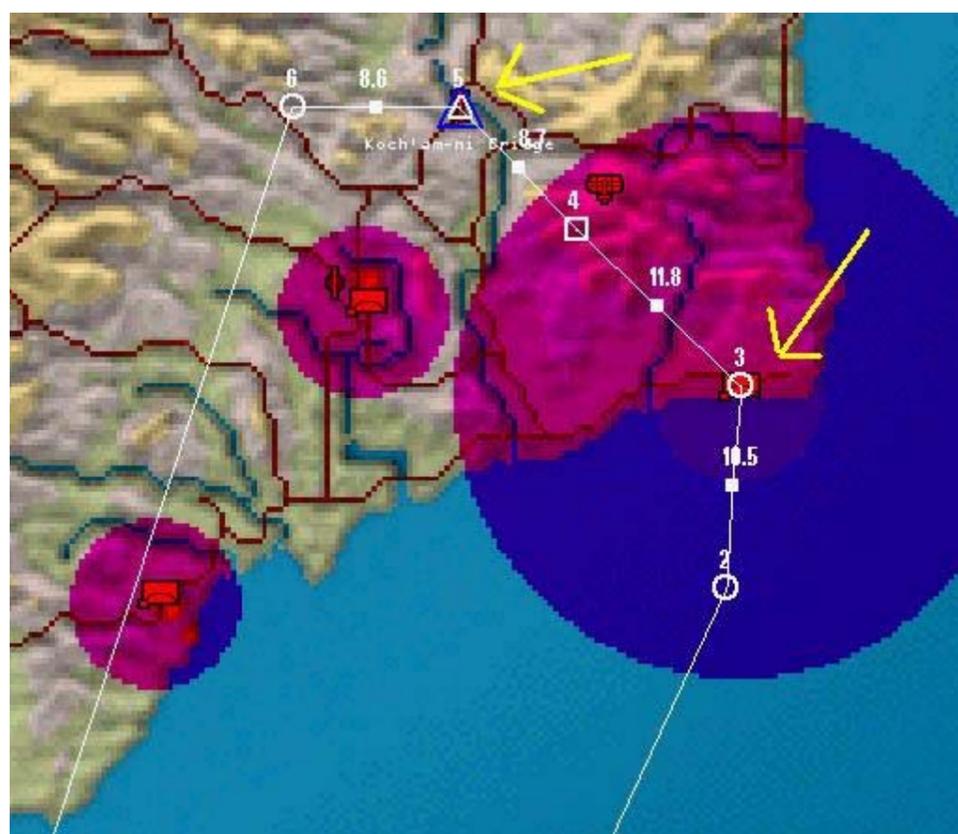






After striking the Nodong facility we will regroup and continue on to the primary target, the bridge:





I've spoken to the ordnance chief and he has agreed to "alter" our load-outs so that I'm carrying 3 MK-84, 2000 pound bombs and a single external fuel tank. My bombs will be used against the Nodong facility while my wingman will carry the suggested load-out of 2 JDAMs for use against the bridge:



Debrief:

Feeling a bit anxious about our little "Flight of the Intruder" mission I strap on my jet and take-off into the dark skies settling into my cozy bubble that will be my home for the next hour or so:



I'm sporting an asymmetric load of and fuel will be of critical concern on this mission since we will be performing two strikes:



Cont...

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

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

**BeachAV8R**

Member  
 Member # 3055

📅 posted 02-07-2004 03:38   🏠 👤 ✉️ 🗑️ “ ”

---

As my external fuel tank draws down I eventually drain it and punch it off to lower my drag:



We've climbed into the mid-30s for best fuel economy on the way into the target. My wingman is holding the keys to success for the strike against the bridge, 2 JDAMs:

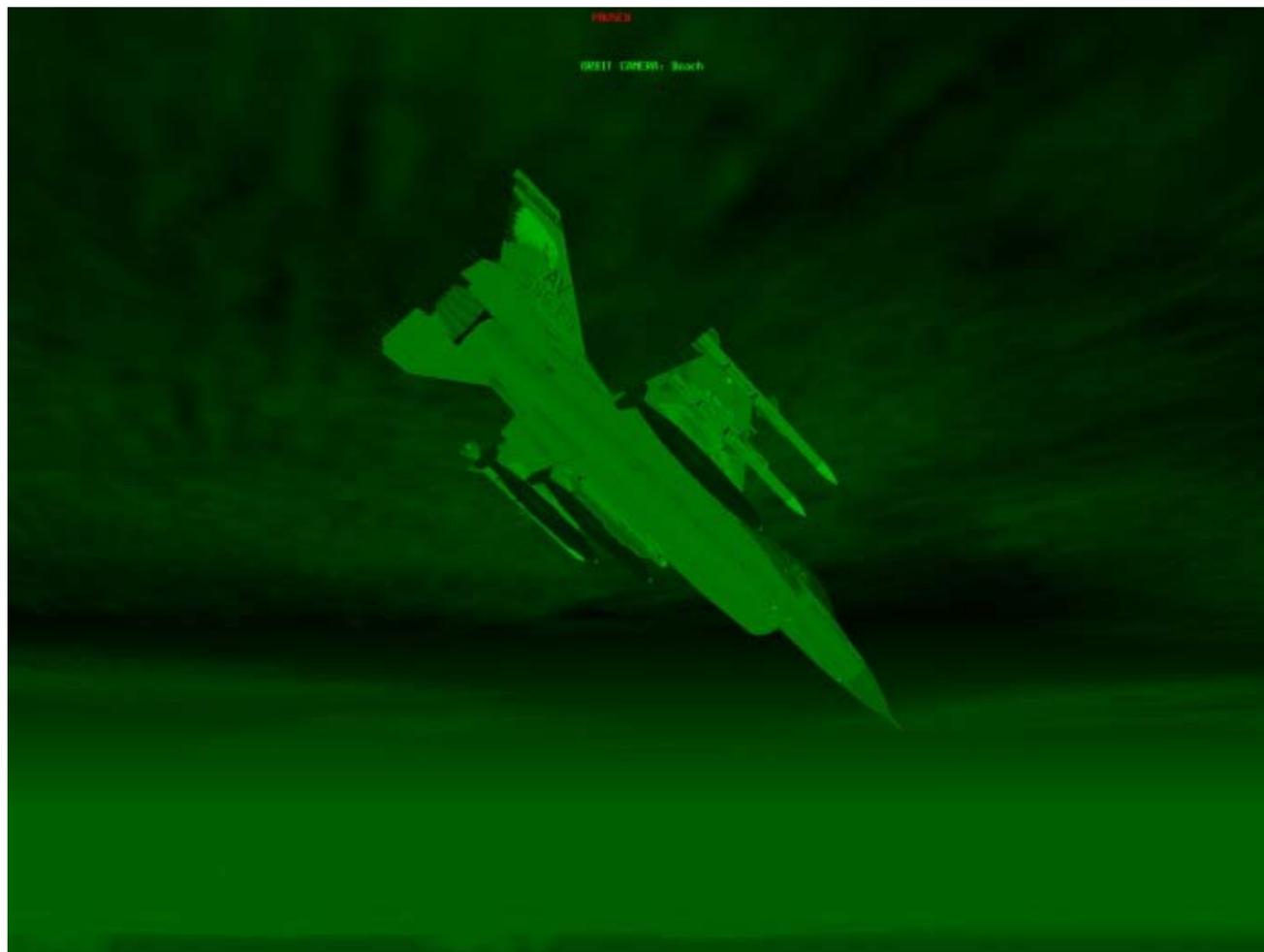


In cruise flight we both select our radars to SILENT in an attempt to mask our approach for the time being:



We are about 100 miles out from the target area(s) showing a bit more than 11 minutes out, so we ease the noses over and start a descent toward surface of the ocean:





Cont...

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<http://home.carolina.rr.com/beachv8r>

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

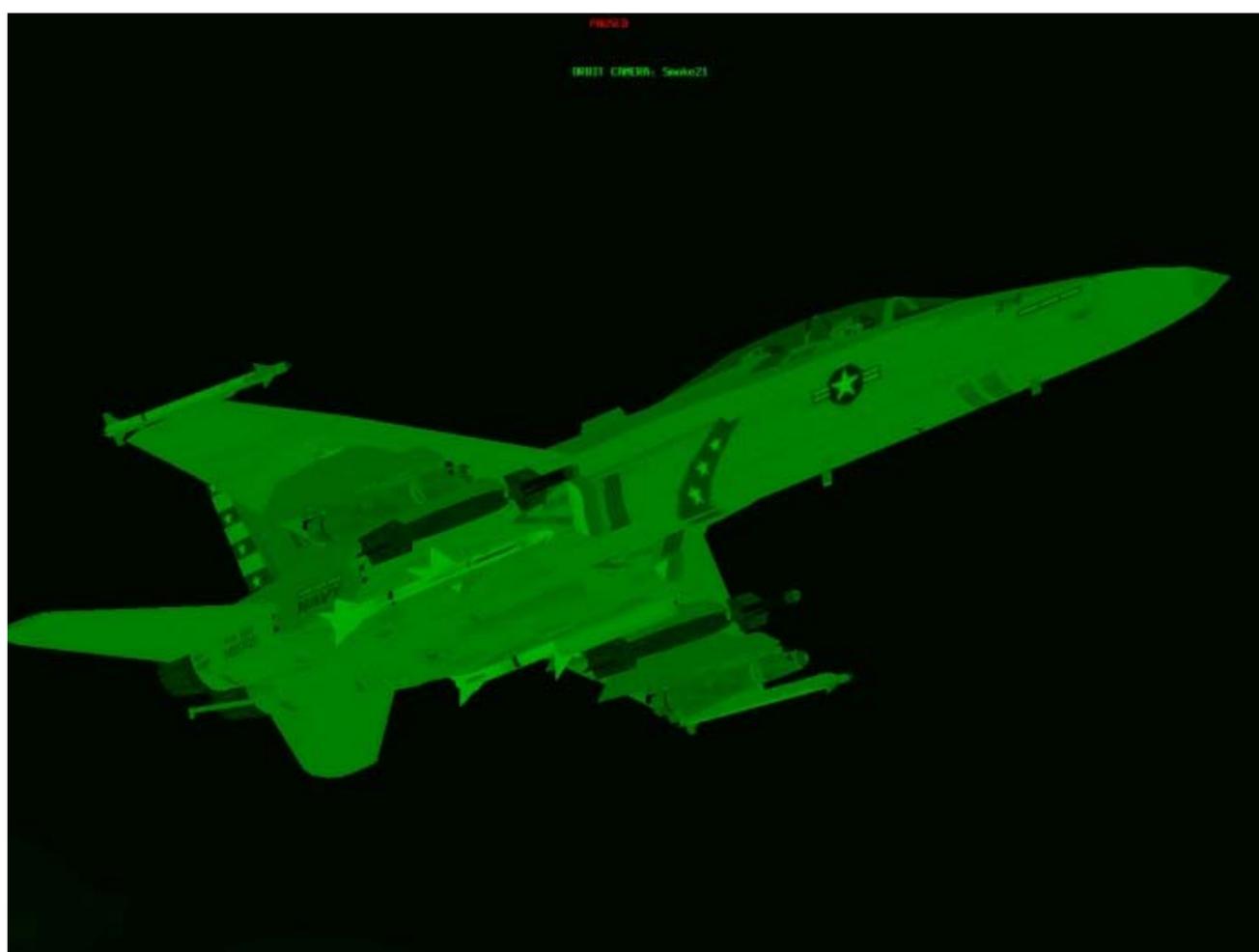
**BeachAV8R**

Member  
Member # 3055

📅 posted 02-07-2004 03:38   🏠 👤 📧 🗒️ “ ”

---

The skies are busy around us as a Navy alpha-strike appears to be underway with F/A-18s and F-14s inbound toward the enemy coast, that should keep the NKs busy for awhile!





With waypoint #3 rapidly approaching we are down on the deck. I ease up a bit on the altitude, energize my ground radar and start sweeping the waypoint area for the factory radar return. Once I get a solid "dot" return I select DBS2 to refine the targeting a bit:



The DBS2 picture confuses me a bit before I realize that I'm not only painting the factory site, but the air defense battalion strung out on the adjoining road as well:



I designate the target and take a steer toward the TD box on the HUD:



With the target designated, I drop down to under 200 feet to avoid being tracked by the SA-2. We are now 19.2 miles and 1:29 from the target (factory):



Cont...

