

Planning/preflight:

Our two-ship flight will proceed toward the strike area prior to the four-ship strike flight entering the area. Due to the close proximity of Koksan airbase, light AAA and SAM activity can be expected:



We have been ordained with an excellent mix of air-to-air ordnance today including 4 AMRAAM missiles of mixed variants and 2 short range Sidewinder missiles:



Debrief:

In the dedicated air-to-air role the takeoff run and climb-out are a bit more sporty even with the addition of external fuel tanks:



As we climb out I start querying AWACS for any contacts and they respond immediately with a threat call of MiG-29s, but another flight is already on the case. At forty miles I easily identify the threats, but another CAP flight has already engaged the bandits leaving me as a spectator:



It is only a matter of seconds until the first MiG-29 succumbs to a long range missile shot:



Cont...

[05-23-2004, 22:31: Message edited by: BeachAV8R]

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

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

BeachAV8R
 Member
 Member # 3055

📅 posted 05-23-2004 22:25 🏠 👤 📧 📄 “ ”

The remaining MiG-29 tries desperately to evade back to the north, dumping his nose and accelerating before pulling out low to the ground:



The antagonist fleshes out to be an F-14:



Seconds later the second MiG-29 meets the same fate as his wingman; those Navy boys mean business when they get a CAP assignment:



Meanwhile my wingman has joined up and I order him into a tight formation as we make our way toward the sweep waypoints. Armed for bear we are anxious for targets but to our mounting frustration AWACS reports clear skies ahead:



The only threats visible are numerous SA-13 vehicles meandering across the landscape below. They should be of little threat providing we stay at our cruise altitude:



As we bore through the skies toward our sweep waypoints I have to admit to being surprised by a sudden onslaught of AAA at our altitude. We are well above twenty-thousand feet so I know they are heavy caliber flak guns targeting us:



As we approach the third (and last) sweep waypoint our radar is pointed back toward home base and I can easily pick out the inbound strike flight as the rendezvous and assume a low level strike profile:



Cont...

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

BeachAV8R
Member
Member # 3055

posted 05-23-2004 22:26

Reaching over I engage the autopilot in pitch and roll hold mode and I enter a slow orbit over the last sweep waypoint as I wait for the strike flight to arrive in the area:



During my slow orbit I see an enemy column kicking up a dust-cloud. I should know to always carry a CBU or two for targets of opportunity!



One of the strike F-16 approaches my holding area. Clearly visible under the wings are the Durandal anti-runway bombs:



As the strike flight passes under me on their nap-of-earth profile I pick them up on radar, lock up on of the aircraft and decide to hawk their pass on the airfield. Sorting the strike flight on the radar is easy, I just cycle through the targets until I see a contact that is under 1000 feet:



With one of the strikers locked I push the nose over and fall into trail a bit more than 3 miles behind him:



The F-16 I've locked onto crosses the highway strip and drops his stick of Durandals sending up plumes of smoke:



Cont...

