



Since Onch'on still lies within the known SA-2 defense area of P'yongyang, it is suggested that the strike ingresses and egresses the target area to the west and the relative safety of the sea.

This is an extremely high threat area with very heavy air and ground threats. As such, only the lead aircraft will actually deliver munitions on the strike portion of the flight. The other aircraft in the flight will keep well clear of the P'yongyang air-defense area. The plan is for the flight lead to lay down two sticks of Durandals on two separate passes up each runway at Onch'on.

Debrief:

Around rolls our taxi time and we move out to the active runway in single file. Using minimum afterburner to reduce my fuel consumption I stagger off the runway at Choongwon, barely clearing the hill at the end of the runway. Soon #2 and the element check in and report they are in position and I bump up the throttle for the flight to the sweep area.

Approaching the sweep area the picture is indeed troubling with multiple groups of multiple types coming down the scope at us. It is an interesting dilemma in that one must not only sort the types of aircraft, but their speed and threat level. Tu-16s, while not a threat to our flight, are almost impossible to catch once they pass you enroute to their targets. J-11s are obviously the highest threat aircraft on the battlefield and must be dealt with first regardless of range.

After a minute or two of cycling through the targets and querying AWACS I finally put the picture together from the radar picture. The nearest targets are J-7s, a 2-ship flight just outside of 20 miles. Not an ultra-long distance threat as their radar missile range is not very far. The 2nd group of targets is the highest threat, a 2-ship flight of J-11s, just outside of 30 miles, already a major factor with their AA-12 "Adders" which far outrange our AMRAAMs. The 3rd group of targets, once sorted reveals themselves to be a 3-ship flight of MiG-21MFs at 50 miles, again not a huge threat but the numbers are starting to stack up against us!



Knowing that the J-11s are the biggest threat and with my heavy ordnance load (12 Durandals) I'll be the least maneuverable and slowest fighter in the group, I send the element (#3 and #4) out after one of the J-11s, and send my wingman (#2) after the second J-11. While they go off after the high threat targets I slow down slightly and enter a gentle left turn to engage the closer in J-7 threat. It doesn't take long for the J-7s to get within missile range and I loose my first missile on a J-7 drawing first blood:





Seconds later the element and my wingman call out their maximum range "Fox-3!" calls and I pray they kill the J-11s with the first round.

With their 3 missiles in the air toward the J-11s I ask for a little back-up for the second J-7 and order my wingman to "clear my six". He breaks away and cleans up the 2nd J-7 with a missile shot. Turning back toward the J-11 threat I scan the area and quickly ascertain that my wingmen cleaned out the J-11s without suffering any losses of their own!

Excellent! Calling for my flight to fall back into formation I press forward toward the 3-ship MiG-21 flight and using the EXP TWS mode I sort and engage all three targets knowing my full flight is right behind me ready to back me up. It's all over in 40 seconds as all three AMRAAMs slam into the MiG-21s as they are entering the landing pattern at this airbase:





Cont...

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

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

BeachAV8R

Administrator
 Member # 3055

📅 posted November 11, 2004 21:58 🏠 👤 ✉️ 🗒️ “ ”

Hot dog! Four kills for me and seven for our entire flight in exactly 6 minutes! Reveling over our one sided victory I have to look twice at the threat warning receiver when I see the -29 symbol blink on. Quickly asking AWACS to declare the nearest threat he responds with a crisp call of "MiG-29s, 3-ship, 20 miles". Crap!

I'm out of AMRAAMs and only have my gun left and I don't want to jettison my A2G ordnance so I sick my wingmen on the threats using the "WEAPONS FREE" command to give them the most latitude on how to engage the MiG-29s. The -16 vs. the -29 is a pretty fair fight, unlike fighting a J-11, so I'm pretty confident in my wingmen's skills.

