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 [Operation Rolling Fire Mission #26](#)

Author: [BeachAV8R](#) Topic: [Operation Rolling Fire Mission #26](#)

BeachAV8R posted 01-13-2004 03:00

Member # 3055

01/12/04
 Falcon 4.0/SP3 Campaign Mission Report #26
 OPERATION ROLLING FIRE
 DAY 3 - 0600 HOURS

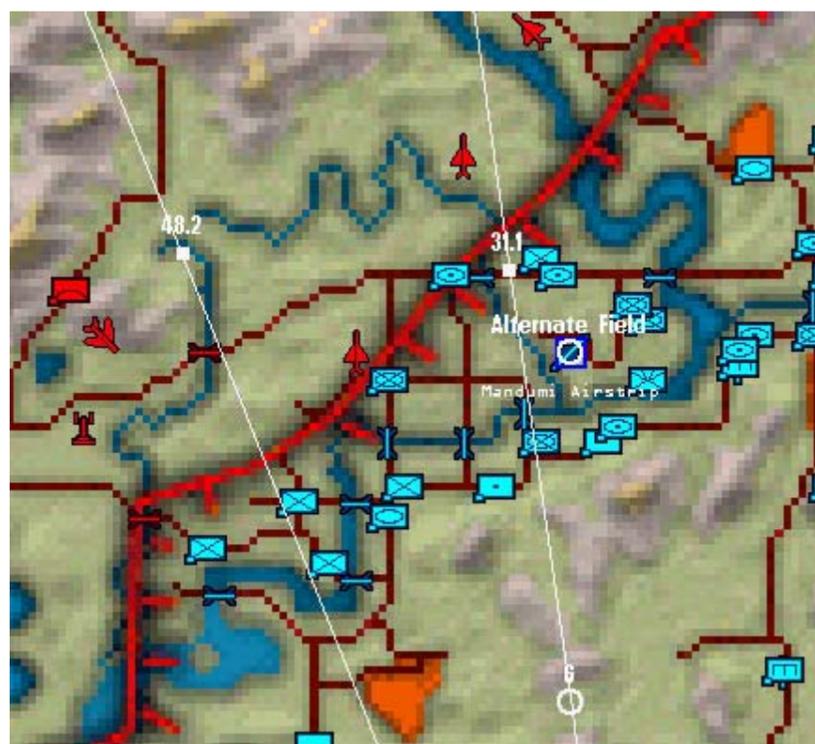
Campaign Status:

Apparently both sides spent the evening licking their wounds since no further strike flights were generated by the campaign engine and both US/ROK air activity and DPRK/PRC air activity were almost non-existent for the remainder of the early morning hours.

As the hour approached sunrise however, enemy aircraft activity has surged and it appears as though DPRK forces have activated aircraft after an evening re-supply effort:



One nice thing to note for those of you that have been following the campaign from the very beginning, I had initially lost all but one of the bridges across the Imjin River during the opening day of the war. With the counter-offensive kicked off on the second day however US/ROK forces have taken back control of ALL of the bridges and ground forces continue to push their counter-attack north:



Objective:

The objective for this morning is to try to relieve some of the pressure over the ground troops during this latest surge in enemy aircraft movements. We will be flying a fighter sweep over the FLOT in an attempt to reassert our control over the immediate frontal area of the battlefield.

BRIEFING PRINT

MISSION: Destroy as many enemy aircraft as possible
YOUR TASK: Sweep
 Station Area: over T'osan.
 Time on Station: 06:30:00

SITUATION:
 Be advised: Starting at 06:00:00, our ground forces will be making a major push towards P'Yongyang.

