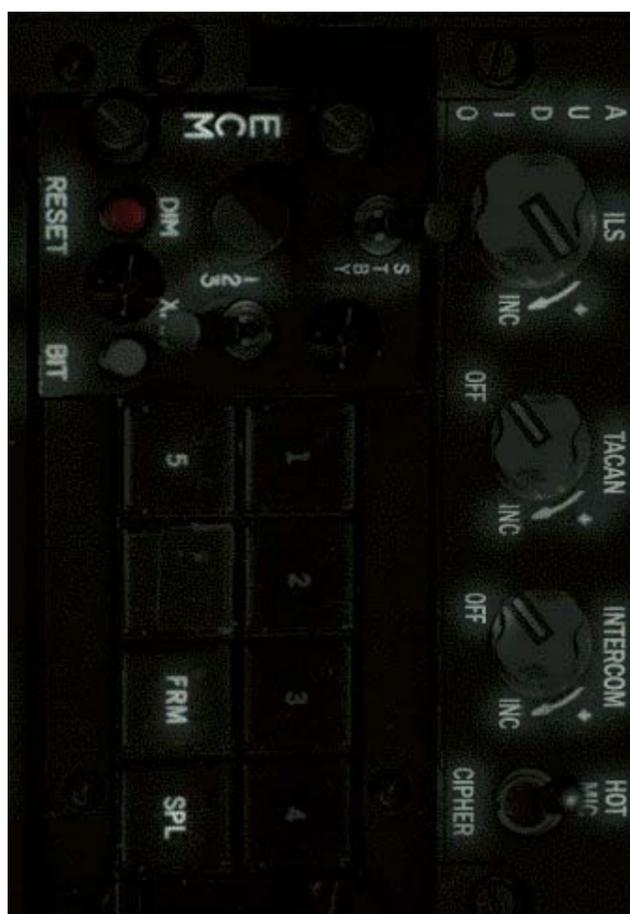
In a short minute we are out of the AAA envelope and all that is left are the dark puffs dotting the skies behind us:



My relief is short lived though as the red missile launch light illuminates and the warning tone starts warbling in my headset! SA-2 launch! Wasn't it me that asked not too long ago if the SA-2s were functioning in FreeFalcon 2? Just fly a bit north and you'll find out!

