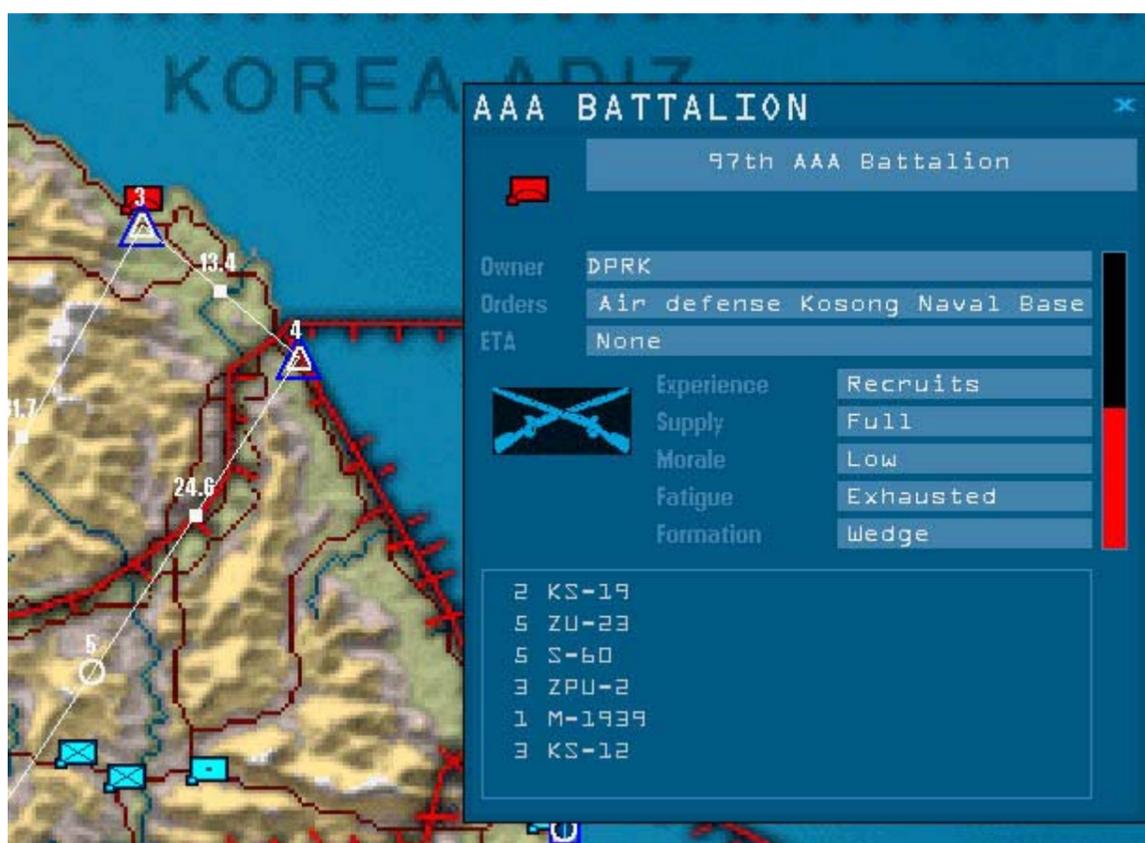


Planning/preflight:

The only threat listed by intelligence is the presence of the DPRK 97th AAA Battalion consisting of an array of different AAA pieces:



Anticipating multiple attacks on various mixed infantry and towed AAA vehicles our 2-ship will carry 8 canisters of CBU-52B/B and 2 AMRAAMs and 2 Sidewinders:



Debrief:

Soon our takeoff time has rolled around and we are in position at the end of the runway at Kunsan. Damage from prior enemy attacks still renders portions of the runway unusable and we are forced to taxi around a couple of craters to utilize the far right side of the runway for takeoff:



Shoving the throttle all the way forward the afterburner kicks in and slowly accelerates my heavily laden F-16 into the air past allied anti-aircraft units intent on preventing future damage to the runways:



Turning north-east I bask in the glow of the sun peeking out from behind the clouds:



I order my wingman into a tight wedge formation for the relatively long cruise flight to the target area:



Cont...

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

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

**BeachAV8R**

Member  
Member # 3055

posted 08-31-2004 04:29

Pulling up my stores management page I set my CBU burst height to 3000' and elect to drop them as singles to provide as many passes as I can over the target area:



With such a long leg to the target area I decide to play with the Integrated Control Panel (ICP) a bit, something I've not made myself very familiar with in training or during the campaign. The ICP consists of all the pushbuttons and toggle switches directly under the HUD and gives immediate access to multiple avionics modes and allows for data input directly in front of the pilot. The ICP allows the pilot to keep "heads up" in the cockpit when doing thing like programming steerpoints, changing radio frequencies, etc..

Pressing the "5" (CRUS) brings up the cruise sub-mode on the data display to the right of the ICP. By cycling up and down using the up and down arrow keys (under the 7 on the ICP) the different waypoints cycle and some useful information can be derived without having to rely, as I usually do, on rules of thumb or mental math.

