

Planning/preflight:

Our two-ship flight of F-16CJs will depart Seoul and provide cover for allied troops advancing in the Wonsan area. In order to provide target-of-opportunity capability in the Wonsan area, we will also be carrying a load of CBU's in the event our flight spots enemy formations moving into the area.

Debrief:

In the last rays of Day 5 we launch out of Seoul and head for assigned area:



Before we even have the opportunity to climb to our planned flight altitude AWACS calls out a threat due north. Though not near our planned route, we are anxious to mix it up with enemy raiders coming down from the north.

Thought the enemy aircraft is jamming heavily we eventually manage to burn through and get a lock on the J-11:



At maximum range I order my wingman to engage using the "CHAINSAW" command. My wingman fires at max range and the J-11 turns hard and sprints north outrunning my wingman's missile. My wingman has drifted off to the east (right) a bit and is slightly closer to the J-11 when the Chinese pilot turns back to the south to re-engage. I wait for the range scale on the right side of my HUD to indicate midway down toward the "no-escape" range and I launch my first missile:



Meanwhile my wingman is screaming that he is engaged defensive and I sympathize with his plight. My missile chases down the diving and turning J-11 while above and behind my wingman falls to the J-11's missile while simultaneously flying through a barrage of enemy AAA fire that turns the sky smoky black:



As I peer through the HUD I can make out the smoke trail that my wingman's plane leaves as it arcs across the sky in flames:



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**

Administrator  
Member # 3055

📅 posted November 03, 2004 22:55    🏠 👤 📧 🗒️ “ ”

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Disappointed that I've lost my wingman I continue flying northbound in hopes of finding another prey to vent my frustrations on. I'm soon rewarded by a flight of two MiG-29s that are climbing up from their airfield to meet me:





While the J-11 usually inspires fear within me, I know I'm fairly evenly matched against the MiG-29 as long as I'm carrying AMRAAMs. With a distinct speed and altitude advantage I launch on both of the MiG-29s from medium range, follow up with launches within "no-escape" range and they don't have the option of dumping their noses to accelerate away from my missiles:

Soon both MiG-29s are spiraling down to earth, only one having got a shot off at me which I was easily able to evade by outrunning:





With AWACS reporting the area clear I head back over to my assigned sector, pull up my GMT radar and find a likely enemy column to bomb. Making a couple passes with my CBU's I destroy a fair number of enemy vehicles trying to do my part toward softening up Wonsan:





With all of my air and ground ordnance depleted I pull off the targets at Wonsan while enemy AAA chases me into the setting sun:



Back at base I pop the canopy and reflect on how enjoyable a mixed role mission can be!



Cont...

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

**BeachAV8R**

posted November 03, 2004 22:56

Administrator  
 Member # 3055

**Conclusions:**

While I know it wasn't my flight's responsibility to chase down the fighters coming down the central portion of the peninsula, I always feel an obligation to go hunting when I'm fortunate to draw an aircraft that has AMRAAMs loaded on it! Many of the allied bases are sending out CAP flights armed with only 6 Sidewinders, which is a huge disadvantage against aircraft such as the J-11. The tactic of sending out the wingman with the "CHAINSAW" command, then slowing slightly and offsetting seems to work pretty well, although you are in essence using your wingman as the bait (read: sacrifice!).

Catching the 2-ship flight of MiG-29s was a bonus though since they were so low and slow that they really didn't stand much of a chance. The added bonus of being able to retain my air-to-ground ordnance and pound some enemy positions in Wonsan rounded out the mission nicely, although technically I failed the mission since I didn't stay on my assigned station long enough.

### DEBRIEFING

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

Actual TOS: 19:10:38 (31 minutes late)  
 Losses: 1

**PACKAGE STATISTICS:**

Flight	Aircraft	Comments
Jolly1 (BARCAP)	2 F-16CJ	Mission failed. Did not remain in station area.

[Event List](#)

**FLIGHT STATISTICS:**

Callsign	Status	Ordnance Fired	Results
Jolly11	Functional	6 x AIM-120C	3 misses, 3 hits (50%)
		4 x CBU-58A/B	4 hits (100%)
Jolly12	Destroyed	3 x AIM-120C	3 misses (0%)

**PILOT STATISTICS:**

Callsign	Aircraft	Pilot	Status	AA Kills	AG Kills	Rating
Jolly11	F-16CJ	Lt. Beach	OK	3 (0)	19 (0)	Excellent
Jolly12	F-16CJ	Lt. Rodgers	KIA	0	0	Horrible

**RESULTS:**  
 Despite the failure of your package, no hostile aircraft penetrated friendly airspace

**RELATED EVENTS:**

- U.S. F-16CGs engaged DPRK MiG-21MFs northwest of Mach'ari.
- U.S. F-16CGs engaged DPRK MiG-21MFs south of Mach'ari.
- U.S. F-15Cs engaged DPRK MiG-21MFs southwest of Paehwa-ri.
- U.S. F-15Cs engaged DPRK MiG-21MFs east of Kusan.
- U.S. F-15Cs engaged DPRK MiG-21MFs north of Kusan.