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

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

**BeachAV8R**

Member  
Member # 3055

📅 posted 02-07-2004 03:39   🏠 👤 📧 🗑️ “ ”

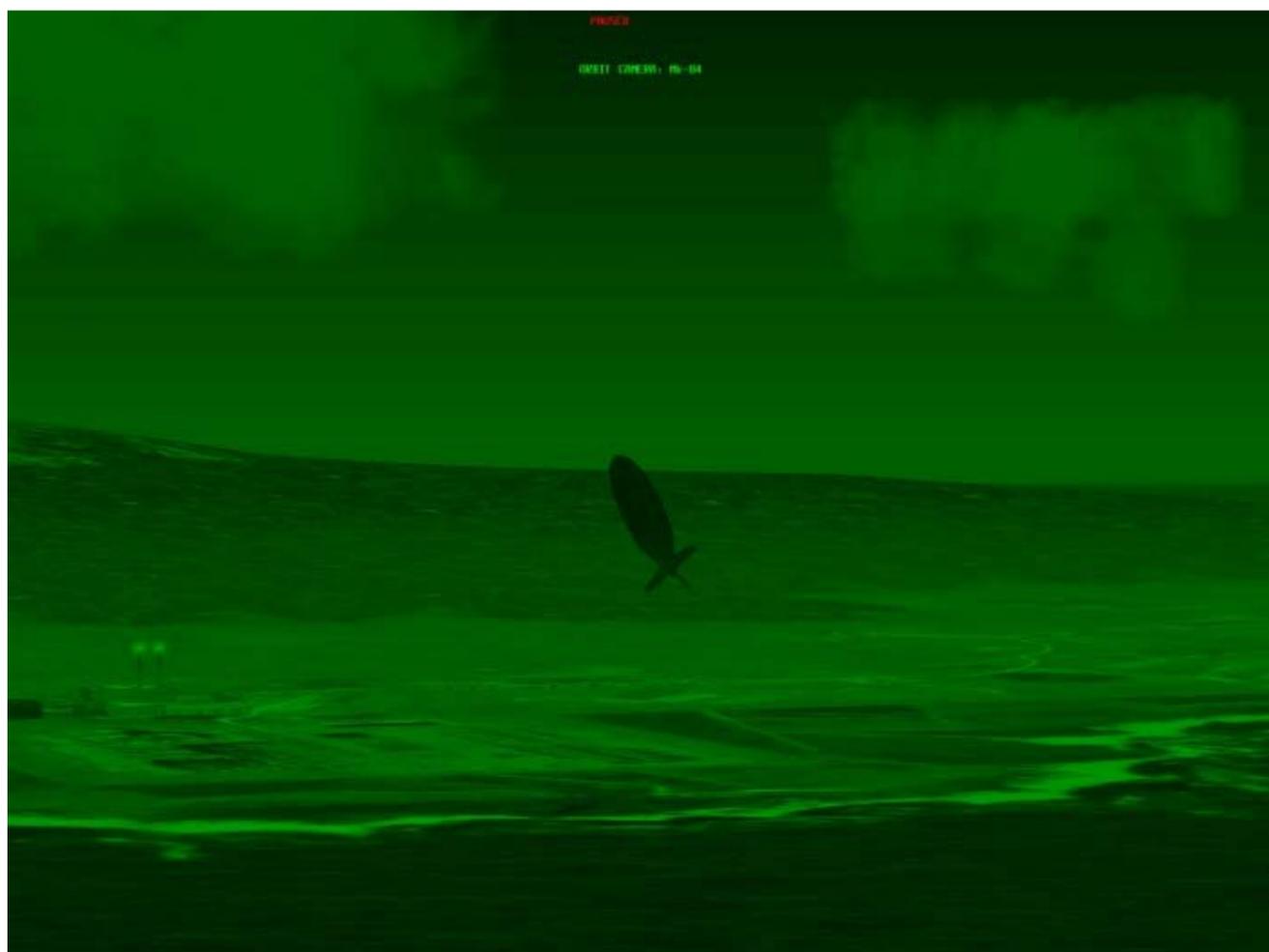
I give my wingman the "FLEX" command which orders him to circle in position off the coast while I make the attack run; no sense dragging him through this hare-brained scheme of mine!

At 5.2 miles a flashing circle appears in the HUD indicating I am within range for a TOSS delivery, which I elect to do in order to give the SA-2 site less opportunity to engage me. I wait a second, check my steering, and smoothly pull back into about a 3G climb:





At about 35 degrees I hear the "thunk" of the bomb releasing and it arcs up into a parabolic flight path as I break away aggressively to the left:





The bomb lands within the compound, but not on the building I was hoping I'd hit. That is the sacrifice in precision you make with loft bombing:



With not a chirp from the SA-2 site I'm wondering if I somehow managed to inflict some damage to the radar site so I take a deep breath, pull up CCIP mode and turn back inbound toward the facility:



Rolling in on the factory I check my alignment and pick the main factory building and let my death dot climb up onto it waiting for the right moment to hit my pickle button:



Cont...

