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Author **BeachAV8R** Topic: **Operation Rolling Fire Mission #36**

**BeachAV8R**

Member  
Member # 3055

posted 04-19-2004 18:44

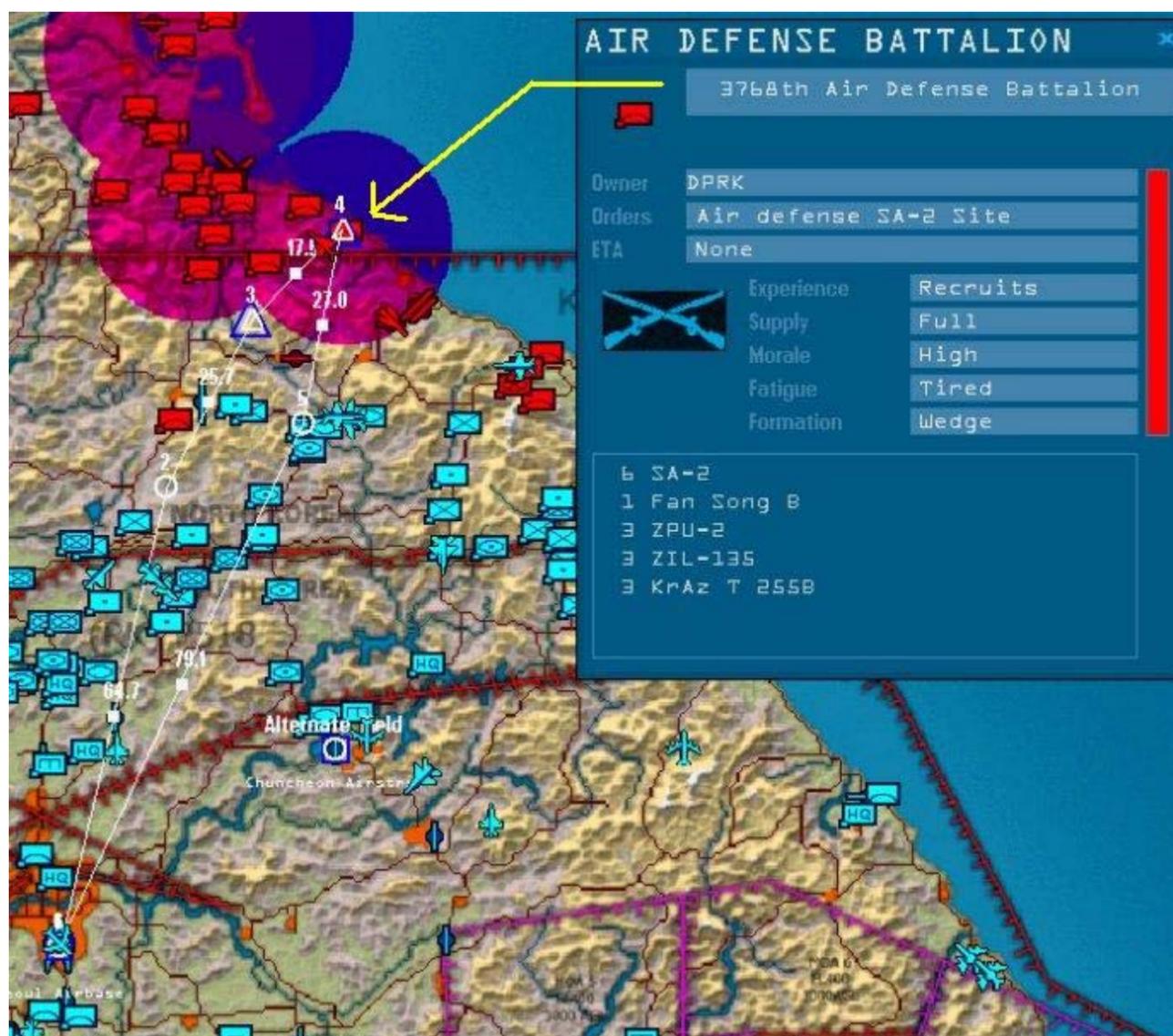
04/18/04  
 Falcon 4.0/SP3 Campaign Mission Report #36  
 OPERATION ROLLING FIRE  
 DAY 4 - 0115 HOURS

Campaign Status:

DPRK/PRC forces used to own the night. We are at the mid-point of the 3rd night of the war and US/ROK forces are adjusting to the tempo of the battlefield at night. Instead of fearing the night, we are embracing it and making it our own. Allied forces are hungry for Wonsan as the eastern prong of our counter-attack surges up the coast. To encircle and defeat the enemy at Wonsan would deal a substantial psychological impact to their soldiers and commanders.

Objective:

Our objective for this early morning mission is to run a BARCAP over our advancing troops in the east prong. Since the Navy is showing a strong CAP presence in the area, we are also "hijacking" this mission to further our goals by tasking the flight to take-out two enemy SA-2 sites guarding the southern approaches to Wonsan:



Planning/preflight:

We will be flying CJ variant F-16s from Seoul on this combination CAP/strike mission. Unfortunately, Seoul is out of medium-range air-to-air munitions so we will be carrying 4 AIM-9Ms instead. HARMs will be loaded to deal with the SA-2 radar sites and CBU-58A/B cluster munitions will round out the SEAD load-out:



Debrief:

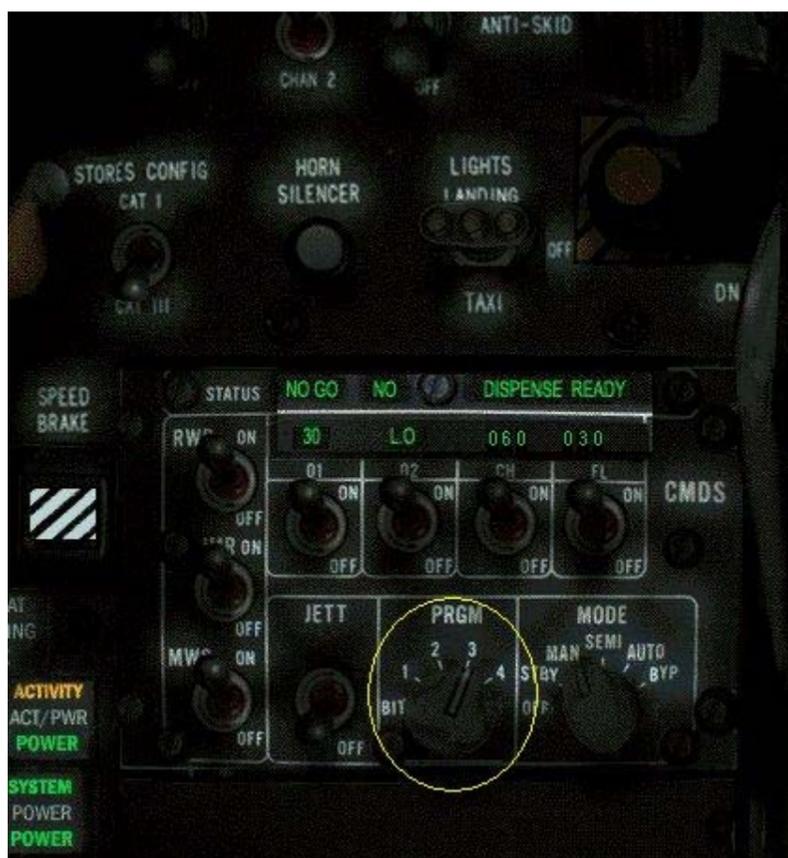
Heavily loaded with ordnance we depart Seoul for the short flight to the FEBA:



During the climb-out and rendezvous I look down into the comforting glow of my cockpit (insert Aeyes super-pit ad here) and pull up the air-to-ground mode to start programming my CBU's for delivery 2 at a time, with 300 foot spacing and a 3000' burst altitude:



I also turn my attention to my left sub-panel and set the counter-measures panel to Program 3, which will give me both chaff and flares when I jab a button on the HOTAS:



With the set-up complete I start querying AWACS for the picture and find the nearest enemy is 50 miles distant and not on a bearing that will cause me any problems for my attack on the SA-2 site. As I approach the FEBA a yellow ring appears on my HSD indicating my onboard systems have detected the SA-2s search radar:



The radar threat picture is mirrored on the Harm Targeting System (HTS) display which shows various short range search radars and the SA-2 directly over my attack steer-point:



Cont..

