

Planning/preflight:

Our 4-ship strike will attempt to hit multiple targets within the enemy base camp to render it inoperable. The three primary targets are the depot, ammo dump, and radar facility.





Each ship in the flight will be carrying four 2000 lb. GBU-10 "Paveway II" laser-guided bombs. The strike will be conducted from medium altitude to mitigate the SAM/AAA threat.

**Sawbuck2** T.O. - 22:18:00

	LT. BEACH	LT. GHDI	LT. JIN	LT. NACK
Max Weight	: 42300			
Gross Weight	: 37183			
Clean Weight	: 18700			
Munitions	: 11321			
Fuel	: 7162			
Drag Factor	: 67.0			

Loadout	INV	QTY	9	8	7	6	5	4	3	2	1
AIM-120B	LOW	4	●	●	●				●	●	
ALQ-131	HGH	1					●				
GBU-10C/B GP	HGH	4			●	●		●	●		

Debrief:

At take-off time we roll onto the runway for departure. Since we are using internal fuel only for this mission I make a non-standard "non-afterburner" take-off to conserve fuel:



Cont...

[ 02-11-2004, 04:19: Message edited by: BeachAV8R ]

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

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

**BeachAV8R**

Member  
Member # 3055

posted 02-11-2004 03:31

I keep the throttle back to 80% to allow my wingmen to catch up and soon they are floating in formation off my wing:



Elsewhere in the theater several flights of B-52s are on their way north to deliver their message to enemy troops fighting the good fight:



Keeping a watchful eye over all of us is Chalice 1-1, the AWACS bird:



About halfway to the strike point I give the order to the wing to assume the trail formation and watch the HSD as they drop back out of formation into line:



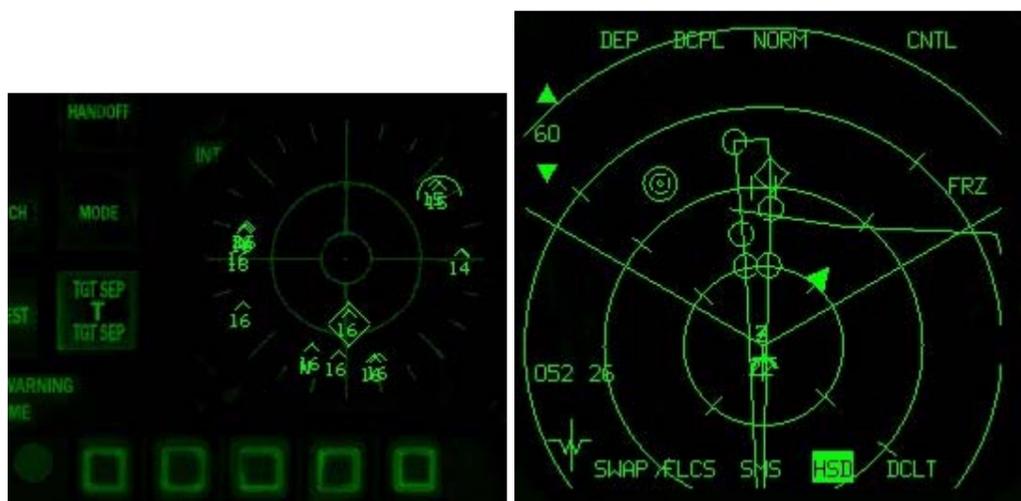
Reaching over I hit the switch to warm up the laser designator:



And check to see that the "L" appears in the targeting pod FLIR image:



Approaching the target area I'm comforted by the massive show of allied air power that surrounds us on the RWR: F-16s, F-18s, F-14s, F-15s are all out on the prowl fulfilling their individual roles in the Air Tasking Order:



Cont...

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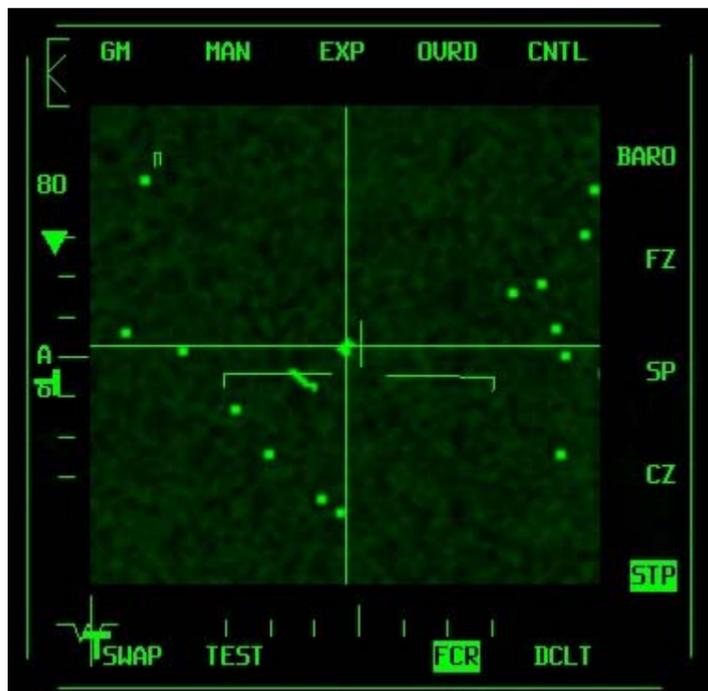
From: **Charlotte, NC USA** | Registered: **Jan 2001** | IP: [Logged](#)

**BeachAV8R** posted 02-11-2004 03:31

Member # 3055

The DBS scan mode of the air-to-ground radar only works in ranges of less than 40 miles, so just outside of 40 miles I enter air-to-ground mode. The cursors are slaved to the target waypoint so they

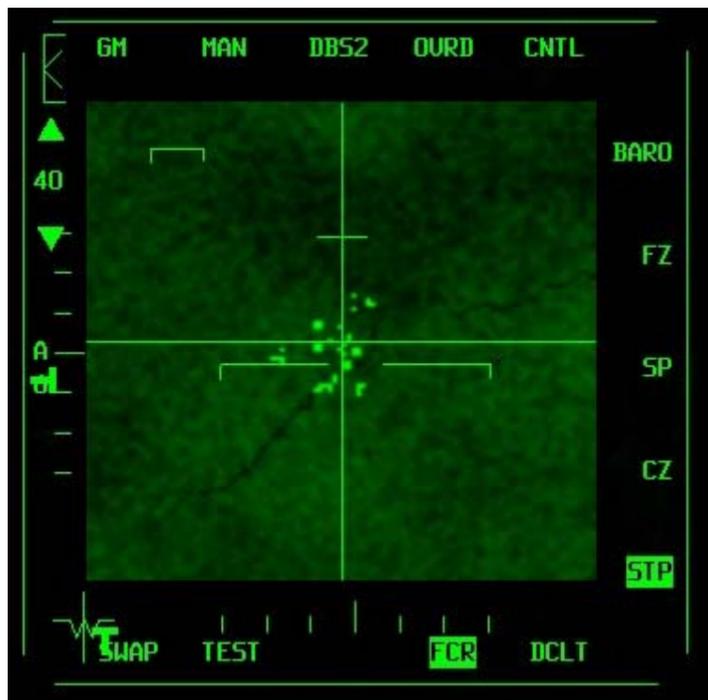
are already over the known location of the enemy base camp:



