Author Topic: Operation Rolling Fire Mission #45

BeachAV8R

Member
Member # 3055 posted 06-23-2004 17:33

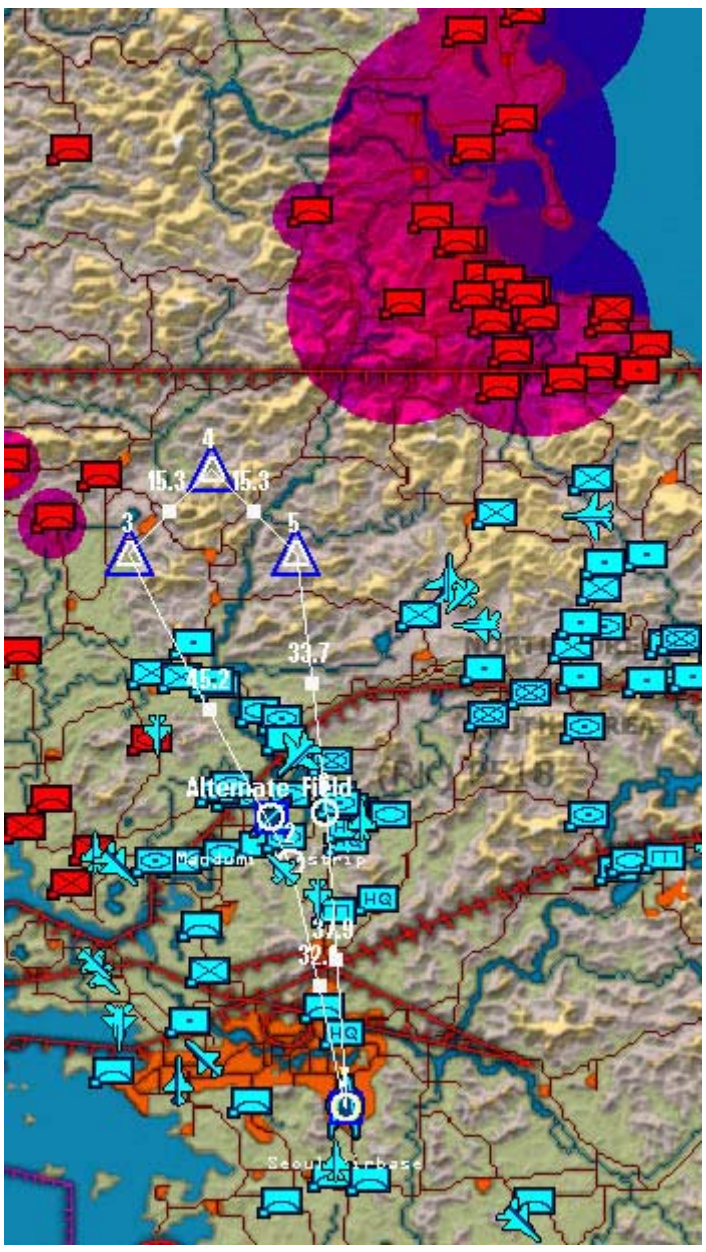
06/22/04
Falcon 4.0/SP3 Campaign Mission Report #45
OPERATION ROLLING FIRE
DAY 4 – 1440 HOURS

Campaign Status:

Since the campaign engine is misallocating the F-16CJ resources I've decided to soften up a few of the coastal targets before nightfall. The goal of the next several missions will be to degrade the anti-air assets around Wonsan in preparation for night strikes in the area. Again, with better progress being made up the eastern peninsula, we will try to focus our strikes in an effort to take Wonsan.

Objective:

The objective for this flight is continued attacks on enemy surface-to-air missile sites defending the Wonsan area. This will be a hijacked CAP flight since specific SEAD missions against Wonsan are not on the ATO.



Planning/preflight:

Our two-ship flight will depart Seoul and fly up to the CAP area to hit our CAP waypoints in order to meet the mission success requirements for the mission. We will also scan the area to the north to intercept any enemy aircraft threatening to breach our sector before moving on to deal with the SAM threat around Wonsan.

Seoul, like many of the other bases, is suffering from a dearth of medium range missiles. Unfortunately, that leaves us with only being able to carry AIM-9s into battle. We will also be carrying 2 HARMs and 4 CBUs for the SEAD role:

Debrief:

Bristling with the mixed load-out we take to the skies eager to accomplish the mission:

After doing the normal housekeeping chores of turning off the navigation lights, setting up the CBUs and navigation pages I turn my attention to the air-to-air radar and start scanning the area north of our CAP waypoints. At about 60 miles out I see a southbound radar contact that looks suspicious. I slew my radar cursors over it and lock it up (not STT) to get more data on it and also call AWACS to declare him. AWACS confirms the target is hostile and I already know from the detection range that the target is likely a large bomber of some sort:

Taking up an intercept course we are head-to-head with the Tu-16. I narrow down the scan volume on my radar so that I get more frequent updates on his speed and course in case he decides to motor away from us:

Our range is now just inside of 20 miles and he is still driving toward us dead on with over 1000 knots of closure. Without AMRAAMs we are forced to be patient and wait until we are within Sidewinder range:

Cont...