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

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

**BeachAV8R**

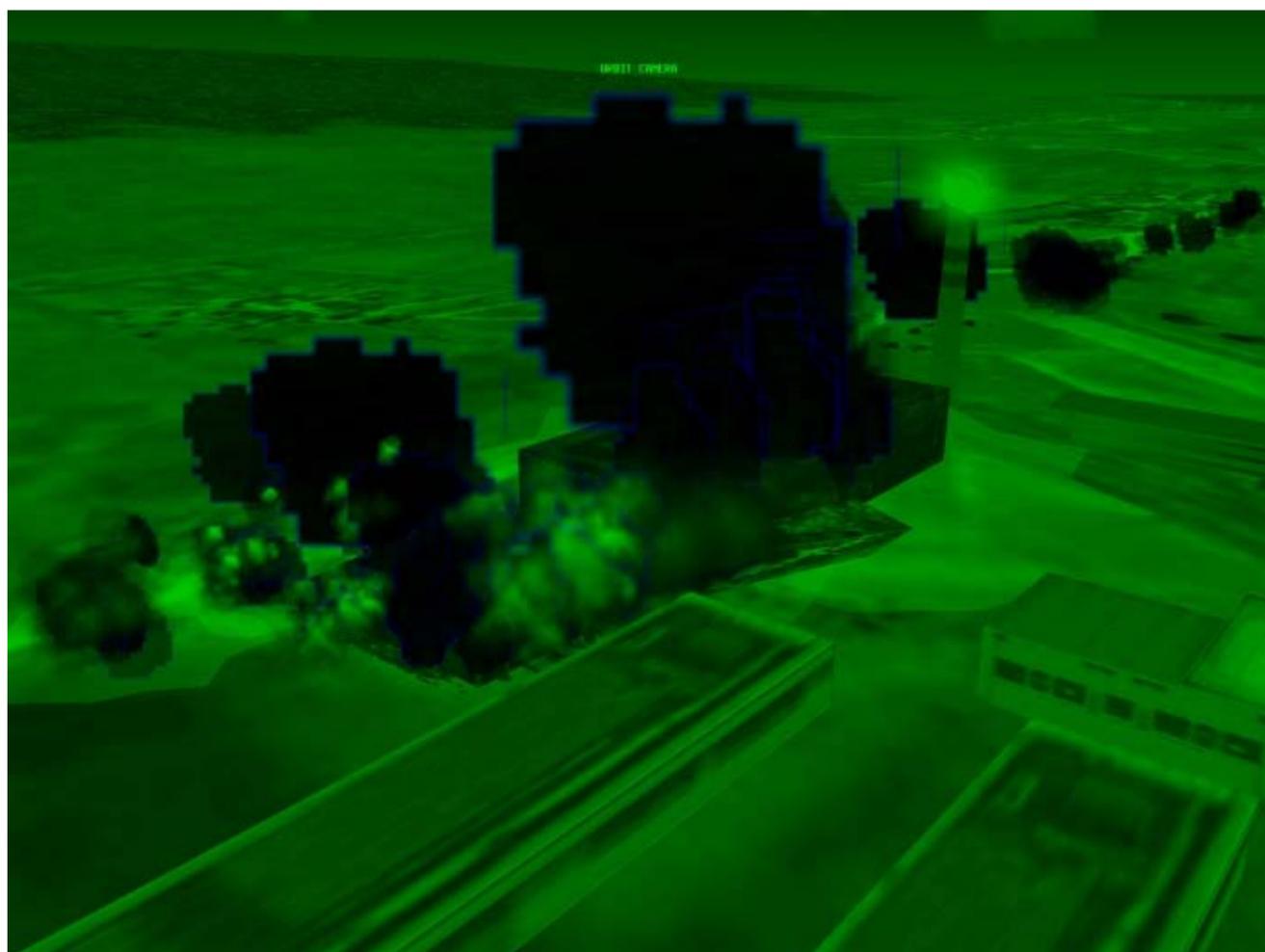
Member  
Member # 3055

posted 02-07-2004 03:39     “ ”

My bomb comes off and as I pull off the sky around me erupts in AAA and the SA-2 warning pops onto my RWR:



Boom! That's a shack!





As I pull off back over the water the AAA from below chases after me but the SA-2 site curiously doesn't get a missile off at me:



Back out over the water I collect my wingman and take a glance at my fuel gauge, which is looking a bit lean at 4500 pounds considering we have yet to attack the primary target:



The SA-2 site, meanwhile, continues to track us as if daring us to try another run on the Nodong

facility:



We keep the Nodong site off our right side and thread the needle up toward another AAA/SAM ring depicted on our HSD intending to fly up to it and make a hard right toward the primary target (bridge):



Cont...

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

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

**BeachAV8R**

Member  
Member # 3055

posted 02-07-2004 03:39

The plan works out well and as I turn inbound to the bridge strike I start scanning with my ground radar, find the bridge, lock it up and hand it off to my wingman:



I fly off to the west and as you can see on my HSD my wingman will fly toward the bridge, drop his JDAMs then rejoin on me staying clear of the SA-2 site down at Nodong:



My wingman gets into range and drops both of his JDAMs in quick succession:



He breaks left to rejoin on me and as he flies perpendicular to the bridge area two enormous flashes light the area in the distance confirming his bombs have hit:



I have a single MK-84 left on my airframe and I over-fly the bridge to confirm it has been destroyed since there will be hell to pay if I return to base having struck Nodong and leave the bridge standing!



Seeing the SA-2 symbol on my RWR just makes me see red remembering what it did to me on my last mission to Nodong and I stupidly decide to drop my last MK-84 on the SA-2 site:



Pointing my nose at the Nodong facility I know this falls under the "Really Bad Idea" categories but I'm feeling a bit of Wild Weasel coming out in me:



Cont...

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<http://home.carolina.rr.com/beachv8r>

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

**BeachAV8R**

Member  
Member # 3055

posted 02-07-2004 03:39     “ ”

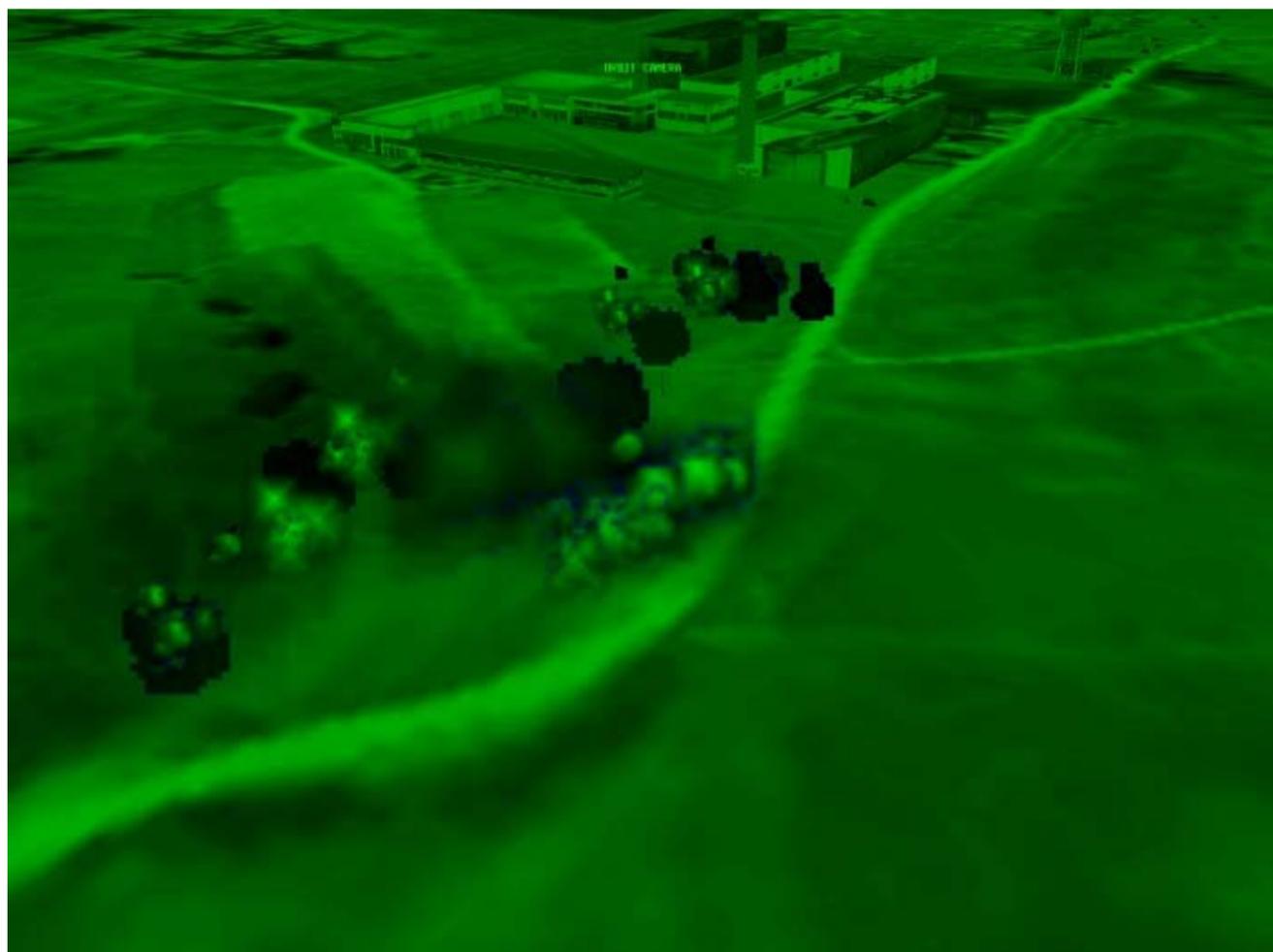
Staying low I make a last minute pop-up, roll inverted and put my CCIP pipper on what I approximately judge to be the main SA-2 missiles:



I hear the “thunk” of the last bomb leaving my wing and pull hard across the target and all hell breaks lose as my airframe gets rocked by several blasts. The AAA is pounding all around me and I give a tentative tug on the controls and am relieved that the jet responds to my inputs. A whole slew of warning and caution lights are illuminated and the \*\*\*\*\*in’ Betty is yelling in my ear:



My bomb is right on target though and I take a brief moment to savor the SA-2 site going up in flames:



Again the AAA chases me out of the area and I've had my last dance with Nodong as I point my nose southbound and start assessing the damage:



I reach up and punch out my Master Caution first of all:

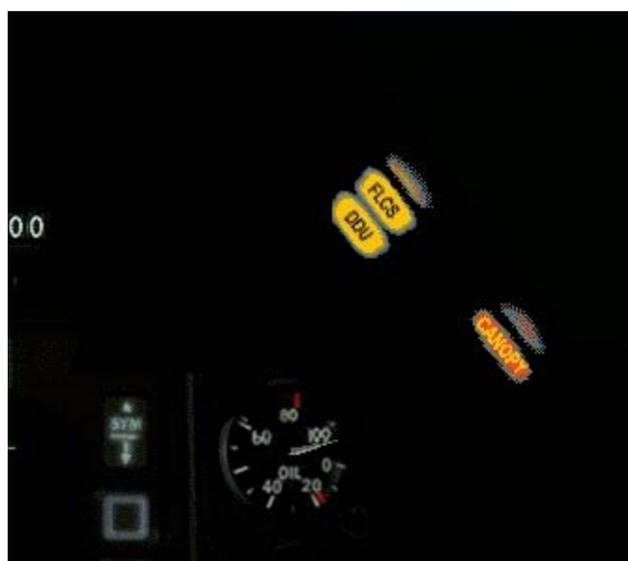


My canopy is cracked in several places and the WARN light is blinking in my HUD. I reset the warning using the WARN reset button below the HUD which extinguishes the WARN in the HUD:



The right-side eyebrow panel is showing a flight control and data-display fault as well as the canopy warning. The FLCS fault is evident in a slight right rolling tendency in the jet, but it isn't even bad

enough to require manual trim to offset it.



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 02-07-2004 03:40

One of the Navy F/A-18s is witness to the whole affair and you can see the smoke trail below which is the smoke from the AAA that followed me out to sea from the Nodong facility:



Taking a look at the right warning panel I can see a summary of what I already know is wrong:



The radar is out, as is the navigation data, so I can't select waypoints or ranges on the HSD but AWACS gives me a good steer to home plate. I pull up the failures on the left MFD and they are listed in order of occurrence:



As we climb back up into the mid-30s for a more fuel efficient cruise home I glance again at the fuel gauge and some quick mental math assures me I'll have plenty upon arrival at the home base, but just to make sure I use the stores jettison to get rid of my bomb pylons squeaking out a few more knots:





Approaching my base the "FUEL" warning comes up in the HUD indicating I have reached a critical fuel level:



I turn final at my home base relieved that the mission was a success:



Cont...

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<http://home.carolina.rr.com/beachv8r>

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

**BeachAV8R**

Member  
Member # 3055

📅 posted 02-07-2004 03:40   🏠 👤 📧 📌 “ ”

1200 pounds of fuel, turns out I had a fair amount left!



As I cross the numbers I notice something is wrong...my base has been attacked again! The runways are cratered and useless! Damn. I don't really have all that much fuel to go running around to a divert field and I want to get my airframe back to base so it will be available once the runways are repaired. I pour on the power, retract the gear and go around and decide to go for a risky landing on the apron instead of a runway:





As I roll out on the apron after a safe landing I see the air defense units guarding the useless base. Too bad they didn't do a better job earlier!



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 02-07-2004 03:40 🏠 👤 📧 📄 “ ”

Conclusions:

Of course I caught hell from the CO for deviating from the air-tasking order. As a fellow fighter pilot though, he understood what drove me to my temporary insanity and after further reviewing the HUD tapes of the insane attack on the SA-2 site told me that since I was so gung-ho about flying against air defenses he was reassigning me to fly a few missions with the CJs to work out my frustrations!

The good news is the fragged target (the bridge) was totally destroyed giving us a mission