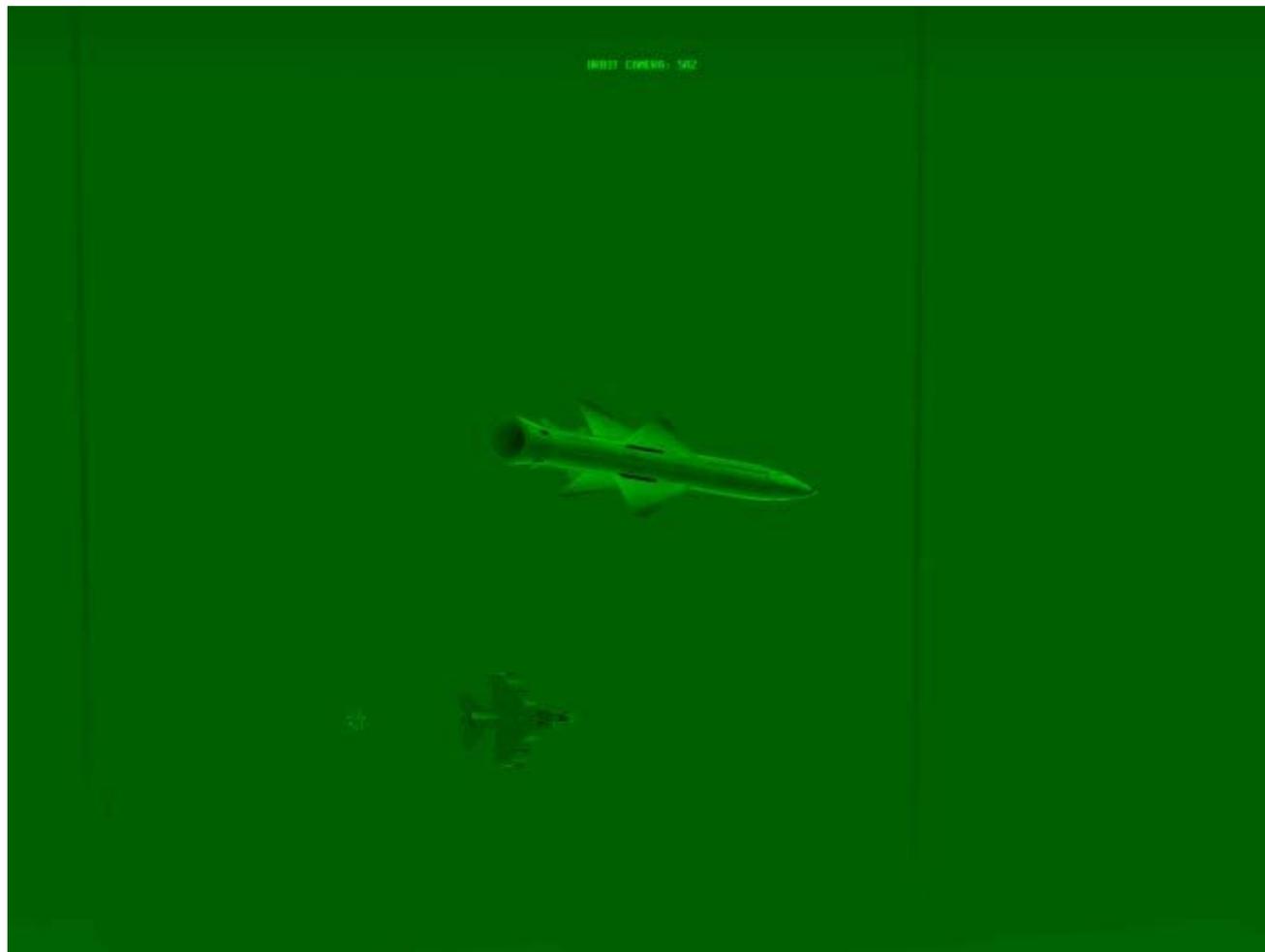


I frantically reach down and flick the ECM switch on, roll into the missile and start dumping chaff and flares:

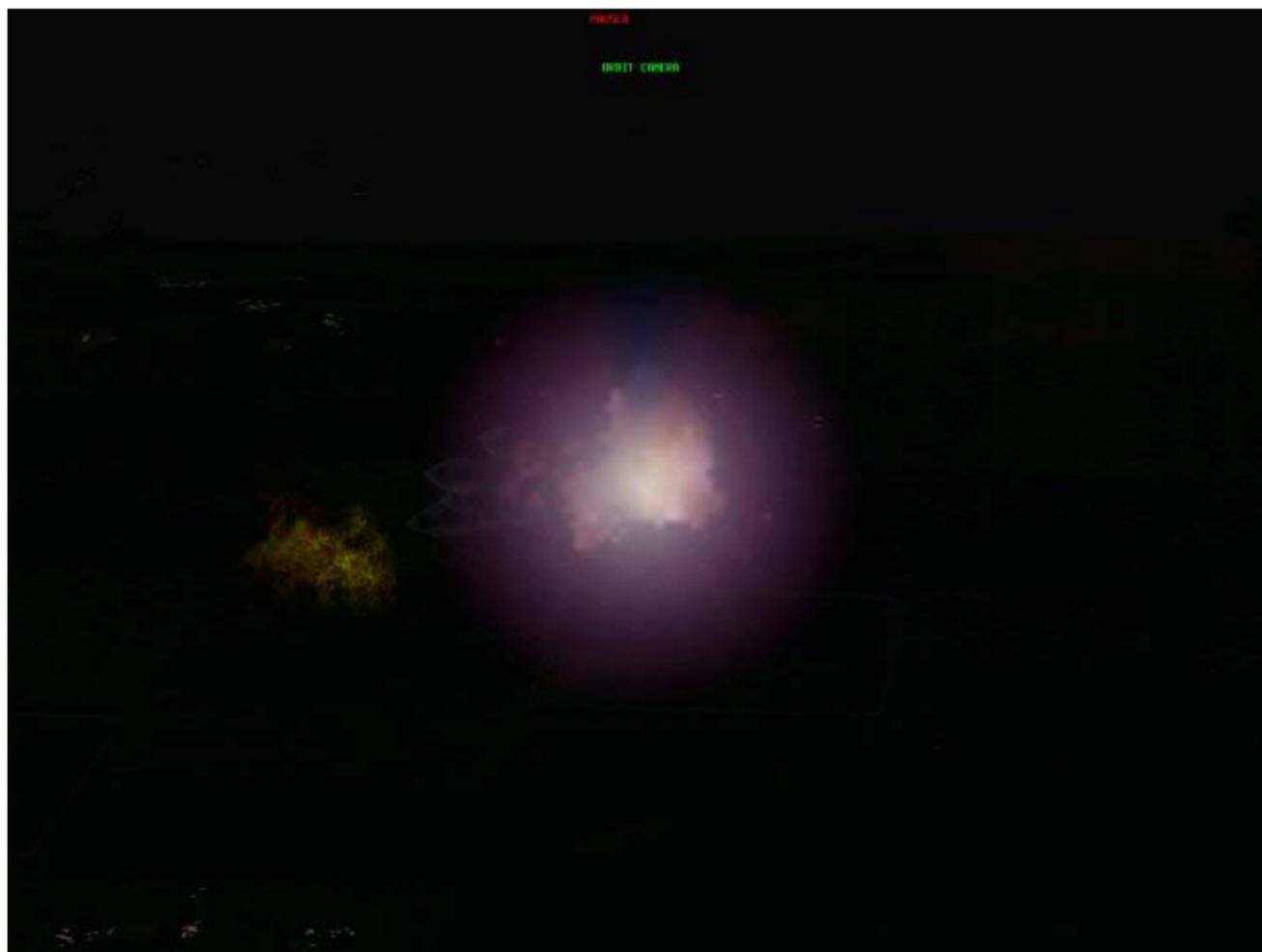


It is all for naught though as the SA-2 coldly homes in on my heavily laden aircraft and after just a few

turns I'm out of energy and out of options:



The missile detonates as it flies past the canopy bathing the immediate area with bright light:



As jet rolls inverted, out of control the panels are illuminated but I see my avionics are still functioning. I'm hopeful that when I put in opposite stick the jet will recover but the aircraft does not respond to control inputs.



I wait a fraction of a second and pull the handles shooting me out into the darkness.

Cont...

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

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

**BeachAV8R**  
 Member  
 Member # 3055

📅 posted 01-12-2004 00:49 🏠 👤 📧 📄 “ ”

**Conclusions:**

The mission is an obvious catastrophic failure. My pre-flight planning was inadequate and the profile was ridiculously optimistic. Looking at it again it would have made far more sense to go out over the water earlier (due west out of Osan) before turning north, thus avoiding flying over that west jutting cape of North Korea altogether. In addition to poor planning, I just felt LOST in the jet tonight. That shows what taking a couple months off will do to you. I had very little SA, no real positive control over the unfolding of events and I was fumbling around from the second I was plopped into the cockpit. I should perhaps fly some less ambitious strike missions just barely north of the FLOT until I get comfortable flying again.

### DEBRIEFING

**MISSION:** In progress (Strike Mogu-ri Bridge)  
**YOUR TASK:** Diverted (Destroy Bridge at target site)  
**DIVERT TASK:** In progress (Destroy Bridge and return home immediately)  
**PILOT RATING:** Average

Actual TOT: Never arrived  
 Losses: 1

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**PACKAGE STATISTICS:**

Flight	Aircraft	Comments
Plasma1 (Deep Strike)	2 F-16CG	Mission in progress: Mission still in progress.
Stingray1 (SEAD Escort)	4 F-16CJ	

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**FLIGHT STATISTICS:**

Callsign	Status	Ordnance Fired
Plasma11	Destroyed	none
Plasma12	Functional	none

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**PILOT STATISTICS:**

Callsign	Aircraft	Pilot	Status	AA Kills	AG Kills	Rating
Plasma11	F-16CG	2Lt. Beach	MIA	0 (0)	0 (0)	Average
Plasma12	F-16CG	Lt. Bilger	OK	0	0	Average
Stingray11	F-16CJ	Cpt. King	OK	0	0	Average
Stingray12	F-16CJ	Lt. Ely	OK	1	0	Average
Stingray13	F-16CJ	Lt. Affergan	OK	0	0	Average
Stingray14	F-16CJ	Lt. Louie	OK	0	0	Average

BeachAV8R

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

**Agent X20**  
Member  
Member # 675

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

📄 posted 01-12-2004 03:55 🏠 👤 📧 📄 “ ”

Now that is what I call a rude reintroduction to Falcon!

I guess the SA2 is pretty lethal... would you have stood a better chance at 30K on the ingress?

I'd be very interested to find out more about this hud drift correction switch! Does this perhaps stop my hud ladder from wandering off all over the place?

I guess it's gonna be a long night.

-----  
[KiwiSim](#) 'Who said Kiwis couldn't fly?!'