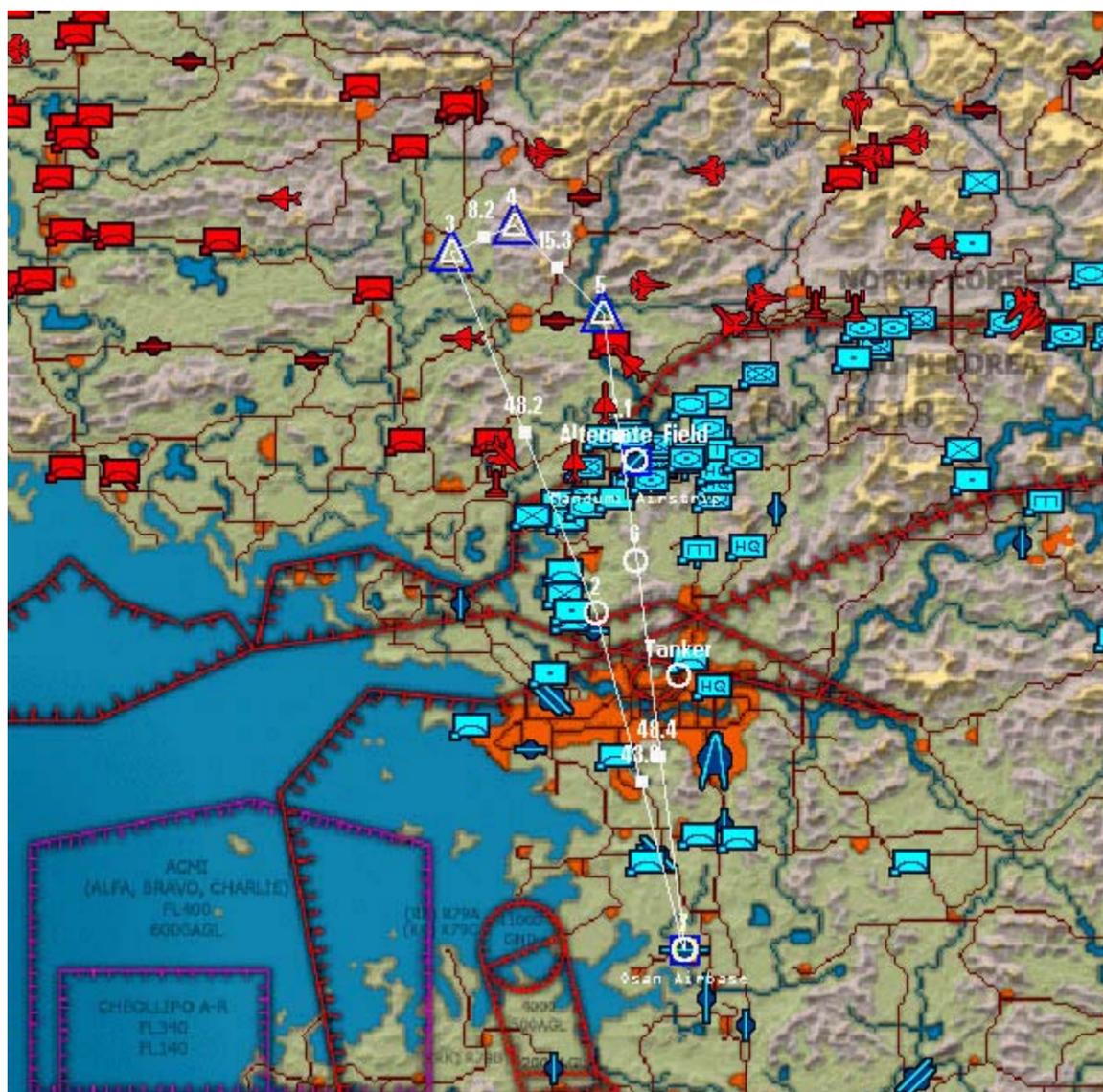
In an effort to obtain air superiority, air command has initiated an Offensive Counter Air operation targeted at the area around P'Yongyang. As part of this effort, you have been tasked to perform a fighter sweep in an attempt to clear out as many enemy fighters as possible before our primary strike packages enter the region.