11/03/04  
 Falcon 4.0/SP3 Campaign Mission Report #62

OPERATION ROLLING FIRE  
DAY 5 – 2030 HOURS

Campaign Status:

Noting the continuing trend toward increased enemy air activity we have put offensive air-to-ground operations on the back burner to provide increased fighter presence over the approaches to Seoul. It is hoped that by dealing another severe blow to the enemy air force we can once again attrit their forces and prevent them from being a factor on the battlefield.

Objective:

Our objective is simply to prevent enemy aircraft from breaching the airspace north of Seoul.

**BRIEFING** PRINT

**MISSION:** Prevent hostile aircraft from entering your station area  
**YOUR TASK:** BARCAP  
 Station Area: over T'osan.  
 Time on Station: 21:03:51  
 Patrol Time: 00:21:24

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**SITUATION:**  
 Be advised: Starting at 15:00:00, our ground forces will be making a major push towards P'Yongyang.  
 Hostile aircraft have been violating the border over T'osan. Air command hopes to stop any potential strikes, so will be flying 15 minute BARCAP missions in the area. Each mission is responsible for protecting targets within the station area during its assigned station time.  
 Potential targets in the area include:

T'osan Depot	--	100% operational
Chuksan Bridge	--	100% operational

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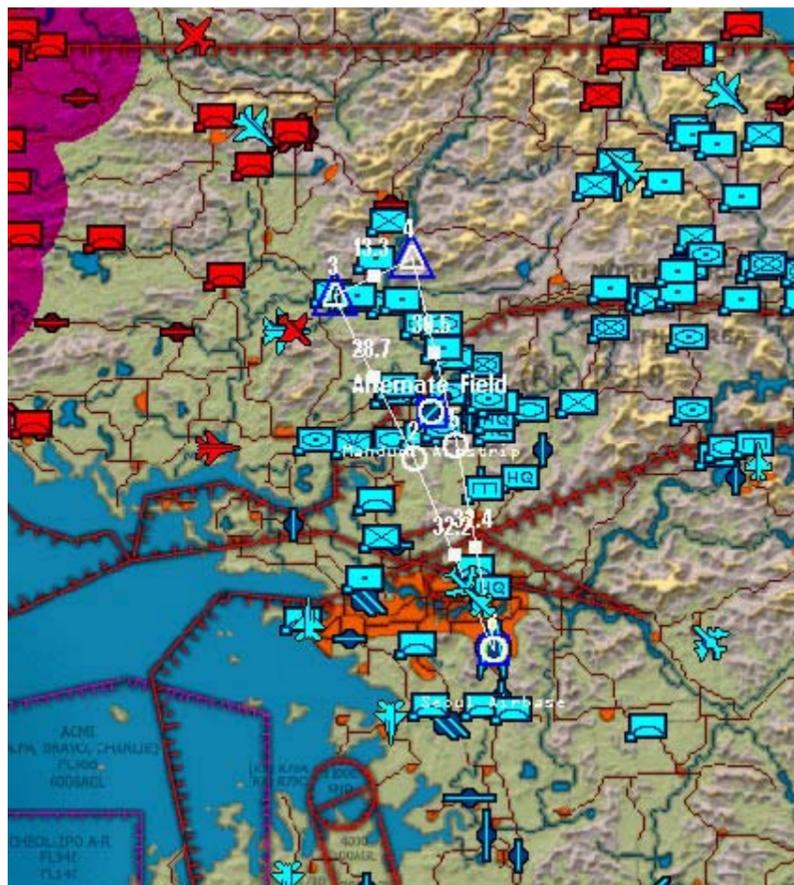
**PACKAGE ELEMENTS:**  
Jolly1 (BARCAP)     2 F-16CJ     Prevent hostile aircraft from entering your station area

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**THREAT ANALYSIS:**  
 Hostile aircraft are expected to be operating within station area.

Planning/pre-flight:

Our 2-ship flight of F-16CJs will once again depart Seoul and fly to a BARCAP area just north of the Imjin River:



It appears that enemy aircraft are either sortieing from bases north of P'yongyang and are taking advantage of the heavy protective SAM network ringing the city to make their approaches toward points south, or that perhaps these fighters and bombers are flying from air bases within the aforementioned protective airspace. Whatever the case, the area just south-east of P'yongyang seems to be the exit location for these inbound flights.