Here the data screen is showing waypoint #3 selected, pounds of fuel to "BINGO" (BINGO fuel level can also be set via the ICP), optimum Mach # for maximum endurance, and winds aloft:



Hitting the sequence (SEQ) switch under the ICP changes the information pages for each sub-mode selected by the ICP. Flicking the SEQ switch to the right brings up the next page of the cruise display, this time displaying current system time, desired time on station (TOS), estimated time of arrival (ETA), and required ground speed to make the TOS on time. This information is basically the expanded version of the "speed timing carat" that appears on the left HUD tape (airspeed) which shows the target speed to arrive on target (or at each waypoint) at the flight-planned time:



Here is a particularly useful page of the many cruise pages. This page shows the fuel you will have remaining upon arrival at your home base under current steady state fuel burn conditions (if you maintain this altitude, speed and fuel burn). I'm currently showing an arrival at home (if I were to head there right now) with 4947 pounds of fuel and a suggested optimum altitude of 31,767 feet:



As I play around with the ICP for awhile (it can do much, much more!) the time passes and soon I'm only about 50 miles from the interdiction point so I start turning to the mission at hand:



The "eye in the sky" confirms the nearest threat aircraft are well to my north-west, 50 miles away:



Using the air-to-ground radar I start trying to scan for targets, but nothing comes up on the ground-moving target (GMT) radar so I switch to various modes of the GM radar including EXP and DBS modes. Unfortunately there is too much city clutter to resolve anything useful so it looks like this will be targetting with the Mark I eyeball this morning:



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 08-31-2004 04:30 🏠 👤 📧 🗑️ “ ”

Up to the north the Navy is having a Shoot-Ex against a poor lone MiG-21 driver, he never really stands a chance:





Arriving over the strike area I start padlocking different things on the ground, but from 20-thousand feet it is hard to discern what exactly I'm looking at. I start casing the area, declaring different padlocked targets to AWACS to confirm the entire area I want to work over consists only of enemy vehicles and troops. Declaring ground targets to AWACS in order to discern friend or foe could be construed as a cheat, however I offer the following two defenses in support of this. 1) I consider AWACS to be a combined AWACS/JSTAR since I would probably have JSTAR support on ground attack missions in real life. 2) On an interdiction strike this close to friendly lines one might assume there is a forward friendly observation post or air controller that could discriminate my called targets based on verbal descriptions of target locations, thus verifying friend or foe.

Whatever the case, as I orbit the area in a gentle left turn doing my "recce" I quickly ascertain that the troops below are indeed enemy since soon small puffs of flak start dotting the sky around my aircraft! Generally the good guys don't shoot at other good guys. Verdict? Attack!



The only problem is finding the main body of the unit below to attack. With a burst of inspiration I give my wingman the "WEAPONS FREE" command and I now have my very own FAC to put smoke on the

