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Author

Topic: Operation Rolling Fire Mission #35

BeachAV8R

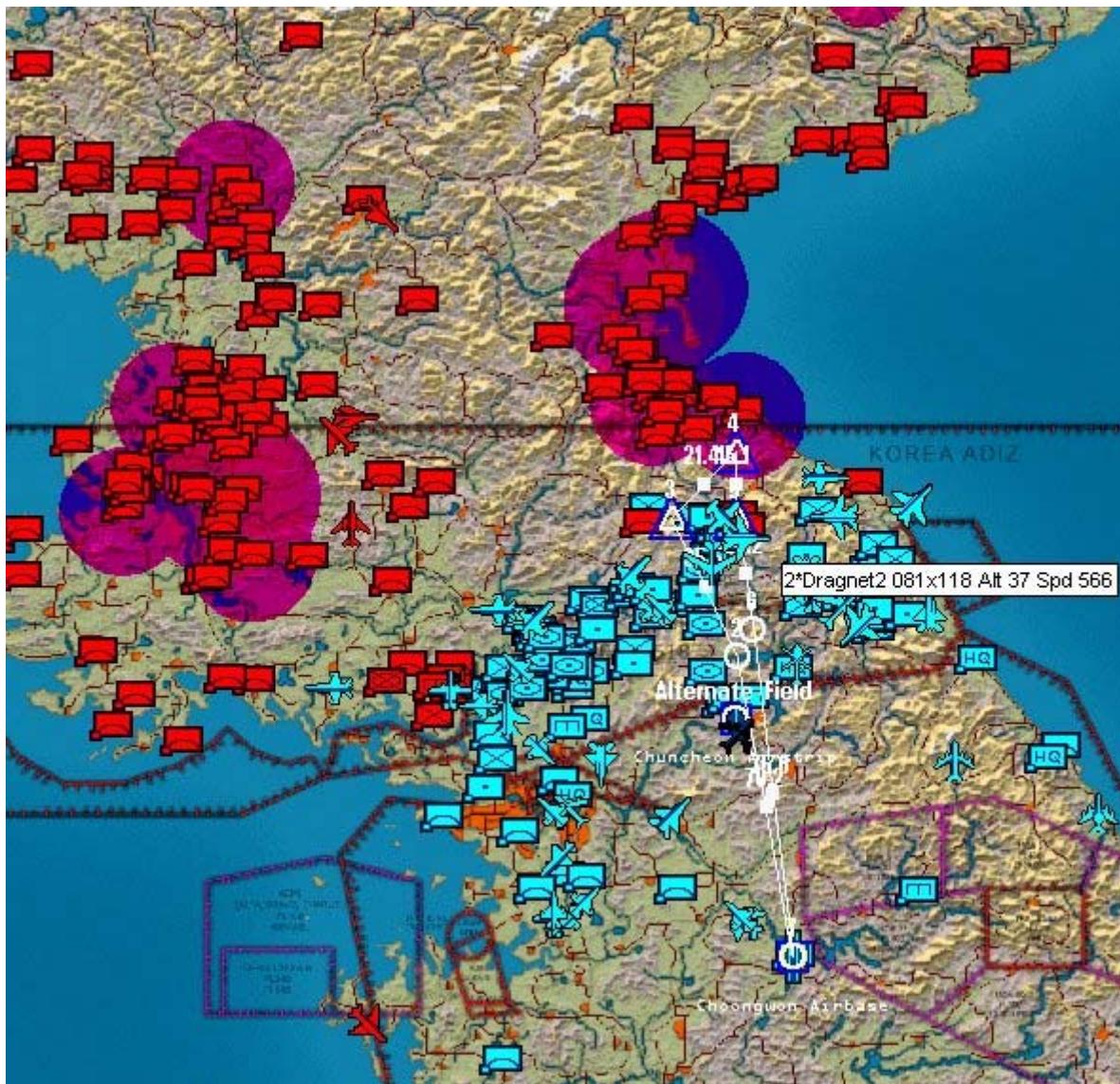
Member
Member # 3055

posted 04-16-2004 03:15

04/16/04
Falcon 4.0/SP3 Campaign Mission Report #35
OPERATION ROLLING FIRE
DAY 4 – 0020 HOURS

Campaign Status:

We last left off our campaign 60 days ago (!) with mission #34. To put it briefly, US/ROK forces are driving hard and fast up the east coastal highways of the peninsula and significant progress is being made through the central and western fronts as well.