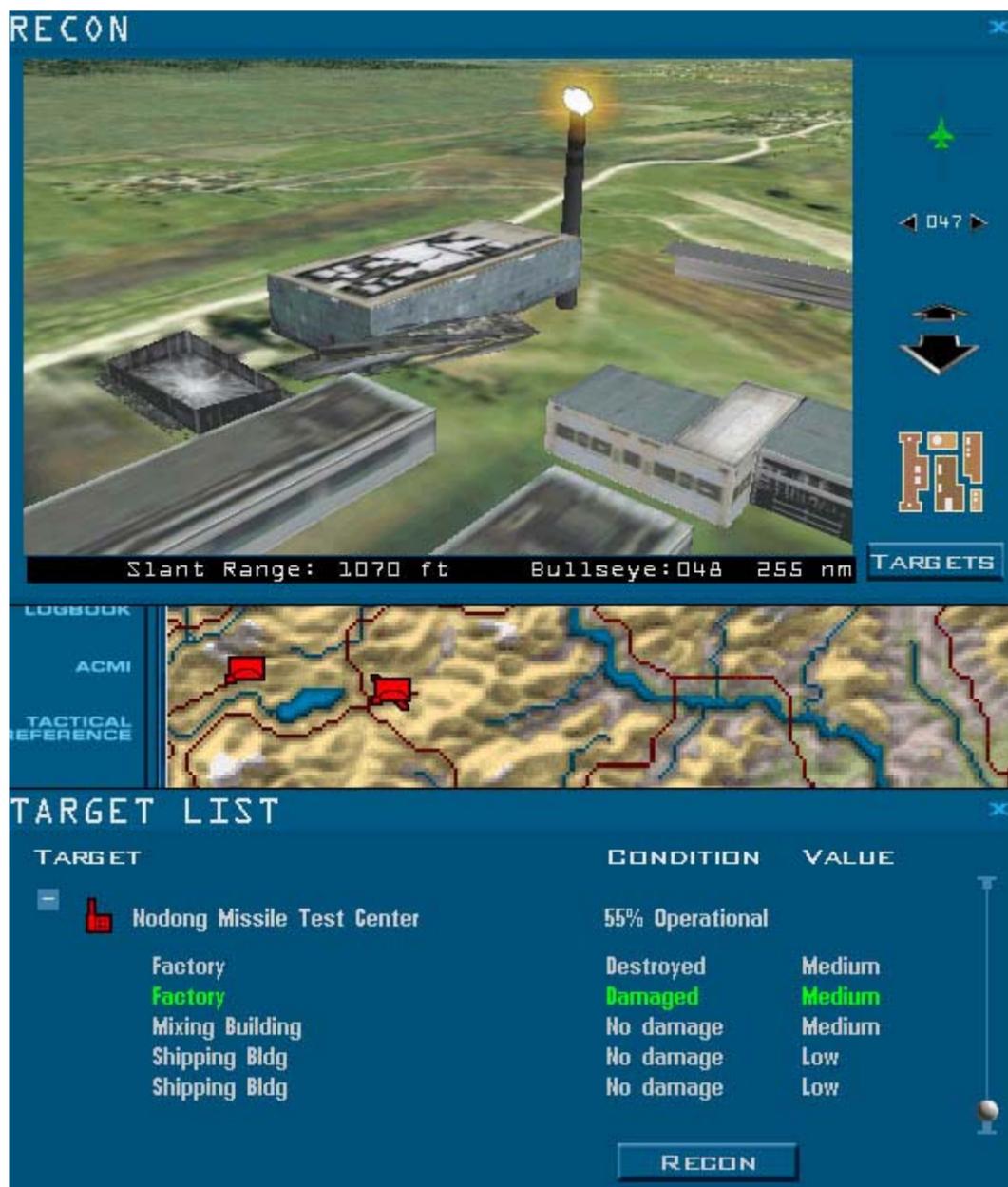
success.

The Nodong facility took a real pounding including the anti-air defenses:

```

3 x Mk-84      3 hits (100%)
Mk-84 released at 21:10:59 hit Factory - damaged
hit Offices - damaged
hit Warehouse - damaged
hit Shipping Bldg - damaged
hit Shipping Bldg - damaged
Mk-84 released at 21:12:22 hit Factory - damaged
hit Smokestack - destroyed
hit Smokestack - damaged
hit Generator - destroyed
hit Shipping Bldg - damaged
hit Shipping Bldg - damaged
hit S-60 - destroyed
hit S-60 - destroyed
hit S-60 - destroyed
hit KS-19 - destroyed
hit KS-19 - destroyed
hit KS-19 - damaged
hit SA-2 - destroyed
hit SA-2 - destroyed
hit SA-2 - destroyed
hit SA-2 - damaged
Mk-84 released at 21:24:20 hit SA-2 - destroyed
hit ZU-23 - damaged
hit ZU-23 - destroyed
hit ZU-23 - destroyed
hit ZU-23 - destroyed
hit ZU-23 - destroyed
hit ZU-23 - damaged
hit ZU-23 - destroyed
hit SA-2 - damaged
    
```

The second factory building was destroyed bringing the total plant condition down to 55%, still not complete destruction but at least I feel the previous mission was accomplished:



The SA-2 site went from 6 SA-2 launchers before the strike to just a single remaining launcher, but I sure wish I had hit that Fan Song radar. Maybe a SEAD flight in the F-16CJ will make up for that at a later date!



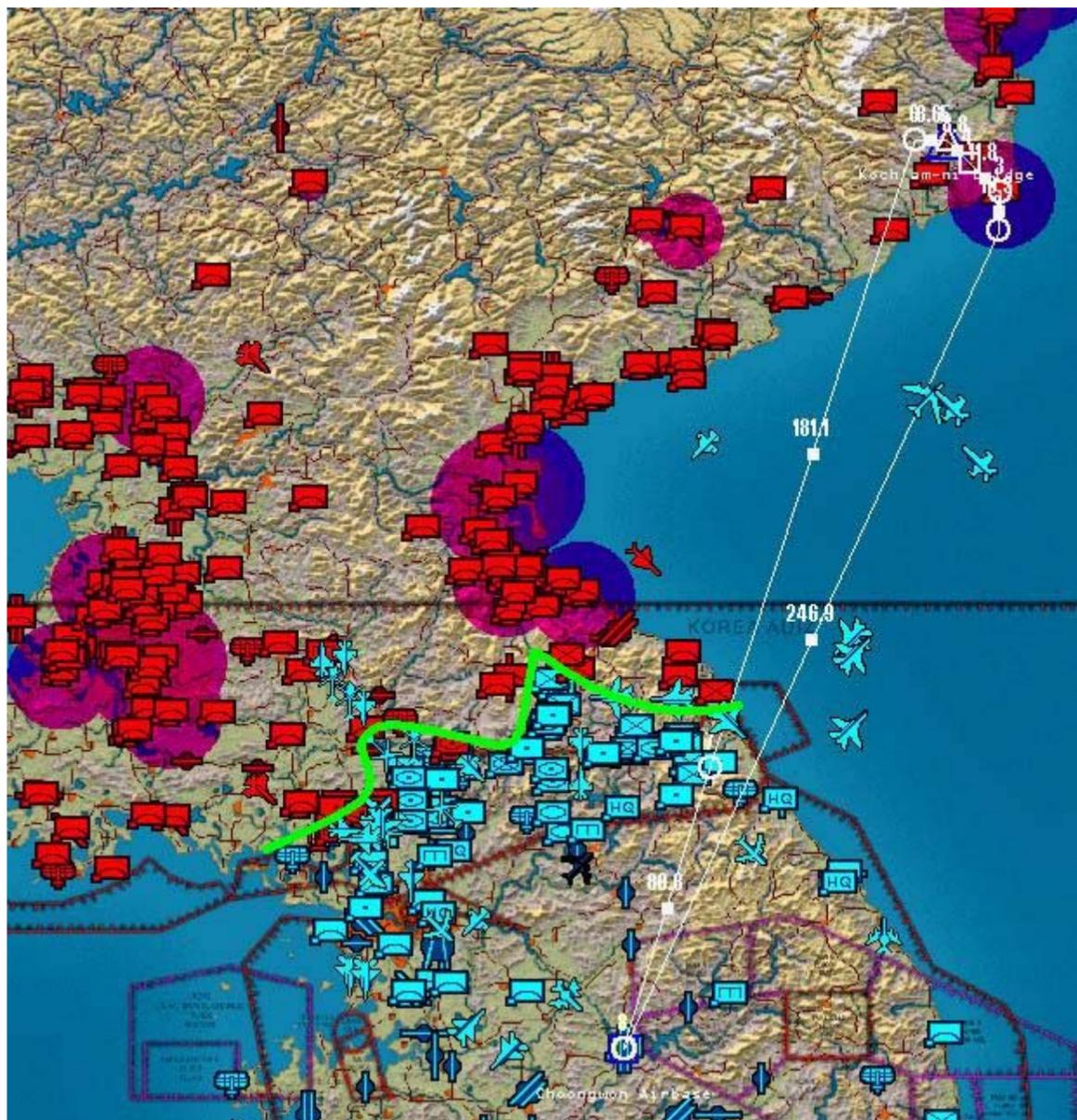
Big credit to my wingman for risking his career with the "improvised" attack plan and getting his 2 JDAMs on target for the real mission success:

```

2 x GBU-31/GP JDAM 2 hits (100%)
GBU-31/GP JDAM released at 21:19:11 hit Bridge - damaged
GBU-31/GP JDAM released at 21:19:16 hit Bridge - destroyed