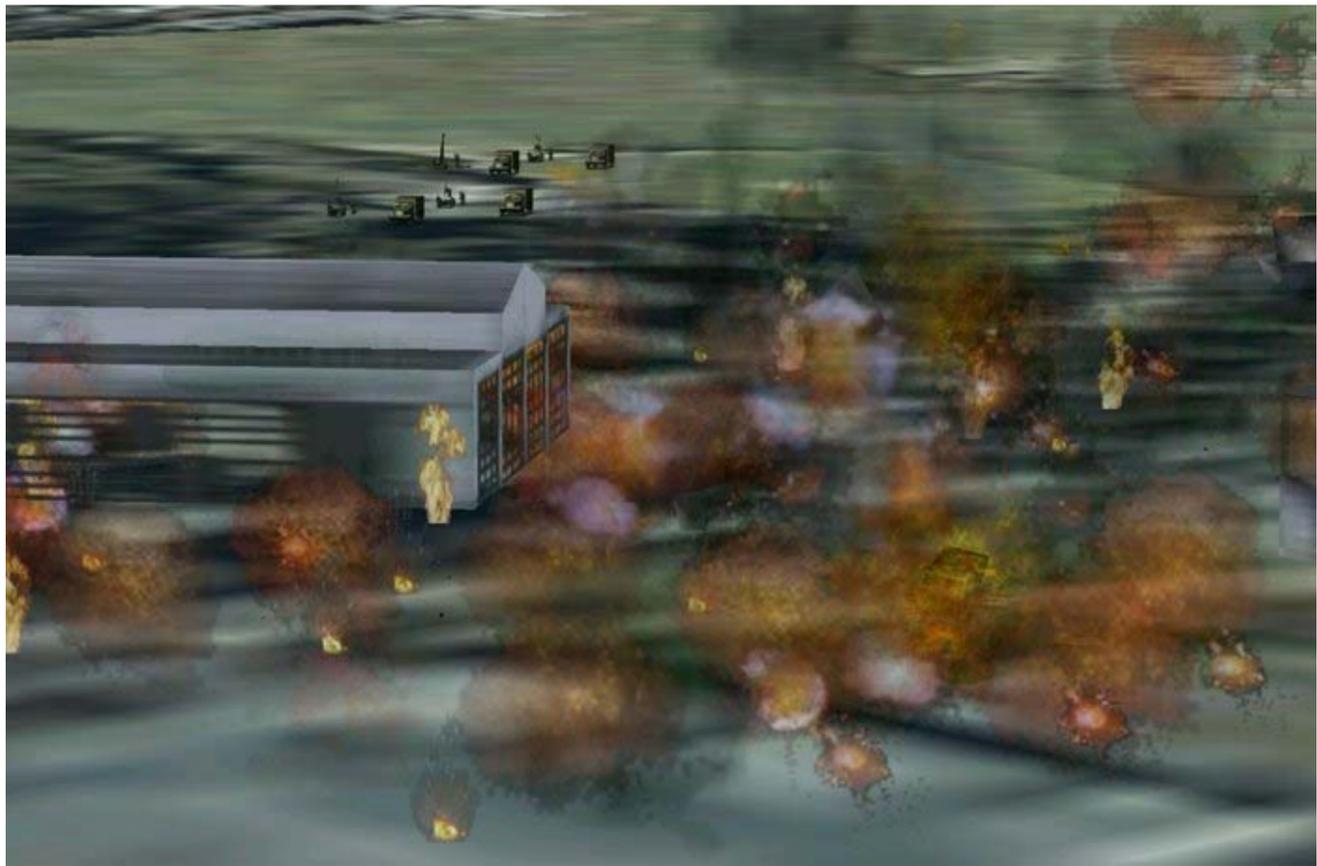
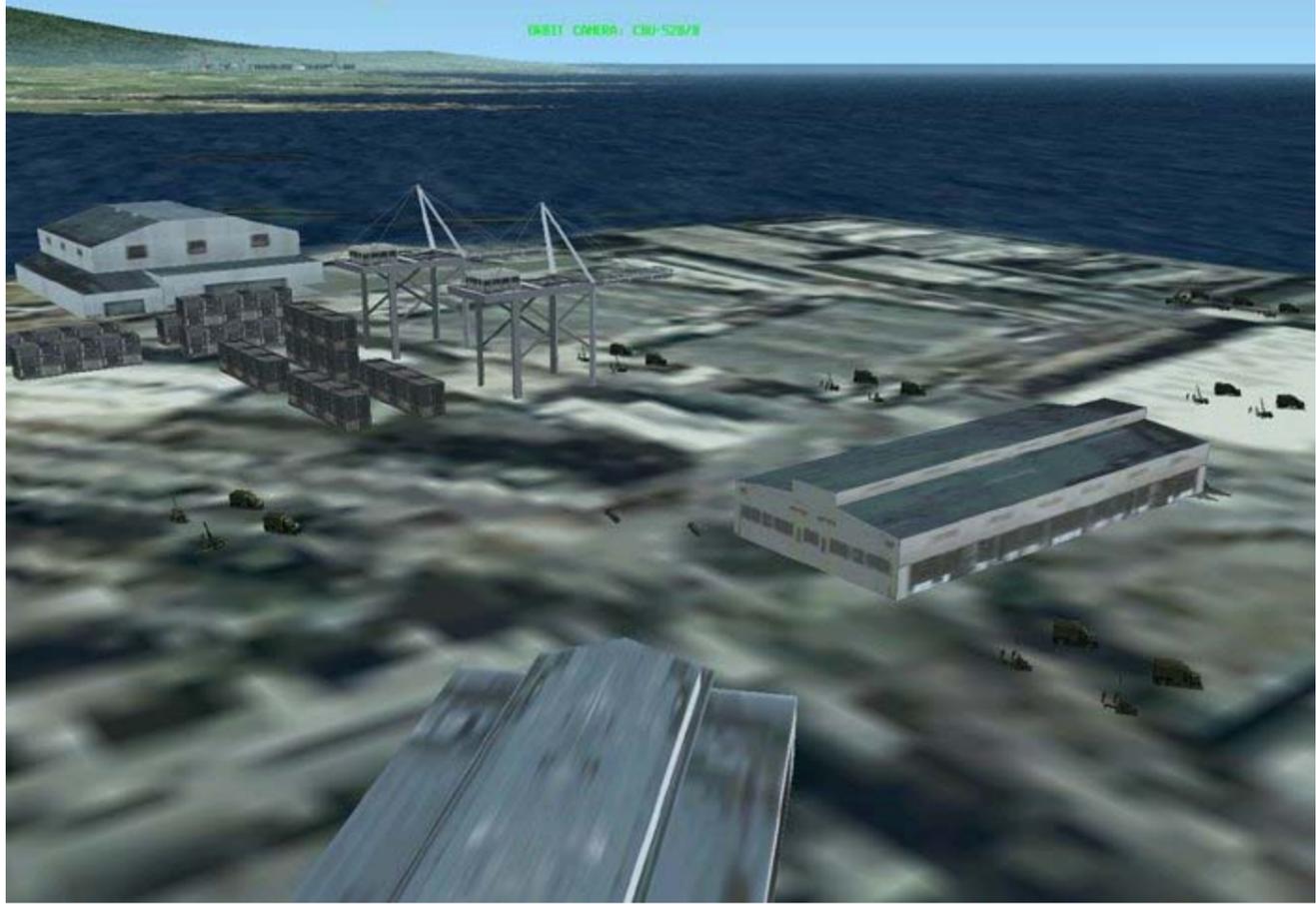
target! My wingman immediately radios an acknowledgement of the weapons free command and rolls into his first run:



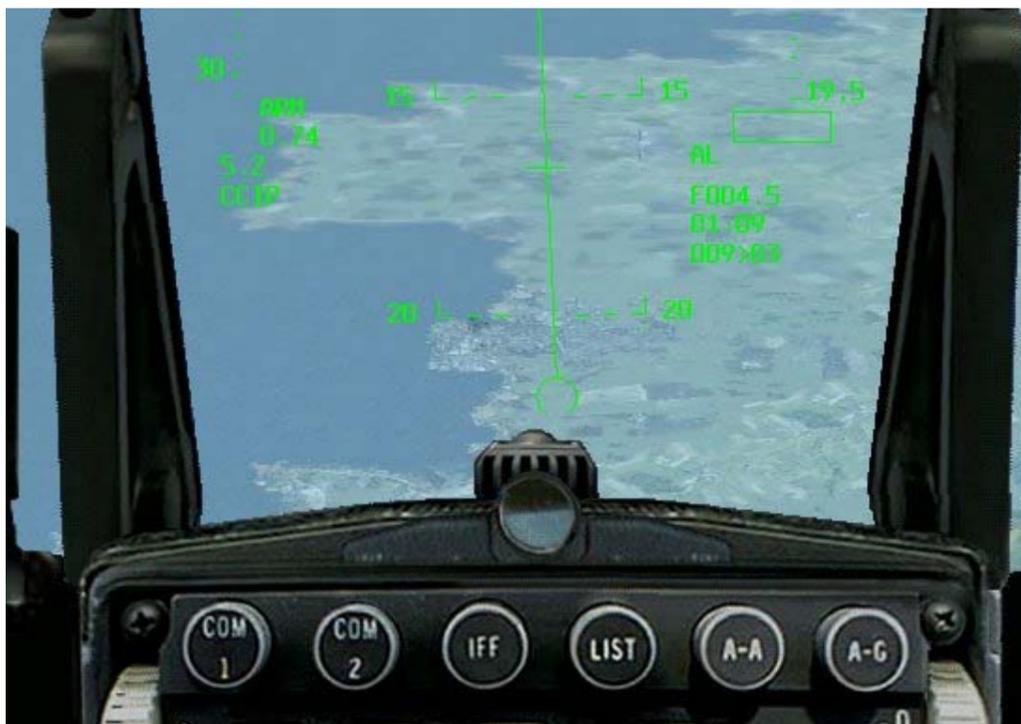
Pulling up from his dive he executes a level bombing pass (not something \*I\* would do, but it works for him!) on the port facility right on the water:



His bombs hit right among the cranes and dockyards exploding numerous towed AAA positions within the port:



With a smudge of smoke marking my wingman's strike I now have a good feel for the enemy positions and I commence my own attack offsetting slightly from his burning wreckage:



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 08-31-2004 04:30 🏠 👤 📧 🗒️ “ ”

As I start my gentle diving attack run I quickly pull up my SMS page and change the delivery option to 2 CBUs dropped as a pair instead of singles. I also note the occasional presence of an SA-13 threat on the RWR scope, but it appears to be well north of our interdiction site. Using CCIP mode I wait for the "death dot" to cross abeam of the smoke from my wingman's strike and I hit the pickle button dropping two CBUs:



My CBUs hit in the vicinity of my wingman's destroying several trucks and AAA units. As I pull off to the east, out over the safety of the ocean I hear my wingman call off the target once again and I glance over my right shoulder and see an impressive plume of smoke and fire rising from his second pass on the shipyard:



After multiple passes my wingman goes "Winchester" and I give him the "FLEX" command while he is out over the water. This is supposed to put him into an orbit in his present position, but I can't confirm if that is what happened since I was a bit busy with my own bombing passes. Using my padlock I start bombing other targets outside of the port facility using the CCIP effectively with the 3D cockpit view:





These trucks won't be hauling anymore ammunition for the guns. Nor will the guns be there any longer when I come around for another pass!



Pulling off the targets after each pass I try to put the maximum amount of G on the airframe as I can without over-stressing the pylons. Thus far I haven't heard any bending of metal and I continually kick out flares during the pull-out to spoof any handheld IR missiles:



More guns fall to the CBUs:



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 08-31-2004 04:30   🏠 👤 📧 🗒️ “ ”

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With the last set of CBUs ready for delivery I use a bit of burner to go up and over, executing a half Cuban-8 to line-up for the final bomb run:



On my final pass I suddenly realize that there is no more flak pounding the skies above, nor is there any white smoke drifting up from firing guns on the ground. We've struck a deadly punch and silenced the entire battalion. Death from above!



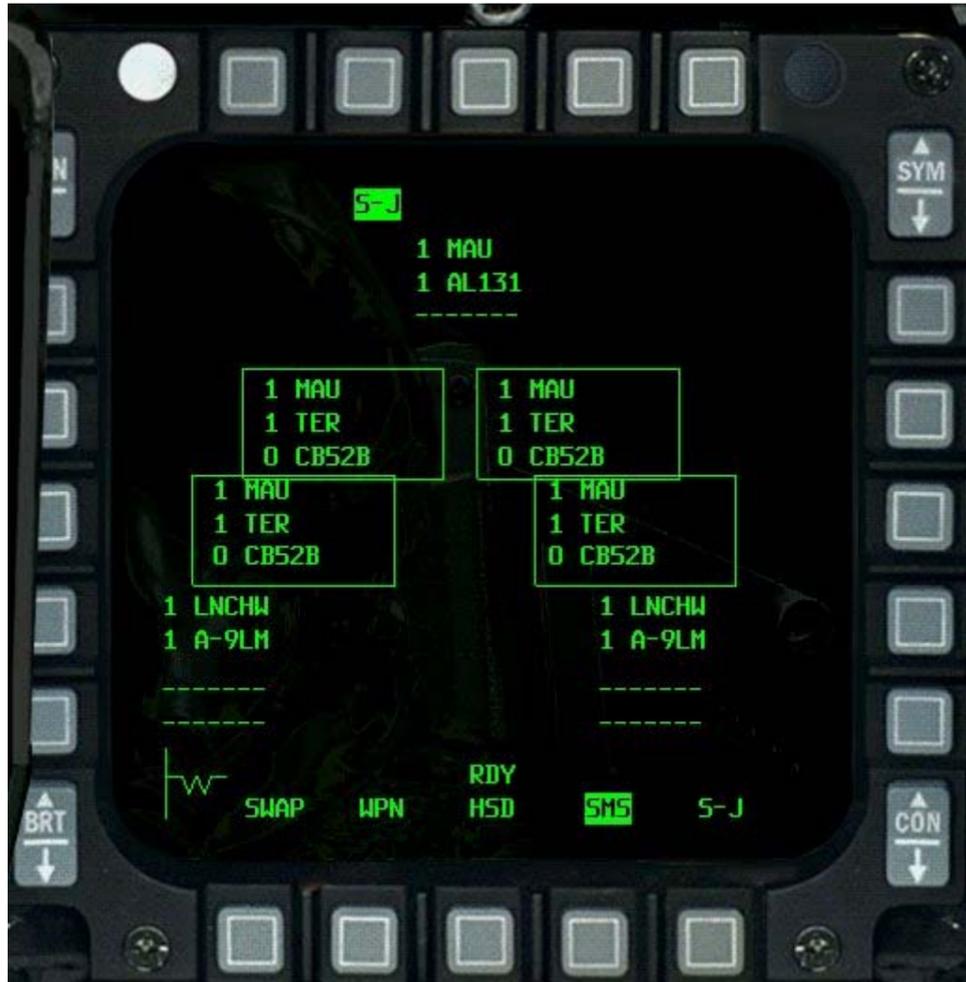
With all my bombs expended I take a glance at my fuel gauge, showing 3000 lbs.:



They say every accident is never caused by a singular cause, rather a chain of events (or bad decisions) leads to the accident. As a pilot, I'm taught to recognize these possible "failure links" in the accident chain early enough to preempt a final, undesired outcome. This being a simulation however, lends itself to seeing just how much chain one can let out before hanging oneself with it (grin).

With that said, and 3000 lbs. of fuel, not to mention 4 pointy things that look a heck of a lot like air-to-air missiles still on my weapons stations, I go spoiling for trouble.

Pulling up the selective jettison page I clean up my airframe by releasing the triple-ejector racks (TERs), hit the CAT switch and am ready for some air-to-air entertainment!





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 08-31-2004 04:31   🏠 👤 📧 🗒️ “ ”

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Lucky for me today the enemy air activity in this section of the FLOT is fairly steady. All throughout my multiple bombing runs I could hear other flights engaging bandits at varied intervals. When I come up on the AWACS frequency looking for some business they have a customer waiting due west for 35 miles, a MiG-21 singleton:





As the range closes I'm trying to lead him slightly as he flies a perpendicular course to me (due north). Soon the reason for his flight north is apparent as the symbol on my radar screen turns red, indicating an allied unit has launched a missile at him:



The probability of my long range AMRAAM shot hitting him before an already launched missile is fairly low, but I decide to take the chance and fire at maximum range:



Fox 3 long!



Lucky for me his evasive maneuvers dodging the missile fired by another flight (I suspect it was an F-14 flight) run him at me, closing the range my AMRAAM has to travel. I breathe a sigh of relief that I didn't waste an AMRAAM as the missile tracks in for a kill:



With the taste of blood the fangs come out a bit further and I query AWACS for what I'm confident will be my next victim. AWACS comes back with a new steer for contact, but this time with a threat call that takes a bit of the confidence out of my sails and gives me a bit of pause. MiG-29s. Three-ship.

I've completed my mission. My wingman is intact. I am intact. I've scored one kill and I really should get this airframe back to base so it can be scheduled on another mission.

The devil on my right shoulder pulls out a large club, whacks the angel whispering this logic into my ear squarely over the head, and the fangs go the rest of the way out and I turn to engage.

Turning to the threat bearing the radar picture is pretty clear. A 3-ship flight of allied F-15s is getting ready to engage the 3-ship MiG-29 flight at close range. The -15s are showing ECM signatures and I quickly sort through the enemy contacts declaring them to AWACS to be sure and handing off one target to my wingman using the "CHAINSAW" command:



Designating my own target I hurl my second and final AMRAAM into the fray:



Cont...

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

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

**BeachAV8R**

Member  
Member # 3055

posted 08-31-2004 04:31

The F-15 flight merges with the MiG-29 flight and it quickly becomes impossible to sort friend from foe:



With only short-range Sidewinders my wingman and I enter the fray as well, relying on visual ID to engage the MiGs. Aircraft loop and arc all over the place and I settle onto the tail of a fighter. I can't get a Sidewinder lock (I forgot to uncage it..duh!) but I'm quickly closing into guns range. I put my finger on the trigger and start to think about squeezing, but I can't tell if I'm behind a MiG-29 or an F-15?! Can you?