[ 04-19-2004, 22:45: Message edited by: BeachAV8R ]

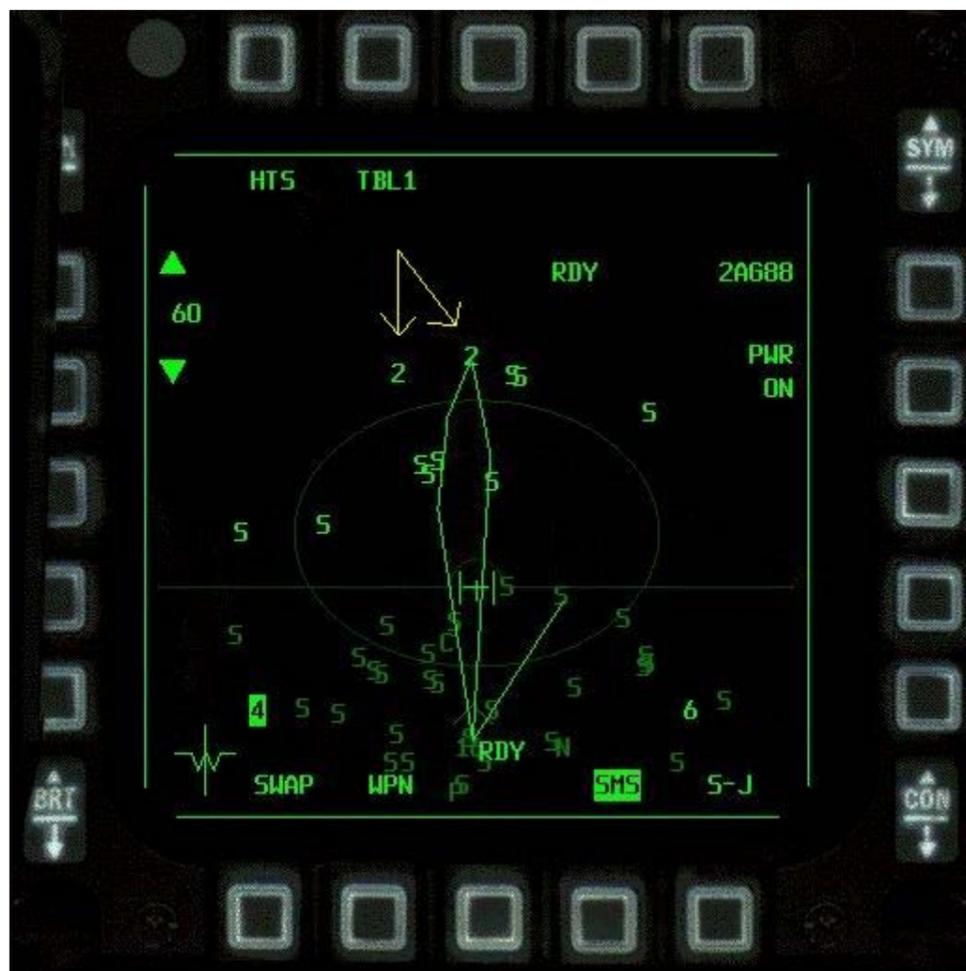
<http://home.carolina.rr.com/beachav8r>

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

**BeachAV8R**  
Member  
Member # 3055

posted 04-19-2004 18:44  

A few seconds later a second yellow ring appears due north of the first indicating the 2nd SA-2 radar site has been detected:



My HUD super-imposes the SA-2 location on my HUD as a target designator box with a circle inside. I'll know I'm in range when the range carat on the right side of the HUD drops into the launch zone bar running vertically along the right side of the HUD display:



Before crossing into enemy territory I turn to my left side panel and turn my navigation and anti-collision lights off and I turn on my ECM gear:



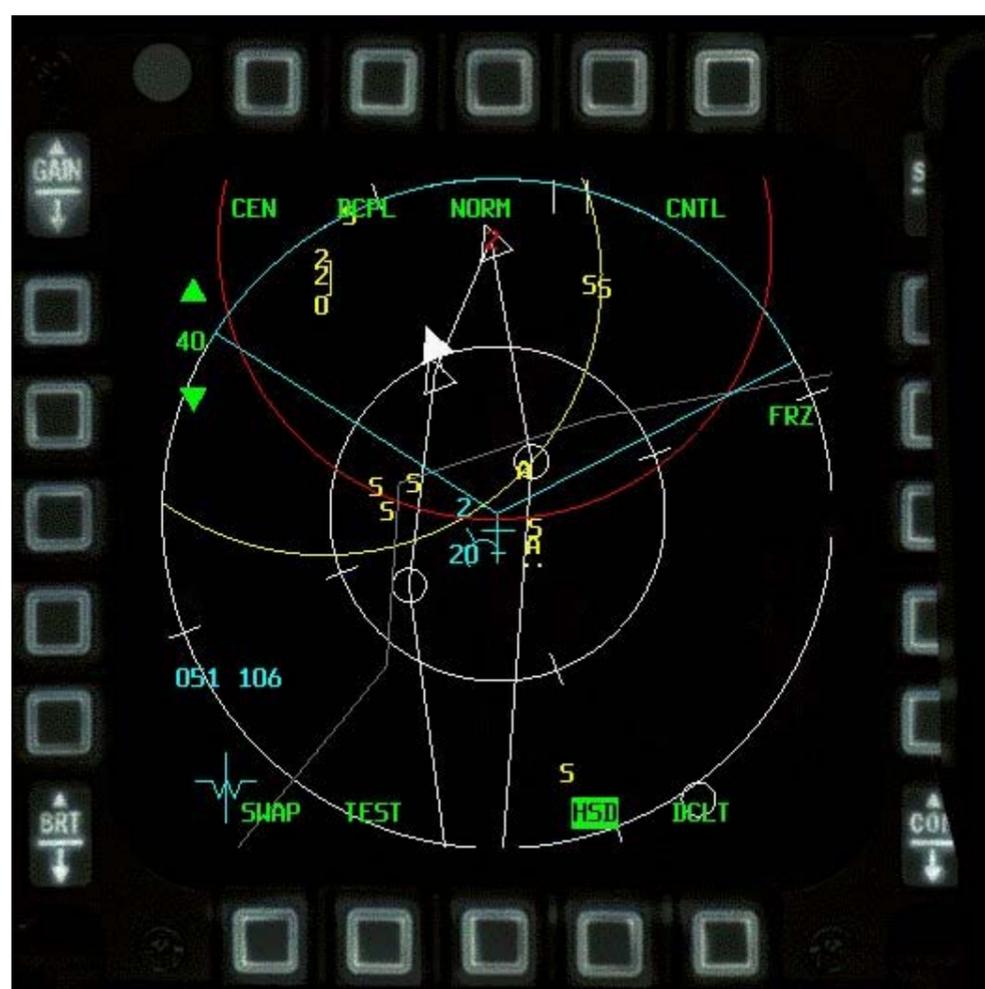
Slewing my cursors over the left (northern) SA-2 symbol on the HTS display I designate the target and give my wingman the "ATTACK MY TARGET" command:



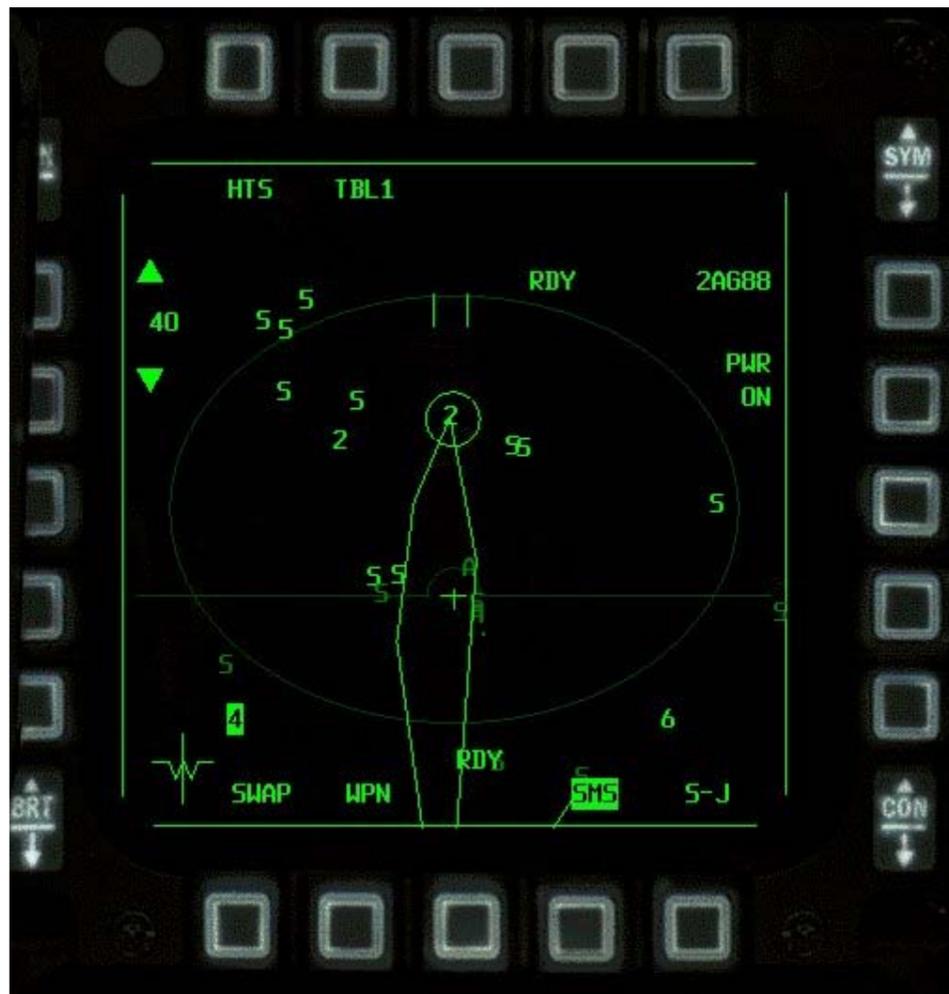
A quick look at the EXP1 view of the HSD shows my wingman breaking off to the left to engage the designated SA-2 site; we are both on our own now:



I turn my attention back to my target and see the yellow radar arc on my HSD has turned red, indicating the SA-2 has gone from search mode to tracking mode:



I designate the SA-2 site with my cursors and also take notice that other threats are popping up on the HTS display, most notably a pair of SA-5 symbols at the upper left side of the display:



I'd be curious how the real F-16CJ differentiates between the "S" search symbol and the "5" SA-5 symbol because they are barely discernible on the Falcon 4 HTS and HSD displays. The only clue is that the "5" has more of a 90 degree sharp curve in the upper portion of the character as opposed to the more smoothly curving "S". Still, they are difficult to quickly assess.