Objective:

Since we have been away from F4 for the past two months I elected to go with a relatively easy sweep mission to get my feet wet again. This mission will be a simple sweep north of Hoeyang. Enemy air activity is expected to be relatively light. I will fly in the wingman position on this flight since I've been away for so long.

Planning/preflight:

Our two ship flight will depart, head north to the sweep station, and engage any hostile aircraft we can identify. Each ship will carry 4 AIM-120s, 2 AIM-9Ms, and external tanks to extend our loiter time on station.



Debrief:

With a bit of trepidation I look around my cockpit and after 2 months away I can feel the rust as I try to remember HOTAS functions and standard operating procedures. What once fit like a glove now feels like a pair of wet socks.

My Lead gets our clearance for take-off, stokes his burner and is hurtles down the runway. I wait a few seconds and do likewise passing local air-defense units on the way:



Not having flown as a wingman for the entire duration of my campaign, I quickly realize that I've chosen the more difficult path by not leading the flight. As we climb away from base I padlock my flight lead and cut a bit of the corner to make the rendezvous without having to use too much burner:



Pulling up alongside of him I realize that while flying formation there is little time to clean up the cockpit and make the typical adjustments I had been used to. I quickly glance down to the left side panel and turn my lights off without pause so that I can safely maintain my formation flight with the Lead:



Keeping glued to the Lead takes most of my concentration and I start sympathizing for my wingmen in all my previous missions. It is a lot of work and constant manipulation of the throttle is necessary to keep constant spacing:



Even more difficult is keeping track of the radar situation while flying formation. I try to divide my attention between manipulating the radar scan volume, querying AWACS, and formation flying:



As we fly north I'm surprised when the Lead starts taking us downhill as we approach the FLOT. Soon I'm seething as he proceeds into DPRK territory with us down at 10,000 feet, well within the range of much of the DPRK anti-aircraft artillery. That can only mean one thing...Lead must be a Colonel or higher..



Cont...