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

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

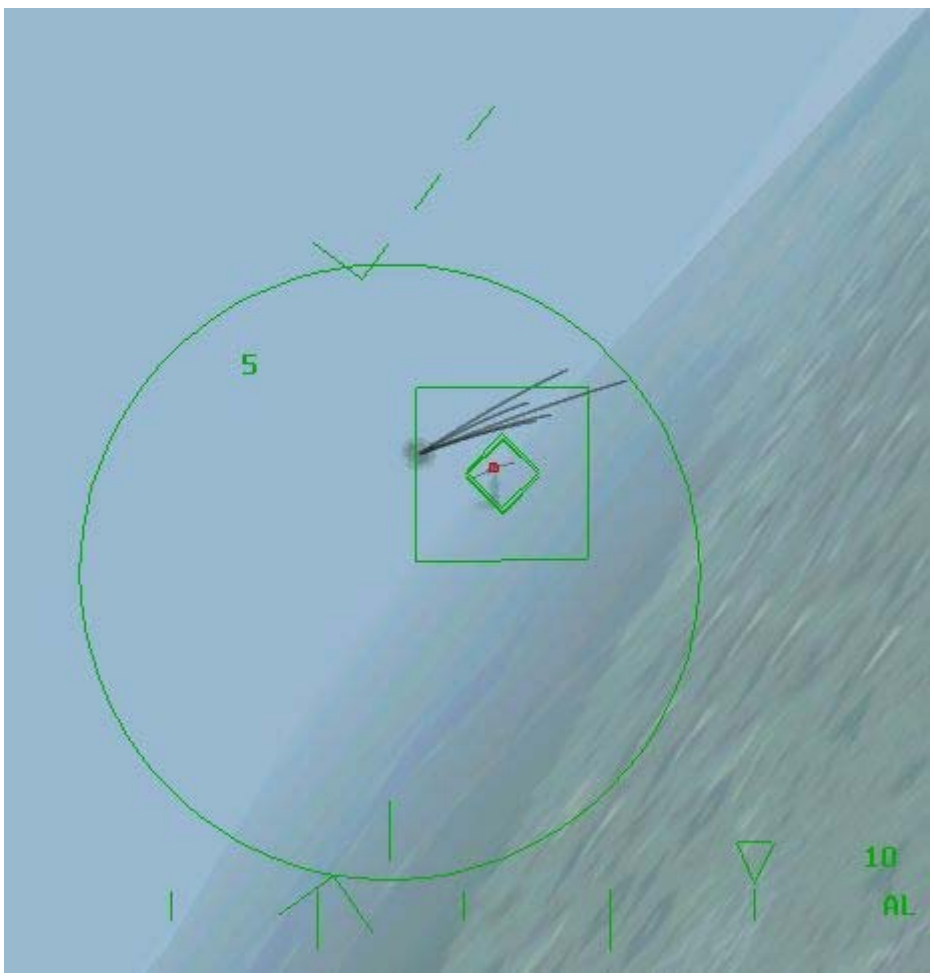
BeachAV8R

Member
Member # 3055

posted 06-23-2004 17:33

Just inside of 8 miles the Tu-16 finally starts an evasive maneuver but he is too late. The aspect slowly changes and shows him perpendicular to our course in the turn so we bank left and lead him a bit to cut off his escape:

I figure I had better save my missiles so I order my wingman to engage the bomber which he promptly does firing first one missile for damage and a second to destroy the bomber:


5
10
AL

With the bomber going down in flames I summon AWACS for more threats but they have nothing else for us. I select air-to-ground mode and pull up my Harm Targeting System to take a look at the Wonsan defenses:

I slew my cursor over the nearest SA-2 site and order my wingman to engage. Try as I might I cannot get my wingman to fire a HARM. He radios an acknowledgment but turns away and never makes his run toward the target. After multiple attempts I finally send him back to base rather than baby-sit him through the rest of the high-risk portion of the mission.

I lock up the SA-2 site and launch my first HARM at him:

Cont...