Cont...

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

**BeachAV8R**

Member  
Member # 3055

posted 04-19-2004 18:44

With the SA-2 site designated I simply wait (actually nervously wait an agonizingly long time!) for the range carat to drop into the launch zone and for the shoot cue, the flashing reticle:



The SA-2 now appears inside the lethal ring on the RWR:



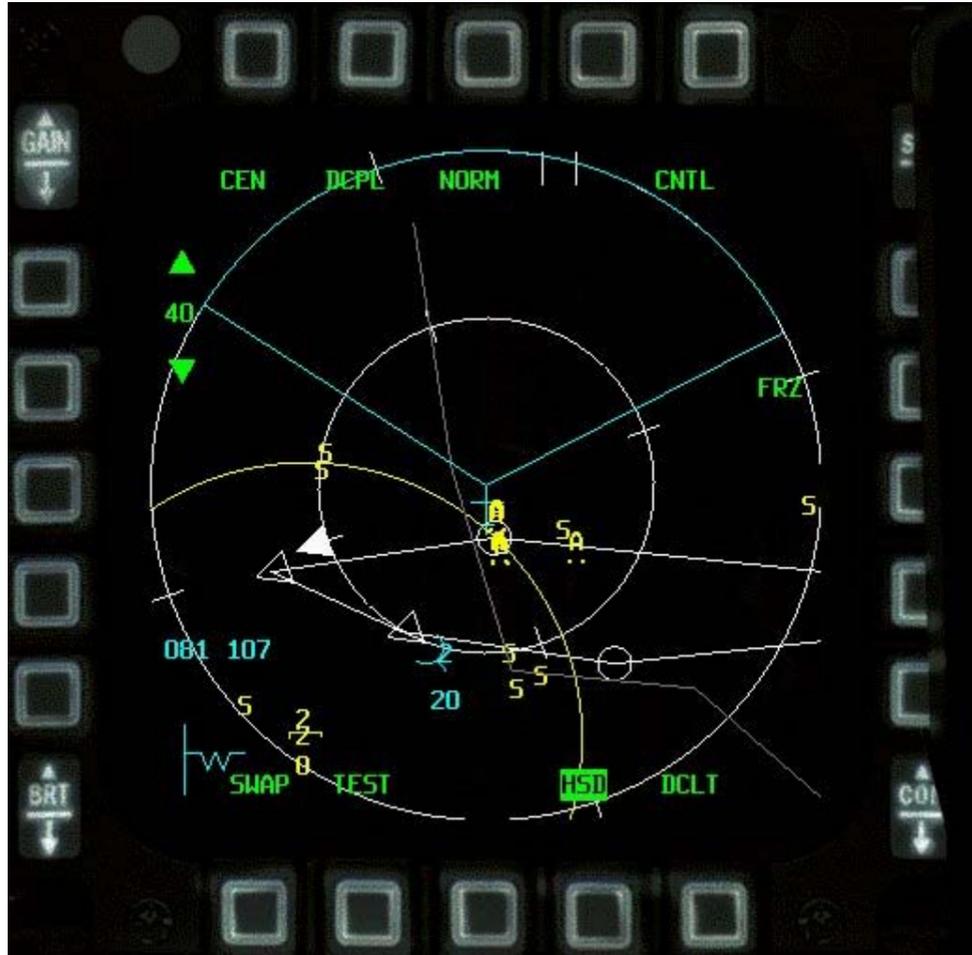
The reticle flashes, I press the pickle button and with a flash and a roar my HARM leaps off my left wing:



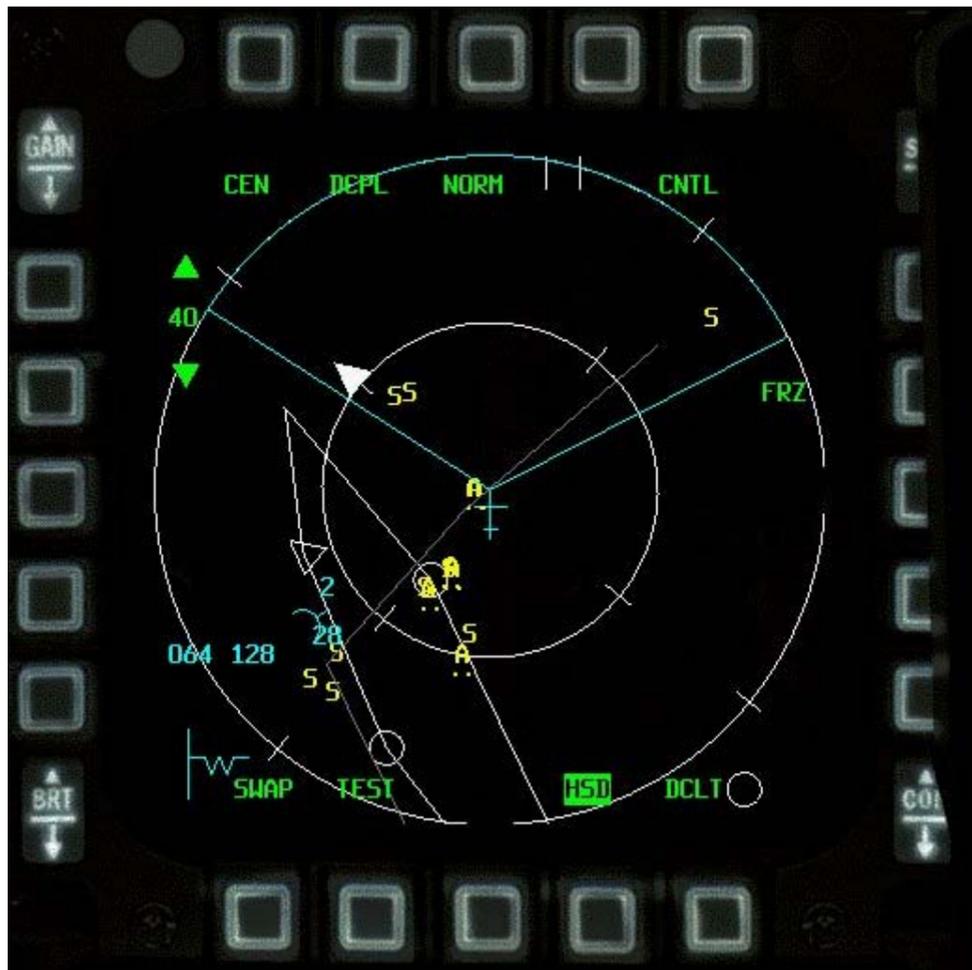
I turn 90 degrees to the radar site to beam the signal and watch my HARM home in for the kill:



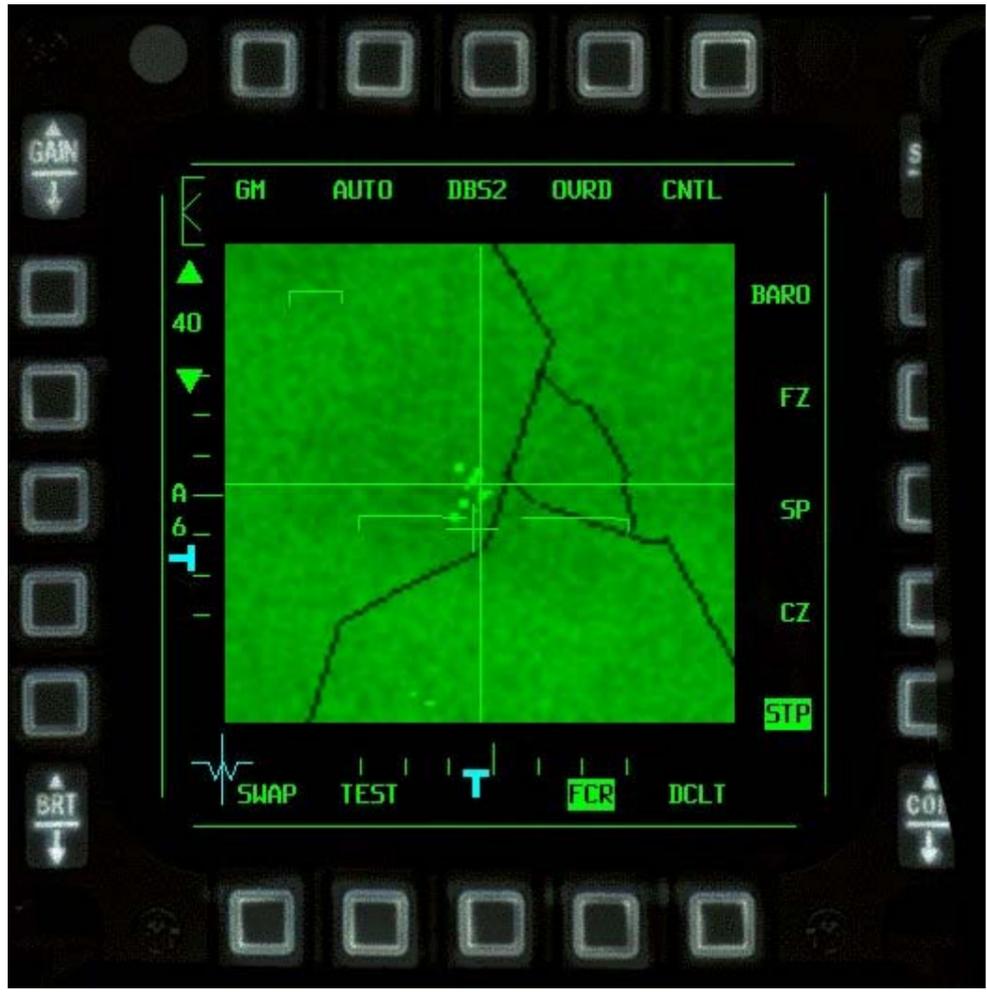
My SA-2 site ring blinks out confirming my HARM has taken my site off the air. I can also see my wingman has broken away from his run (blue symbol) and I order him to rejoin on me while I wait for his yellow ring to blink out:



Seconds later the second SA-2 site goes down and the HSD shows the area is clear from tracking radars:



Turning back inbound toward the newly blinded SA-2 site I pull up my ground radar and assure the cursors are set to the steer-point I placed over the known location of the SA-2 site on my pre-flight planning map. Seeing that all is in order I ramp down to the DBS2 mode and can clearly make out the SA-2 site out in front of me:



As I come up on the target area I can also see dust clouds moving around near the intersection where the SA-2 site is located. I've struck pay-dirt! It appears an enemy mechanized unit happens to be moving through the exact area I'm supposed to strike!