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

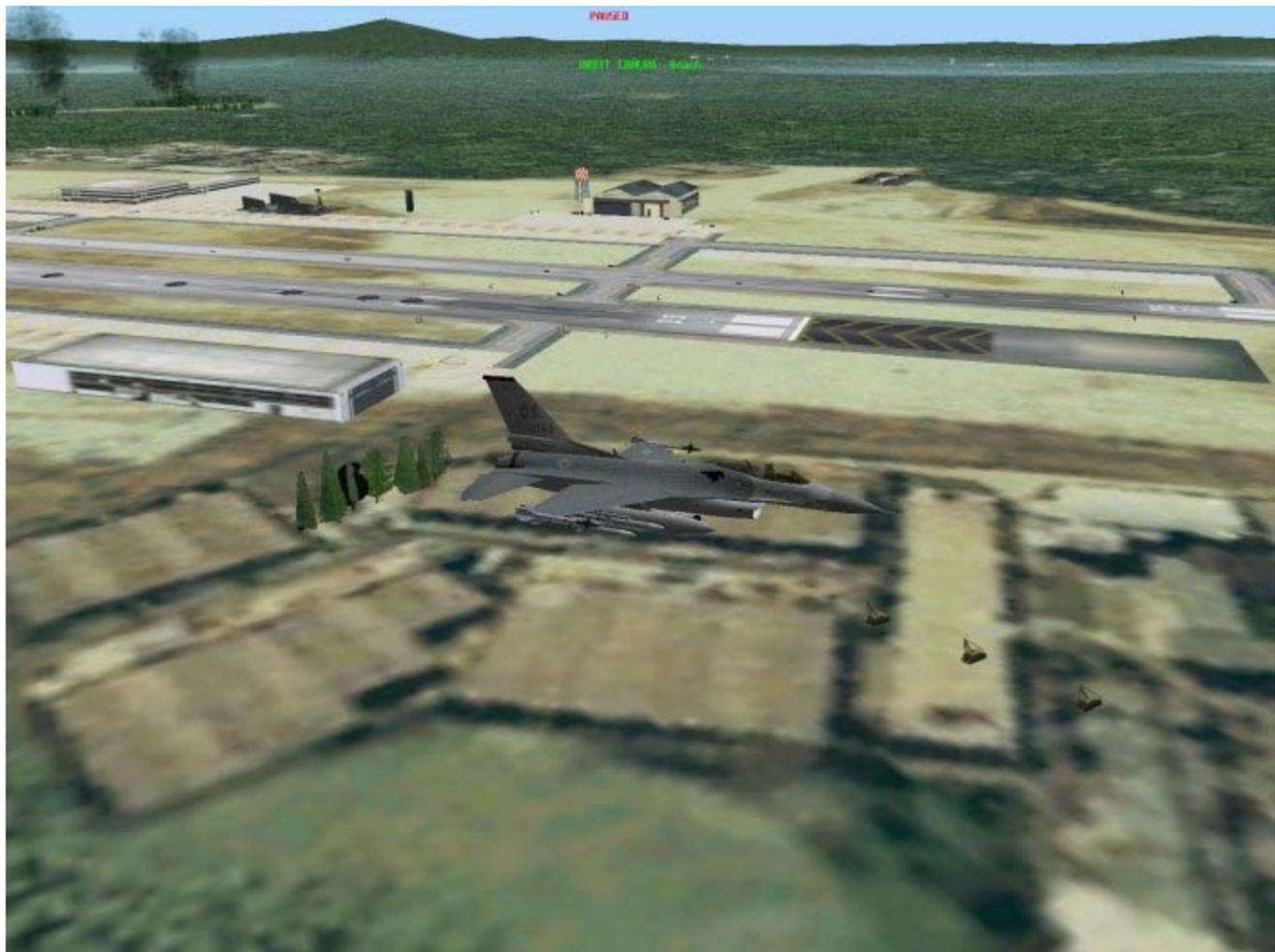
BeachAV8R
 Member
 Member # 3055

📅 posted 05-23-2004 22:26 🏠 👤 📧 📄 “ ”

As I roar over the airfield the rocket motors on the Durandals fire, driving them deep into the runway:



As I cross the highway strip I decided to break left across the main airfield just to see if there was any activity. While there wasn't any enemy air activity there were several air defense units still positioned around the dormant airfield fulfilling the role of welcoming committee:



As I climb out over the airfield the enemy gunners are coming to life and they fill the skies around my wingman and I with deadly puffs of AAA:



The last of the strike flight pulls off the target and heads south without any losses. With our immediate mission completed and fat on fuel and ordnance we are spoiling for a fight. Unfortunately AWACS doesn't have much business for us and we end up meandering along the FLOT waiting for something to pop up.

Eventually we get a contact about 40 miles to the east heading angularly away from us. I designate the contact and declare him to AWACS. The reply gets my blood flowing when I find out it is a lone J-11 (Su-27) the premiere enemy fighter in the theater!