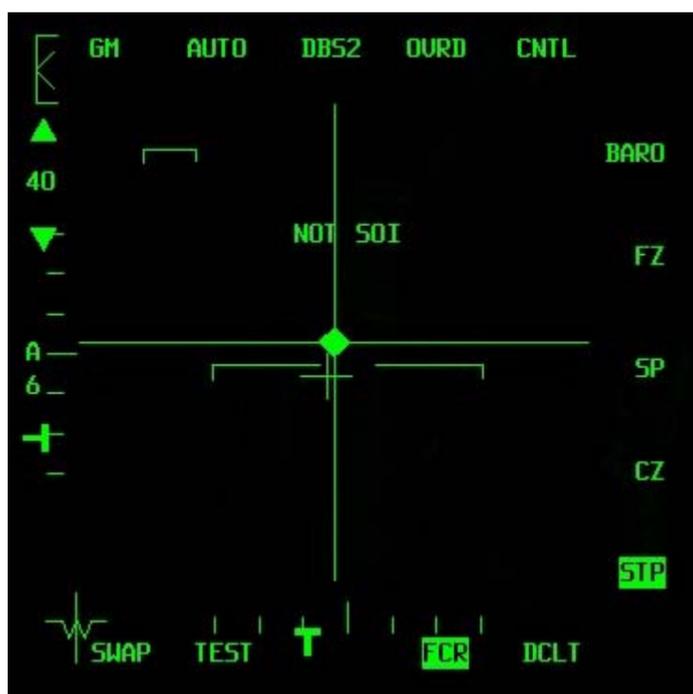
A separate flight of F-16s engages targets very near our strike location and soon there are multiple smoke trails falling from the skies as successive enemy aircraft are hit:



Inside of 40 miles now I select DBS2 mode on the ground radar, slew the cursors directly over the center of the compound and hit the designate button handing over targeting control to the FLIR designator:



The ground radar now displays "NOT SOI" since control of targeting has been transferred to the FLIR pod:



Zooming in using the EXP mode of the FLIR I slew the cursors over the bunker complex and order the element (wingman #3 & #4) to engage my target:



Slewing to the depot buildings, I hand that target off to my wingman (#2):



Then I slew the crosshairs onto the target I've chosen for my own weapon, the large administration building:



A chirp from the threat receiver draws my attention to the RWR and I see an SA-13 "Gopher" symbol painting me so I flick on my ECM gear and order my wingmen to do likewise:



Cont...

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

**BeachAV8R**

posted 02-11-2004 03:31

Member  
Member # 3055

Just below FL200 I peer through the HUD and keep the steering centered. We are showing 12.1 miles to the target and 24 seconds until bomb release:



About 10 seconds before bomb release I press and hold the pickle button to give my consent to the Fire Control Computer (FCC) to release my weapon when the time expires. As the timer reaches zero there is a "clunk" as the 2000 pounder drops from the wing:



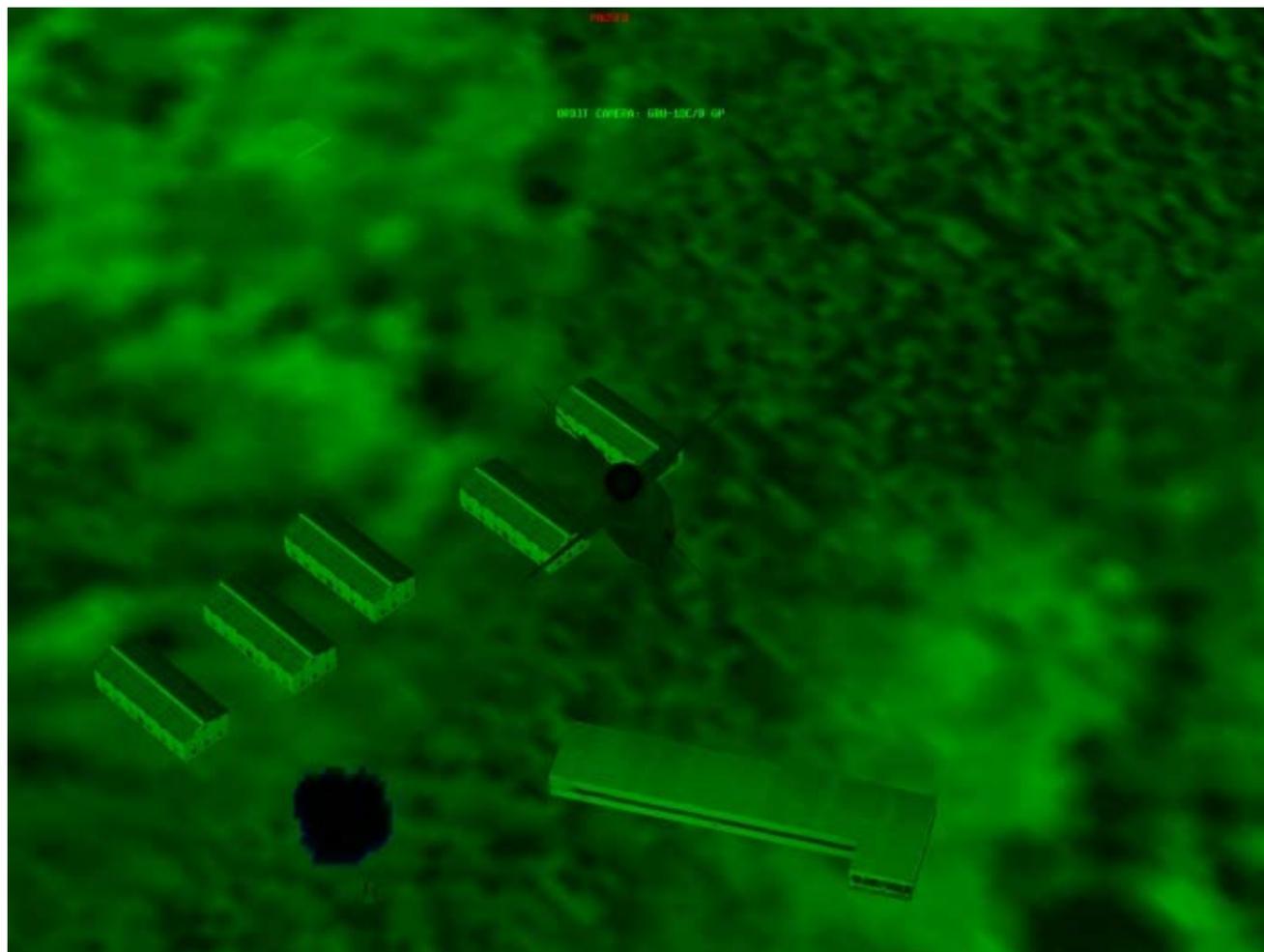
I look down at my right MFD, zoom the FLIR image out to the WIDE view and watch the Time to Impact timer count-down in the lower right corner (28 seconds):