Once again we will load additional air-to-ground ordnance on our aircraft in the event enemy aircraft are a no-show so that we can at least lend our support to allied ground units in the area.

Debrief:

Full night now exists in the theater necessitating the use of night vision optics. Immediately after our departure from Seoul it is apparent that we have launched into the teeth of a major enemy strike heading south. Comparing what I am seeing on the radar screen to the "picture" description from AWACS I see that we have limited time to climb out and position ourselves to at least meet the incoming strike on equal footing.

In an effort to derive maximum performance I elect to jettison my air-to-ground ordnance (4 CBU

canisters) to reduce the drag on my airframe. Pushing the throttle into full afterburner point the nose up 15 degrees and rocket up into the low 30s with little regard for fuel; this will be a quick and dirty fight.

Sorting the highest threat from the multiple groups I see that a lone J-11 is shepherding the strike flight south. While the long range missiles and radar of the J-11 are in many ways an asset, they are serve to give away their location with a very definitive threat signal on the threat warning receiver. It becomes a rather academic matter of turning to put the -29 threat symbol on the nose and looking for the contact that corresponds to that position on the radar receiver. The only drawback is that it only takes a few seconds from that first threat warning until his first missile can be in the air heading for you!

I'm fortunate this time in that a flight of Air Force F-15s has drawn the ire of the J-11 allowing me to get off a relatively good shot (not exactly within "no-escape" range) at him. My missile coming at him must prompt him into action because a few seconds later I get the dreaded tearing sound of an active missile inbound in my head-set but after turning away from it for a few seconds it dies to never be heard from again. Much like the J-11 when my AMRAAM slams into him!



With the main threat disposed of I quickly turn my attention back to the inbound strike formation which is about 25 miles distant.

I pull up RWS radar and see the tight cluster of targets. Wanting to make sure I can discriminate the targets individually for targeting I switch to TWS mode and further enhance the picture by using the EXP sub-mode which breaks the targets out into individual contacts:



Using my wingman to maximum advantage I run through the targets handing one off to my wingman, giving him the "CHAINSAW" command, waiting for him to report his missile away, then repeating for the subsequent targets. In short order our range has closed to within visual distance but all that is left is multiple smoke trails from the falling bombers that my wingman has decimated:



Another threat call by AWACS indicates a close in threat, a flight of J-8s has closed on us while we were attending to the Il-28s. Before we have a chance to react we are in among the J-8s and without any short range heat seekers I'm forced to pull up dogfight mode and close in to use my guns. While I sloppily turn with the J-8 trying to gain advantage I manage to get a couple cannon rounds into the J-8 before I run out of ammunition. While I'm on his six I take advantage of the situation to bug out and I climb rapidly away to the south while calling for my wingman to rejoin.

I'm surprised to see the wingman command menu doesn't allow me to call him back and I realize I've lost him. It isn't until later, during the debrief that I learn he didn't fall victim to the J-8, rather an SA-13 that was just waiting for us to descend into it's envelope.

Having used up a ton of fuel in the race to initially gain altitude and then in the ensuing dogfight the BINGO warning has been long past. I glance at my fuel level and weigh the relative merits of hitting the tanker. I still have 5 AMRAAMs left and I feel like it would be a waste to return to base with such a lethal load-out. Plus I now have a wingman to avenge!

I request a steer for the tanker from AWACS and arrive behind it with just 600 pounds of gas left. Plenty for multiple hook-up attempts if I need it:



Closing in on the tanker I set my master arm switch to SAFE, turn off my radar, open my refueling door, and request fuel from the tanker. He clears me onto the boom and I start easing up behind him trying to stay relaxed:



Cont...

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**BeachAV8R**

Administrator  
Member # 3055

posted November 03, 2004 22:56

As soon as I'm near the boom the tanker driver announces he is getting ready to commence the turn and I sigh knowing that trying to hook onto the tanker while turning will be even more difficult. Incredibly, I manage to make the hook-up while in the turn although I only hold it for 10 seconds or so before I break off. A few seconds later though I'm able to get back on the boom and stay on it for the whole duration of the refueling:



I discovered a good tip that helps with refueling this time. I've mentioned before that the best refueling view is the one-click UP view which places the HUD in the bottom of the screen and allows you to see the tanker in the upper half of the screen. The thing I discovered this time is that if you pull up the CRUISE page on the display next to the HUD, then hit the SEQ toggle on the ICP you will get to a fuel page that shows you how much fuel you will have when you arrive at home base (based on current altitude, fuel flow and speed). I almost always fly with this page in the display because I always want to know when I need to start considering turning back to base. An added bonus of this page is that when you are in the "one click up" refueling view, you can still see that display and as you take fuel

you will see it rapidly increase as it mirrors your fuel gauge down in the cockpit. Since shifting your view down into the pit can sometimes induce a stutter that might throw you off the boom, this is a much easier way of seeing how much fuel you have taken on and how close you are to being done with refueling!