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

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

BeachAV8R

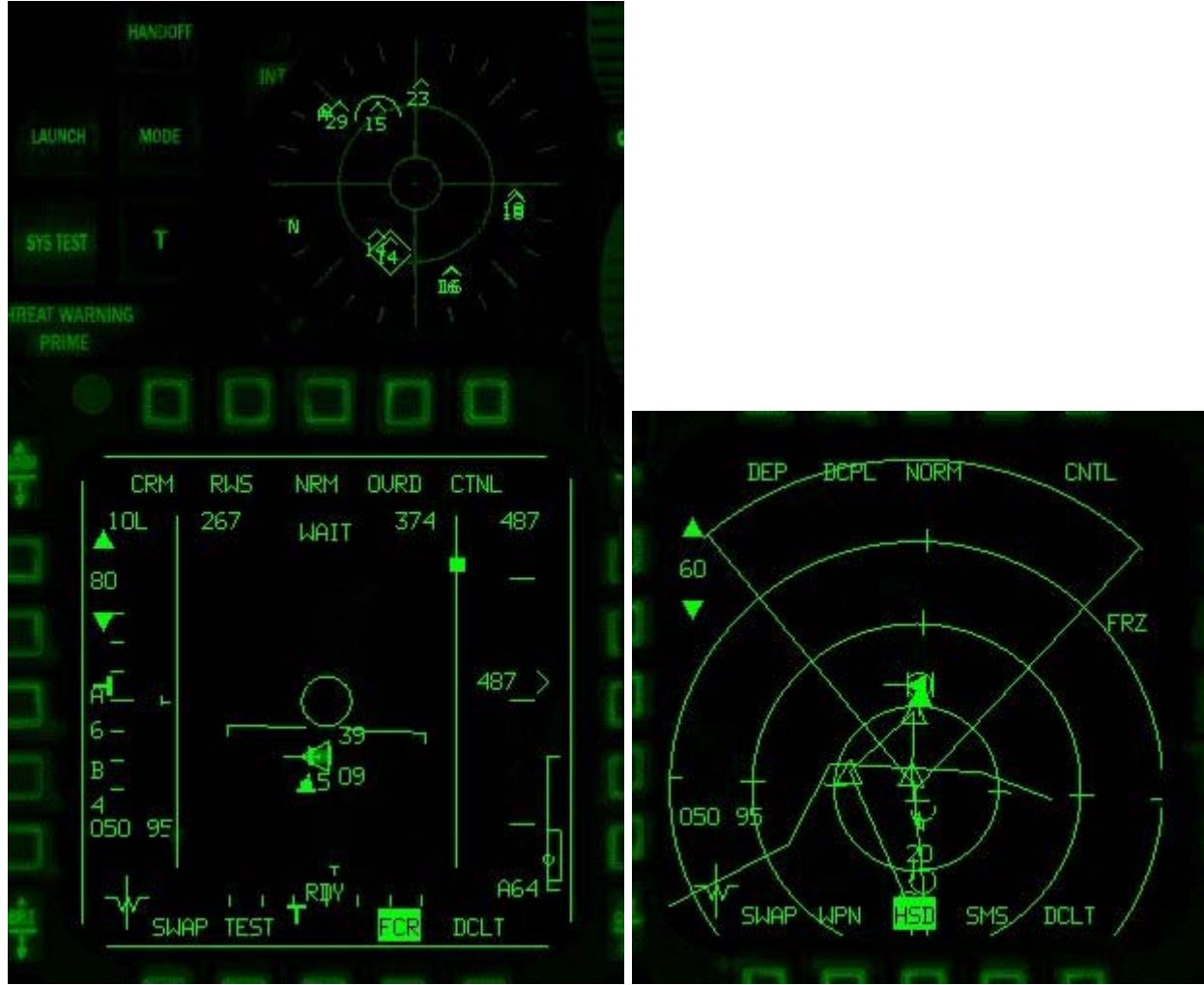
Member
Member # 3055

posted 04-16-2004 03:15 “ ”

Lead seems content to hit the sweep waypoints on time and seems to be out for a Sunday stroll. By now I'm starting to hit my groove and feel like I'm back in the saddle again. I start querying AWACS for the picture and start mentally putting it all together. When Lead shows no inclination to go out and find a fight I break from the formation as he heads for home-plate:



Following information derived from AWACS I point my nose north and pick out a lone MiG-27 flying parallel to the FLOT:



I also notice (thankfully!) the -29 symbol hiding in the upper left corner of the RWR. Knowing that often the J-11 comes hard charging toward the south in front of a strike package I assess him as the greater threat and turn 30 degrees left to put him on my nose.



This is somewhat dangerous in that I'm allowing the closer MiG-23 a fairly unimpeded shot at my right flank while I engage the J-11, but there is no indication by the MiG-23 that he knows I'm there (he hasn't turned into me).

I designate the J-11 to get an idea of his aspect, speed and heading. He's crossing right to left in front of me, showing 241 knots and 627 knots of closure (corrected..thanks MG!)... And so far, it seems as if he hasn't seen me yet either!



Thinking I might need to turn tail and run south in the event of an AA-10 launch, I go ahead and prepare to jettison my external tanks. I pull up the selective jettison page, and highlight the tanks:



For some reason though (I might have bumped something on the HOTAS), when I go back to the front cockpit view and hit my pickle button, an AMRAAM scorches off the rail!! Shi#!



Luckily all that appears in front of my AMRAAM is the J-11. The radar icon turns red indicating I've launched on him, and if he didn't know I was there before, he's certainly about to get real interested in the active missile heading at him!



Cont...

[04-16-2004, 04:35: Message edited by: BeachAV8R]

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

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

BeachAV8R

Member
Member # 3055

posted 04-16-2004 03:16 “ ”

Re-entering the selective-jettison page I make sure the mode stays active, verify JETT is in the HUD and once again hit the pickle button and to my great relief I hear the "thunk" of the tanks separating:





The first AMRAAM was obviously launched WAY out of parameters, so all it does is alert the J-11 to my presence. He turns away briefly and easily evades my first missile, but I've got my next one ready and when he turns back to engage me I let the closure creep up near 1000 knots and launch on him just out-side of the no-escape zone. All I want to do is have my missile in the air before he gets his longer range AA-10 off at me:





My missile tracks well, but the J-11 turns, plugs in his burner and flees. My missile explodes literally 100 feet behind him, but doesn't even damage him!