PACKAGE ELEMENTS:
 Stonecat1 (Sweep) 4 F-16CG Clear sweep area of hostile aircraft

THREAT ANALYSIS:
 Enemy CAP aircraft are likely to be operating within operation area.
 Known or suspected enemy air defenses along your flight path include:
 BMP-CMD missile launchers 4 nm east of Chungsan-dong
 S-60 anti-aircraft guns 6 nm northwest of Chuksan
 KS-19 anti-aircraft guns 4 nm northwest of Sangnyong-ni

Planning/preflight:

We will be flying as a 4-ship on this fighter sweep to points just north of the FLOT:



We do have a slight problem, however, in that our supply situation has become critical. I didn't check on when we can expect our next re-supply, but we had better hope it will be soon as it has definitely affected even our current mission. We have enough AMRAAMs to carry the standard load of 4 each with 2 heaters in reserve, but this will exhaust our inventory of slammers as you can see here. Additionally, and even more worrisome is the fact that the AIM-9M inventory is showing LOW, which is not a good sign:



Debrief:

We start out at our take-off time and as the tower clears us for take-off I'm startled to hear my threat receiver give the "new contact" chirp and I stare dumbfounded at a -29 symbol on the threat receiver. Not knowing whether the threat is a MiG-29 or a J-11 (Su-27) doesn't bother me so much as the fact that I'm at my home base and I'm appalled that the enemy is flying over MY territory!



Figuring I'd better get up there and do some of that pilot shi* I stroke the burner and yank the wheels up into the wells while simultaneously broadcasting "WEAPONS FREE" to the rest of my flight still on the runway:



As my plane slowly accelerates I climb up to meet the enemy but see the diamond "P" on the threat receiver indicating (I think) that a Patriot missile battery is probably engaging the threats, so I leave the closer contacts and focus on the more distant -29 symbols and start sweeping the skies with my radar until I pick up some likely contacts:



Cont..

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

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

BeachAV8R

Member
Member # 3055

posted 01-13-2004 03:00

I have a slight closure on the contacts (335 knots) but they are due west of my base headed north at a relatively leisurely 393 knots. My target range carat is still well outside of the launch zone so I pull to the right (north) a bit hoping to cut the corner a bit and catch them sleeping:



Now I encounter the first bit of uneasiness about this mission when I put my target cursor on the target and call AWACS for an ID. No answer. I try again. No answer. No AWACS. This will be my first non-AWACS assisted mission, and let me tell you I felt like a lost puppy. If you think SA is hard WITH an AWACS, it is REALLY a challenge without an AWACS. There is, however, a cheat that makes target ID pretty simple. If you designate a contact and tell your wingman to engage, he will respond with an affirmation and ID the target he is attacking. My wingman responded with an "attacking -blank- target" so I immediately knew the contacts were J-11s (J-11 is not in the F4 vocabulary!). So, at least I knew I had valid (enemy) targets out there.

A few seconds later though my target solution went to pot as they probably picked up on my wingman if he went into STT mode, so they started jamming us and turned away. With the cat out of the bag I go ahead and activate my ECM gear to level the playing field:



I switch to the external threat aircraft view and just catch one of the J-11s getting hit by something as the smoke indicates in the background:



The remaining J-11 accelerates away from us and his jamming prevents us from getting any kind of useful solution on him. Giving up and knowing that our mission area lies to the north, not the west, I give my wingmen the "REJOIN" and "WEAPONS HOLD" commands and turn our flight back toward our sweep steerpoints. Once we've settled onto the heading our radar picks up a couple more stray contacts that look suspicious but they too are headed away from us:



The earlier J-11 though remains a thorn in my side as he must have turned to re-engage us after we gave up and made the turn north. Now he is pestering me on the threat receiver and just to make myself clear I turn back into him and accelerate hoping I can burn through his jamming for a shot. I narrow my radars search azimuth down and start pouring energy into his airspace in an attempt to get a solution as we continue to close on each other:



Cont...