```

The campaign goes well as you can see from the intel map. We now have two distinct "prongs" making their way into North Korean territory and you can see the strike forces from Seoul and Osan are continuously pounding that corridor leading up the center of the peninsula.



"He who stays on the defensive does not make war, he endures it."

- Field Marshal Colmar Baron von der Goltz

BeachAV8R

[ 02-07-2004, 13:54: Message edited by: BeachAV8R ]

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

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

**hansundfranz**  
 Member  
 Member # 4220

 posted 02-07-2004 04:04   “ ”

One little hint:

I am fairly sure that you did not empty your single wingtank (besides haveing a total of 7200 pnd).

The fuel feed system takes equal ammounts of fuel from the forward-right and aft-left reservoir.

So with a wing tank on only one side you start using internal fuel on the other side before the external tank is emptied.

There is a slight chance that this was changed in the BMS exe but I doubt it.

Next time take a centerline tank (which feeds in both reservoirs) and put the jammer on the wing.

[ 02-07-2004, 04:06: Message edited by: hansundfranz ]

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

**MeanGreeny**  
 Junior Member  
 Member # 8923

 posted 02-07-2004 05:39     “ ”

Beach,

Below the Fuel Contents Indicator Selector Switch is the External Fuel Transfer Switch. It is normally set on normal which allows the fuel to be manipulated as described above to maintain the a/c within CofG limits automatically.

IIRC - if you set it to "external first" then it draws from external wingtanks untill they are empty then swops to internal. Adjust the selector switch to observe its progress. Downside is you may have to adjust trim to keep CofG within acceptable limits depending on your other loadout. When at height i.e. 30k, this becomes increasingly more difficult and you tend to "wallow" a bit more than usual.

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

**hansundfranz**  
 Member  
 Member # 4220

 posted 02-07-2004 05:48   “ ”

There is no external first switch.

There is a wing first switch.

with this switch you can select if the wing tanks or teh centerline tank get used first if you carry all 3 tanks.

Mean greeny. maybe you are thinking of the engibne feed rotary on the low left panel. With that you can indeed force the system to use fuel from only one of the 2 fuel circles.

[ 02-07-2004, 06:23: Message edited by: hansundfranz ]

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

**Agent X20**  
 Member  
 Member # 675

 posted 02-07-2004 06:31     “ ”

Wow! That was definitely *not* one out of the operations manual. I'm surprised you're not on potato peeling duty for a week after that little stunt. But I suppose they need every able bodied pilot they can get!

I can definitely relate to taking out the Factory on the way through though, having had two runs against it already in my own campaign. While the SAMs are badly beaten (I'm flying CJs) the Factory is intact due to the ineptness of certain South Korean squadrons. 😊 I should add that in my missions the SA2 battalion encircled the factory whereas you've got a linear configuration. FF definitely changes the formation big time. This means that such a return bomb drop on them would have been less successful, but you might have caught more of them on the initial drop.

I gotta say you were mighty lucky not to have been more damaged after that AAA hit. Still, making it back like that and then dealing with the cratered runway will certainly make that mission very, very memorable! It's the unexpected stuff like this that raises the average Falcon mission into something altogether more impressive and memorable.

I really must read up on the different wingman commands. The one you used to get him to hold position would be mighty useful. I get the feeling there's a whole bunch of good stuff to learn there.

Nice bomb toss... never done that myself. Sounds like a good option. (Well until the going back thing lol).

Some superb shots in there too. I especially like the pan looking at the runway damage.

Did you mean to use the bridge recon image there at the end? (Shows no damage of course).

A few more images on this report!? Is it me or do I detect a bit of "cross-pollination" of image angles and so forth going on? (Of course my reports are largely inspired by your superb efforts) 😊

Great work once again - keep 'em coming (I know how much effort goes into each and every one)!

[ 02-07-2004, 06:34: Message edited by: Agent X20 ]

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

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

📄 posted 02-07-2004 08:03    “ ”

Great job, Beach. Good for You, though, that hypoxia isn't modeled. Would really suck having to come back such a long way with battle damage and little fuel and having to stay low for a cabin pressure problem. Outstanding. Keep those reports coming.

-----  
 Qui va à la chasse perd sa place.

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

📄 posted 02-07-2004 10:45    “ ”

Great report Beach, thank ya ver' much 😊  
 A very satisfying read.

-----  
 >

From: **Morecambe, Lancashire, U.K.** | Registered: **Jun 2000** | IP: [Logged](#)

📄 posted 02-07-2004 14:01    “ ”

It's my understanding that in the norm position that the fuel will be pulled from any and all external tanks prior to internal fuel being used. The digital readout on the fuel gauge always reports total fuel regardless of tank selection as well...(I'm pretty sure). If I load up full internal fuel and 3 external tanks I get something like 13,800 pound or so on the digital readout.