With my tanks topped off, I rock my wings at the tanker and speed off back to the FLOT to look for more action:



I arrive back at the FLOT and set my radar out to 80 mile scan range and soon I pick out a target at nearly 70 miles headed south. Even AWACS hasn't spotted him yet, but I know this is the signature of a heavy bomber. I bug him, but don't look him so I don't warn him of my presence and start working my way north to meet him. At over 1000 knots of closure it doesn't take long to bridge the gap and soon he is within striking distance:



Fox-3!



The Tu-16 is unescorted and helpless and I feel a bit bad about shooting him like a fish in a barrel:



Soon enough a spike draws my attention to the threat receiver as a -29 symbol illuminates and I start getting excited at the thought of a J-11 served up for a 1 v 1. He must have seen me too because he puts his nose right on me and we are heading directly at each other. At very maximum range I launch my AMRAAM hoping that I can put him on the defensive early even though I know my missile has almost no chance of hitting:



Following up with a closer range (still no in "no-escape) shot I figure the second missile stands a good shot at making a kill. Unfortunately for me, an F-14 out to the far east has poached my kill and as I follow my second missile into the target I see the J-11 explode and a chute pops out as he ejects:



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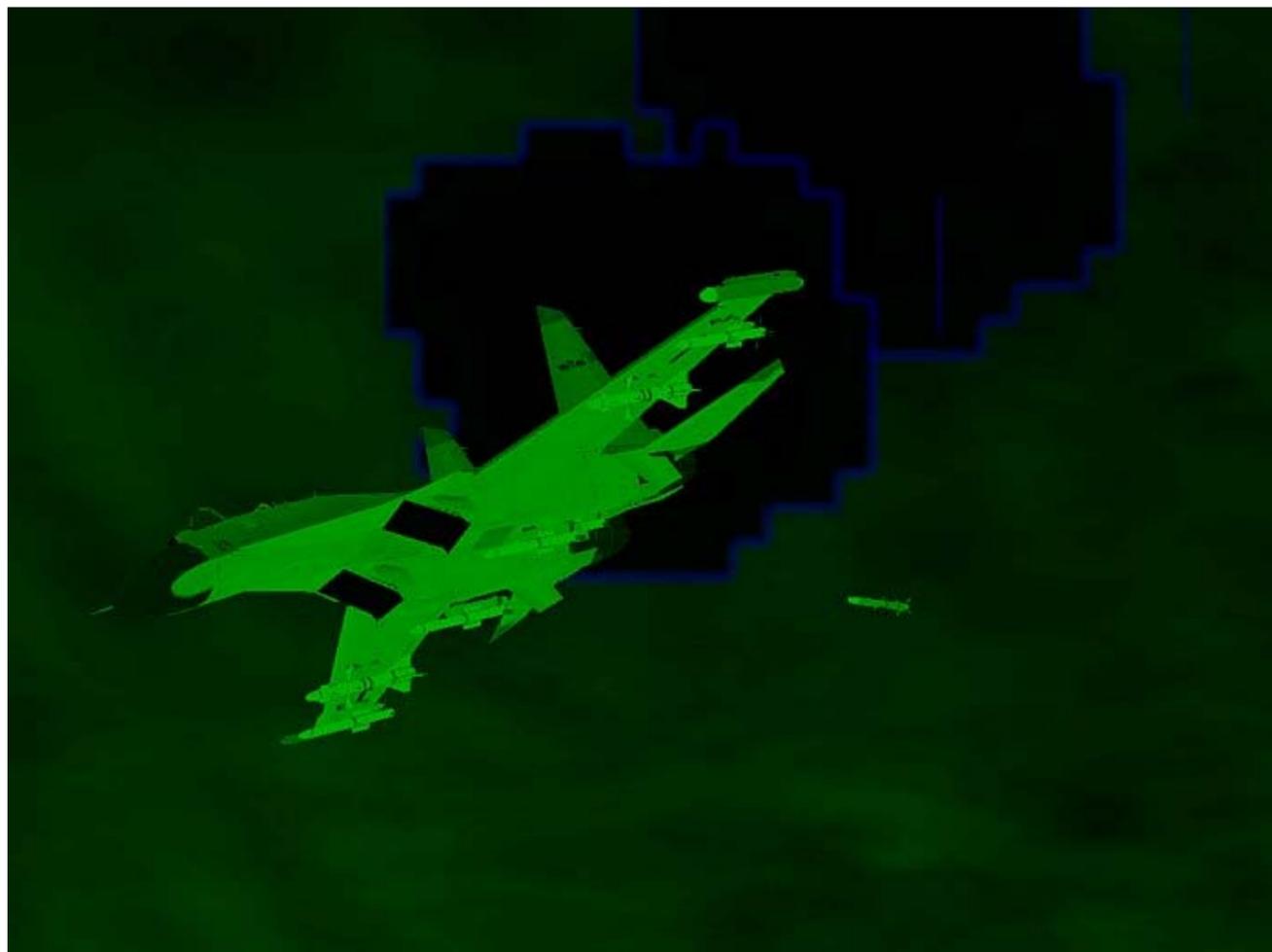
From: **Charlotte, NC USA** | Registered: **Jan 2001** | IP: [Logged](#)