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

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

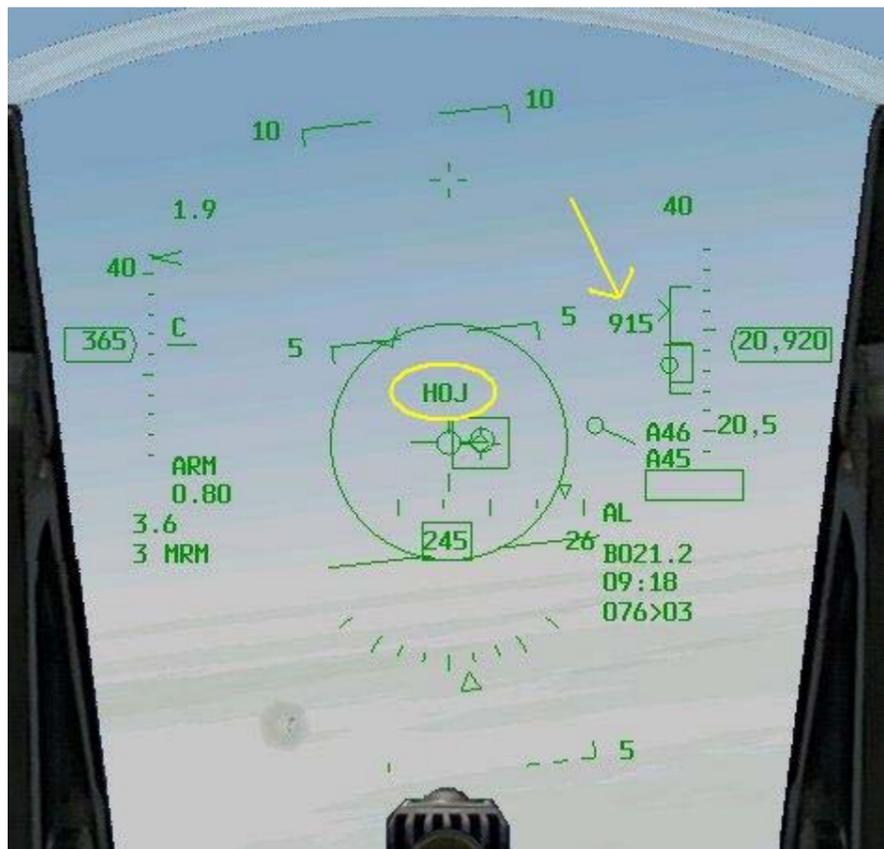
BeachAV8R

Member
Member # 3055

posted 01-13-2004 03:01

We must burn through each others jamming at exactly the same time for the instant I get a solid RWS return and lock him up my missile launch light illuminates and starts blaring in my headset. I glance at the now valid data in the HUD and see a closure of 915 knots and my range carat has dropped into the DLZ, but is well outside of the "no-escape" zone, so even though it is a low probability shot I launch an AMRAAM and see it has gone "HOJ" or "Home-On-Jam" as it seeks out the jammer on the J-11:





A classic BVR missile duel!





Both of us execute turn away maneuvers since we both know we are at maximum ranges for our respective missiles. Neither of us score a hit since neither of our missiles has the energy to catch us in a tail-chase. The first exchange is a draw and when I turn back to re-engage I see the ominous ship-radar symbol pop up on the threat receiver and know that he has lured me far enough west that I'm at a distinct disadvantage now so I withdrawal and give the naval port area the respect it has earned:



As a post-script to this portion of the mission I should note that I really should have bagged this guy. Since I've been away from F4 for a couple months I'm a bit rusty and thinking slowly. I had a distinct advantage when he turned back to engage us. I had a 4-ship flight that I totally forgot about. I should have split off the element (#3 & #4) into a sweeping bracket left (south) of the target while I dragged him a bit north, he would have had to choose either one group or the other to engage giving a distinct flanking advantage to the group he wasn't engaging. A 4v1 shouldn't come out as a draw. Period.

Anyway, with the J-11 ensconced within support range of his naval forces I have no (sane) choice but to give up the ghost and move north-bound toward my (largely ignored) objective. Here you can see the pesky J-11 only 10 miles away off my left side (yellow contact) but he might as well been 100 miles away. Jerk.



Cont...