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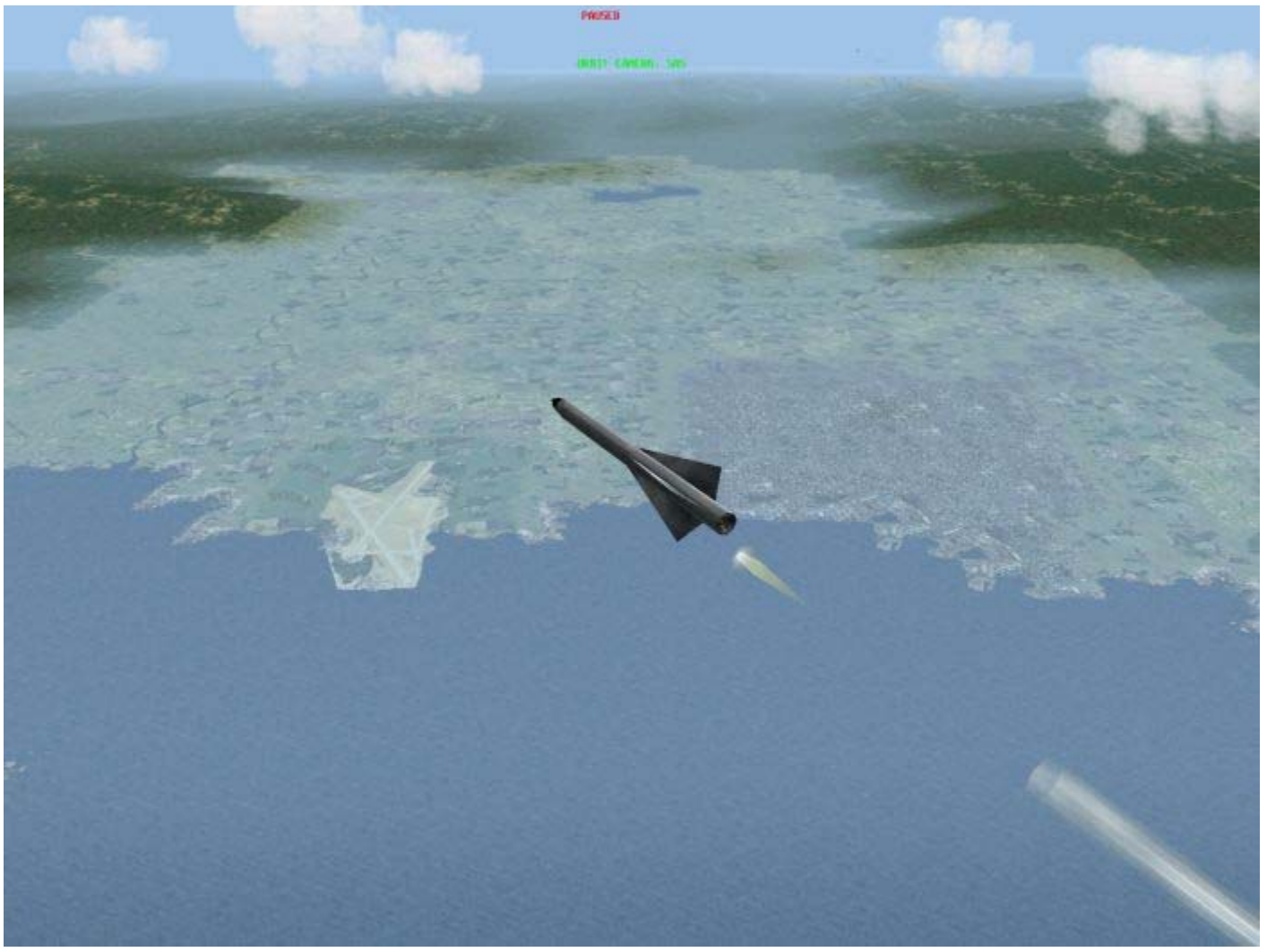
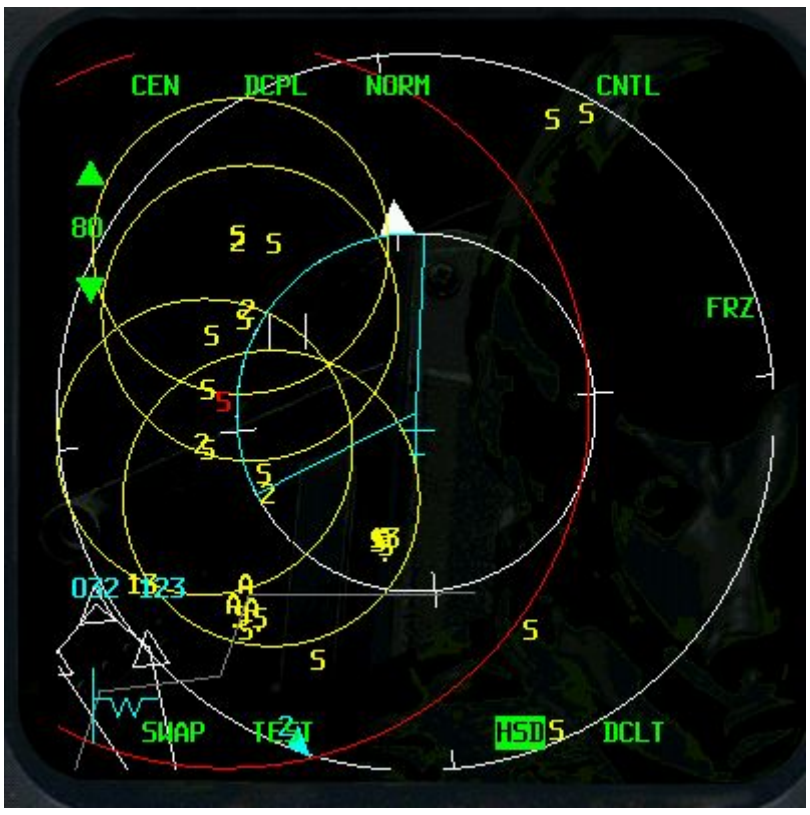
The HARM arcs unerringly into to the SA-2 sites radar van, destroying it and taking the site off the air:

As I press in toward another SA-2 site an SA-5 launches on me and I go evasive back to the south-west:

The SA-5 flying up over the city and airbase at Wonsan:



I make multiple runs toward the north-east attempting to get within HARM launch range of the SA-5 but each time I'm forced to go evasive and run from the area before I can get off a missile. Glancing at my fuel gauge I figure I have enough gas to try one more tactic. I'll fly out off the coast and come at the SA-5 site from extremely low altitude for a pop-up attack when my HTS shows I'm in range for release:



Pushing the nose over once I’m offshore I descend until I’m just skimming the waves and I head directly for the SA-5 site between the two outlying SA-2 sites:

As I close on the coast my HSD shows red rings for no less than three SA-2 sites as well as the SA-5 site! I just hope I'm low enough that they can't paint me!

Cont…

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

BeachAV8R

Member
Member # 3055

posted 06-23-2004 17:44

Cont…

I slew the cursors once again over the SA-5 site and lock it up. So far the missile warning has remained silent:

I wait an agonizing minute for the range carat to start dropping into the launch zone on the HUD. When it finally kisses the top of the launch zone I pull up slightly and fire my second HARM:

With the missile off the rail I bank hard left and drop back down to the surface of the sea and offset the SA-5 site to the south heading directly for the southernmost SA-2 site. I designate the SA-2 site with the HTS just to give me steering guidance since I no longer have any HARMs left and I wait for the SA-5 symbol to blink off confirming it's destruction:

Again it is an agonizing wait while the HARM flies the distance and takes out the SA-5 radar:

I cross the beach in a flash and just inland using the HTS targeting cue I spy the SA-2 site. Punching the weapon step button I switch to my CBUs and as I zip across the site I hit the pickle button enveloping part of the site with my bomblets:

Cont…

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BeachAV8R

Member
Member # 3055

posted 06-23-2004 17:44

Unfortunately the CBUs don't have the punch to take out the radar itself, instead destroying an SA-2 launcher and missile. Staying extremely low I reef the jet around for a second pass, which will conveniently take me offshore and away from further ground threats. I pull hard and line up on the still smoking site and center the radar van once again:

The rattle of small arms fire is evident as I roar across the site for the second time, dropping another spread of CBUs, but once again the radar emerges unscathed although a nail another missile on a launcher:

As I smoke across the ground I start a gentle turn toward the south while staying as low as I can. In the process I bypass Wonsan airbase, which is still active:

Taking a glance at the fuel gauge I see I'm down to a mere 1400 pounds and at this low level I'm gulping fuel even though I'm not in afterburner:

Several enemy units take pot-shots at me as I scream by and I see many tracers arcing up around my aircraft:

An SA-13 site looms ahead and I know I can't stay low any longer or I won't have enough gas to get back to base. Pulling back slightly on the stick I let my speed rocket me up through the SA-13s engagement envelope before he can fire on me:

As I climb away from the Wonsan area I pull up my selective jettison page and punch off my racks to reduce some drag for the flight home:

Cont…

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BeachAV8R

Member
Member # 3055

posted 06-23-2004 17:44

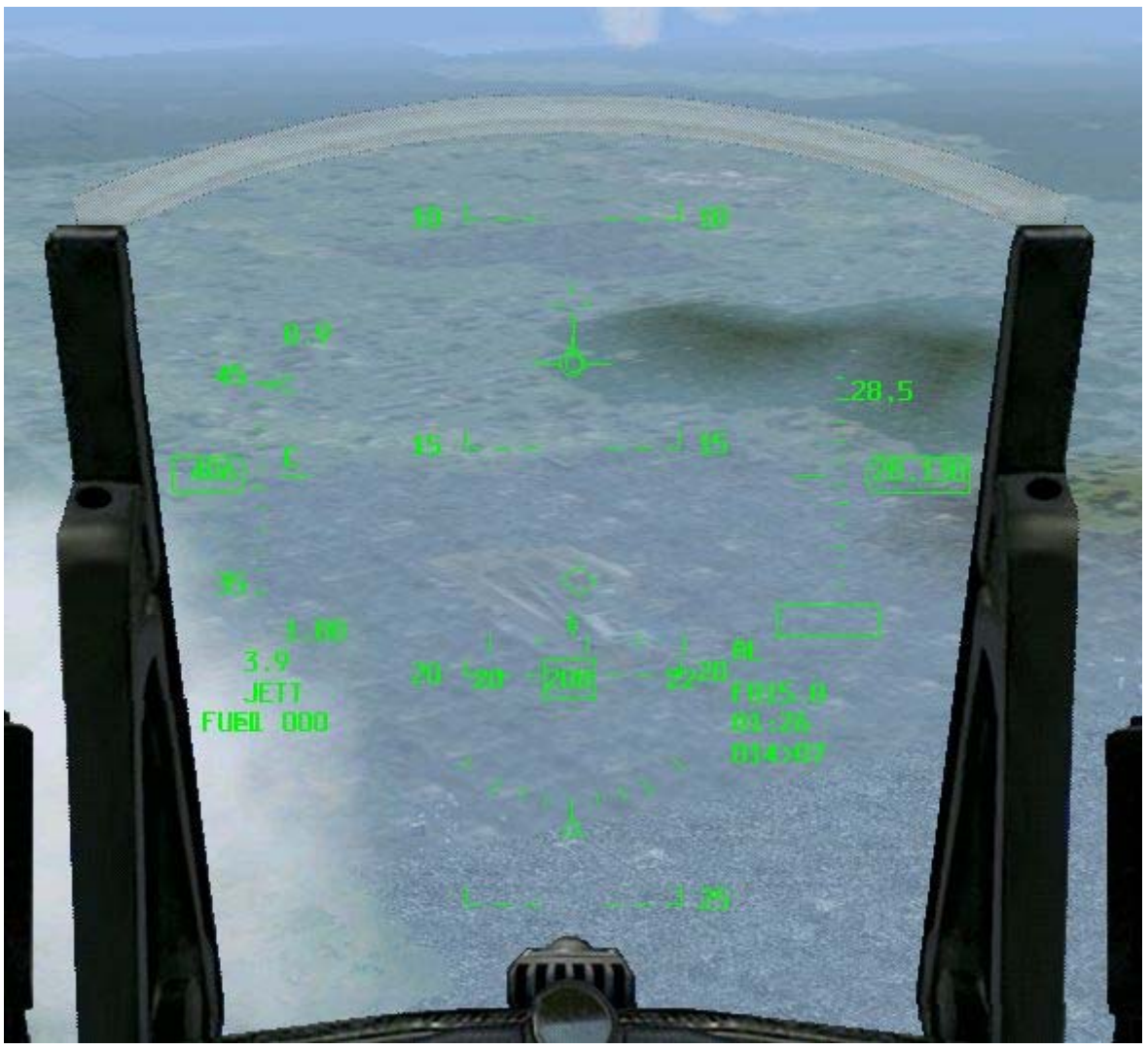
The situation doesn't look too good as I continue to climb to reduce the fuel flow. I'm showing 5000 lbs/hr with only 500lbs remaining in the tank as the forward and aft fuel low level lights start coming on:

At 32,000 feet I level off and am showing 55.6 miles and 5 minutes, 43 seconds to base:

At 4500 lbs/hr fuel flow I make the calculation that I'm burning 75 lbs per minute, times the ETE of 5 minutes or so = 375 lbs. I look down and see 500 on the gauge and I figure I have a good 100 lbs of reserve!!

As I close on Seoul I see a flight of F-15s flash by heading in the other direction:

Soon the runways of Seoul emerge from the haze and I know I'll probably make the base one way or another:



On short final I throw out the speed-brakes and the gear and squeak in for a nice landing:

Cont…

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BeachAV8R

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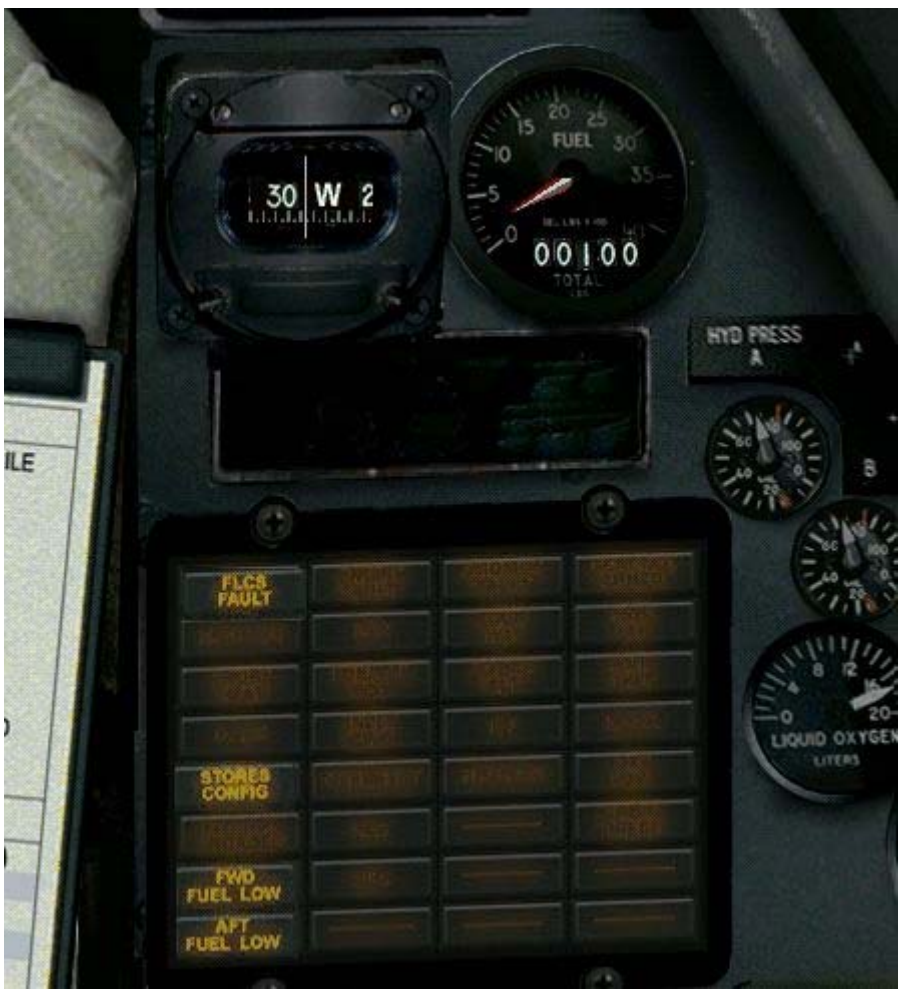
Member # 3055

posted 06-23-2004 17:45 “ ”

As I pull off the runway I glance at the fuel gauge and see 100 lbs remaining! I cut that one close again!