Though I'm 0 for 2 with my shots I know I have the advantage on him right now. He's nose high, low on energy and I'm boring in with tons of speed and altitude to spare. I close into the no-escape zone on the DLZ and fire my 3rd AMRAAM:



The J-11 tries to accelerate away, but he is too late. As a last ditch effort he yanks up into a vertical climb trying to out-rate the AMRAAM but my missile still has plenty of maneuverability left and tracks him as he rockets up:



Boom! That's a kill! Smoke pours from the J-11 as he spirals up, hangs for a second and falls out of the sky. Hot damn I love this sim and I've missed it!! I can feel the sweat on my brow and the tenseness in my shoulders. Welcome back to F4!

I take a glance at my fuel gauge and am happy to see I'm fat:



Cont...

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

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

BeachAV8R

Member
Member # 3055

posted 04-16-2004 03:16

Looking to ply my trade I ring up AWACS and ask them what kind of business they have for me. I'm surprised to find my lone MiG-27 contact has worked his way back down the FLOT line in the other direction and I turn hard to the right (east) and come down in an attempt to engage him. I can see some jamming going on at the top of my radar MFD and match it up to an inbound gaggle of Navy planes coming in on a strike from the carrier offshore. I'm just hoping I reach the -27 before the Navy CAP boys do!



Even coming downhill the -27 is outpacing me and I'm reluctant to use my burner. I plug in minimum burner and soon I'm gaining on him but only with a bit more than 100 knots of closure so in desperation I switch into single target track mode to lock him up hard and shake his bed a bit:





The trick works and the eager beaver DPRK driver executes a hard right turn and my closure goes from a measly 123 knots to 1053 in a matter of seconds. And about 3 seconds later my reticule begins flashing indicating he is in the no-escape zone:



Fox-three!



My missile tracks in and for a second I think it is going to fly right past him, but it explodes under his

belly, mortally wounding him:



Another plume of dark smoke traces across the HUD and I grin, to steal Eric "Flanker 56" Johnson's term from his excellent LOMAC mission report.... "I AM the hunter..!"



Cont...