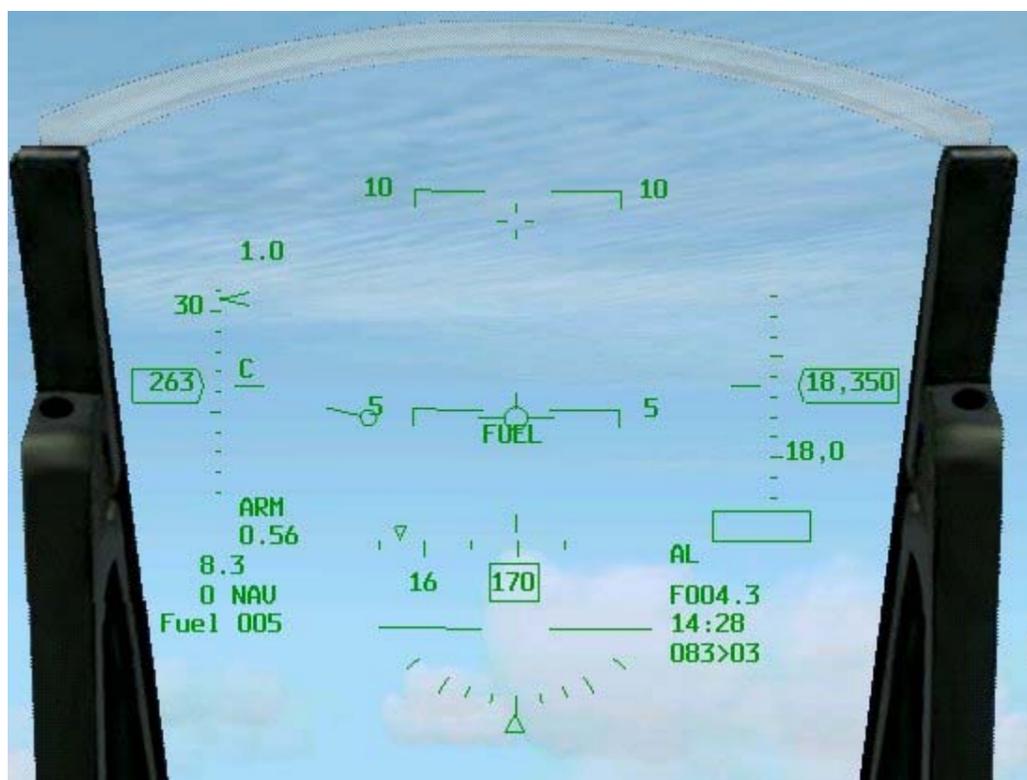


Whoa! Good thing I didn't uncage the Sidewinder because I probably would have taken the shot had I got a tone! My rapid closure takes me rapidly overtop the blissfully unaware F-15 pilot and I start trying to padlock a REAL enemy:



The battle is over though. From merge to end no more than 30 seconds has elapsed and there are no MiG-29s to be seen. I can't tell if any F-15s got knocked down, but later analysis of the after action report will show that my initial AMRAAM shot missed but my wingman's "CHAINSAW" shot scored a kill on one of the MiGs and his second AMRAAM shot damaged another. And it all occurred in the blink of an eye.

The \*\*\*\*\*in' Betty pulls me out of my amazed stupor at how quickly things had just happened and I see the FUEL annunciator blinking in the HUD:



I glance down and verify 2000 lbs. of fuel remain, cancel the warning and take up a south-southwest heading for home:



Using my new-fangled skill with the ICP I pull up the cruise page and can see I'll hit home base with 577 lbs. of fuel left at this altitude and power setting:



Suddenly the voice of God (AWACS) booms over the head-set. New threats airborne 20 miles off my right side coming in like bats out of hell! Barely weighing the merits of evading south I (of course) turn into them but make a crucial mistake of not rapidly handing off a target to my wingman immediately. With over 1000 knots of closure this fight won't last long either!



Pulling up my heaters I lock my radar on the lead bandit (on the right), uncage the seeker and watch as the range carat rapidly drops into the launch zone. Fox 2!



Cont...

[ 08-31-2004, 04:50: Message edited by: BeachAV8R ]

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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 08-31-2004 04:31 🏠 👤 📧 🗑️ “ ”

---

Boom! Scratch one J-7!



Boom! Scratch one F-16! Lured into a right turn to engage the lead, the follow-on J-7 wingman gets a perfectly framed side aspect IR shot at me and his all-aspect IR PL-8 missile slams into my left side, flipping me upside down out of control and the accident chain is complete. Pulling the yellow handles I rocket out into space and watch my mortally wounded F-16 spiral down into the clouds:



My wingman rocks his wings and gives me a salute as he passes my canopy but he quickly finds himself in a jam:



He trades two missile shots with the remaining J-7 but neither of them score hits. They merge again and the J-7 appears to pull a bit better and slowly starts to gain on my wingman. Both have their noses down to keep their energy as they spiral down toward the ground:



Finally down on the deck both aircraft start to wallow since they can't trade any more altitude for airspeed. My wingman continues to pull hard not gaining any advantage, but keeping the J-7 off his tail with frugal use of the afterburner:



I know my wingman is low on fuel and he finally punches off his ejector racks when suddenly out of the clear blue sky comes his deliverance as an air-to-air missile streaks in blowing the J-7 from the sky and sending him tumbling into the ground in a fireball:



He throttles back and heads for home under the cover of an arriving CAP flight. I like to think that my AI wingman was screaming for help on the radio and an allied flight came to his aid...and who's to say that very thing didn't happen? Amazing stuff.

Cont...

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

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

**BeachAV8R**  
Member  
Member # 3055

posted 08-31-2004 04:32

Conclusions:

The mission is rated a partial success for obvious reasons (not coming home). Our flight combined to kill 37 ground targets and 3 aircraft, which would have been a good showing were it not for my departure from my aircraft! The good news is that I was listed as "RS" (rescued) so even though I lost another one of Kunsan's airframes I live to fight another day!

### DEBRIEFING

**MISSION:** Partial success (Search for and destroy enemy targets within station area)  
**YOUR TASK:** Partial success (Search for enemy targets, engage and destroy at will)  
**PILOT RATING:** Excellent

Actual TOS: 05:56:11 (310 seconds late)  
 Losses: 1

#### PACKAGE STATISTICS:

Flight	Aircraft	Comments
Sting1 (Interdiction)	2 F-16C	Mission partial success: Only light damage was inflicted to enemy.