Cont...

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

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

**BeachAV8R**

Member  
Member # 3055

posted 04-19-2004 18:45     “ ”

With the radar in CCRP the fire control radar designates my targeted site on the HUD. Once I can see the target area underlying the box I quickly switch to CCIP mode so that I can manually adjust and bomb with more freedom. I aim for the central mass of moving armor and wait for my CCIP pipper to move up over the targets:



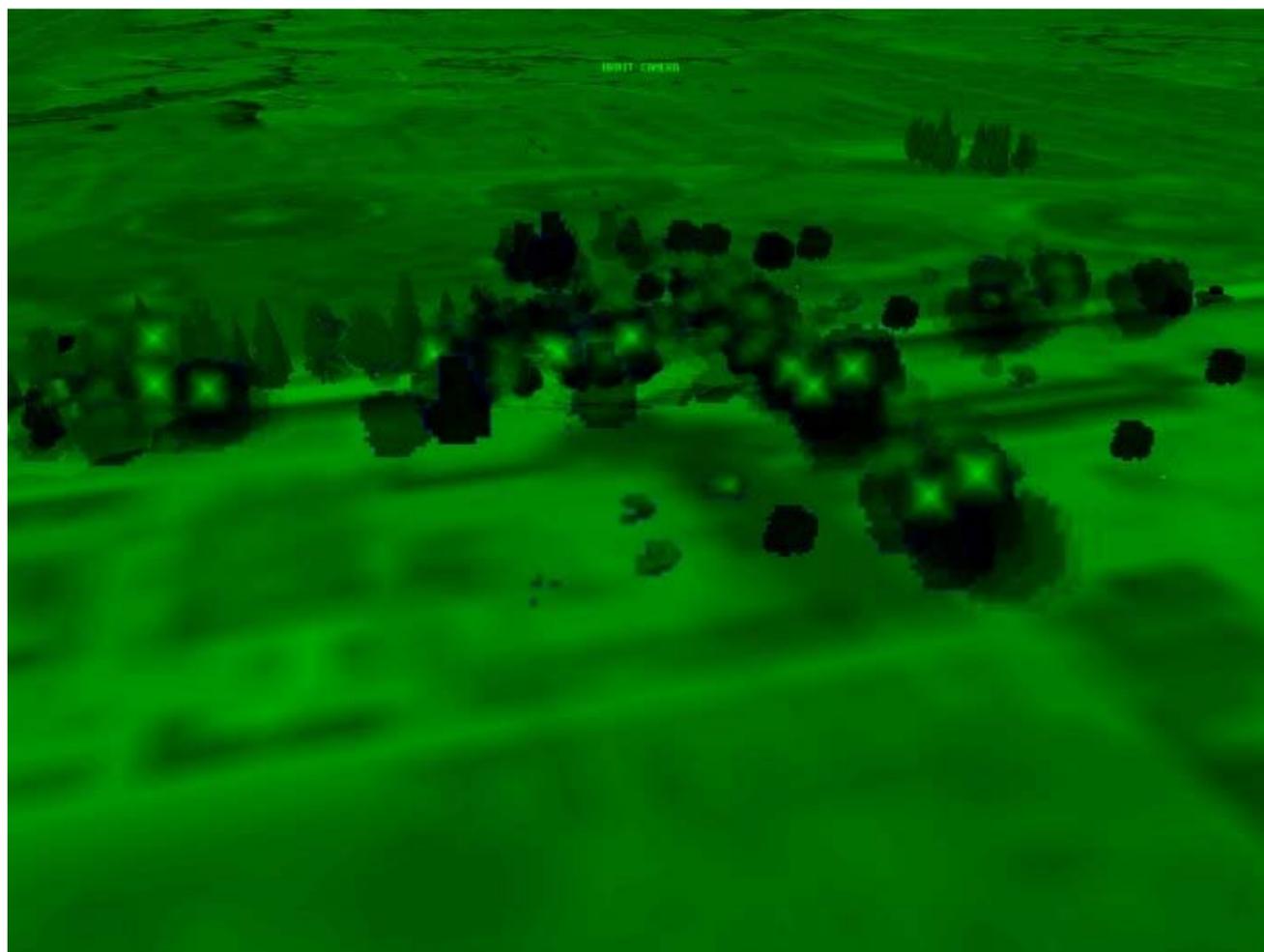
Just as I'm about to hit my pickle button the shriek of the missile launch tone bolts me upright and I see the flashing red missile launch pulsing in a gleeful manner. The SA-5 site has me!



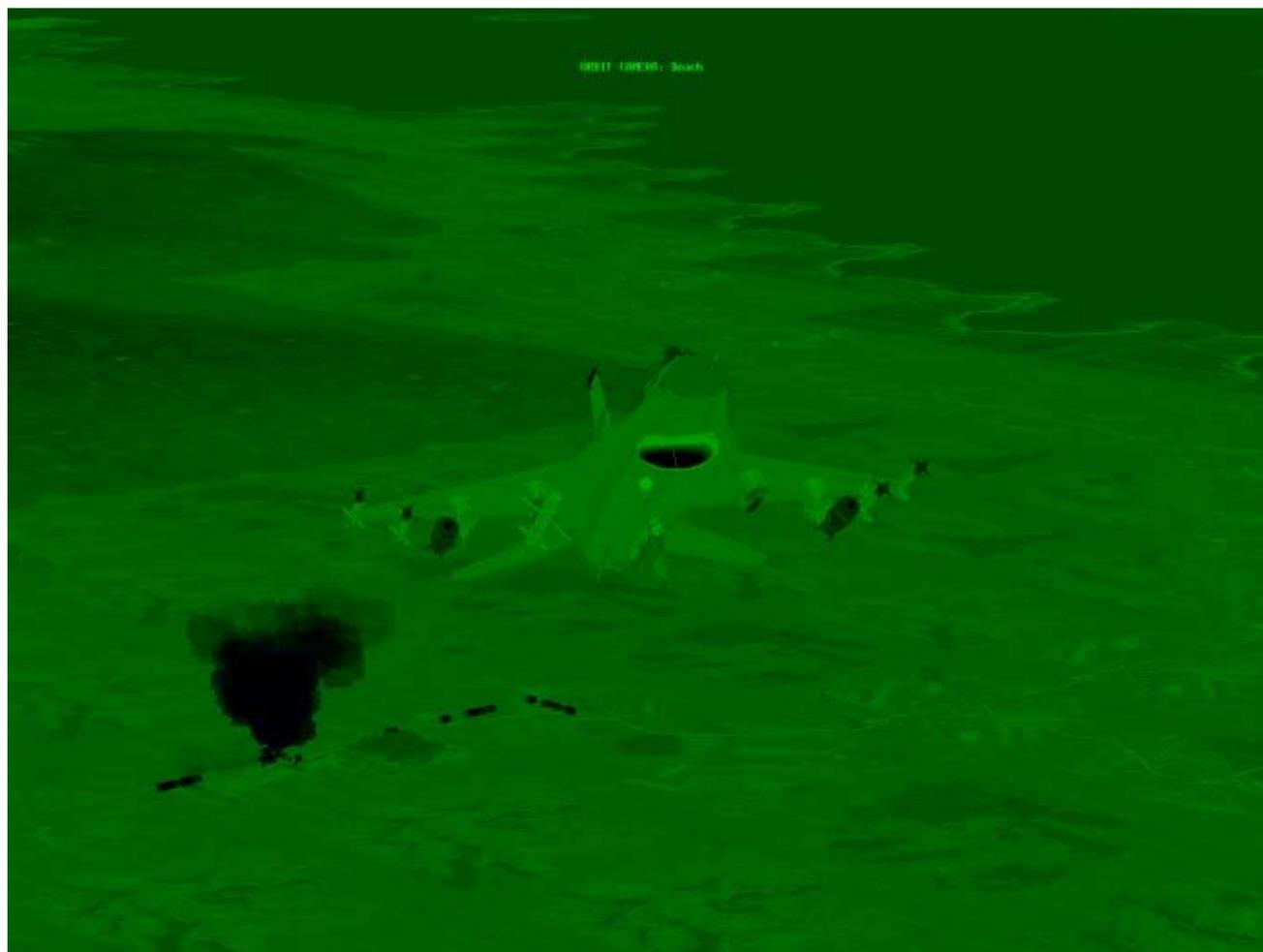
I wait a fraction of a second, hear the thunk of the bombs coming off my racks and reef around into a hard right breaking turn dumping chaff and flares in a descending high-G turn. Metal bends and pops and warning messages start flashing on my systems warning page:



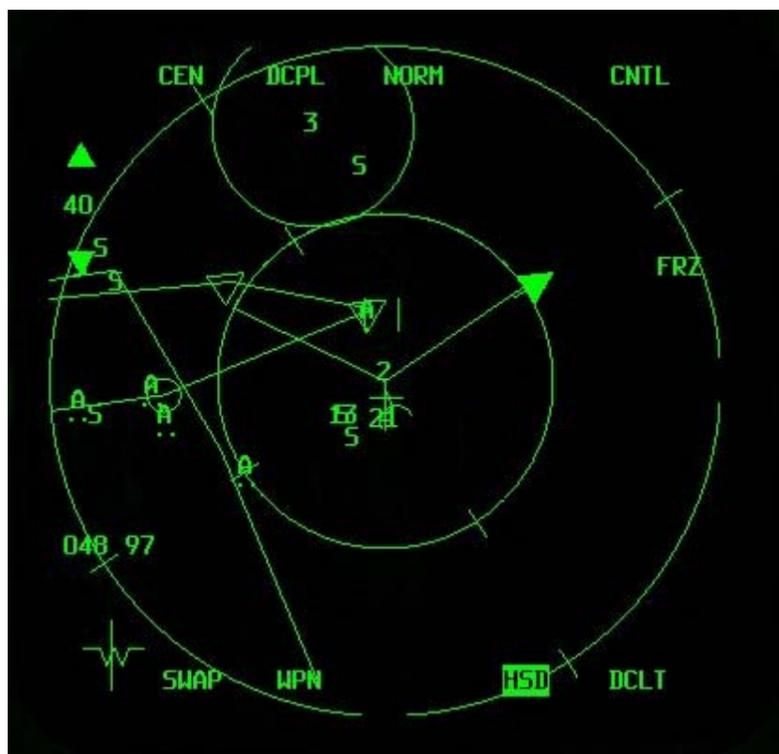
My CBU pattern expands almost perfectly across the moving convoy destroying many vehicles and leaving the column smoking:



I reverse my descent and pull into a gradual climb as my RWR gear falls silent, either I evaded the SA-5 or it didn't have the range to chase me in my southbound turn. I climb out toward the safety of the south (away from the dual SA-5 threat) while the armor vehicles burn behind me:



After separating for a few miles I turn back inbound, designate the site again and order my wingman to engage hoping he can score some additional damage. As I designate I see an archaic SA-3 site has come up on the air but unfortunately don't even think to engage it with my remaining HARM since I'm in a CBU mindset:



I roll in on the enemy column once more for my final bomb pass:



As I head down the chute once more the SA-5 site(s) light me up again just as I reach the release point and again I evade back to the south:



Cont..