From: **Wellington, New Zealand** | Registered: **Apr 2000** | IP: [Logged](#)

**BeachAV8R**  
Member  
Member # 3055

📄 posted 01-12-2004 04:25 🏠 👤 📧 📄 “ ”

quote:

Originally posted by Agent X20:  
**Now that is what I call a rude reintroduction to Falcon!**

**I guess the SA2 is pretty lethal... would you have stood a better chance at 30K on the ingress?**

**I'd be very interested to find out more about this hud drift correction switch! Does this perhaps stop my hud ladder from wandering off all over the place?**

**I guess it's gonna be a long night.**

I think the SA-2 has an extremely high ceiling...but it is a rather aging system...but still good enough to wax my butt. I guess I should have had my emergency jettison switch set correctly and dumped my ordnance to get a bit better performance out of my aircraft while trying to out-rate it...sigh..

Which brings up a good question..how does one set the emergency jettison to just jettison the A2G stores and external tanks..but not the centerline ECM pod and A2A missiles? I'm pretty sure this can be set so that you just have to hit the big yellow button..but I never learned how to do it.

As for the drift correction switch..it should be located below the HUD (at least it is in Aeyes cockpit)..here's a picture of the full panel, and the switch is right below the "0" on the numeric ICP panel, or to put it another way the first toggle switch immediately above the analog altimeter. It should be labeled DRIFT C/O and NORM...with DRIFT C/O selected the HUD ladder will not reflect winds..so it will be centered..!



I almost always set it to DRIFT C/O..

BeachAV8R

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

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

**Agent X20**  
 Member  
 Member # 675

📄 posted 01-12-2004 04:41     “ ”

Ahh... thanks for that - very useful tip. I've got Aeyes superb cockpit so should be able to find it.

Interested to hear what people suggest on the jettison front, and the SA2 for that matter.

[ 01-12-2004, 06:14: Message edited by: Agent X20 ]

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[KiwiSim](#) 'Who said Kiwis couldn't fly?!'

From: **Wellington, New Zealand** | Registered: **Apr 2000** | IP: [Logged](#)

**MeanGreeny**  
 Junior Member  
 Member # 8923

📄 posted 01-12-2004 05:47     “ ”

Beach,

You're confusing Emergency Jettison and Selective Jettison:

Emergency Jettison automatically discards A-G ordnance and fuel tanks whilst keeping **all** A-A missiles and your ECM pod. Just hit the big button.

Selective Jettison allows you to get rid of individual ordnance items as required. Set this up early in the flight to discard [e.g.] fuel tanks only. Should you need to, you then have a half way house which will lighten the aircraft whilst retaining your A-G capability. It pays to have the bullseye co-ordinates of a secondary target near the FEBA/FLOT to unload these on.

Should you then need to get rid of all extraneous baggage - e.g. SAM 2's  - you hit the emergency jettison and you're back to being a fighter.

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

**BeachAV8R**  
 Member  
 Member # 3055

📄 posted 01-12-2004 14:40     “ ”

You are right MG..I think I was getting confused with how the jettison works in JF-18 and JF-15 I think. IIRC in those sims there is a rotary knob that you pre-set to what you want the emergency jettison to blow off the aircraft, which you can pre-set so that all you have to do is jab the button in the middle of the knob.

Thanks for the info on the different types of jettison in F4..useful information if I use it early enough..lol.. 😊

BeachAV8R

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

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

**195th\_MONGOOSE**  
 Member  
 Member # 8644

📄 posted 01-12-2004 22:46    “ ”

you should set your SJ in your cmfd in pre flight to jetison if you get in a hary siuation but not you main load so that if you do live you can still go with the mission hopfully with a divert or a texico in rout to home!

From: **RAVENNA,OHIO,USA** | Registered: **Jan 2002** | IP: [Logged](#)

**Deacon211**  
 Member  
 Member # 13209

📄 posted 01-13-2004 10:56    “ ”

quote:

Originally posted by BeachAV8R:

**You are right MG..I think I was getting confused with how the jettison works in JF-18 and JF-15 I think. IIRC in those sims there is a rotary knob that you pre-set to what you want the emergency jettison to blow off the aircraft, which you can pre-set so that all you have to do is jab the button in the middle of the knob.**

**Thanks for the info on the different types of jettison in F4..useful information if I use it early enough..lol.. 😊**

**BeachAV8R**

It has been awhile, but all these aircraft should have both the big black and yellow EMER JETT knobs and the red selective jett knobs.

The selective jett is the one typically used and has several positions for tanks, A/G stores, or everything. This is usually set up on the deck. EMER JETT is usually used for those unexpected circumstances like flameouts where you just need to shell everything off.