[Event List](#)

#### FLIGHT STATISTICS:

Callsign	Status	Ordnance Fired	Results
Sting11	Destroyed	2 x AIM-120B	1 miss, 1 hit (50%)
		1 x AIM-9M	1 hit (100%)
		8 x CBU-52B/B	8 hits (100%)
Sting12	Functional	2 x AIM-120B	2 hits (100%)
		2 x AIM-9M	2 misses (0%)
		8 x CBU-52B/B	8 hits (100%)

#### PILOT STATISTICS:

Callsign	Aircraft	Pilot	Status	A.A. Kills	AG Kills	Rating
Sting11	F-16C	Lt. Beach	RS	2 (0)	17 (0)	Excellent
Sting12	F-16C	Col. Jong	OK	1	20	Excellent

#### RESULTS:

Enemy forces in your target area appear to have been significantly disrupted.

```

Beach joined as Sting11 at 05:30:00
DPRK S-60 destroyed by Sting12 at 05:57:50
DPRK ZU-23 destroyed by Sting12 at 05:57:50
DPRK ZPU-2 destroyed by Sting12 at 05:57:50
DPRK ZU-23 destroyed by Sting12 at 05:57:50
DPRK ZU-23 destroyed by Sting12 at 05:57:50
DPRK KS-12 destroyed by Sting12 at 05:57:50
DPRK ZU-23 destroyed by Beach at 05:59:33
DPRK ZPU-2 destroyed by Beach at 05:59:33
DPRK ZU-23 destroyed by Beach at 05:59:33
DPRK M-1939 destroyed by Beach at 05:59:33
DPRK KS-19 destroyed by Sting12 at 05:59:38
DPRK KS-19 destroyed by Sting12 at 05:59:38
DPRK S-60 destroyed by Sting12 at 05:59:38
DPRK KS-12 destroyed by Sting12 at 05:59:38
DPRK Warehouse destroyed by Sting12 at 06:01:23
DPRK Dock destroyed by Sting12 at 06:01:23
DPRK ZPU-2 destroyed by Sting12 at 06:01:23
DPRK KS-12 destroyed by Sting12 at 06:01:23
DPRK D-30 destroyed by Sting12 at 06:02:11
DPRK D-30 destroyed by Sting12 at 06:02:11
DPRK D-30 destroyed by Sting12 at 06:02:11
DPRK KrAz T 255B destroyed by Beach at 06:03:20
DPRK KrAz T 255B destroyed by Beach at 06:03:20
DPRK KrAz T 255B destroyed by Beach at 06:03:20
DPRK D-30 destroyed by Beach at 06:05:03
DPRK KrAz F 255B destroyed by Beach at 06:06:16
DPRK D-30 destroyed by Beach at 06:06:16
DPRK KrAz F 255B destroyed by Beach at 06:06:16
DPRK KrAz F 255B destroyed by Beach at 06:06:16
DPRK KrAz F 255B destroyed by Beach at 06:06:16
DPRK MiG-21MF downed by Beach at 06:15:59
DPRK MiG-29A downed by Sting12 at 06:20:13
PL-8 launched at Beach 06:25:14
Beach ejected at 06:25:30
DPRK J-7E downed by Beach at 06:25:41
    
```

Looking at the post-strike intel map I'm pleased to see that the 97th AAA Battalion has ceased to exist. They were literally wiped from the map:



And I have to give some respect to the J-7 flight that hassled us at the very end there. The PL-8 never set off my missile warning since it was an IR shot and I was totally target locked on the lead J-7 and ignored the follow on aircraft. Had I ordered my wingman to engage the target from 15 or so miles out the J-7 might have been too busy to complete his attack on me and it would have devolved into two separate 1v1 battles.

Live and learn. Guess I better make myself scarce around Kunsan!

BeachAV8R

F4/1.08/SP3  
 FreeFalcon 2  
 Aeyes 1600 x 1200 super-pit  
 Twaelti's NEW high-resolution tiles! (Awesome!)  
 BMS .99

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

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

**semmern**  
 Member  
 Member # 4119

📄 posted 08-31-2004 05:25 🗑️ 📧 🗒️ “ ”

This is as good as reading Vipers In The Storm! Better actually, since there are pics! 🌐

-----  
*Enemy submarines are to be called 'U-boats.'  
 The term 'submarine' is to be reserved for Allied underwater vessels. U-boats are those dastardly villains who sink our ships, while submarines are those gallant and noble craft which sink theirs."*  
 -Winston Churchill

From: **Norway, the Land of the Midnight Sun etc etc** | Registered: **Mar 2001** | IP: [Logged](#)

**DawgMan**  
 Member  
 Member # 2111

📄 posted 08-31-2004 12:29 🗑️ 📧 🗒️ “ ”

Another great read there Beach!  
 Man, you really need to put that chain back in your pocket and schedule a visit to the dentist so he can check out that fang problem of yours. LOL.

Who know's? A safe return may have warranted a shiney new medal or possibly a promotion.

DawgMan Out!

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

**20mm**  
 Administrator  
 Member # 2515

📄 posted 08-31-2004 13:22 🗑️ 📧 🗒️ “ ”

This one is so freakin' good, I don't have time to respond properly right now, but I will later.

For now, great job!

-----

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: **the great stinking desert** | Registered: **Jan 2001** | IP: [Logged](#)

**Nift**  
 Member  
 Member # 7573

📄 posted 08-31-2004 14:15 🏠 👤 📧 🗒️ “ ”

---

I agree; this one is a bit shinier gem out of the bag of jewels that we already have from you.

Even the ingestion of a pointy, poison pill at the end was tempered by the fact that you were rescued.

I would think that if it wasn't for the loss of another airframe this mission would garner some shiny, dangly things added to your chest. 🌐

Not a bad haul at all. 😊

[ 08-31-2004, 14:16: Message edited by: Nift ]

-----  
 "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](#)

**Agent X20**  
 Member  
 Member # 675

📄 posted 08-31-2004 21:34 🏠 👤 📧 🗒️ “ ”

---

Great effort on the report - reads and flows very nicely.