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

BeachAV8R

posted 01-13-2004 03:01

Member
Member # 3055

I take a glance at my fuel gauge and verify I still have plenty of gas for the rest of the sweep and soon we start picking up a bunch of activity to the north-east, right over the ingress and egress steerpoints for the sweep; coincidentally right over the FLOT (always a hotbed of activity there!):



Without AWACS things are much, much more difficult to sort out. The AWACS "Request nearest threat"

query is one of the most useful in the repertoire, but the calls fall on deaf ears throughout this entire mission. I wistfully hope to hear the "SUNRISE" radio call at anytime, but that does not happen.

It only takes a minute to sort out the bad guys from the good guys though and soon I release the hounds and let my wingmen have a go at the mess over the FLOT. I do my part by picking out a J-11 that is otherwise occupied during his attack on another flight of F-16s and send an AMRAAM smashing into him. My frustration mounts though as I see him stagger away on a single engine after the hit! Jerk number two.



Unlocking the damaged J-11 I switch to his wingman, check the glorious data in the HUD (mirrored on the radar page): 901 knots closure and deep inside the "no-escape" zone, and let fly another of the precious scarce AMRAAMs and this time get a satisfactory proper kill:



Cont...

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

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

BeachAV8R

Member
Member # 3055

posted 01-13-2004 03:01

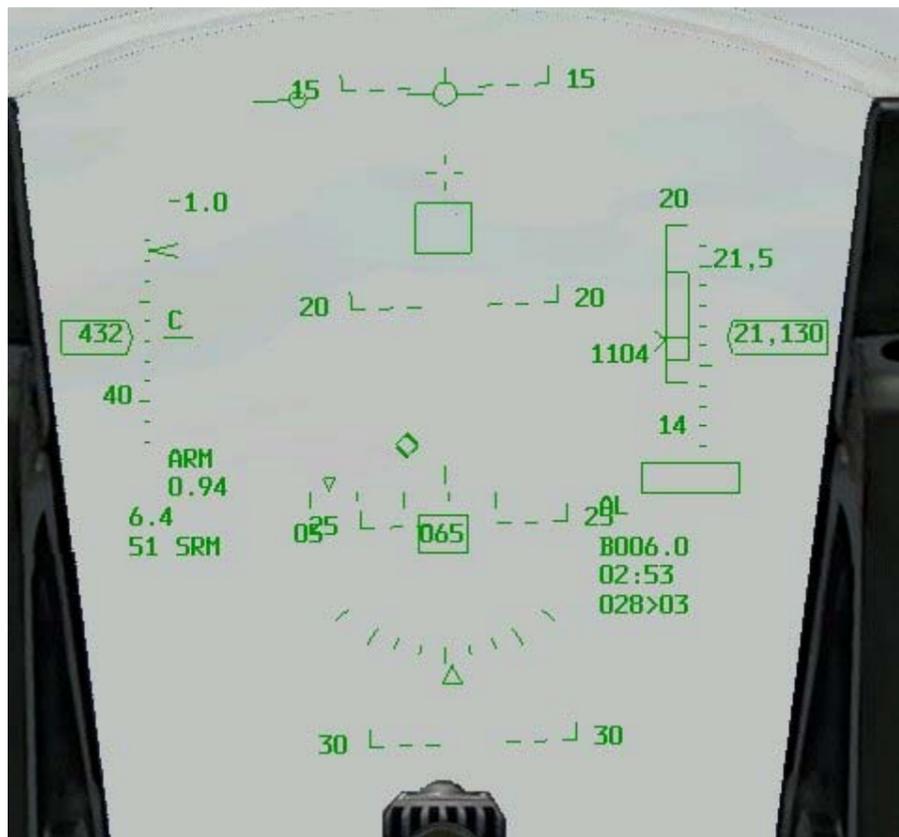
Feeling the fangs inching out of my gums I lock up the flight they are escorting and have sent along another slammer but unfortunately one of my wingmen score a hit on the Il-28 just prior to my missile impacting:



Blasting straight through the steer-point course headed west to east the enemy targets keep popping up on the threat receiver and we find ourselves in a most target rich environment. I settle on a pair of J-7s (MiG-21s) on the nose at less than 10 miles, low, high closure and I also make a mental note of the -29 symbol outside the lethal range on the threat receiver:



I lock one of them up, hit the missile button and...I jam the missile button and...oh shi#, I'm out of AMRAAMs (you DID count them didn't you??) and I don't have a heater selected! This is not good, 6 miles now, 1104 knots closure and I'm fumbling around trying to get an AIM-9 selected:



I finally get sorted out and the MiG-21s have broken hard away and just then my missile warning starts blabbing and I immediately know the -29 symbol will be the culprit:



But my AIM-9 is up now and locked and the growl is too tempting so I bunt nose over and fire at max range and execute a gut wrenching, metal bending escape turn to the south hoping the extra second I've taken won't end up costing me an AA-10 in the butt:





My Sidewinder scores a hit but not a kill on the J-7, it's just been that kind of a morning!



Cont...

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

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

BeachAV8R

Member
Member # 3055

posted 01-13-2004 03:02 

I lower the nose and pass through the sound barrier as I bend the throttle forward hoping I can escape the missile fired at me, fleeing south as -29 and -21 symbols fill the rear quadrant of my threat warning display. Multiple caution lights are illuminated which were probably associated with the airframe wrenching sounds as I exceeded the G-limits of the airframe with the external fuel tanks loaded:



So I belatedly punch them off:



I order my wingmen to rejoin as I blaze south at low altitude but my pursuers have other ideas and I hear the dreaded ripping tone through my headset that signals the active radar of an AA-12 (AMRAAMski):



Cont...

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

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

BeachAV8R

Member
Member # 3055

📅 posted 01-13-2004 03:02 🏠 👤 📧 🗒️ “ ”

Fortunately I've got enough velocity and distance that eventually the AA-12 drops harmlessly behind me, out of energy and the pursuing J-11s don't have the stones to pursue me back toward Seoul and Osan. Whew!

I'm more than a little surprised when I call for a flight check and all 3 of my wingmen check in! I would have figured on losing a couple during the massive battle over the FLOT as frankly I was totally focused on my own actions from the minute I gave them the "WEAPONS FREE" command.

I also ask for a weapons check on my wingman and each of them calls out their stores to me. Since none of them have any AMRAAMs left I figure we have pushed our luck enough and don't need to go blazing back into the battle armed only with heaters so we head for home. On the way back I make another F4 discovery. On every mission I learn something new and after pushing a few mystery buttons I find I can get an EXP view of the TSD which coupled with the "center" profile shows a nifty graphical representation of my data-linked wingman positions:



I pull them into a tight formation and we make a nice pass over the field before settling in on the downwind for landing:





Conclusions:

I'm extremely proud of my boys today even though we get a mission failure since we didn't over-fly our sweep steerpoints. We put a pretty good dent in the enemy air activity over the FLOT with our combined damaged aircraft and kills:

DEBRIEFING

MISSION: Partial failure (Destroy as many enemy aircraft as possible)
YOUR TASK: Partial failure (Clear sweep area of hostile aircraft)
PILOT RATING: Average

Actual TOS: Never arrived
 Losses: 0

PACKAGE STATISTICS:

Flight	Aircraft	Comments
Stonecat1 (Sweep)	4 F-16CG	Mission partial failure: Enemy losses inflicted with moderate casualties.

[Event List](#)

FLIGHT STATISTICS:

Callsign	Status	Ordnance Fired	Results
Stonecat11	Functional	1 x AIM-9M	1 hit (100%)
		4 x AIM-120C	1 miss, 3 hits (75%)
Stonecat12	Functional	4 x AIM-120C	4 hits (100%)
Stonecat13	Functional	1 x AIM-9M	1 hit (100%)
Stonecat14	Functional	none	

PILOT STATISTICS:

Callsign	Aircraft	Pilot	Status	AA Kills	AG Kills	Rating
Stonecat11	F-16CG	2Lt. Beach	OK	1 (0)	0 (0)	Average
Stonecat12	F-16CG	Lt. Hwan	OK	3	0	Good
Stonecat13	F-16CG	Lt. Saffery	OK	1	0	Average
Stonecat14	F-16CG	Cpt. Byun	OK	0	0	Average