The J-11 is heading slightly away from us however, and I fear that as he extends toward the south-east he will eventually be engaged by naval CAPS along the coast. I want this bandit all to myself so I try to lure him into a fight by solidly locking him up in STT mode, pouring all my radar energy in a single line (blue line on the HSD) and setting of his threat warning receiver for sure:



Cont...

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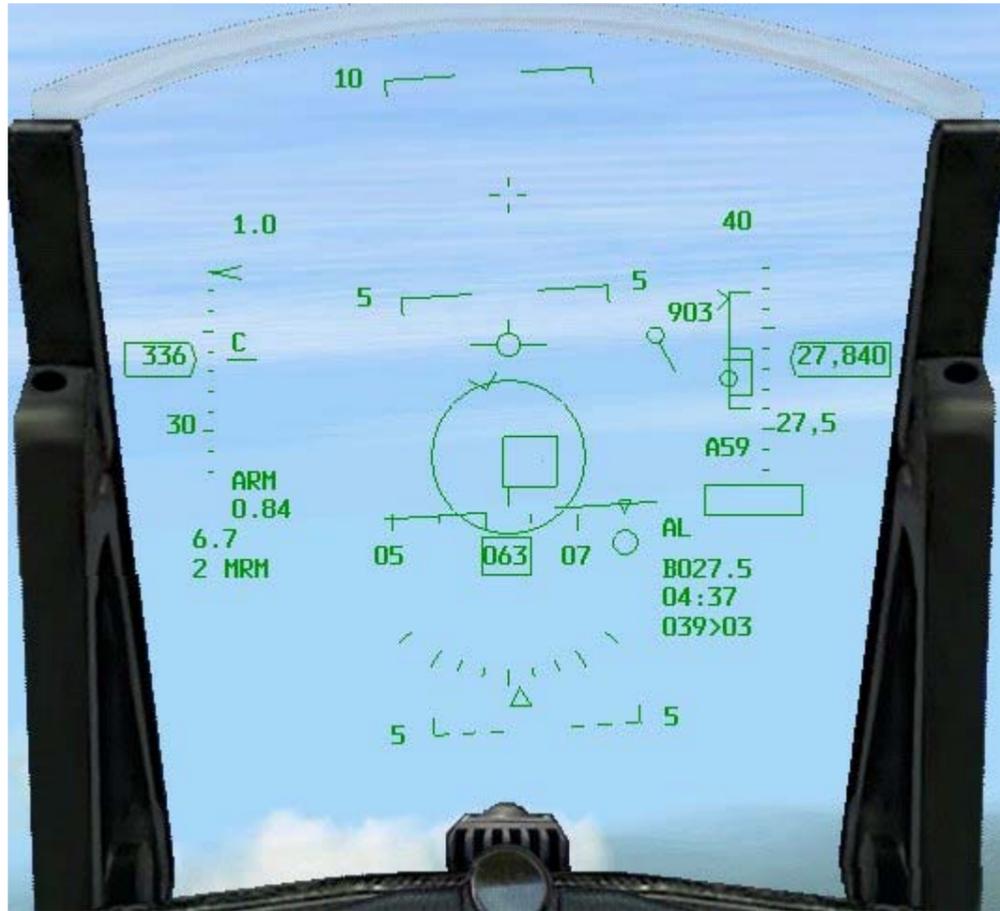
From: **Charlotte, NC USA** | Registered: **Jan 2001** | IP: [Logged](#)

BeachAV8R
Member
Member # 3055

posted 05-23-2004 22:27

As I peer through the HUD it takes a few seconds for the J-11 to respond, but I trust that the fighter pilot lineage works the same in North Korea and the challenge will be met. Slowly I see the aspect change from a slight quartering tail-chase to a head-on, high closure game of chicken:





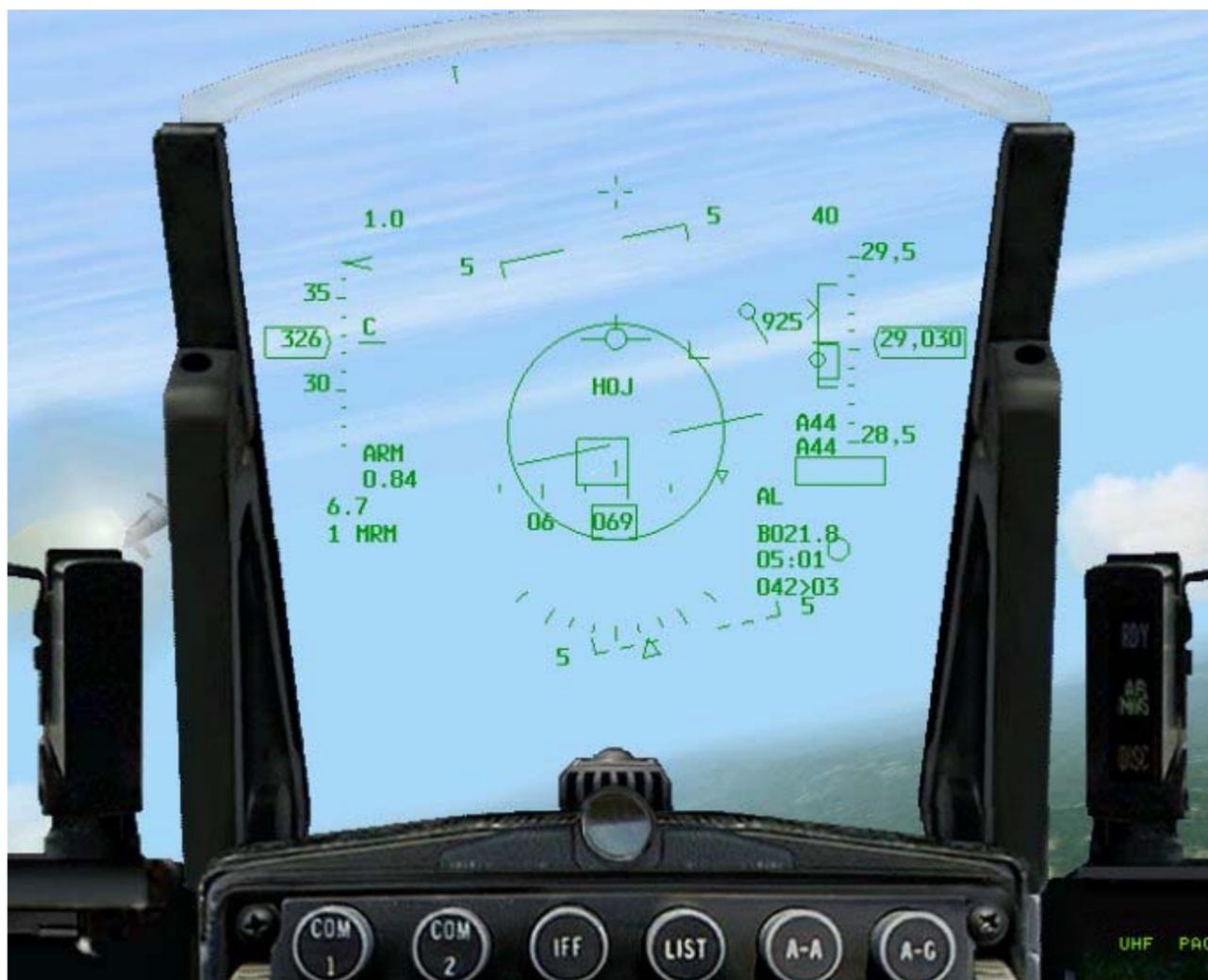
Having been in the theater long enough to know that regardless of who sees who first, the J-11 ALWAYS has the upper hand with his long range AA-12 I decide to try to put him on the defensive first with a bluff AMRAAM shot that is well out of range:



On my radar the contacts blinks to red indicating a missile has been sent his way:



As the missile leaves the rail the "HOJ" (Home-On-Jam) symbol appears on my HUD indicating the missile has lost lock immediately on the hard radar contact that my radar is giving, but that it has switched to automatically home on the targets ECM emissions:



Immediately after my missile launch I break right and put the J-11 on my left wingtip in an attempt to beam his radar or at least give him a less attractive missile shot.