Agent - Yeah..I like the SA-2 site setup in your install better, it's more realistic...and that recon shot of the bridge was not supposed to be in there, it was the pre-flight shot not the post-flight one..good catch.

Spook - Indeed..I saw the cabin pressure light and was thinking back to Jane's F-18 where you have to descend below 10K or something or you will eventually black-out. If I'm not mistaken though, even if you are unpressurized at 30-thousand feet as long as you have your oxygen mask on and are using 100% you will be fine. You might be cold..but you shouldn't black out..lol..

BeachAV8R

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

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

📄 posted 02-07-2004 14:59    “ ”

I still find the a/g radar modelling lacking... somewhat.. you can't really see any terrain features I guess when looking at the a/g radar. a.la Jane's F-15... nor do the radar hrm's at dbs2 show any sort of slant range to targets... a.la Jane's F-15...

It's quite odd that you only see the radar beam sweeping only the right 60% portion of the radar screen then magically the rest gets updated as well 😊

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

📄 posted 02-07-2004 15:26    “ ”

Beach, you rebel, you maverick! (sorry)

Hey, that's why we have sims, right, to experience things that we'd love to do. So what if we get court-martialed! Remember Flight of the Intruder? Love that movie. Course he skated out of the jaws of justice at the end, but that's OK, he had to get those damn sams!

Question: How did you know where to find the SA-2? Had you seen it in a previous pass, or just a guess? My last few campaign missions (just before being crippled or killed) I have come in through thick clouds over the target, only to find myself smack dab over the target, and looking desparately for little specks to shoot. So, I dropped on the biggest speck I could find!

-----  
 Pat Tillman (1976-2004):

4 years Arizona State University, graduated with high honors.  
 5 seasons National Football League player, Arizona Cardinals.

**Spook\_4**  
 Junior Member  
 Member # 9258

**Stewie**  
 Member  
 Member # 930

**BeachAV8R**  
 Member  
 Member # 3055

**Operator**  
 Member  
 Member # 11662

**20mm**  
 Administrator  
 Member # 2515

Forever United States Army Ranger.

From: **tucson, az, usa** | Registered: **Jan 2001** | IP: [Logged](#)

**Spook\_4**  
Junior Member  
Member # 9258

 posted 02-07-2004 17:25    “ ”

I guess that depends on the kind of oxygen system you have. But normally even in jets with masks you'd descend right away. There can be pressure breathing through the mask, though. About the the fuel, I'm not sure, but the way I understand it is, the "Test-Norm-Int Wing-ExtWing..." rotary switch only controls what you get indicated on the analog pointer. So that when pointer has reached zero with the switch in "ExtWing" the external wing tanks should be empty. But that's just my guess.

-----  
Qui va à la chasse perd sa place.

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

**Spook\_4**  
Junior Member  
Member # 9258

 posted 02-07-2004 18:13    “ ”

...by the way, I didn't know about that in JF/A-18. Gotta reinstall that one and somehow try to get myself asleep at 30Kft. Trying really stupid things, that's what sims are made for. I remember You had some great mission reports in JF/A-18, too.

-----  
Qui va à la chasse perd sa place.

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

**BeachAV8R**  
Member  
Member # 3055

 posted 02-10-2004 01:54    “ ”

quote:

Originally posted by 20mm:

**Question: How did you know where to find the SA-2? Had you seen it in a previous pass, or just a guess? My last few campaign missions (just before being crippled or killed) I have come in through thick clouds over the target, only to find myself smack dab over the target, and looking desparately for little specks to shoot. So, I dropped on the biggest speck I could find!**

Ah..in mission #31 I was shot out of the sky by said SA-2 site..so it was a no-brainer to find it again..hehe...I just followed a compass course from my previous missions smoking wreckage  


BeachAV8R

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

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

**hansundfranz**  
Member  
Member # 4220

 posted 02-10-2004 05:45   “ ”

quote:

It's my understanding that in the norm position that the fuel will be pulled from any and all external tanks prior to internal fuel being used. The digital readout on the fuel gauge always reports total fuel regardless of tank selection as well...(I'm pretty sure). If I load up full internal fuel and 3 external tanks I get something like 13,800 pound or so on the digital readout.

Just tested it with BMS 1.03. Still the same as with stock Sp3.

Without limiting the fuel usage to one of the reservoirs, the system takes the same ammount of fuel from left and right.

Lets assume a single wing tank on the right side.

As the fuel tank on the right side is not connected to the left fuel circuit, it is using internal fuel from the left side before the tank is emptied.

After burning (8400-7200) = 1200 pnds you used 600 pnds out of each fuel circuit.

600 pnds out of the wing tank on the right side and 600 pnds of internal fuel from the left side.

Now if you punch off the tank with 7200 on the totalizer you also ditch 600 pnds of fuel left in the wing tank, which brings your new total down to 6600 pnds. In my test the new total was actually 6500. This might be related to a little fuel usage once the totalizer reached 7200 and the fact how fuel is displayed.

I assume that 6500 means for example 6500-6599 in F4.

Anyway, you wasted 600 pnds of the taxpayers fuel and this also explains the surprisingly high ammount of fuel that was gone once you checked again.

Unlike a single wingtank the centerline tank feeds into both circuits so the prob does not happen there.

[ 02-10-2004, 05:46: Message edited by: hansundfranz ]

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

**hansundfranz**  
Member  
Member # 4220

posted 02-10-2004 06:21

Had a more detailed look at it.

What I wrote above is not truely correct.

A single wing tank contains approx 2400 pnds of fuel. Only half of that ammout gets displayed on the totalizer. It shows 8400 where it should in fact show 9600. I flew around until the totalizer showed 7200 pnds and then punched off the single wing tank. Then the totalizer went down to 6500 pnds.

If the totalizer readout is correct after ditching the tank, this would indicate that a total of 9600 - 6500 = 3100 was burned or ditched.

Wing tank right, Clean left.

Watching the needles I saw that the theorie of symetric usage from both reservoirs seems indeed correct. In the time the left wing went from 500 to zero, the right wing tank went from 1100 to 600. Other numbers don't agree with that.

When the wing tank needle was showing zero the totalizer showed 6000 pnds, After ditching the tank it still showed 6000 pnds. This would indicate that we used 2400 pnds out of the wing tank and 1200 pnds from internal fuel.

All is somewhat goofy and maybe some fuel "bits" get leaked in my computer.

[ 02-10-2004, 06:23: Message edited by: hansundfranz ]

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

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