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

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

BeachAV8R

Member
Member # 3055

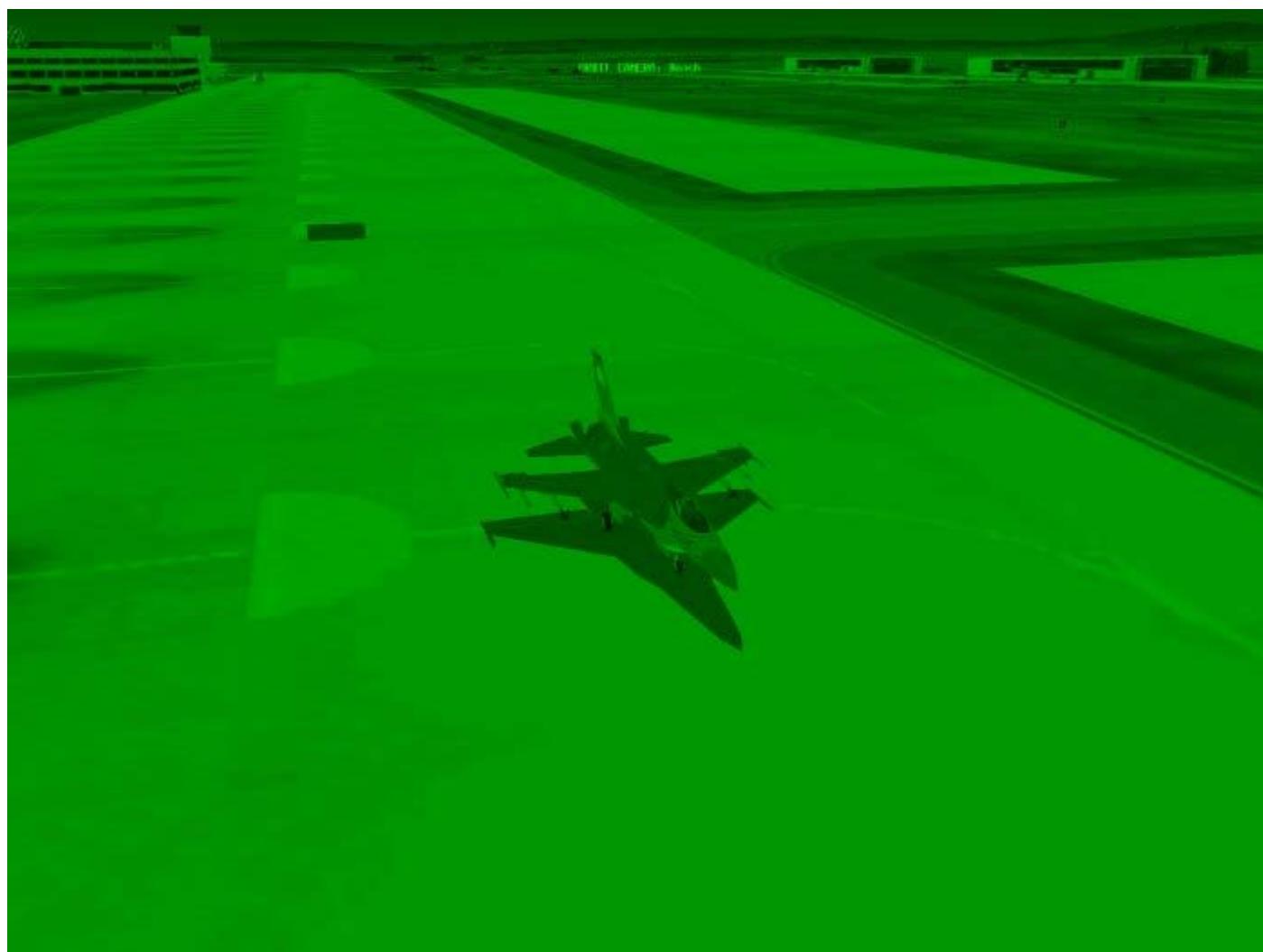
posted 04-16-2004 03:16 “ ”

My work this evening is done. With only a pair of -9Ms on the rail I'm not feeling THAT confident and pass on the 2-ship flight of J-8s that AWACS calls out to me 35 miles away. Choosing discretion I point the nose homeward and climb up to cruise level for the flight home.

When I took off from base my runways were cratered already so I had to offset to one side of the runway. Not confident that I can avoid the same I elect to land on the ramp area so that I don't ruin this mission with a flaming termination:



Landing in F4 is always a touchy situation and I'm happy when I hear the squeak of the wheels and the aircraft trundles to a stop:



Conclusions:

The mission is a success. Not an overwhelming success, but a success nonetheless. I downed 2 aircraft and hit the sweep waypoints just 170 second late (that's good for me!). My spineless flight lead was a disappointment, so I'll probably fly lead from here on out.

DEBRIEFING

MISSION: Success (Destroy as many enemy aircraft as possible)
YOUR TASK: Success (Clear sweep area of hostile aircraft)
PILOT RATING: Excellent

Actual TOS: 23:46:45 (170 seconds late)
Losses: 0

PACKAGE STATISTICS:
Flight Aircraft Comments
Stonecat3 (Sweep) 2 F-16CG Mission success: Enemy losses inflicted with no friendly casualties.
Event List

FLIGHT STATISTICS:
Callsign Status Ordnance Fired Results
Stonecat31 Functional none
Stonecat32 Functional 4 x AIM-120C 2 misses, 2 hits (50%)

PILOT STATISTICS:
Callsign Aircraft Pilot Status AA Kills AG Kills Rating
Stonecat31 F-16CG Cpt. Tong OK 0 0 Excellent
Stonecat32 F-16CG Lt. Beach OK 2 (0) 0 (0) Excellent

RESULTS:

RELATED EVENTS:
U.S. F-14Bs engaged DPRK Tu-16s northwest of Sinan-ni.
U.S. F-14Bs engaged PRC J-11s west of Sinan-ni.