The duel truly begins as the J-11 launches his own "big stick" against me and my threat warning receiver emits the "ripping" sound of the AA-12s active radar seeker tracking on me:



I also notice during the turn that an F-14 symbol has appeared on my RWR. I hope the swabo has the decency to allow me to finish my fight before he launches a Phoenix from Japan at the object of my affection.

As I turn and put the AA-12 on my tail I punch of my tanks, select burner and dump the nose to build up my speed to outrun the max range AA-12 shot. In the back of my mind I smile because I know the J-11 has done the same thing in response to my AMRAAM shot. The winner will likely be the person who can most quickly re-engage after dodging the first missile!



Cont...

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

BeachAV8R
 Member
 Member # 3055

📅 posted 05-23-2004 22:27 🏠 👤 📧 🗒️ “ ”

The AA-12 doggedly follows me until I feel it is close enough to start evasive maneuvers. In this shot the missile is running out of steam and is struggling to maintain a nose up attitude on me (I'm in the upper part of the frame):



As the missile approaches, I roll inverted, pull hard toward the ground building up speed then reverse and start pulling out of the dive. Luck is with me as the missile can't match the maneuver and it explodes nearby in my wake (explosion near the horizon line):



Turning back toward the J-11 I find him on my radar scope again but I'll be damned if I can lock him up this time. He is jamming me heavily and despite my best efforts I'm not able to burn through to achieve a lock. I narrow my radar scan azimuth in an attempt to up the refresh rate, but the radar stubbornly refuses to give me a firing solution:





Just to add a bit of excitement to the mix I'm getting lured down into SA-13 range and then the RWR lights off with an SA-5 launch!!



I have no choice but to divide my attention away from the closing J-11 and evade the SA-5. Worrying that another inverted maneuver will put me in sure-kill range of the SA-13s that litter the landscape below I light the burners and pull into an Immelman to reverse my direction while gaining some precious altitude:



Cont...

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

BeachAV8R
 Member
 Member # 3055

posted 05-23-2004 22:29 “ ”

After the missile dies off I reverse my turn, put the J-11 on the nose again and am once again engaged by the SA-5 site! A valid launch and again I'm forced to take my nose off the bandit. This is getting tiresome! If only my wingman had a HARM to muzzle the SA-5 site!!





Out of options and feeling that greed has usurped tactically sound decision making, I unleash my wingman on the J-11 knowing this added facet will definitely tilt the battle in my favor. My wingman immediately unleashes an AMRAAM seconds after my "CHAINSAW" command:



I follow a brief second later with my own AMRAAM, secretly hoping that my missile bridges the distance to the target before my wingman's does:



The J-11 has closed to under 10 miles now, but with two separate AMRAAMS on the way, both fired inside of the no-escape zone, he is all but done:



Once again my nose is depressed as I track my missile shot into the bandit. He jammed us to the end as my missile drops lock and homes instead on his ECM signature:



Spartan 1-2 beats me to the punch as his missile arrives a fraction of a second before mine sending the J-11 spinning into the ground in flames.

We clamber back above 20 thousand, out of range of the lurking SA-13s and make our way back to base when AWACS call out clean airspace. All the anti-missile maneuvering has pushed our fuel state down to the point where further trolling for action isn't prudent. The flight home is uneventful and I taxi onto the ramp and lift the canopy with a feeling of satisfaction even though I didn't score a single enemy hit for the entire mission. Sometimes just getting the job done and returning home is satisfaction enough.



Conclusions:

The mission is rated a success. We hit all of our sweep waypoints and even though we didn't engage any immediate threats to the strike flight, the job was completed. The J-11 was just icing on the cake and I owe my wingman a bottle for keeping me honest.