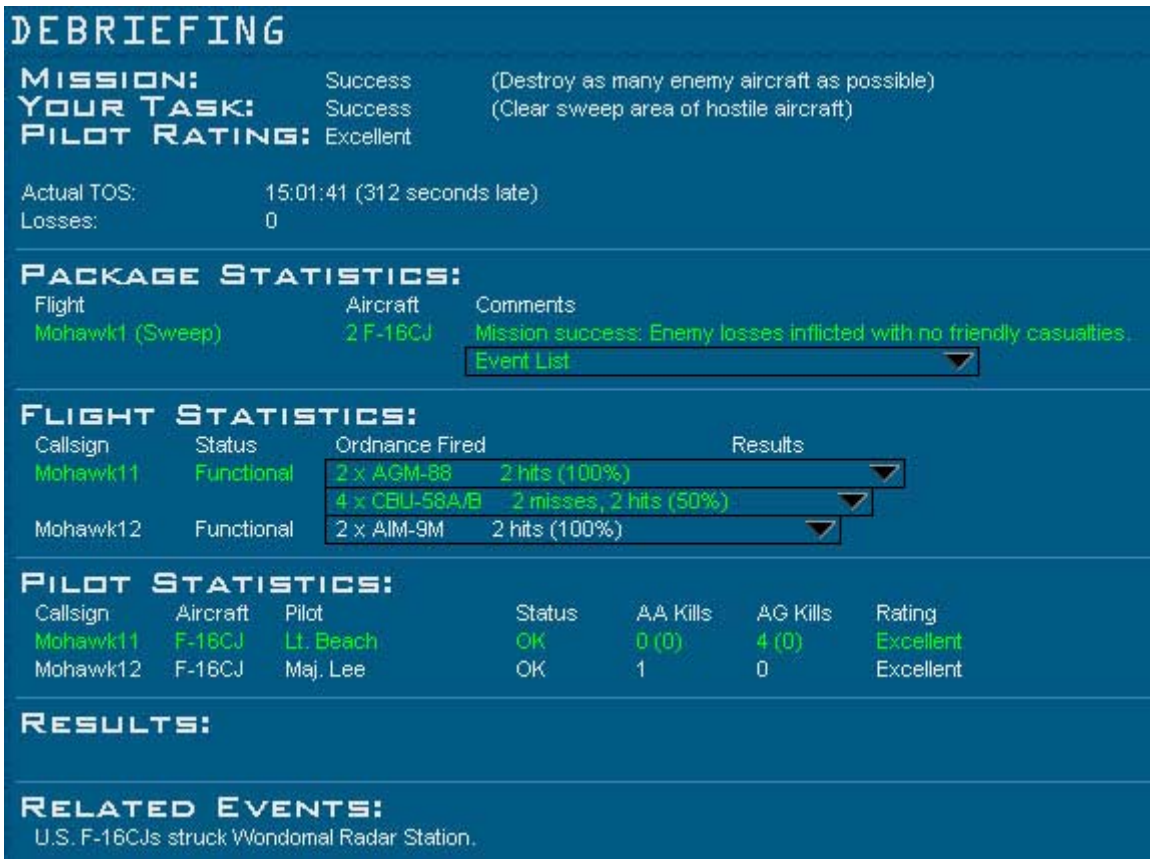


Meanwhile an A-10 crosses our base looking like he is loaded for bear…give em’ hell!

I pop the canopy and shut the engine down and finally the tension in my shoulders eases. What a mission! Starting with a little air-to-air action end ending up with a down and dirty duel with an SA-5 site…what a thrill!

Conclusions:

Surprisingly, the mission went pretty well! Not only did I accomplish my self-contrived SEAD mission but we hit all our CAP waypoints and shot down a bomber as well, giving us a mission success on the assigned mission too:


DEBRIEFING

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

Actual TOS: 15:01:41 (312 seconds late)
Losses: 0

PACKAGE STATISTICS:

Flight	Aircraft	Comments
Mohawk1 (Sweep)	2 F-16CJ	Mission success: Enemy losses inflicted with no friendly casualties.

Event List

FLIGHT STATISTICS:

Callsign	Status	Ordnance Fired	Results
Mohawk11	Functional	2 x AGM-88	2 hits (100%)
		4 x CBU-58A/B	2 misses, 2 hits (50%)
Mohawk12	Functional	2 x AIM-9M	2 hits (100%)

PILOT STATISTICS:

Callsign	Aircraft	Pilot	Status	AA Kills	AG Kills	Rating
Mohawk11	F-16CJ	Lt. Beach	OK	0 (0)	4 (0)	Excellent
Mohawk12	F-16CJ	Maj. Lee	OK	1	0	Excellent

RESULTS:

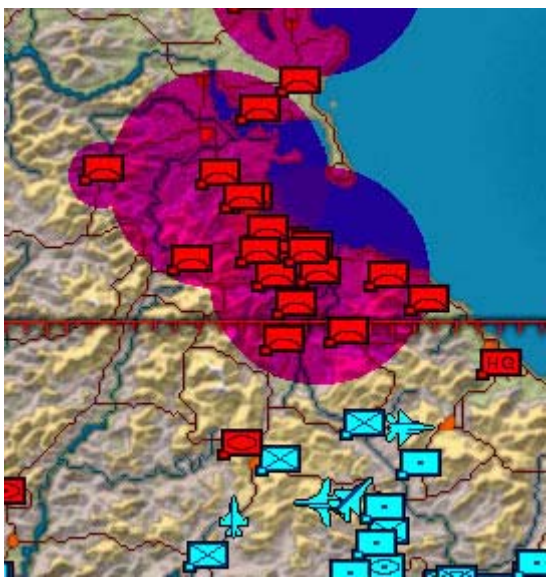
RELATED EVENTS:
U.S. F-16CJs struck Wondomal Radar Station.

I was a bit surprised to find my wingman would not engage the SAM sites when ordered. I wonder if that is a bug relating to the fact that our mission was assigned as a CAP even though he was carrying HARMs. In any case, he helped fulfill the CAP portion of the mission and for that I'm grateful.

The SA-5 was a nasty bugger. The after-action report shows he fired four missiles at me before I finally snuck in under his radar and knocked him out. The SA-2 site I attacked with CBUs survived with minimal damage since I only knocked out a couple launchers. I was hoping the radar van would be more fragile than it was. One relatively big shock was that the report shows I was engaged by an SA-13 and SA-14 while I was at low altitude attacking the SA-2 site. I never saw the missiles or had any indications so I assume those are passive IR missiles. Happily they both missed!

Event List
Beach joined as Mohawk11 at 14:48:00
DPRK Tu-16 downed by Mohawk12 at 14:58:41
DPRK Fan Song B destroyed by Beach at 15:10:5
SA5 launched at Beach 15:17:58
SA5 launched at Beach 15:18:40
SA5 launched at Beach 15:26:53
SA5 launched at Beach 15:27:08
Mohawk12 landed at 15:32:58
DPRK Barlock-B destroyed by Beach at 15:35:16
DPRK SA-2 destroyed by Beach at 15:36:05
SA13 launched at Beach 15:36:17
SA14 launched at Beach 15:36:20
DPRK SA-2 destroyed by Beach at 15:36:44
Beach landed at 15:51:55
Beach exited from Mohawk11 at 15:54:18

The post flight map shows the two radars I hit gone and it looks like only 3 more remain guarding the Wonsan area (and one small radar..perhaps a ZSU type?):



Hopefully the next mission will totally sanitize the area.