Nice flying too - marred only by yet another "gone Beach" incident. LOL - when will you mend your ways???

Had your eye in screenshot-wise as well I see! I especially like this one:



Note to self: must take Beach's lead and learn to use ICP stuff!

[ 08-31-2004, 21:35: Message edited by: Agent X20 ]

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

---

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

**20mm**  
 Administrator  
 Member # 2515

📄 posted 08-31-2004 23:49 🏠 👤 📧 🗒️ “ ”

---

OK, I'm back, whee what a day!

Lessee here, let's start with a question: Quick, what's the average rainfall of the Amazon Basin?

Right! OK, moving along, you chose 3,000' for your CBU burst altitude, is that something

you've figured out by trial and error as being best? I generally use 1,500'. Is there a R/L guide to burst altitude, and if so, is it the same in F4?

ICP, boy, do great minds think! I have been toying with this for quite some time, it's my favorite time killer between WP's 2 and 3. But I haven't done enough manual study to really know what all it can do. Plus, I have gotten myself so far into the menu/submenu/selection page morass, several times I couldn't get back out. Excellent find on the ETA and fuel remaining/best altitude, etc.

I'm going to do some research on the ICP and its functionality. Does anyone happen to know this thing like a book? Enough to post a "how-to" report? My guess is that there's so much in there and only some of it would actually be used in a given mission. Nevertheless, if we just knew the kinds of things it can accomplish and the procedure to work the panel, that would be great! I think I just gave myself a project... 😊

Moving along lil doggie, I was interested in your discussion about enemy ground target acquisition and ID, F4 versus R/L. Did you ask AWACS for target location? I think when you do that on a ground attack mission, it will give you bearing and distance. Also, IIRC, in R/L, there are indeed FO's either on the ground or in the air directing strike aircraft to their targets. Avoids friendly fire (hopefully) and adapts to the rapidly changing dynamics on the ground. I'm trying to say, in a strange way, that I wouldn't consider anything you did as a cheat. How about using labels? I think that's a cheat, but look at the kill boxes that the military uses for it's pilots-- anything within a given set of coordinates is considered enemy and open to attack. Those are developed by AWACS/ JSTARS, with all information available, satellite, remote control vehicles, ground and air observers, etc. Don't know, but I'd be interested on everybody's opinion about this.

Excellent A2G attack, you and your wingie score 100%! And inspirational idea in using him to ID the enemy positions for your. Wow, I don't think I've ever hit 100% with CBU's. Good work there.

Also on the A2A, right up to the point where you stayed but should have left! But you knew that already didn't you? Sorry, just yanking your chain... 😊

What else can I say, terrific job! Oh, almost forgot, great pics as well, and yes, I knew that was an F-15 out in front of you, not a Mig-29. How? I dunno, other than to say the wingspan and the width of the horizontal stablizers. And, in a choice of two situation, sometimes even I get lucky!

-----  
 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.

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From: **the great stinking desert** | Registered: **Jan 2001** | IP: [Logged](#)

**BeachAV8R**  
 Member  
 Member # 3055

📅 posted 09-01-2004 00:35 🏠 👤 📧 📄 “ ”

---

Thanks everyone..glad you enjoyed it.

I really like the tails on those Kunsan F-16s..and I think that coastal region there on the east side of Korea is an excellent showcase for Tom's version 2 high tiles...they really look nice. Something about those early morning missions with the low sun angle that make the screen shots come out pretty nice too...sure beats flying at night! 😊

20mm - Yeah..that ICP is pretty damn nifty..I just glossed over a few of the things that I could readily identify. There are all kinds of things it can do. There is a pretty good guide to ICP functions in the SP3 manual..pages 47-57 go over each of the modes and sub-modes...it makes for some very interesting reading. (I just saved you from having to do a full report on it..hehe..)

CBU burst altitude..I dunno what a good "real" setting is. I generally set them between 2500 and 3000 feet. I heard that you can cheat and set them to like 30000 feet and you'll kill everything for miles..lol..I haven't tried that..so that could be an urban legend.

Good thought on asking the AWACS for the target location..duh..I didn't even think of doing that. I assume they would give me a bearing and distance..so that would probably work very well. I do like the padlock feature since you can orbit well above something, padlock it, declare it, and then find out if it is friend or foe...then you can just order your wingman to attack it and he'll go at it. The wingman AI in F4 is really very good..they seem to do a pretty good job at almost every task. Sort of like Longbow 2..that had great wingman AI too. Rolling in on their smoke is a pretty good technique as long as you can find targets in the vicinity that they haven't killed already.

I was fortunate in this mission in that there weren't very many anti-air threats (other than the flak)..I sure wouldn't want to get much below 13-thousand feet if any SAM vehicles were down there. And I'm not sure if every unit has IR man-portables or not...but they could ruin your day too.

That F-15 was close to toast. I just couldn't tell..hehe.. 😊

Thanks for all the comments guys..54 missions into the campaign and every mission I learn something new and experience something cool..this sim is really outstanding.

BeachAV8R

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

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

**BeachAV8R**  
Member  
Member # 3055

📄 posted 09-01-2004 00:38     “ ”

Looking forward to your next report Agent! I know you are band-width limited..have you ever thought of opening an X-Plane account? I think it is only \$20 or something for 50 or 100 megs..unlimited bandwidth usage. I really enjoy your reports...it's always nice to see what other Falcon drivers are doing 😊

Regards..

BeachAV8R

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