DEBRIEFING

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

Actual TOT: 10:58:34 (109 seconds late)
 Losses: 0

PACKAGE STATISTICS:

Flight	Aircraft	Comments
Spartan1 (Sweep)	2 F-16CG	Mission success: Enemy losses inflicted with no friendly casualties.

FLIGHT STATISTICS:

Callsign	Status	Ordnance Fired	Results
Spartan11	Functional	1 x AIM-120C	1 miss (0%)
		1 x AIM-120B	1 miss (0%)
Spartan12	Functional	1 x AIM-120B	1 hit (100%)

PILOT STATISTICS:

Callsign	Aircraft	Pilot	Status	AA Kills	AG Kills	Rating
Spartan11	F-16CG	Lt. Beach	OK	0 (0)	0 (0)	Excellent
Spartan12	F-16CG	Lt. Bakewell	OK	1	0	Excellent

BeachAV8R

PS - This mission report was written while I sat for 5 hours at DFW airport after getting out of my 5 day SimuFlite class...as such..I was pretty much drunk on Sam Adams..so any errors I apologize in advance..lol..

F4/1.08/SP3
 FreeFalcon 2 (can't remember if it's 2.1 or 2a..sorry..)
 Aeyes 1600 x 1200 super-pit
 NEW Twaelti's NEW high-resolution tiles! (Awesome!)
 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](#)

Alex41
 Member
 Member # 17081

posted 05-24-2004 00:26

Awesome report! Glad to see you back in action.

From: **Canada** | Registered: **Sep 2003** | IP: [Logged](#)

Pitbull

Junior
 Member
 Member # 14519

posted 05-24-2004 07:25

Looks like your wingman flew with only two AMRAAMs on board. Initially I thought he had only two 120Cs, because in the munitions screen it looks like your squadron ran out of 120Bs, but the debrief screen shows that he took down the J-11 with a 120B. Is this a little weird or am I just imagining things monday at work? 🤔

quote:

Originally posted by BeachAV8R:



[/QB]

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

BeachAV8R
Member
Member # 3055

posted 05-24-2004 08:45      

I flew that mission about 2 weeks ago and just got around to writing it up, so my memory is a little fuzzy. But what I think happened there was when we got to the load-out screen I moved the 120Cs off his airframe intending to put them on my airframe to give me a load-out of 2 Bs and 4 Cs...then I decided to go back to a mixed load-out including some AIM-9s because I've been in positions when I needed them before. I simply forgot to re-load the Cs on the wingman so the supply is showing there are 2 Cs left and the ordnance situation is "LOW" instead of out.

The campaign is sort of funny in that respect. My airfield has been out of AMRAAMS for almost a full campaign day, but if the mission is set-up as a CAP, sweep or escort the default load-out somehow manages to bypass the inventory and hang AMRAAMS on the rails. If I'm on a strike flight though, and just decide I want to add some AMRAAMS, they aren't available (the inventory shows them as OUT).

Good catch though..until you mentioned it I didn't even notice that my wingman only had 2 Bs onboard the whole time! 😊 I'll bet he would like for me to stop messing with his load-out in the pre-flight planning...lol..

BeachAV8R

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

20mm
Administrator
Member # 2515

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

posted 05-24-2004 10:45      

What can I say, Sam Adams brings out the best in ya! Nice, and nice pics, all of them. The ones with the Durandals especially! They missed a Trigen on the ground there, though, he's...

Oops, wrong sim, sorry!

You must really have a solid setup there, I don't think there is any way I could do all the view switches you did and not CTD.

And now we have BMS 2.0 out. Decisions, decisions! Well, I have to finish out my campaign, unless the CTD problem gets worse, I'm going to stick with what I have.

Oh, and btw, that J-11, it didn't really spin in the ground. A little "slight of hand" we up North have up our sleeves. Yes, that was me! Still alive! Ha, ha, ha, ha! Nice try, but you missed me! I shall be out there, in the friendly skies, look for me, I'll be looking for you! And I'll bring along some friends next time.

Ha, ha, ha, ha, ow, my head still hurts from running into that Screwbird's wing...

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](#)

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