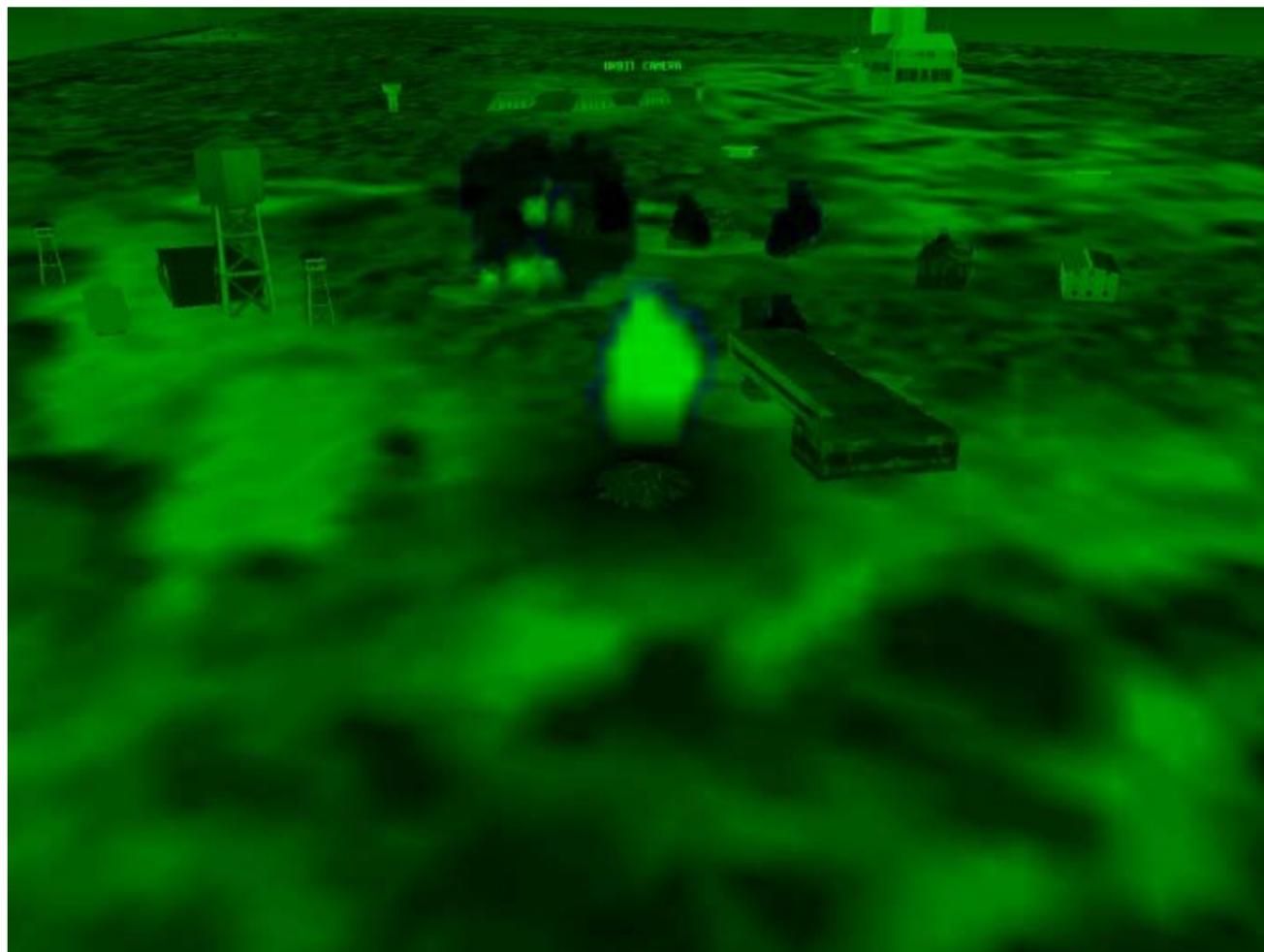
As I'm designating the target I'm startled as a bright flash goes by my cockpit and I belatedly realize a SAM launched on one of my wingman. He jinks away and the missile misses him! Wow, that was close!



My bomb arcs toward the target and about 8 seconds from impact the laser starts firing automatically and the bomb makes a small correction and homes in on the admin building:



Boom! The building crumples with the impact and several of the nearby barracks buildings also collapse:



Cont...

[ 02-11-2004, 04:27: Message edited by: BeachAV8R ]