4 x AIM-120C 2 misses, 2 hits (50%)
AIM-120C released at 23:50:28 miss
AIM-120C released at 23:52:38 miss
AIM-120C released at 23:54:24 hit J-11 - destroyed
AIM-120C released at 00:01:03 hit MiG-23ML - destroyed

BeachAV8R

Commentary:

I love F4. I've missed it. Life got a bit hectic the past 2 months and I haven't had time, but man am I glad I'm back into it. Every mission in F4 is an amazing experience for me. Where will the next threat come from? Which aircraft should I engage first? Who is the biggest threat? Is that a friend or foe? Are you sure? How can I best utilize my wingmen? Do I have enough gas for one more pass? Do I have enough NERVE for one more pass?

The campaign engine in F4 is just brilliant. It brings doubt, uncertainty, surprise and most of all, an overwhelming feeling of accomplishment. I feel like I am part of a team, with all the attendant ups and downs. Is it perfect? No. But is it ever close.

You probably can't tell from the above shots (since they are night shots) that I've stuck with an "old" install of F4. I'll post my specs below..and will include them with every mission report from here on out so that people will clearly know what I'm flying. I'll make the switch to a more mature version of F4 someday, but not until this campaign is over, I can assure you of that! <grin>

My install:

F4/1.08/SP3
FreeFalcon 2 (can't remember if it's 2.1 or 2a..sorry..)
Aeyes 1600 x 1200 super-pit
Twaelti's original high-tiles (planning on upgrading to the new ones soon!)
BMS .99 (yes I miss the smoke, but .99 is ROCK, like Prudential ROCK solid)

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

From: Charlotte, NC USA | Registered: Jan 2001 | IP: Logged

MeanGreeny
Junior Member
Member # 8923

posted 04-16-2004 04:12  “ ”

Glad to see you back 

Small point just to clarify - The closure is 627 knots and the targets airspeed was 241 kts.

[04-16-2004, 04:17: Message edited by: MeanGreeny]

From: UK | Registered: Jan 2002 | IP: Logged

BeachAV8R
Member
Member # 3055

posted 04-16-2004 04:34  “ ”

quote:

Originally posted by MeanGreeny:

Glad to see you back 

Small point just to clarify - The closure is 627 knots and the targets airspeed was 241 kts.

Right you are! I'll make that correction! Good catch..! I got it right later in the report with the MiG-23..don't know why I didn't catch that first one. I guess seeing that he was a smidge less than perpendicular to me I assumed the smaller number would be the closure..lol..bad assumption!



BeachAV8R

[04-16-2004, 04:36: Message edited by: BeachAV8R]

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

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

Harry-the-Ruskie

Member
Member # 9822

posted 04-16-2004 05:04



Hello Beach,

Thank you for your reports. Excellent as usual.

You know, it is quite obvious that all of us have a common passion - aviation.

I am not a pilot in real life, and in a way I suppose it is mostly that fact alone that makes me gravitate towards flightsim as a surrogate way of living a dream of being a pilot.....even more so a combat pilot

So I was wondering, why do you flightsim ? You are a real life pilot but it is also quite obvious that you have no problem feeling the immersion in a flightsim despite the fact that you experience the real thing all the time, despite that a computer is a far cry from an actual plane. To me that's always been one of the very wonderful and gratifying phenomenon to see....that so many of real life pilots become part of the flightsim community and sit themselves in front of a computer with joystick and happily lose themselves in a game world just as surely as though they are in a real plane.

HTR

A Sopwith Camel is like a moody wife. Loved for its sensitivity, but punishing at the slightest lapse of attention.

From: **Malaysia** | Registered: **Mar 2002** | IP: [Logged](#)

BeachAV8R

Member
Member # 3055

posted 04-16-2004 06:24



quote:

Originally posted by Harry-the-Ruskie:

So I was wondering, why do you flightsim ? You are a real life pilot but it is also quite obvious that you have no problem feeling the immersion in a flightsim despite the fact that you experience the real thing all the time, despite that a computer is a far cry from an actual plane. To me that's always been one of the very wonderful and gratifying phenomenon to see....that so many of real life pilots become part of the flightsim community and sit themselves in front of a computer with joystick and happily lose themselves in a game world just as surely as though they are in a real plane.

Thanks..glad you enjoy the reports. About why I sim..that's a good question...although although another one would be "why did I become a pilot". And the answer to that is because of sims! (Confused yet..?? Lol..)