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

**BeachAV8R**

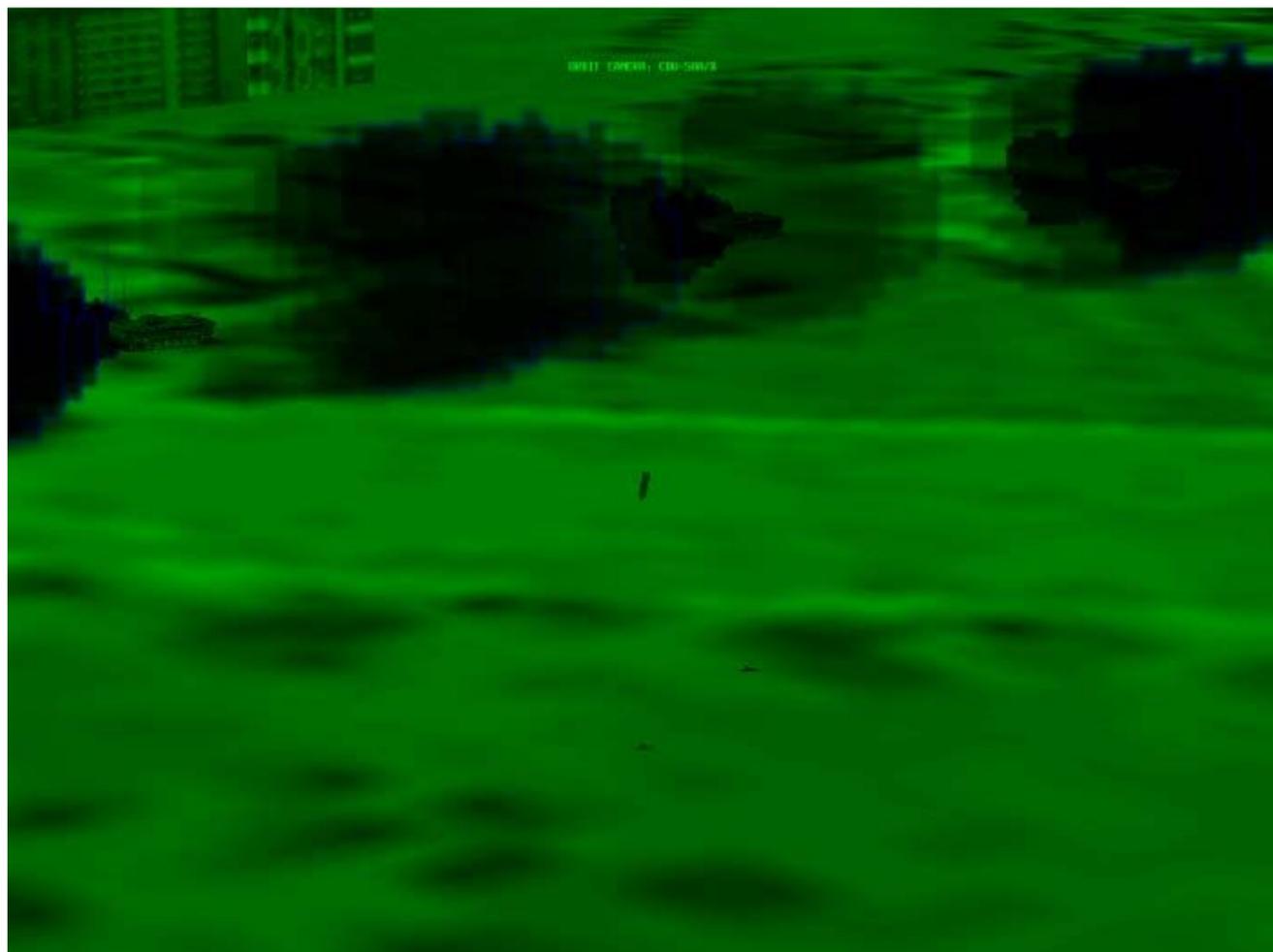
Member  
Member # 3055

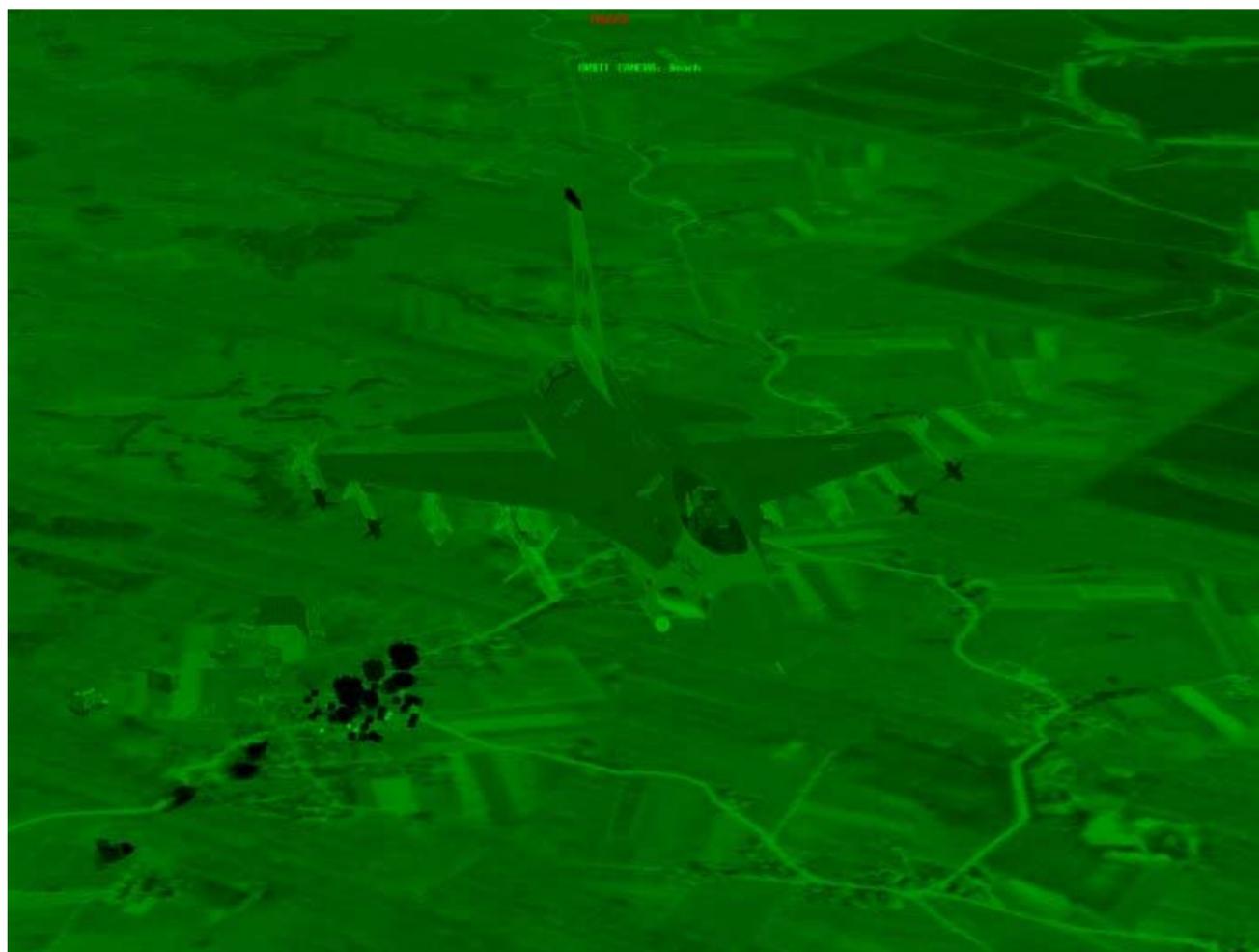
posted 04-19-2004 18:45

Two SA-5 missiles arc up toward me on a flat trajectory but neither one has the punch to make the distance and soon they fall behind and explode harmlessly:

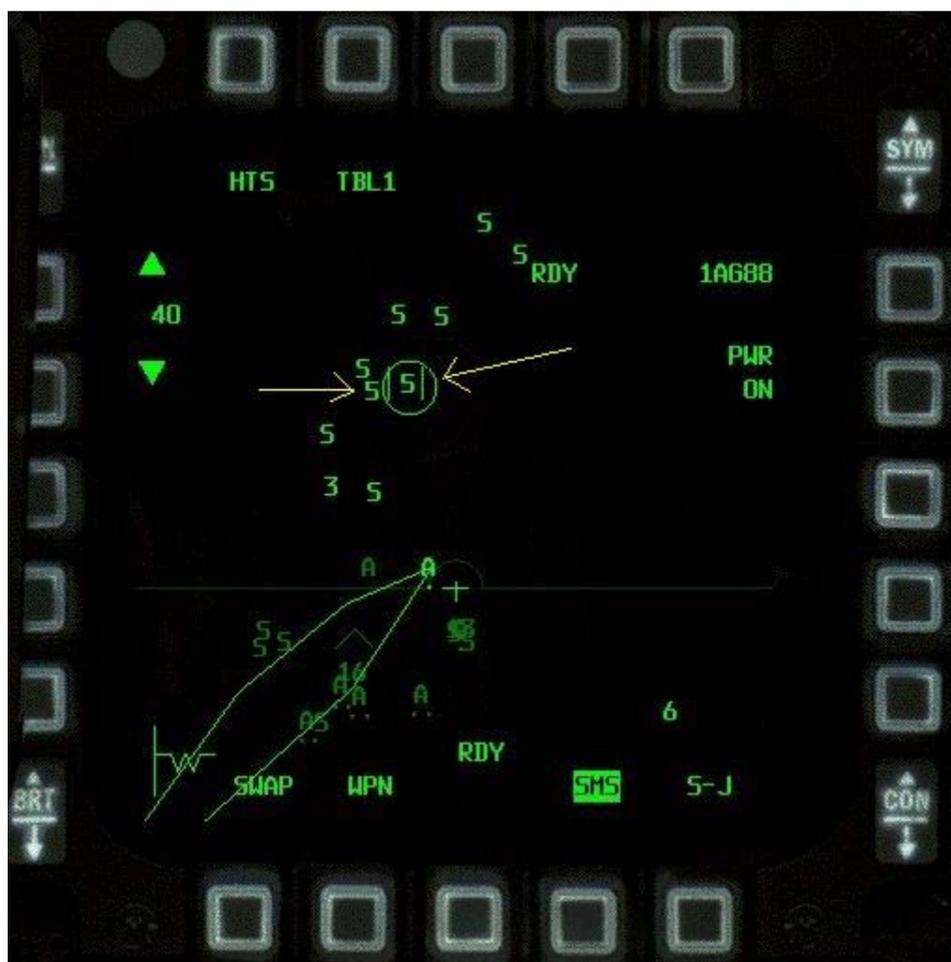


My second pair of CBUs lands just short of the column but close enough to realize some serious damage and I leave behind more smoking ruined hulks:





Aggravated by the very personal attention I'm being paid to by the SA-5 sites I opt to lob my remaining HARM at one of them. I turn around, lock one of them up and am already in range. Here you can see the two SA-5 sites right next to each other on the HTS display:



Take that!



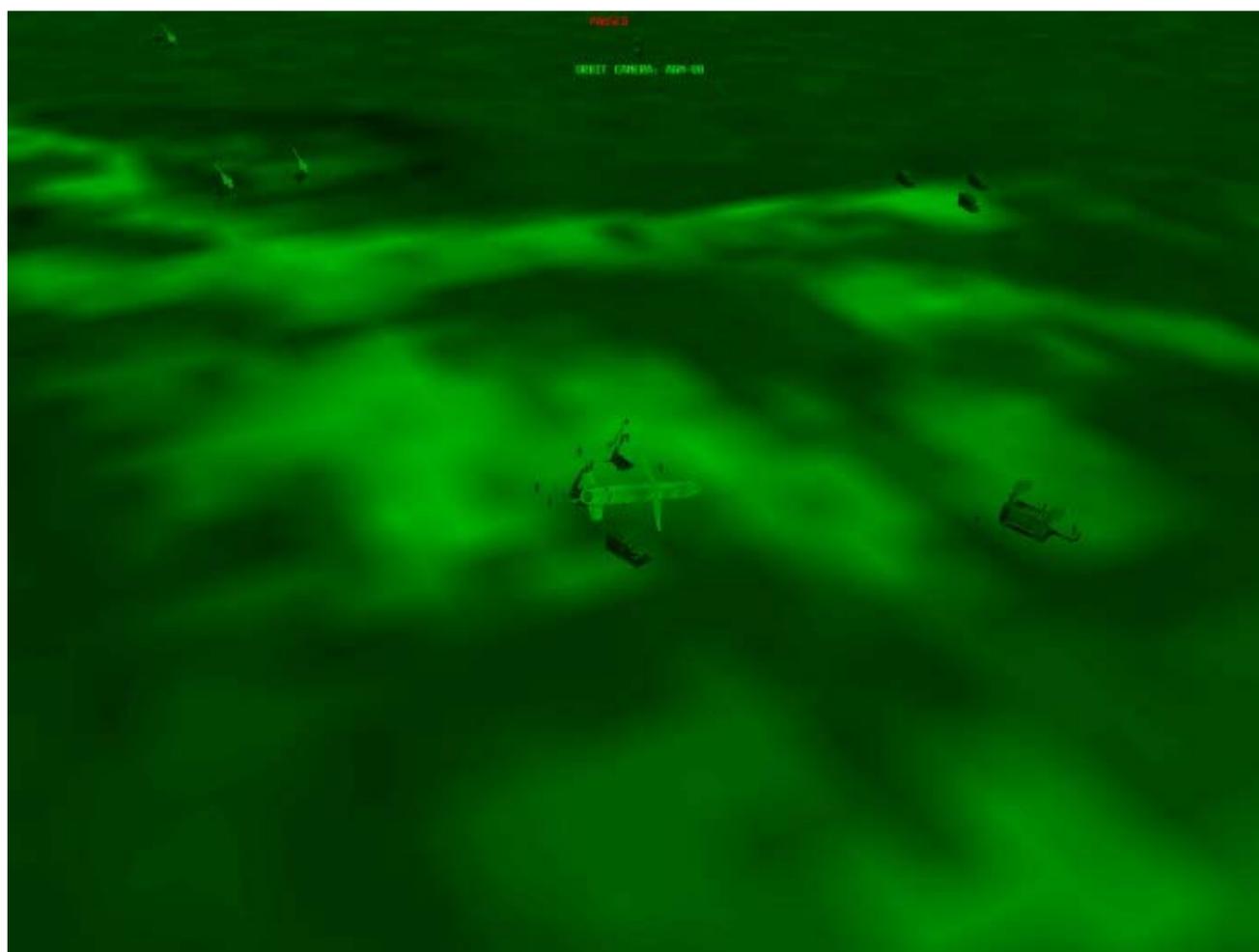
As if to punctuate their resilience the SA-5s light off more missiles at me but one of them goes silent as my HARM finds it's mark.



My HARM passing the SA-5 fired up at me:



Lights out!



Cont...