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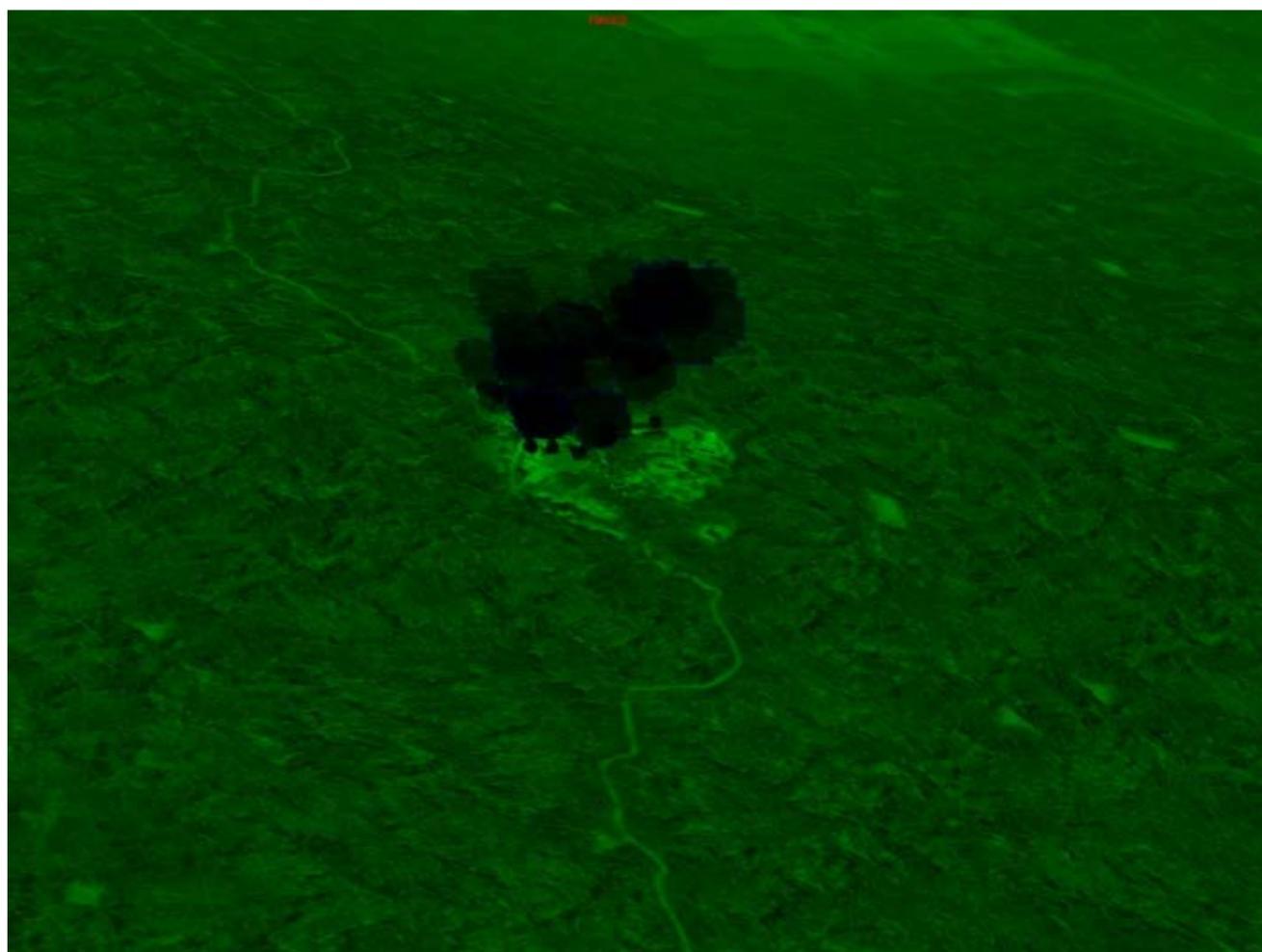
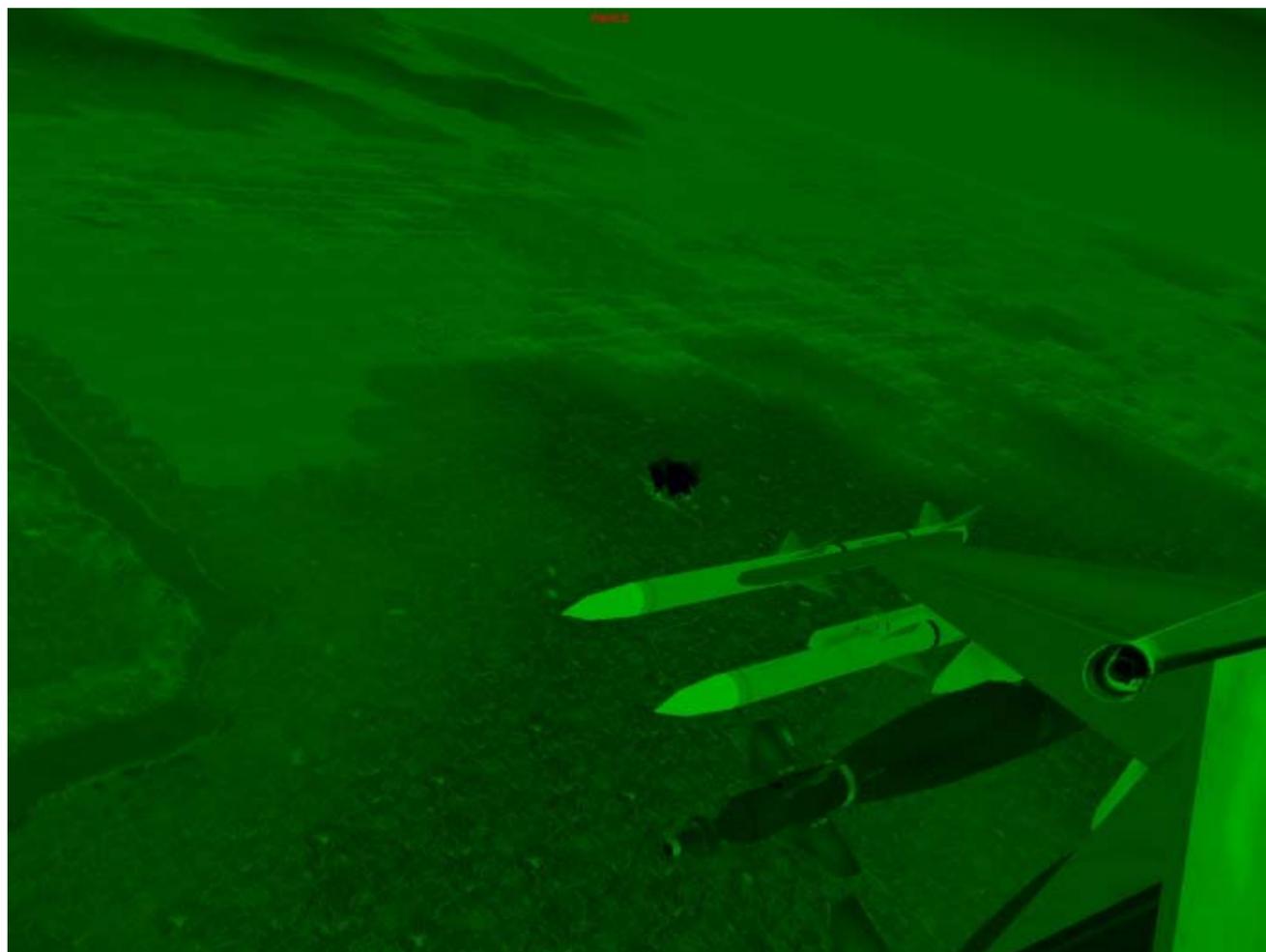
From: **Charlotte, NC USA** | Registered: **Jan 2001** | IP: [Logged](#)

**BeachAV8R**

Member  
Member # 3055

posted 02-11-2004 03:32  

As I ease around into a gradual right turn a bit of light flak explodes just behind us as enemy gunners throw up some token resistance. I look over my right soldier and watch as the rest of my flights bombs impact the compound sending up huge explosions and clouds of smoke:

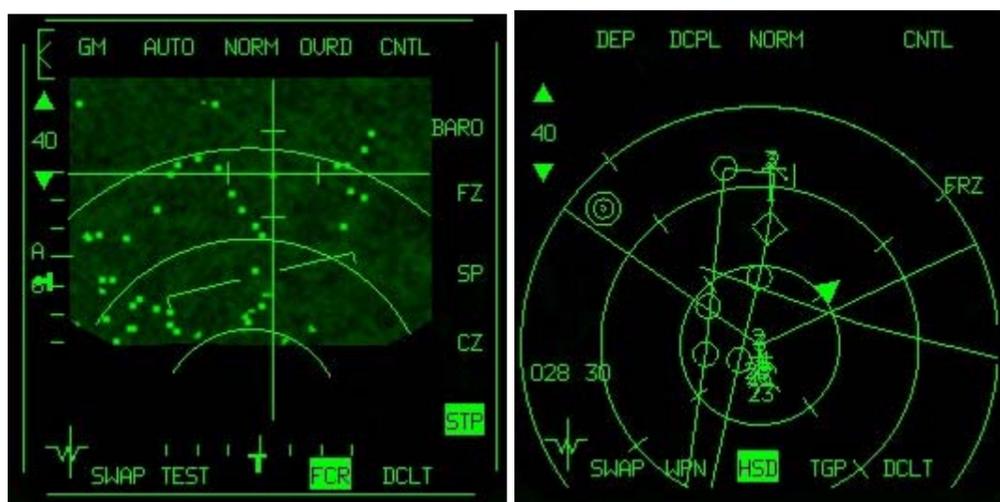


Post strike analysis will show the barracks, both helipads, the admin building, and the depot were all destroyed on our first pass! I think they should send us to William Tell next year!