RESULTS:
 Although your package did little to help, other forces were able to reduce enemy air activity in the area.

```

Beach joined as Stonecat11 at 06:20:00
PRC J-11 downed by Stonecat13 at 06:22:59
AA-10A launched at Beach 06:29:46
PRC J-11 downed by Stonecat12 at 06:43:40
PRC J-11 downed by Beach at 06:44:29
DPRK IL-28 downed by Stonecat12 at 06:45:2
AA-10A launched at Beach 06:46:18
AA-12 launched at Beach 06:46:20
DPRK J-7E downed by Stonecat12 at 06:46:26
AA-12 launched at Beach 06:49:20
Beach landed at 07:01:18
    
```

```

4 x AIM-120C 1 miss, 3 hits (75%)
AIM-120C released at 06:29:46 miss
AIM-120C released at 06:42:42 hit J-11 - damaged
AIM-120C released at 06:43:48 hit J-11 - destroyed
AIM-120C released at 06:45:11 hit IL-28 - damaged
    
```

```

4 x AIM-120C 4 hits (100%)
AIM-120C released at 06:42:37 hit J-11 - destroyed
AIM-120C released at 06:44:03 hit J-11 - damaged
AIM-120C released at 06:44:59 hit IL-28 - destroyed
AIM-120C released at 06:45:43 hit J-7E - destroyed
    
```

```

4 x AIM-120C 4 hits (100%)
AIM-120C released at 06:42:37 hit J-11 - destroyed
AIM-120C released at 06:44:03 hit J-11 - damaged
AIM-120C released at 06:44:59 hit IL-28 - destroyed
AIM-120C released at 06:45:43 hit J-7E - destroyed
    
```

```

1 x AIM-9M 1 hit (100%)
AIM-9M released at 06:22:32 hit J-11 - destroyed
    
```

I'm actually surprised it came out as well as it did since I exercised very little control over the flight (maybe that's why it DID come out as well as it did..lol..). It was a fun mission though, my first sweep of the entire campaign. You definitely won't die of boredom if you keep flying those types of missions!

BeachAV8R

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

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

MeanGreeny
 Junior Member
 Member # 8923

posted 01-13-2004 08:12     “ ”

Beach,

Take a look at this thread:

<http://forums.frugalsworld.com/vbb/showthread.php?t=57281>

It may help when you're without AWACS and it's up close and personal.

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

Gumball D
 Junior Member
 Member # 16944

posted 01-13-2004 12:50    “ ”

Beach,

Looks like only you and your wingman had 120s as your element didn't fire any at all. I'm anxious to see how this turns out for the "good guys". Here's hoping a resupply happens soon 😊

From: **Indiana, USA** | Registered: **Sep 2003** | IP: [Logged](#)

BeachAV8R
Member
Member # 3055

posted 01-13-2004 15:29     “ ”

You are right Gumball..I didn't even notice that I double copy-and-pasted the wrong ordnance summary up there..(one is the same one twice) so you are right...only my wingman and I fired AMRAAMS! Doh!

BeachAV8R

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

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

BeachAV8R
Member
Member # 3055

posted 01-13-2004 15:32     “ ”

MG..thanks for that link...although I probably won't change the padlock box type or color..I'll just deal with the consequences of shooting down the wrong people...lol...

Thanks..

BeachAV8R

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

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

Agent X20
Member
Member # 675

posted 01-13-2004 18:05     “ ”

Awesome mission report as ever Beach - and great shots too! I guess you might as well be flying the F16A from here on out. No AWACS and down to heaters? Rather you than me bud!

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

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

Zero Niner
Member
Member # 273

posted 01-14-2004 06:26    “ ”

quote:

Originally posted by Gumball D:
Here's hoping a resupply happens soon 😊

Just hang in there, it should kick in within a day or so...

Zero Niner, out.

From: **Singapore** | Registered: **Nov 1999** | IP: [Logged](#)

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