One note though, and I don't know much about the F-16's carriage equipment, but you can only

jettison stores that come equipped with CADs, small pyrotechnic devices loaded in the pylons. So if you were to want to jettison a Sidewinder, you wouldn't just punch off the missile, the whole rail would come off since it is the rail that is connected to the pylon...with a CAD. If you don't have CADs installed on the station, it ain't leaving.

In the AV-8B, we never had CADs installed on any stations with A/A missiles or ECM pods. I believe these things are essentially unjettisonable.

Deacon

---

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

**Deacon211**  
Member  
Member # 13209

 posted 01-13-2004 11:31    “ ”

I stand corrected:

"2.29.1.2 Selective Jettison. Selective jettison is performed by the selective jettison select knob in conjunction with the selective jettison (JETT) pushbutton, and in some cases, in conjunction with the station select buttons. Selective jettison can only be performed with the landing gear handle up and the weight off the aircraft landing gear, or with the armament safety override switch in the override position. All weapons are jettisoned in a safe condition, however, there is no guarantee fuzes will not arm during release or detonate on impact. AIM-9 missiles are not jettisonable as normal loading practices does not install the impulse cartridges in the bomb rack. On TAV-8B, no selective jettison capability exists from the rear cockpit.

2.29.1.2.1 Selective Jettison Select Knob.

The selective jettison select knob on the armament control panel to the left of the station select buttons has rotary positions STA, STOR, SAFE, CMBT and FUEL, and a center push-tojettison (JETT) pushbutton. The STA and STOR positions are used in conjunction with the station select buttons. With STA selected, all stores and suspension equipment hung on BRU-36 bomb racks on selected stations are jettisoned. With STOR selected, jettison is the same as in the STA position, except that all stores mounted on ITERs are released while retaining the ITERs. The CMBT position jettisons all stores, including suspension equipment, suspended from bomb racks, except that all AIM-9s and suspension equipment are retained. Jettison occurs at 50 millisecond intervals starting with stations 1, 4 and 7, then stations 2 and 6, and then stations 3 and 5, skipping any AIM-9 station. The FUEL position jettisons fuel tanks from four stations in pairs, first from stations 2 and 6, then, 50 milliseconds later, stations 3 and 5. The center JETT pushbutton, when pushed, activates the jettison circuits after the stations and jettison modes are selected. CMBT/FUEL can be selected before takeoff. If STA/STOR is selected, weapon programming will be inhibited. The SAFE position prevents any selective jettison."

So it is possible to jettison bombs but not racks if you so choose, but since AIM-9s are fired and not dropped, I still think that the rail would have to go (if CADs were installed). 😊

Deacon

---

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

**BeachAV8R**  
Member  
Member # 3055

 posted 01-13-2004 15:36    “ ”

Cool info...I think I read somewhere that Navy pilots have the switches set to basically throw everything off the airframe during carrier launches in case they have a problem during the cat-stroke and don't have enough flying speed.

Is it true the charges that "blow" the bombs off the racks when you hit the pickle button are shotgun shells? Or like shotgun shells?

BeachAV8R

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

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

**Storm\_rider**  
Member  
Member # 14177

 posted 01-13-2004 21:19    “ ”

Yup, we call them CADs - stands for Cartridge Actuated Device (or something similar - been awhile since I've been on the maintenace side), and they look a lot like the base of a shotgun shell minus the plastic/paper shot container - the main CADs are a little bit bigger than a 12 gauge shell (maybe 10 gauge sized?). They even have a primer in the base, but they're fired by a 28 Volts DC electrical pulse, not by percussion like a shotgun shell is.

On the Hornet, each rack has two primary (big) CADs and one aux CAD, which is much smaller and only used if the primaries fail (auxilliary jettison). The gas pressure of the CADs firing simultaneously opens the hooks on the BRU (Bomb Retention Unit, or the "rack"), and drives two pistons in the rack downward to physically force the bomb (or store, or whatever is loaded) away from the aircraft. The smaller aux CAD only produces enough gas to open the hooks; the pistons don't function (or don't function very well, anyway) under aux jett.

Some aviation ordnance minutiae for you guys 🍷 ...

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"...What's the matter with you people? I'm glad we're stranded - it'll be like Swiss Family Robinson, only with more swearing. We're going to live like kings - *damn hell ass kings!*"

---

From: **Under a storm cloud in SoCal...** | Registered: **Jan 2003** | IP: [Logged](#)

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