Not knowing how much damage we've already done I order my wingmen to rejoin, check in with AWACS to make sure the airspace is still clear and fly south about 20 miles to line up another attack on the compound. I check my fuel gauge and feel warm and fuzzy with 5500 lbs. of fuel onboard:

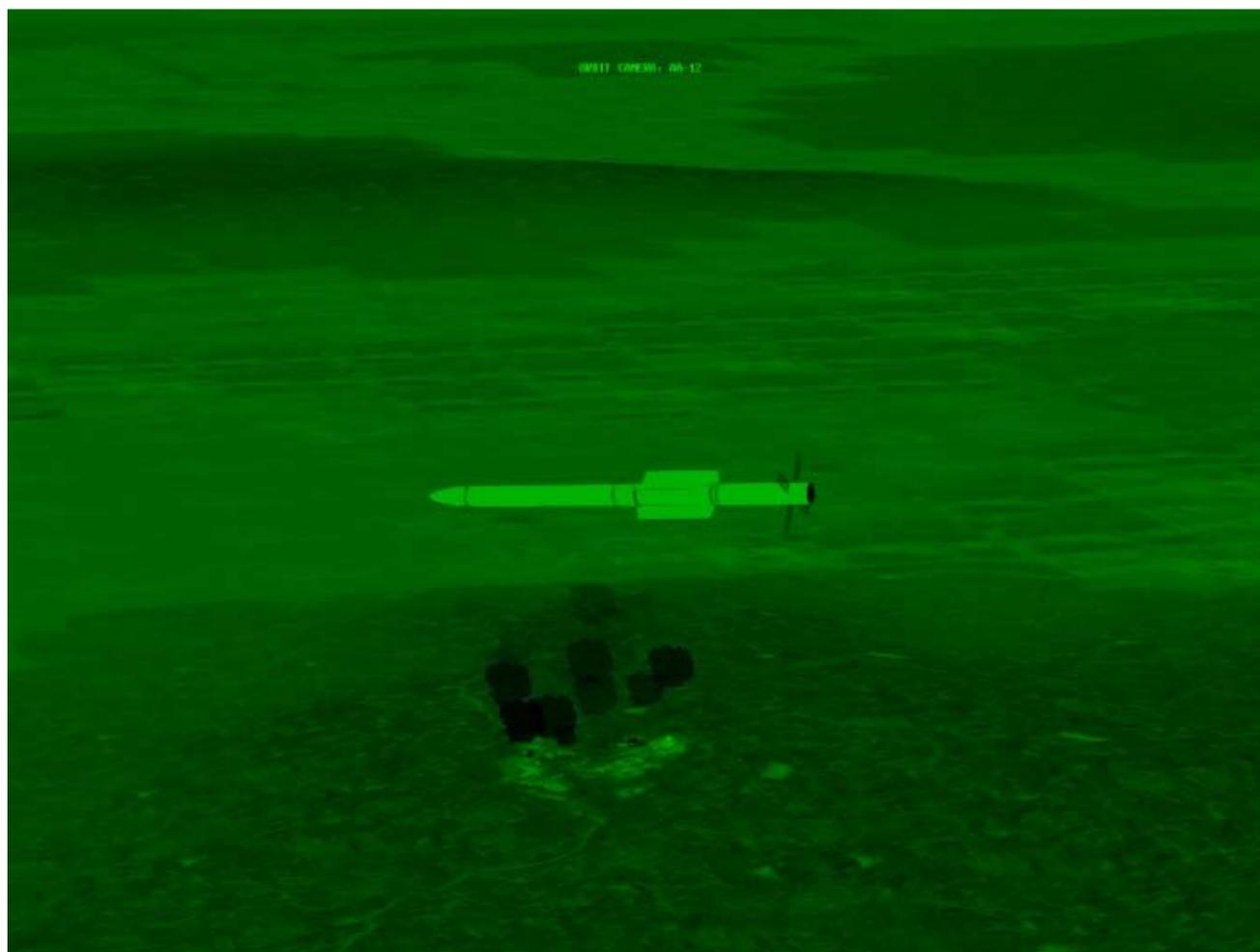


I turn back inbound and reset my radar and FLIR to get them working on the same page and go back through the same process of designating the target and targeting with the FLIR:



As we approach the target AWACS calls out a J-11 just about the same time he pops up on the RWR and we have to abort the bombing run after he launches on me. As I scoot back to the south calling AWACS for assistance his AA-12 flies past the smoking enemy compound but doesn't have the punch to reach me as I flee southbound:





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 02-11-2004 03:32   🏠 👤 📧 🗒️ “ ”

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The F-15 flight that was lurking about earlier quickly moves into the area and dispatches the J-11 threat and we come back around for another pass on the compound. This time I designate the barracks, hand it off to the element:



And then slew the FLIR onto my own target, the radar facility. Something is wrong though, can you spot it?



I press and hold the pickle button and patiently wait for the count-down timer to reach zero. When it reaches zero and I don't hear a "thunk" I frantically look around to see what I've done wrong. Meanwhile the rest of my flight is radioing "Paveway" as each of them drop their ordnance on the compound. I reef my jet around to the south and start poking around the cockpit and finally realize that after resetting everything I also needed to re-select a LGB from the SMS page. If you look at the targeting FLIR image on the first pass you can clearly see the LGB on station 3 is highlighted whereas on the second pass I have no weapon pylon selected! Damn!

Kicking myself I come back around, double-check all of my switches, re-designate the radar facility and check to assure I have a weapon ready:



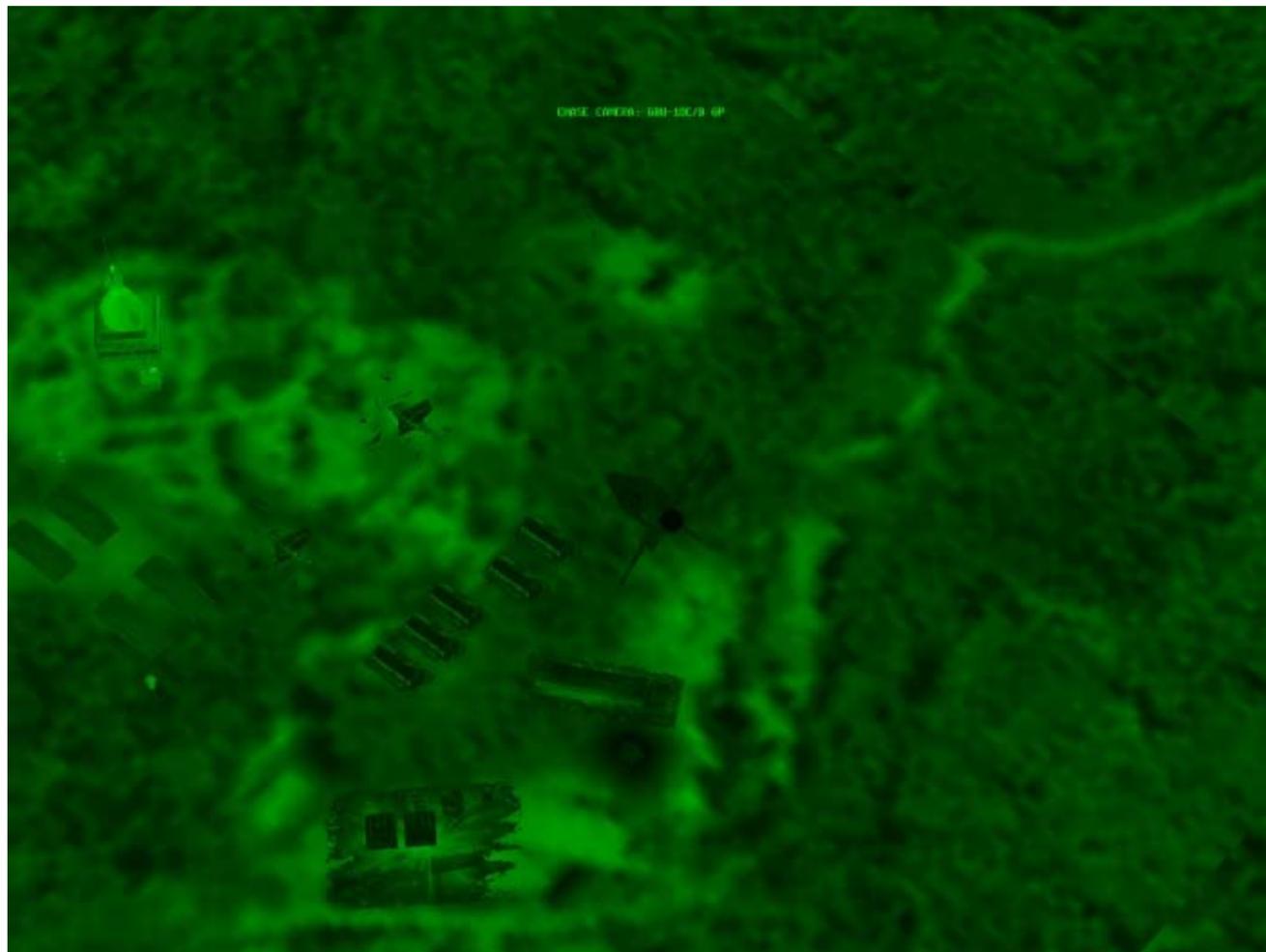
I press the pickle button, hold it and am rewarded with another bomb away:



Pulling out to the wide view on the FLIR I wait for the bomb to impact:



As the bomb tracks toward the target you can see the rest of the compound has been laid to waste:



Again some sporadic flak bursts around but it is very light:



At impact time the FLIR blossoms and the radar building is no more:



Cont...

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

**BeachAV8R**

Member  
Member # 3055

posted 02-11-2004 03:32

My wingmen have dropped all of their bombs but I still have 2 hanging and want to make sure we destroyed the ammo bunkers since they are probably the most hardened of all the targets in the compound. As I make the turn back south to set up a final bombing run I query AWACS and they come back with a threat call coming down from the north. Putting the "M" in multi-role fighter to good use I turn the flight north and pick out two enemy strikers and send off 2 AMRAAMs to keep them at bay:

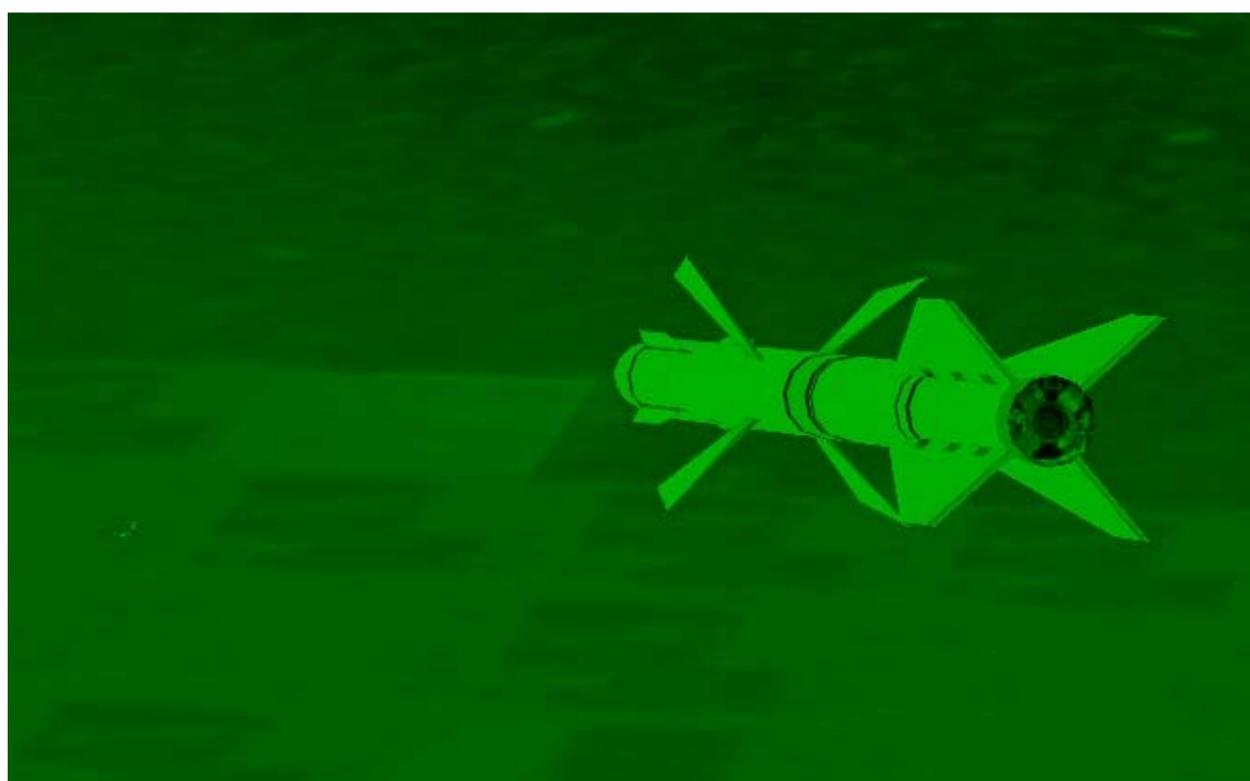




I score two hits, later determined to be a kill on one Su-25 and damage to a second:



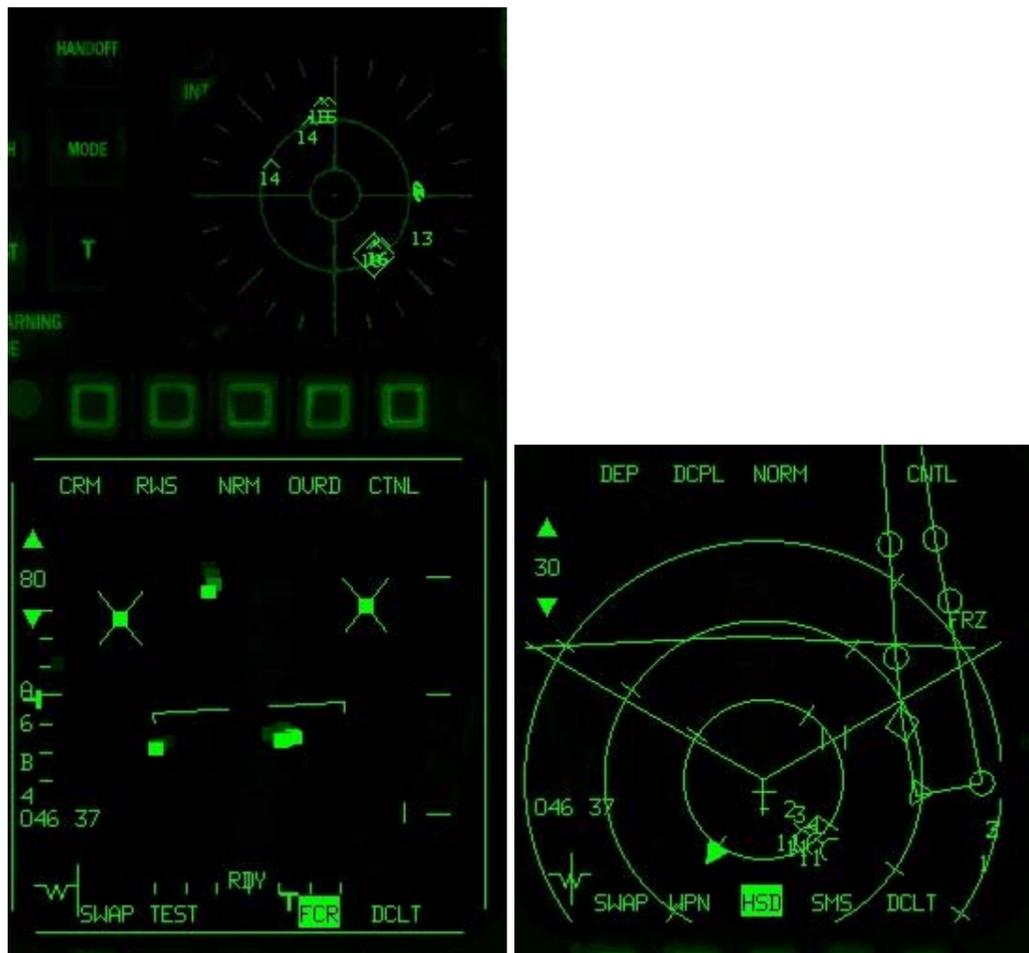
In typical DPRK strike fashion, however, the package consists of dedicated strike aircraft (Su-25s or Il-28s), multi-role fighters (MiG-23s), and escort fighters (J-11s, J-7s, or MiG-29s). So in a few seconds the J-11s take exception to me shooting down part of their package and fire an AA-10 at me which I turn and outrun while again begging AWACS for assistance:



A glance at the fuel gauge shows my afterburning retreats to the south have cost a lot of fuel and with 2100 lbs. of fuel showing it is time to consider packing up and heading home:



An incoming wave of F-14s takes the pressure off us though as they scream in to engage the J-11s and MiG-23s and I notice we are just about directly abeam the strike waypoint so I might as well hit it one last time on the way home (notice wingmen 2,3,4 all lined up like ducks in a row maintaining their trail formation discipline!):



Cont...

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

**BeachAV8R**

Member  
Member # 3055

posted 02-11-2004 03:32 [user icons]

Turning into the strike waypoint for the final time:



I call up my stores management page and make the switch to allow both bombs to fall on this last pass:



I designate the area right in the center of the 4 ammo bunkers and at TREL the bombs come off simultaneously:



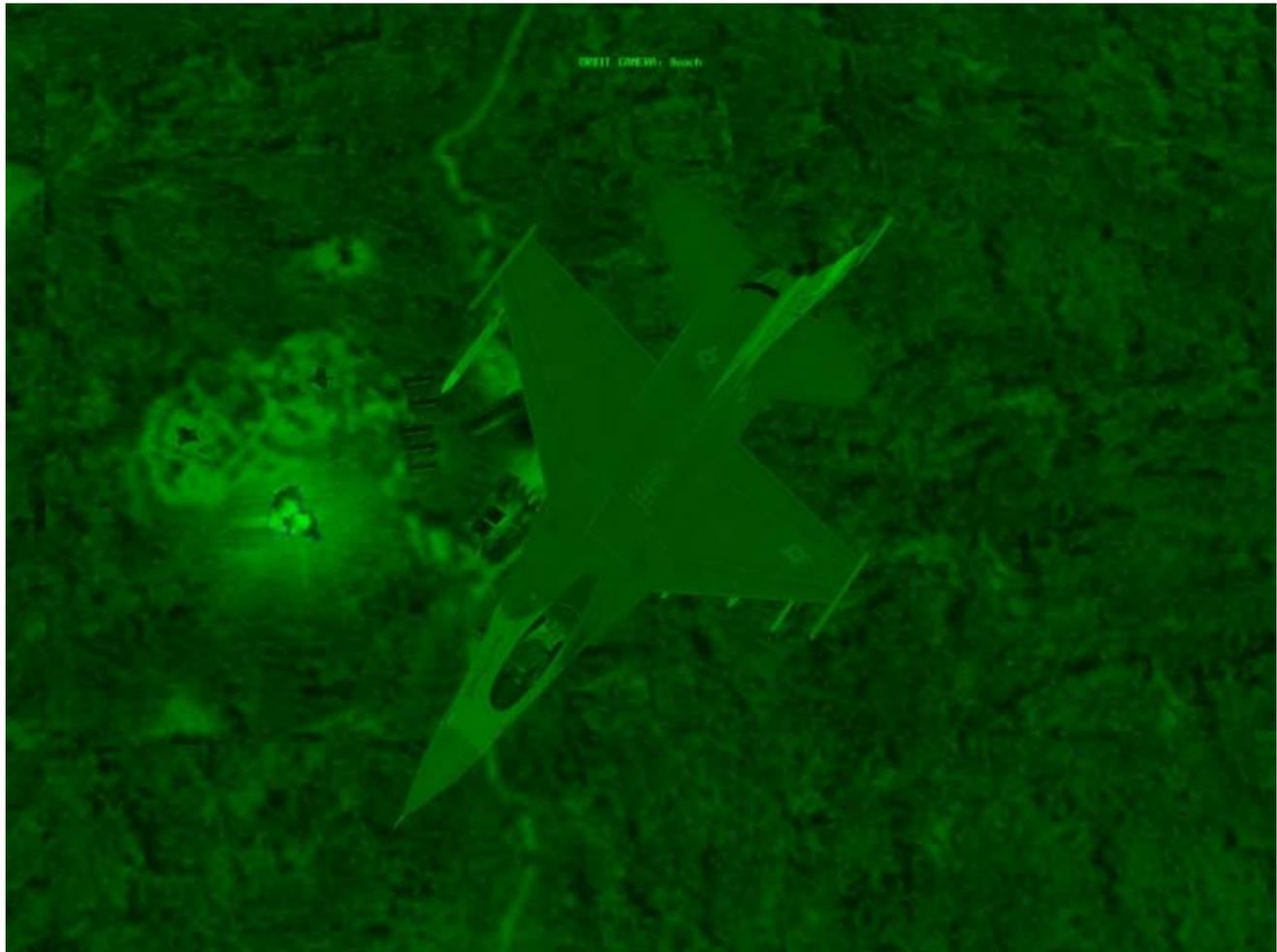
The Master Caution illuminates reminding me to hit the CAT switch and I also see a MiG-23 in the RWR is making noise as if he is going to engage me and he is inside the lethal ring of the threat receiver:



I can't evade aggressively lest I lose the lock on the target with my FLIR pod and an interminable amount of time passes as I wait for the bombs to impact:



Boom! Another dead center hit.