**BeachAV8R**

Administrator  
Member # 3055

posted November 03, 2004 22:56

Still, it's always a thrill to see an AMRAAM hit a J-11, even it he is already dead!



I circle the area for awhile hoping for more action, but the skies remain clear. One thing I do discover is that at 46,000 feet and Mach .90 you get a pretty good fuel economy, indicating just 2500 pounds per hour. With half tanks you can loiter up there for an hour and a half with no problem!





Returning to Seoul I shut down, pop the canopy and once again marvel that I've managed to bring myself home, but not my wingman. It's hard to believe anyone will fly with me!



#### Conclusions:

This mission was a classic air-to-air sortie: long range missile exchanges, short range dogfighting with guns and a trip to the tanker just to keep it interesting! The best part of the mission was the methodical 3 up, 3 down bomber kills I directed to my wingman using the EXP mode of the TWS radar mode. My gunnery work using the cannon left a lot to be desired. The mission was listed as a failure, again because I didn't stay in my assigned area for the correct duration. It's hard to keep me in one place when I have a tank full of gas and racks full of missiles!

### DEBRIEFING

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

Actual TOS: 21:53:34 (49 minutes late)  
 Losses: 1

#### PACKAGE STATISTICS:

Flight	Aircraft	Comments
Jolly1 (BARCAP)	2 F-16CJ	Mission failed: Did not remain in station area.

[Event List](#)

#### FLIGHT STATISTICS:

Callsign	Status	Ordnance Fired	Results
Jolly11	Functional	20 x 20mm M61	17 misses, 3 hits (15%)
		4 x AIM-120B	1 miss, 3 hits (75%)
Jolly12	Destroyed	4 x AIM-120B	4 hits (100%)

#### PILOT STATISTICS:

Callsign	Aircraft	Pilot	Status	A.A. Kills	AG Kills	Rating
Jolly11	F-16CJ	Lt. Beach	OK	2 (0)	0 (0)	Average
Jolly12	F-16CJ	Lt. Rudderham	KIA	3	0	Horrible

#### RESULTS:

Despite the failure of your package, no hostile aircraft penetrated friendly airspace

#### RELATED EVENTS:

- U.S. F-15Cs engaged DPRK Tu-16s east of P'yongsan.
- U.S. F-14Bs engaged DPRK Tu-16s southwest of T'osan.
- U.S. F-14Bs engaged DPRK Tu-16s northwest of Changp'ung.
- U.S. F-15Cs engaged DPRK Tu-16s northwest of Changp'ung.
- U.S. F-15Cs engaged DPRK Tu-16s west of Changp'ung.

11/03/04  
 Falcon 4.0/SP3 Campaign Mission Report #63  
 OPERATION ROLLING FIRE  
 DAY 6 - 0015 HOURS

Campaign Status:

Intelligence reports that enemy aircraft stocks have taken a nose-dive in recent hours due to heavy attrition allied forces have been taking upon them:



While it seems that enemy bomber forces have regained use of a significant number of airfields there are telling signs that a theater-wide recovery is not occurring. Among the enemy combatants not being seen in the skies are the Su-25, MiG-21, J-7s and MiG-27s. Perhaps the airfields housing these inventories have not completed their repairs.

Objective:

Our objective, once again is to continue an attempt to break the back of this most recent enemy air offensive.

## BRIEFING PRINT

**MISSION:** Prevent hostile aircraft from entering your station area  
**YOUR TASK:** BARCAP  
 Station Area: over Chungsan-dong.  
 Time on Station: 00:50:57  
 Patrol Time: 00:21:21

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**SITUATION:**  
 Be advised: Starting at 15:00:00, our ground forces will be making a major push towards P'Yongyang.