BeachAV8R

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)

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

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

20mm
Administrator
Member # 2515

posted 06-23-2004 21:55

Skating on thin ice again, eh? The brass finds out what you've been up to, well, Maverick got off light in comparison to what's in store for you...

Good deal, lots of action, I loved that shot coming in over the ocean! Surprised you didn't "drop in" at Wonsan...and back home with a 100 #'s of gas remaining.

See? You could have done that strafing pass with no sweat lost!

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

Agent X20
Member
Member # 675

posted 06-23-2004 23:27

Awesome awesome stuff Beach.

I'm definitely having a fly tonight with my new SP4.1/BMS2 install. I'll be sure to report back on how it goes.

Of course based upon preliminary testing it's not quite so photogenic as FF21!

Damn you - now I'm going to be thinking Falcon all afternoon when I have a report to write!

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

From: **Wellington, New Zealand** | Registered: **Apr 2000** | IP: Logged

Li'lJugs
Member
Member # 2267

posted 06-23-2004 23:47

Another!! excellent report, Beach!

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

From: **St. Cloud MN USA** | Registered: **Dec 2000** | IP: Logged

Cajun [former 172]
Member
Member # 12484

posted 06-24-2004 00:37

I thank you Beach, without these reports I would be super rusty when I fly here an there, instead of just barely clueless. Now if you could find a way to remind me what button does what on my CH setup. It's hell having all those buttons.

"Airspeed, altitude or brains. Two are always needed to successfully
complete the flight."
"Without Maintainers, Pilots are just Pedestrians with Cool Leather Jackets and Sunglasses"

From: **Spangdahlem AB, Germany** | Registered: **Sep 2002** | IP: Logged

Wildman
Member
Member # 1350

posted 06-24-2004 09:49

Beach,

Did you change the waypoint action from CAP to SEAD? Also the enroute enaction from NAV to SEAD.

If you changed the waypoint to SEAD you force the AI to be think if that rather than in a CAP AI loop.

Give it a try it may work.

Cess-Wildman

Cess Patrol--When the only thing keeping you up is hot air!

From: **USA** | Registered: **Aug 2000** | IP: Logged

BeachAV8R
Member
Member # 3055

posted 06-24-2004 11:44

Ah..thanks guys..appreciate the kind words...

Wildman - No..I didn't mess with the waypoints or task settings..perhaps that is the reason my wingman wouldn't fire his HARMs. I wonder if you can add a SEAD waypoint AFTER the CAP waypoints so that they will switch roles at that point?

Over at Frugal's someone pointed out a great article that explains the concept of "hijacking" BARCAPs so that you don't get a mission fail if you don't spend the appropriate time over the CAP waypoints. I knew this was possible, but hadn't bothered to look into how it is done. On this last mission I must have, through pure dumb luck, managed to spend enough time near

the CAP waypoints to get a mission success.

Here is the article though...

http://www.f4community.com/feature.fc?site_seq=8

Good stuff there...

BeachAV8R

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

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

Nift
Member
Member # 7573

posted 06-24-2004 15:31

Ahhhhh, that hit he spot.

I'm wondering why you had FLCS FAULT and STORES CONFIG warning lights on for the return leg of your mission.

Was it because you didn't reconfigure your airframe after dropping the CBU's?

Would reconfiguring the airframe reduce fuel consumption in Falcon or is just for performance sake?

"Men never do evil so completely and cheerfully as when they do it from religious conviction."
-- Blaise Pascal

"He who sacrifices freedom for security is neither free nor secure."
-- Ben Franklin

"If you try to idiot-proof a society, you get a society full of idiots."
-- Winston Churchill?

From: **Duluth, GA, USA** | Registered: **Nov 2001** | IP: Logged

BeachAV8R

Member
Member # 3055

posted 06-24-2004 21:26

quote:

Originally posted by Nift:
I'm wondering why you had FLCS FAULT and STORES CONFIG warning lights on for the return leg of your mission.

I got the FLCS fault when I over-G'd the airplane during the turn to drop the second set of CBUs on the SA-2 radar. I was being shot at by everything and I just wanted to turn as hard as I could and I could hear the metal popping as I pulled the Gs..hehe...

This turn:

I should have hit the CAT switch immediately after the second CBU run..but I was just so focused on getting away down low that I couldn't tear my eyes off the HUD long enough to hit the switch..lol...CFIT is one of the leading causes of airplane crashes! <G>

BeachAV8R

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

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

20mm
Administrator
Member # 2515

posted 06-24-2004 21:58

Hey Beach,
Thanks for the link to the BARCAP article. Very good stuff, ole George did a nice job!

More stuff to learn, I tell ya, how many full time jobs can I have?

Don't answer that!

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

All times are Eastern Time Zone

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