Another glance at the most important gauge in the aircraft confirms the party is over:



Cont...

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

**BeachAV8R**

Member  
Member # 3055

posted 02-11-2004 03:33

We climb up to the mid-20s for the flight home and I do some quick mental math. We are burning 5000 lbs/hr., which means 1000 lbs. every 12 minutes. The NAV mode on the HUD reads 8 minutes, 5 seconds to base and the fuel gauge is showing 1000 lbs., which should give me 4 minutes to spare!



The tanker is 30 miles closer than home base, but gambling on joining up on the tanker at night with only a couple of hundred pounds of fuel to play with sounds more risky than only a 4 minute fuel

buffer.

At 800 lbs. the forward fuel low warning annunciator illuminates:



And at 500 lbs. the aft low warning annunciator illuminates:



Home base hoves into view none to early and soon we are rolling out feeling smug with 300 pounds left in the tanks:





Cont...

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

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

**BeachAV8R**  
Member  
Member # 3055

posted 02-11-2004 03:33

**Conclusions:**

Wow, what a strike. If you give Falcon 4 enough time and patience you really do eventually start to feel like part of something great. That being said however, you can still find yourself in a pickle if you don't get your switches set right and keep your SA up at all times. I liken flying F4 to flying in my real life in that you are always planning 4 or 5 steps ahead, and getting behind is not a good plan.

The strike is an unqualified success with EVERY single target within the compound being not just damaged, but outright destroyed. Even targets that weren't on the primary list suffered enough collateral damage to render the entire compound an intel judgement of 0% Operational! I guess having 32,000 pounds of high explosives going off within any small perimeter is going to leave a mark!

### DEBRIEFING

**MISSION:** Success (Strike 1st Artillery Corps Base)  
**YOUR TASK:** Success (Destroy Depot or other facilities at target site)  
**PILOT RATING:** Excellent

Actual TOT: 22:29:52  
 Losses: 0

**PACKAGE STATISTICS:**

Flight	Aircraft	Comments
Sawbuck2 (OCA Strike)	4 F-16CG	Mission success: Significant damage to target site. <a href="#">Event List</a>
Bug2 (Escort)	4 F-16CJ	Mission success: No losses to enemy AD. <a href="#">Event List</a>

**FLIGHT STATISTICS:**

Callsign	Status	Ordnance Fired	Results
Sawbuck21	Functional	3 x AIM-120B 1 miss, 2 hits (66%) 4 x GBU-10C/B GP 4 hits (100%)	<a href="#">▼</a>
Sawbuck22	Functional	4 x GBU-10C/B GP 4 hits (100%)	<a href="#">▼</a>
Sawbuck23	Functional	1 x AIM-120B 1 miss (0%) 4 x GBU-10C/B GP 4 hits (100%)	<a href="#">▼</a>
Sawbuck24	Functional	1 x AIM-120B 1 miss (0%) 4 x GBU-10C/B GP 4 hits (100%)	<a href="#">▼</a>

**PILOT STATISTICS:**

Callsign	Aircraft	Pilot	Status	AA Kills	AG Kills	Rating
Sawbuck21	F-16CG	Lt. Beach	OK	1 (0)	6 (0)	Excellent
Sawbuck22	F-16CG	Lt. Choi	OK	0	7	Excellent
Sawbuck23	F-16CG	Lt. Jin	OK	0	1	Excellent
Sawbuck24	F-16CG	Lt. Nack	OK	0	1	Excellent
Bug21	F-16CJ	Maj. Ro	OK	0	0	Excellent
Bug22	F-16CJ	Lt. Kwon	OK	0	0	Excellent
Bug23	F-16CJ	Lt. Gill	OK	0	0	Excellent
Bug24	F-16CJ	Col. Pak	OK	0	0	Excellent





Great mission with no losses!

BeachAV8R

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

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

**195th\_Moses**  
Member  
Member # 9567

📄 posted 02-11-2004 04:58 “ ”

GRreat Mission Beach i sure love what you do for all of our communities.

Moses  
Destroyer Of All Threads posted in  
<http://www.combatsiminfo.com>  
<http://www.killerb.com/dambusters>

From: **Tulsa, Ok, USA** | Registered: **Feb 2002** | IP: [Logged](#)

**20mm**  
Administrator  
Member # 2515

📄 posted 02-11-2004 09:59 “ ”

Wow, just when you start thinking, "Man, Beach has got this thing canned, automatic", something happens: SAM roars by, J-11 shoots at you, the "oops" on bomb select (I failed my assignment of determining what you had neglected to do!), and figuring out if you has enough gas to get home!

An outstanding report, I am more fired up than ever to get good at this puppy. Well, competent, competent would be good. 😊

Pat Tillman (1976-2004):  
4 years Arizona State University, graduated with high honors.  
5 seasons National Football League player, Arizona Cardinals.  
Forever United States Army Ranger.

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

**DawgMan**  
Member  
Member # 2111

📄 posted 02-11-2004 12:52 “ ”

Another great war story as usual!

I remember reading and enjoying your stories from jf-15 and jf-18, LB2 and Flanker thinking the whole time, when will he jump on Falcon? I bet he would have some great missions to report on.

I'm lovin it. Your reports get us pumped for flying. If there is any serious flight simmers that haven't tried Falcon4.0 yet, they can definitely visualize what they are missing by reading your reports.

DawgMan Out!

From: **Alexandria KY USA** | Registered: **Dec 2000** | IP: [Logged](#)

**Stewie**  
Member  
Member # 930

posted 02-11-2004 13:42    “ ”

Very nice mission man, and proolly the best results screens I've seen 

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>

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

**Lost Viking**  
Junior Member  
Member # 15145

posted 02-11-2004 18:22    “ ”

Great mission, Beach. Careful about the fuel though. It would be pretty imbarassing to have to bail out after running out of fuel, not to mention the dent it would put in your ratings. 😊

This looks like a situation where home mode would have been appropriate. That would have saved you a couple of hundred pounds.

Tom

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

**Agent X20**  
Member  
Member # 675

posted 02-13-2004 18:02    “ ”

Just caught up with this one.

Phew that was a bit close - you were practically flying on fumes!

Lemme guess - when ATC said orbit for spacing you said "like hell! I'm comin straight in"?! Just as well you had all that fighter cover nearby or you might have had a much tougher time of it.

Anyway good mission! It's a great feeling when you run a clean mission and get home with everything still attached and the target utterly destroyed.

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

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

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