No seriously..I grew up as a military brat, and lived all over the world...Germany, Korea, and all over the United States. I remember the first impression aviation had on me was in 1981, I was 10 years old and my Dad took me to an air base in Korea..I can't remember which one it was, but we were sitting there near the airport fence and a U-2 spyplane took off right over our heads and I was hooked.

Fast forward a couple years and I own a Commodore 64 computer and I'm flying SubLogic's Flight Simulator II for hours and hours on end. I credit FSII with really getting me into aviation. I would fly all over the place in the 4 regions included (Seattle, Los Angeles, Chicago & New York..) and I was fascinated by the maps, and compasses..etc...I even kept a detailed logbook of the routes, times, fuel..lol.. {{nerd alert, nerd alert}}

So over the years..more sims..more complex sims, etc..so I just got more and more hooked. Went to college for a year to be a marine biologist, realized that wasn't what I wanted to do. Went to college for 2 more years to become an accountant..realized that wasn't what I wanted to do. So I became a pilot...because I knew that was what I was born to do.

Now as far as combat sims...I think all of us wish we could fly a combat aircraft. I wonder how some of us would react to being shot at and all the non-glorious things that happen when flying military airplanes (paperwork..desk duty..Pentagon assignments..lol..etc..etc..). But sims allow me to sort of live that one unfulfilled part of my flying life (couldn't join the military..bad eyes!).

So the short version. Sims got me into flying..and now I like to do both... 😊 Besides..the FAA would yank my ticket if I buzzed the field at 600 knots, inverted with my wingtip smoke on..lol...

BeachAV8R

[04-16-2004, 06:26: Message edited by: BeachAV8R]

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

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

posted 04-16-2004 08:02 

Great to see ya back in the saddle Beach! Like yourself I've been away from Falcon for a while now with work and a few other sims holding my attention. But, heck I think you've done it again and I know what I'll be doing this weekend! 🎉

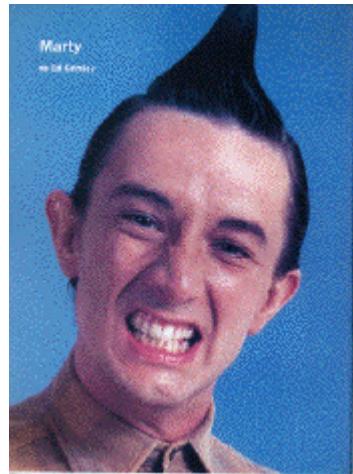
KiwiSim 'Who said Kiwis couldn't fly?!"

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

posted 04-16-2004 11:56 

Beach sez: **"As we fly north I'm surprised when the Lead starts taking us downhill as we approach the FLOT. Soon I'm seething as he proceeds into DPRK territory with us down at 10,000 feet, well within the range of much of the DPRK anti-aircraft artillery. That can only mean one thing...Lead must be a Colonel or higher.."**

LOL! Glad to see you back in the saddle so to speak, I must say!



(Sorry, but for some strange reason, I seem to be on an Ed Grimley tear! 😂)

"Never let it be said that I didn't do the least I could."

From: **St. Cloud MN USA** | Registered: **Dec 2000** | IP: [Logged](#)

posted 04-16-2004 14:21 

Ahhhh, release. Thanks, I needed that.
`swamp

From: **Houston, TX, USA** | Registered: **Feb 2001** | IP: [Logged](#)

posted 04-16-2004 23:39 

Beach,
Thanks, and welcome back! Feels like home, doesn't it? Well, after the rust wears off.

After my 2 week break, I started back in, found myself in the cockpit, staring down the runway, engines idle, tower says "go", and I advanced the throttle open...and sat here smiling as that roar came out of the speakers and we began to roll!

Funny how a "game" can do that.

quote:

When Lead shows no inclination to go out and find a fight I break from the formation as he heads for home-plate:

Colonel! Lol! Somehow I just knew you were going to have to go maverick on that guy! Milkruns? Hell, man, we're here to kill people and break things, so let's get to it!

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](#)

wolfbiscuits
Member
Member # 16385

posted 04-18-2004 05:23

Great, the top quality reports we know and love return, thanks Beach. 😊

From: **London UK** | Registered: **Jul 2003** | IP: [Logged](#)

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