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

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

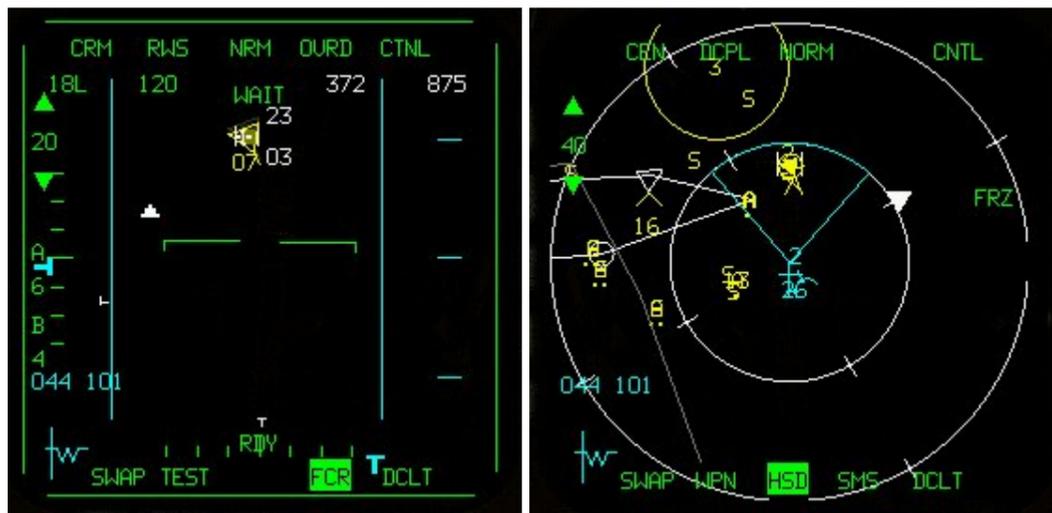
**BeachAV8R**

Member  
Member # 3055

📅 posted 04-19-2004 18:46   🏠 👤 📧 🗑️ “ ”

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With all of my ground ordnance expended I want to put the exclamation point on how this F-16CJ is definitely a multi-role capable aircraft. I query AWACS, which I had been negligent in doing during my entire ground attack fray (lucky for me no J-11s were lurking nearby!) and find a lone MiG-23 just north of me coming out over the water headed in my direction about 20 miles out:



Armed with only heat-seeking missiles I decide to roll the dice since I'm holding all the advantages except one: I'm higher than him, faster than him, and it's a 2v1..the only disadvantage I have is that he probably has a radar missile on him whereas I don't!

Coming downhill I go super-sonic lock him up and decide the best tactic is to get him to go defensive immediately so as not to get a radar shot off at me. He doesn't KNOW I don't have an AMRAAM so he will have to respect the perceived disadvantage he faces. We are head to head at almost 1100 knots of closure and I shoot my first -9M to put him defensive at the ridiculous range of 8.5 miles:





At 1100 knots it only takes 2 more seconds for him to be in the no-escape zone of my second missile so I launch #2 at him as he breaks trying to evade the first shot:



Boom! I'm amazed to see my first missile hit him! A very low probability shot, but he just kept boring in at me for too long. His smoking aircraft arcs across my HUD and my second missile impacts totally disintegrating his airframe:



I glance down at my fuel gauge and weigh my options. AWACS holds a few more contacts to the north-west, but I know I'm pressing my luck mixing it up with only -9Ms on the rails so I turn and head for home content with the mornings work:



Descending into Seoul I'm mesmerized by the realistic feeling I have of floating over the city lights below as I turn final to the dimly lit Seoul airbase:



Cont...

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

**BeachAV8R**  
 Member  
 Member # 3055

posted 04-19-2004 18:47  

**Conclusions:**

I'm greeted with an Air Medal award, which is always a nice thing!



The mission is a success in both respects. Even though I hijacked the mission and made it a SEAD flight I got credit for denying enemy entry into my CAP area. This mission saw my greatest A2G kill numbers so far in the campaign with a total of 31 vehicles destroyed with my 2 CBU/2 HARM passes!

**DEBRIEFING**

**MISSION:** Success (Prevent hostile aircraft from entering your station area)  
**YOUR TASK:** Success (Prevent hostile aircraft from entering your station area)  
**PILOT RATING:** Excellent

Actual TOS: 00:43:53 (411 seconds late)  
 Losses: 0

**PACKAGE STATISTICS:**

Flight	Aircraft	Comments
Ghost3 (BARCAP)	2 F-16CJ	Mission success: Station time completed with no successful enemy strikes. <a href="#">Event List</a>

**FLIGHT STATISTICS:**

Callsign	Status	Ordnance Fired	Results
Ghost31	Functional	2 x AIM-9M	1 miss, 1 hit (50%)
		4 x CBU-58A/B	4 hits (100%)
		2 x AGM-88	2 hits (100%)
Ghost32	Functional	1 x AIM-9M	1 hit (100%)
		4 x CBU-58A/B	4 hits (100%)
		2 x AGM-88	1 miss, 1 hit (50%)

**PILOT STATISTICS:**

Callsign	Aircraft	Pilot	Status	AA Kills	AG Kills	Rating
Ghost31	F-16CJ	Lt. Beach	OK	1 (0)	31 (0)	Excellent
Ghost32	F-16CJ	Lt. Kerr	OK	0	3	Excellent

**RESULTS:**  
 Local air superiority was successfully maintained. No hostile aircraft penetrated friendly airspace

**RELATED EVENTS:**  
 U.S. F-16CJs engaged DPRK MiG-23MLs northwest of Hoeyang.  
 U.S. F-16CJs engaged DPRK MiG-23MLs south of Anbyon.

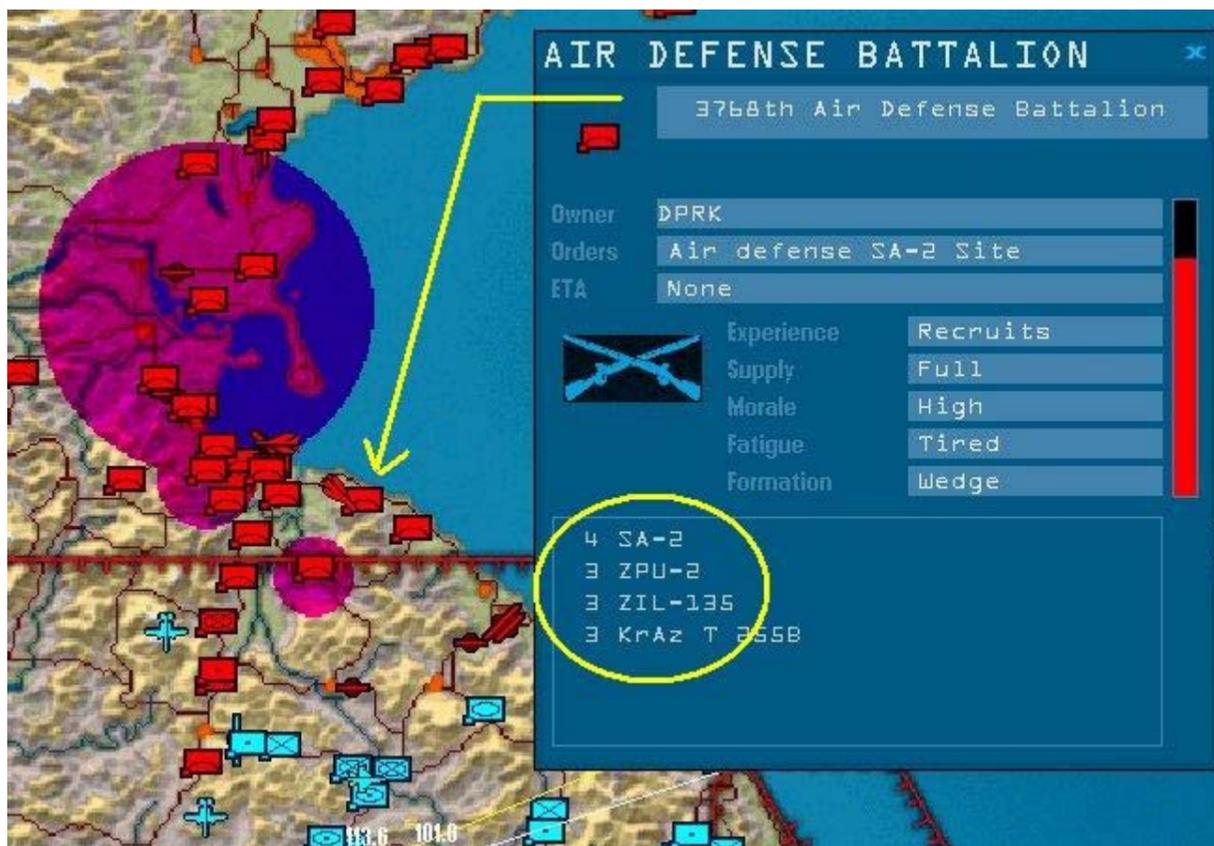
The list is impressive for someone who rarely scores more than a few ground vehicle kills per mission:

```

Beach joined as Ghost31 at 00:28:00
DPRK Fan Song B destroyed by Beach at 00:40:16
DPRK Fan Song B destroyed by Ghost32 at 00:41:07
SA5 launched at Beach 00:43:36
SA5 launched at Beach 00:43:38
SA5 launched at Beach 00:43:53
DPRK SA-2 destroyed by Beach at 00:44:04
DPRK SA-2 destroyed by Beach at 00:44:04
DPRK 2S1 destroyed by Beach at 00:44:04
DPRK BMP-3 destroyed by Beach at 00:44:04
DPRK ZSU23-4 destroyed by Beach at 00:44:04
DPRK ZSU23-4 destroyed by Beach at 00:44:04
DPRK ZSU23-4 destroyed by Beach at 00:44:04
DPRK SA-9 destroyed by Beach at 00:44:04
DPRK SA-9 destroyed by Beach at 00:44:04
DPRK SA-9 destroyed by Beach at 00:44:04
DPRK BMP-2 destroyed by Beach at 00:44:04
DPRK BMP-2 destroyed by Beach at 00:44:04
DPRK BMP-2 destroyed by Beach at 00:44:04
DPRK BMP-3 destroyed by Beach at 00:44:04
DPRK BMP-3 destroyed by Beach at 00:44:04
DPRK BMP-3 destroyed by Beach at 00:44:04
DPRK BMP-CMD destroyed by Beach at 00:44:04
DPRK BMP-CMD destroyed by Beach at 00:44:04
DPRK BMP-2 destroyed by Beach at 00:44:04
DPRK BMP-2 destroyed by Beach at 00:44:04
DPRK 2A65 destroyed by Beach at 00:44:04
DPRK T-72 destroyed by Beach at 00:44:05
DPRK T-72 destroyed by Beach at 00:44:05
DPRK T-72 destroyed by Beach at 00:44:05
DPRK 2A65 destroyed by Beach at 00:44:05
SA5 launched at Beach 00:46:29
SA5 launched at Beach 00:46:31
DPRK BMP-2 destroyed by Beach at 00:46:56
DPRK BMP-2 destroyed by Beach at 00:46:56
DPRK BMP-2 destroyed by Beach at 00:46:56
DPRK Office destroyed by Ghost32 at 00:47:06
DPRK Manufacturer destroyed by Ghost32 at 00:47:06
SA5 launched at Beach 00:51:03
DPRK Barlock-B destroyed by Beach at 00:51:51
DPRK MiG-23ML downed by Beach at 00:55:08
Beach landed at 01:08:54
Ghost32 landed at 01:14:32
Beach exited from Ghost31 at 01:15:15