Hostile aircraft have been violating the border over Chungsan-dong. Air command hopes to stop any potential strikes, so will be flying 15 minute BARCAP missions in the area. Each mission is responsible for protecting targets within the station area during its assigned station time.

Potential targets in the area include:

Chungsan-dong Depot	--	100% operational
P'anmun Bridge	--	100% operational
Camp Bonifas	--	55% operational
W'angch'on Bridge	--	100% operational
Ch'angpa-ri Bridge	--	100% operational

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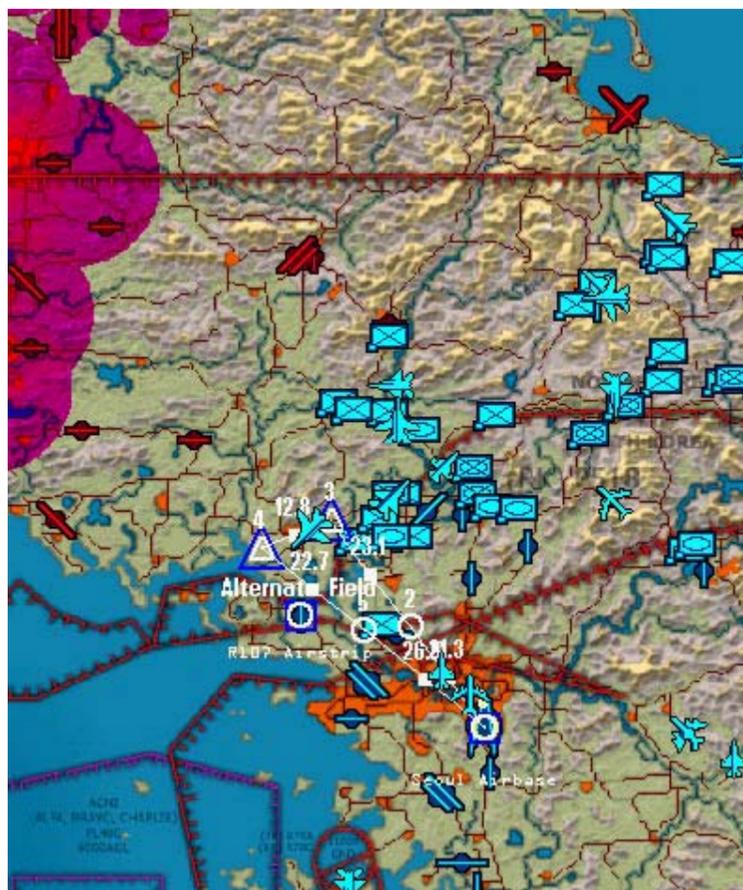
**PACKAGE ELEMENTS:**  
Zipper1 (BARCAP)    2 F-16CJ    Prevent hostile aircraft from entering your station area.

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**THREAT ANALYSIS:**  
 Hostile aircraft are expected to be operating within station area.

Planning/pre-flight:

Our 2-ship flight will run the same profile as the previous flight, flying a patrol along the western edge of the FEBA north of Seoul.



Cont...

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

**BeachAV8R**

Administrator  
 Member # 3055

📅 posted November 03, 2004 22:57    🏠 👤 ✉️ 🗒️ “ ”

As per SOP we will also carry 4 CBU canisters with us in the event that enemy air activity drops off during the mission.

Debrief:

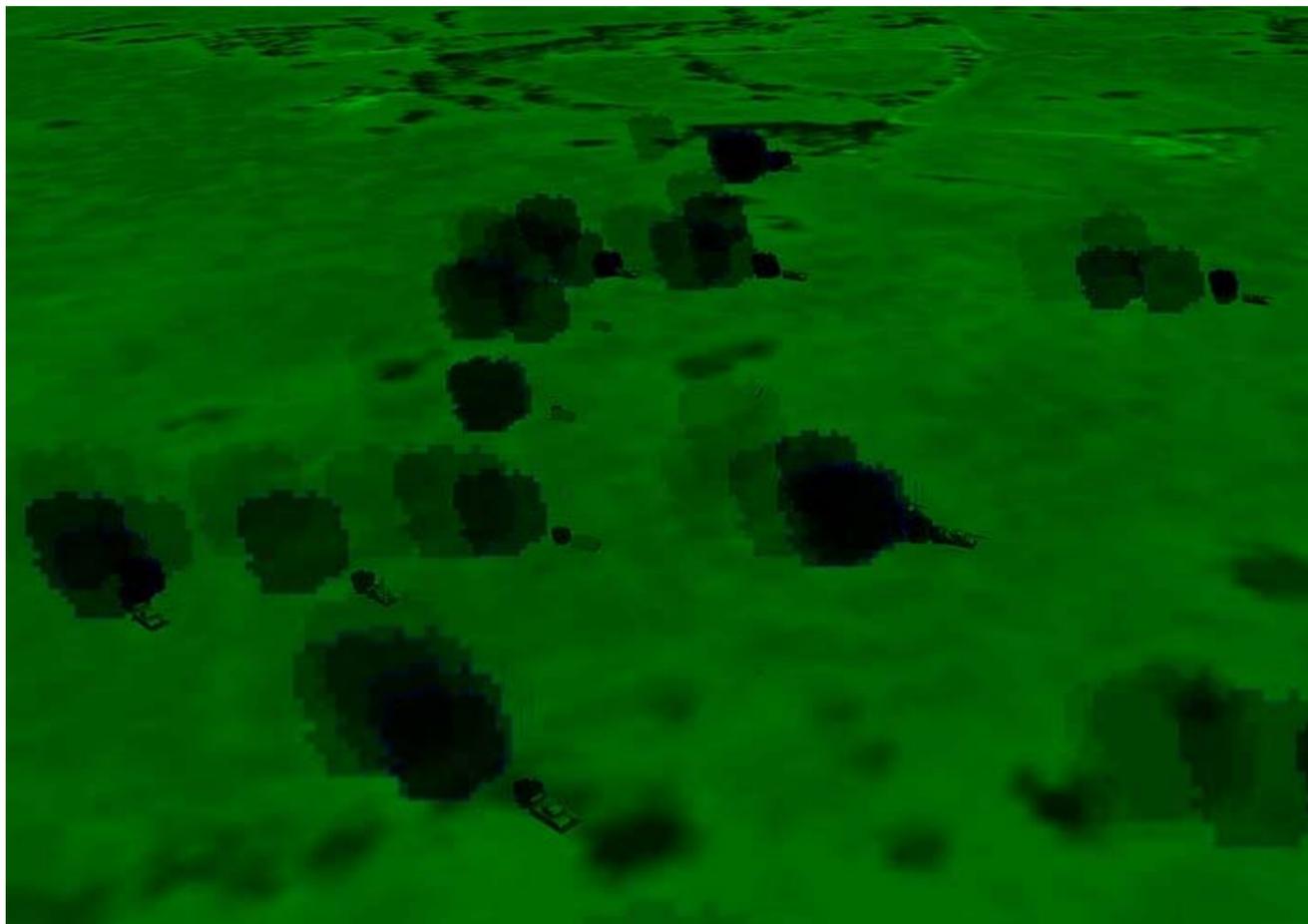
After launching into the night skies, it only takes a few moments to spot two bombers working their way south. It amazes me that they continue to send these bombers south without any kind of air cover whatsoever. If the marauding CAP flights don't get them the heavy air defenses ringing Seoul will.

I call up my AMRAAMs and wait the requisite few minutes for the range to close and pull the trigger sending another doomed Tu-16 crew to their deaths:

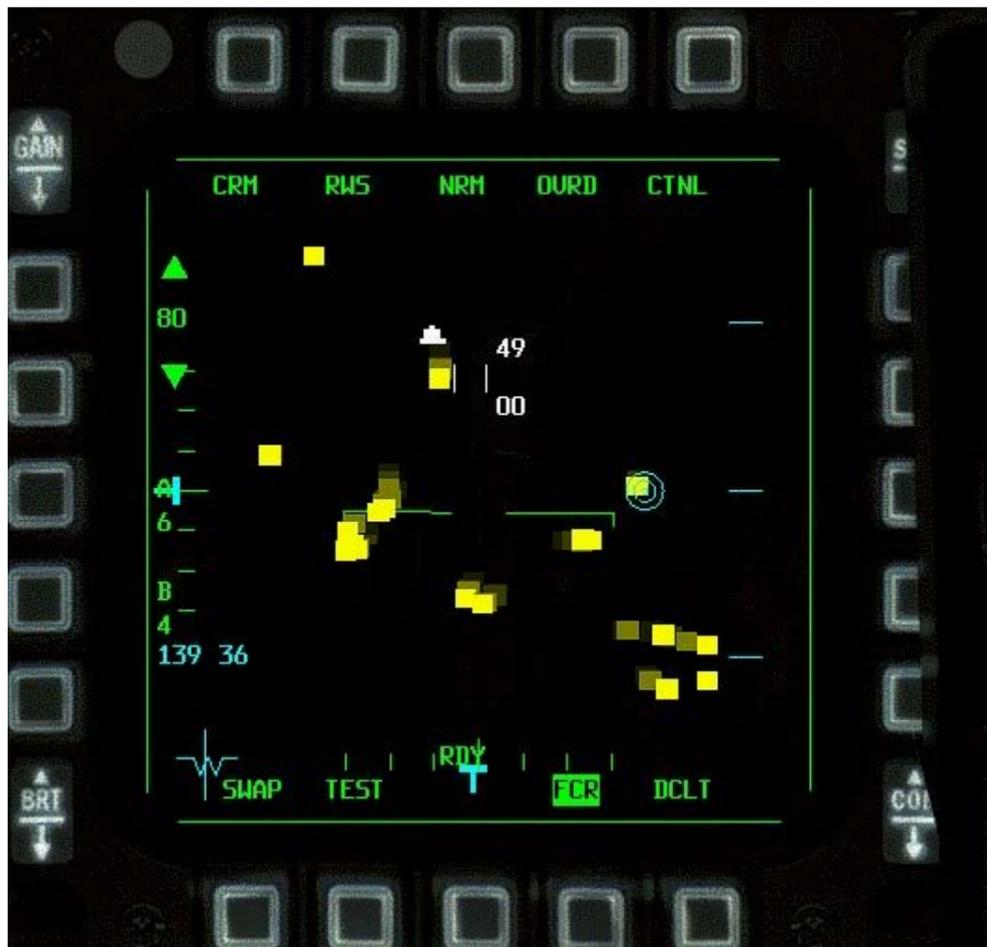


I send a second AMRAAM arcing out toward the second bomber but my wingman gets that kill before my missile arrives.

With the skies clear of immediate threats I decide to go ahead and unload my CBUs early in the mission so that I won't be burdened with them later. Selecting my air-to-ground radar I pull up the GMT mode and quickly identify a convoy moving on the north side of the FEBA. Closing within a few miles I turn off CCRP mode and switch on CCIP mode as soon as I'm able to visually locate the moving armor below. Rolling in I pick out a nice cluster of targets and soon my CBUs are exploding among them setting several vehicles ablaze:



I make several more effective passes before climbing out and resuming our patrol. After 20 or 30 minutes of boring holes in the sky I can see that my action is going to be rather limited this evening. AWACS shows no threat aircraft and I can see I'm only going to be in the way of a massive allied strike package that is pushing north. I count at least 17 allied aircraft coming north and figure that between the CAPS and ESCORTS I'll be lucky to get any action:



I elect to head home early in order to make my airframe available for a more useful mission.



Conclusion:

Our mission is actually rated as a success this time! We actually stayed on station in the right spot for the correct duration.

### 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: 00:52:27 (89 seconds late)  
 Losses: 0

#### PACKAGE STATISTICS:

Flight	Aircraft	Comments
Zipper1 (BARCAP)	2 F-16CJ	Mission success: Station time completed with no successful enemy strikes.

Event List

#### FLIGHT STATISTICS:

Callsign	Status	Ordnance Fired	Results
Zipper11	Functional	1 x AIM-120C	1 hit (100%)
		1 x AIM-120B	1 hit (100%)
		4 x CBU-58A/B	4 hits (100%)
Zipper12	Functional	1 x AIM-120C	1 hit (100%)

#### PILOT STATISTICS:

Callsign	Aircraft	Pilot	Status	A.A. Kills	AG Kills	Rating
Zipper11	F-16CJ	Lt. Beach	OK	1 (0)	17 (0)	Excellent
Zipper12	F-16CJ	Lt. Miller	OK	1	0	Excellent

#### RESULTS:

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

BeachAV8R

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

**peppergomez**  
Member  
Member # 10976

posted November 03, 2004 23:33

thanks as always beach.

can you please explain burn through radar lock tactics against jamming bandits? i don't have much experience with the best ways to achieve this. thanks!

Registered: **May 2002** | IP: [Logged](#)

**BeachAV8R**  
Administrator  
Member # 3055

posted November 04, 2004 00:07

quote:

Originally posted by peppergomez:

**can you please explain burn through radar lock tactics against jamming bandits? i don't have much experience with the best ways to achieve this. thanks!**

I don't know if this is realistically implemented in F4 or not. How I do it might or might not affect how quickly one is able to finally achieve lock on a jamming aircraft. When I see targets that have the X through them, which means they are jamming, I slew my cursor in the general vicinity. Then I simply ramp down the scan azimuth to 10 degrees so that I'm putting more energy down a narrower cone. This also makes the target updates much faster since the scan volume is drastically smaller. Here is a screen-shot from one of my training mission reports that shows the smaller scan volume:



I don't know if this in fact will increase the distance from which you can effectively lock up a

jamming aircraft, but I like to think it helps 😊

BeachAV8R

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

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