```

Post-strike intel shows both SA-2 sites out of commission although damage to the rest of the SAM site was minimal, I only killed the Fan-Song radar and two of the SA-2 launchers, but that is enough to put it out of action making follow on strikes slightly less hazardous:



Cont...

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

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

**BeachAV8R**  
Member  
Member # 3055

posted 04-19-2004 18:48

The intel picture shows that enemy and allied ground forces have almost reached parity. While the numbers may be nearly the same, clearly the US/ROK forces have an advantage with superior technology and equipment:



The air-side of the war remains hotly contested however, with many gains and losses although US/ROK forces maintain the numerical edge:



BeachAV8R

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)

[ 04-19-2004, 18:49: Message edited by: BeachAV8R ]

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

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

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

posted 04-19-2004 20:08

Nice Job as always Beach

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](#)

**Agent X20**  
Member  
Member # 675

posted 04-19-2004 20:41

Nice one! All those details might just be enough for me to get back in the cockpit without forgetting the important stuff.

Have to admit with you breaking away from that first SA5 I was surprised you didn't break a couple of pylons. That's usually what happens to me when I push the flight envelope with heavy stores still attached.

Good hits with your HARMs - I've struggled for good hits on occasions and haven't quite worked out what guarantees a hit and what doesn't.

Isn't AEye's night pit a thing of beauty? Sure beats the red-night-light mode!

[KiwiSim](#) 'Who said Kiwis couldn't fly?!'From: **Wellington, New Zealand** | Registered: **Apr 2000** | IP: [Logged](#)**20mm**  
Administrator  
Member # 2515

📄 posted 04-19-2004 21:39 🗑️ 📧 🗑️ “ ”

Beach,  
Just a couple things to add to another outstanding report of yours.

First, the "S" versus "5", I was staring at the screen, thinking, "yeah, right, they all look like "S"s to me!", then I read your point. I really wonder if it's that hard to distinguish in the real thing?

Second, that pic of your Harm passing the enemy's SA-5 is classic! This is one more reason why F4 is so great.

Air medal and 31 ground kills in a single mission! Superior, I am so jealous...

And, finally, you didn't mention the landing...I'm assuming it was a "squeaker"!?

-----  
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](#)**JohnTheLuck**  
Member  
Member # 14723

📄 posted 04-19-2004 21:48 🗑️ 📧 🗑️ “ ”

Wow, nice mission for someone who has been idle for many weeks !!! Keep them coming...

JTL

From: **Montreal, Canada** | Registered: **Feb 2003** | IP: [Logged](#)**swampy11**  
Member  
Member # 3396

📄 posted 04-19-2004 22:03 🗑️ 📧 🗑️ “ ”

Great job as usual Beach. I wonder how the same exact mission would have been using SP4+BMS? Hmmmmm  
`swamp

From: **Houston, TX, USA** | Registered: **Feb 2001** | IP: [Logged](#)**BeachAV8R**  
Member  
Member # 3055

📄 posted 04-19-2004 22:58 🗑️ 🏠 🗑️ 📧 🗑️ “ ”

Thanks guys..I tell ya' after the last two missions after my couple months away, I'm ready to fly again and again. Unfortunately after writing that one up tonight (sorry for the typos in it..I didn't proof it before I posted it..) and then working out I don't have time to fly a mission tonight and I'm seriously bummed!

Agent - I did bust some things with that break turn..if you look at the picture of my second CBU run on the convoy you can see the two warning lights on the right eyebrow panel..I think it is the DDU (Data Display Unit) and FLCS (Flight Control System?) lights are illuminated indicating faults. I never did get around to running through the bit-page to see specifically what I broke..lol...guess I should have!

As for the HARMs..I generally wait until that range carat drops at least 1/4 of the way down from the top of the range bar on the right side of the HUD. I've also seen my HARMs run into buildings if the SAM site is embedded in a town..that always sucks..lol..

And yes..flying Aeyes pit at night is just awesome!

20mm - Yeah..that 5 vs. S symbol is a tough one..I'd really like to see how it is presented on a real MFD. I have a friend that works at Shaw AFB..maybe he can explain it to me.

And my landing was pretty good..not a "roll it on" but I didn't damage anything. As an aside..I flew (in real life) today from Charlotte - Charleston, SC (AFB) - Greenville, SC - Charleston - Charlotte (a 4 leg trip). Anyway, as we were coming back from Greenville (GMU) we spotted a funny cluster of targets on our TCAS well below us. We were cranning our eyeballs to the max and finally spotted what it was..three C-17s in formation doing a low level (IR or VR) route through SC...it was pretty cool.

Then, when we got back to Charleston, as we were sitting on the ramp unloading a flight of two F-16s came over the threshold in formation, they had their gear out and looked like they were going to land..got within about 5 feet of touching down and then just did a slow pass, cleaned up..and roared off down the runway. It was really, really cool.

I was struck by how high the angle of attack was as they crossed the threshold..and their rate of descent seemed really high right until they entered ground effect...it was interesting to see it done for real from such a close perspective..

Swampy - Yeah..I'd like to wring out SP4 and see how it shakes out. Unfortunately I just can't make the transition with 36 missions under my belt...since the campaign saves aren't compatible 😞

Thanks for all the kind words gents...I write these reports for me really..but I'm glad everyone seems to like them.

BeachAV8R

Oh..and thanks for indulging my occasional off-topic kayaking posts..lol..

[ 04-19-2004, 23:02: Message edited by: BeachAV8R ]

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

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

posted 04-20-2004 05:22

**swampy11**  
Member  
Member # 3396

Beach-  
Thought you might have a dual install with SP4 so you could re-run the same mission. Just a thought. Am looking forward to your next.  
`swamp

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

posted 04-20-2004 11:39

**AlexC**  
Member  
Member # 18772

Another great read Beach!

quote:

Originally posted by BeachAV8R:  
**As an aside..I flew (in real life) today from Charlotte - Charleston, SC (AFB) - Greenville, SC - Charleston - Charlotte (a 4 leg trip). Anyway, as we were coming back from Greenville (GMU) we spotted a funny cluster of targets on our TCAS well below us. We were cranning our eyeballs to the max and finally spotted what it was..three C-17s in formation doing a low level (IR or VR) route through SC...it was pretty cool.**

While I was in the Marines we got a chance fly up to Boise, Idaho to do some training that wasn't in a desert environment. Basically, we managed to hitch a ride with some force recon people who were also going up there for some cold weather training. Since that was just a five man team, there was plenty of room in the [Starlifter](#) for a company of tankers. ([M1s](#) not [KC-135s](#).)

Our flight into Boise was also a training opportunity for the pilot, who used the mountainous terrain to practice low altitude flying. For about half an hour or so we were weaving through the terrain, the pilot making sharp banking turns and undoubtedly trying his best to get the jarheads in the back airsick. While many in my company were doing just that, I was glued to the window having the time of my life on a 707 sized roller coaster.

The plane would bank one way and I'd be looking straight out the window, down at the ground that was not more than five or six hundred feet below me and then the plane would bank the other way and I'd see nothing but sky. On the rare occasion that the plane would level out I got to actually look *up* at the treeline at the tops of the mountains. Eventually, the pilot leveled off and brought the plane up high enough for the force recon people to jump out. We stayed for the landing. Tankers **don't** jump out of perfectly good airplanes.

Two weeks later we got on the same Starlifter had an uneventful flight home. (Except for the force recon people jumping out again.) Everyone in the company was thankful for that but me.

[ 04-20-2004, 11:41: Message edited by: AlexC ]

From: **San Diego, CA** | Registered: **Mar 2004** | IP: [Logged](#)

posted 04-28-2004 21:27

**AceLance**  
Member  
Member # 17626

Wow nice work Beach!!! One day hopefully with these great missions I may be able to actually target something !! woo!

From: **Atlanta, GA USA** | Registered: **Dec 2003** | IP: [Logged](#)

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