Here I'm safely out of range as my flight merges with the MiG-29s:



My fighters enter the fray with burners lit firing short range missiles:





The MiGs are purely defensive from the outset and soon they are falling one after another:



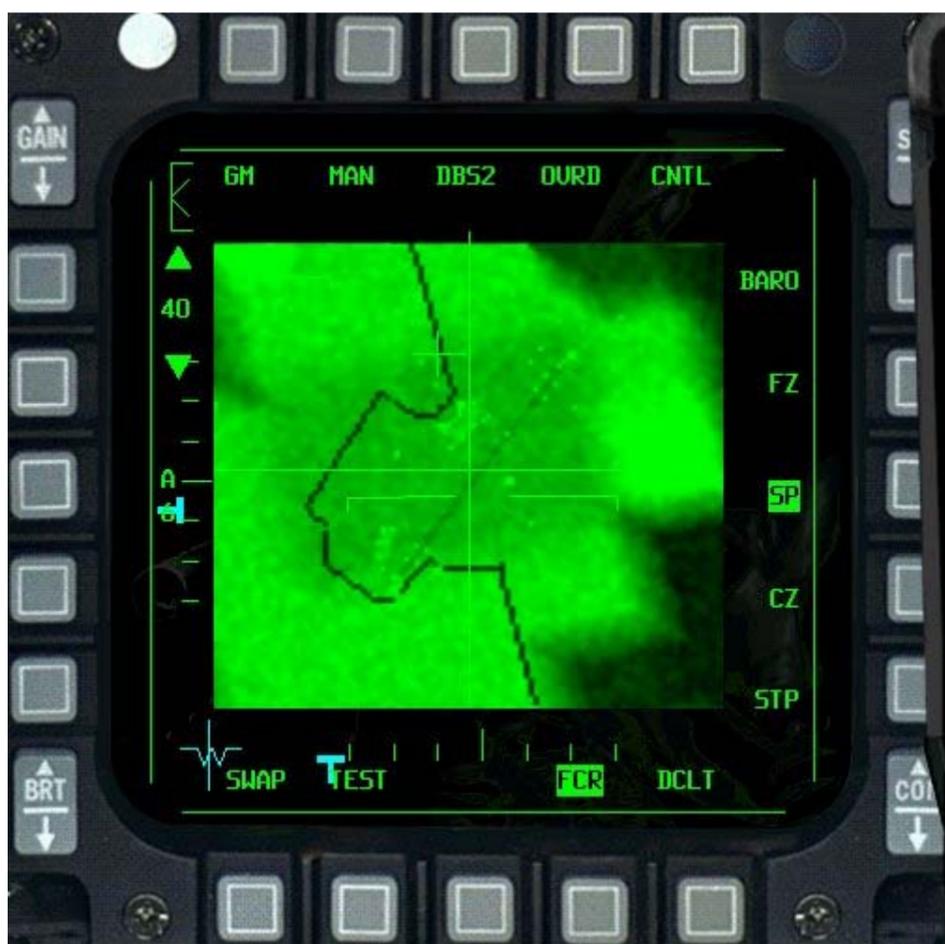


One MiG actually evades for almost 4 minutes but Sawbuck 14 is relentless and chases him down for a kill.

With the situation very much in hand (thanks to my wingmen) I query AWACS nervously to see if any enemy fighters remain in the area. Knowing that our entire flight is running low on air-to-air missiles I hope our air action is over or I might have to abort the attack on the secondary target for lack of self protection. AWACS responds that the area is clear so I glance at my fuel gauge and see 3200 pounds; easily enough to get to the secondary target and return to base:



Not wanting to drag my flight into the heavily defended P'yongyang area I stick to the pre-briefed plan and send them to homeplate. Using my knee-map to approximate the correct area to slew my air-to-ground radar I finally find the target airfield and designate it so that I will have steering commands at low altitude:



Cont...

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

BeachAV8R

Administrator
Member # 3055

posted November 11, 2004 21:58  

As I approach the airfield I bump down to low altitude which increases my fuel flow dramatically, but must be done. At around 7 miles to the target the fuel warning starts flashing in the HUD indicating to me that I'd better keep my time at low altitude to a minimum. Using the TD box to line up on the runway I'm just seconds away from release:



With just seconds to go to bomb release I suddenly realize something: the sight picture doesn't look right and it takes me another fraction of a second to realize how stupid I am. Onch'on has dual parallel runways!! This isn't Onch'on!!

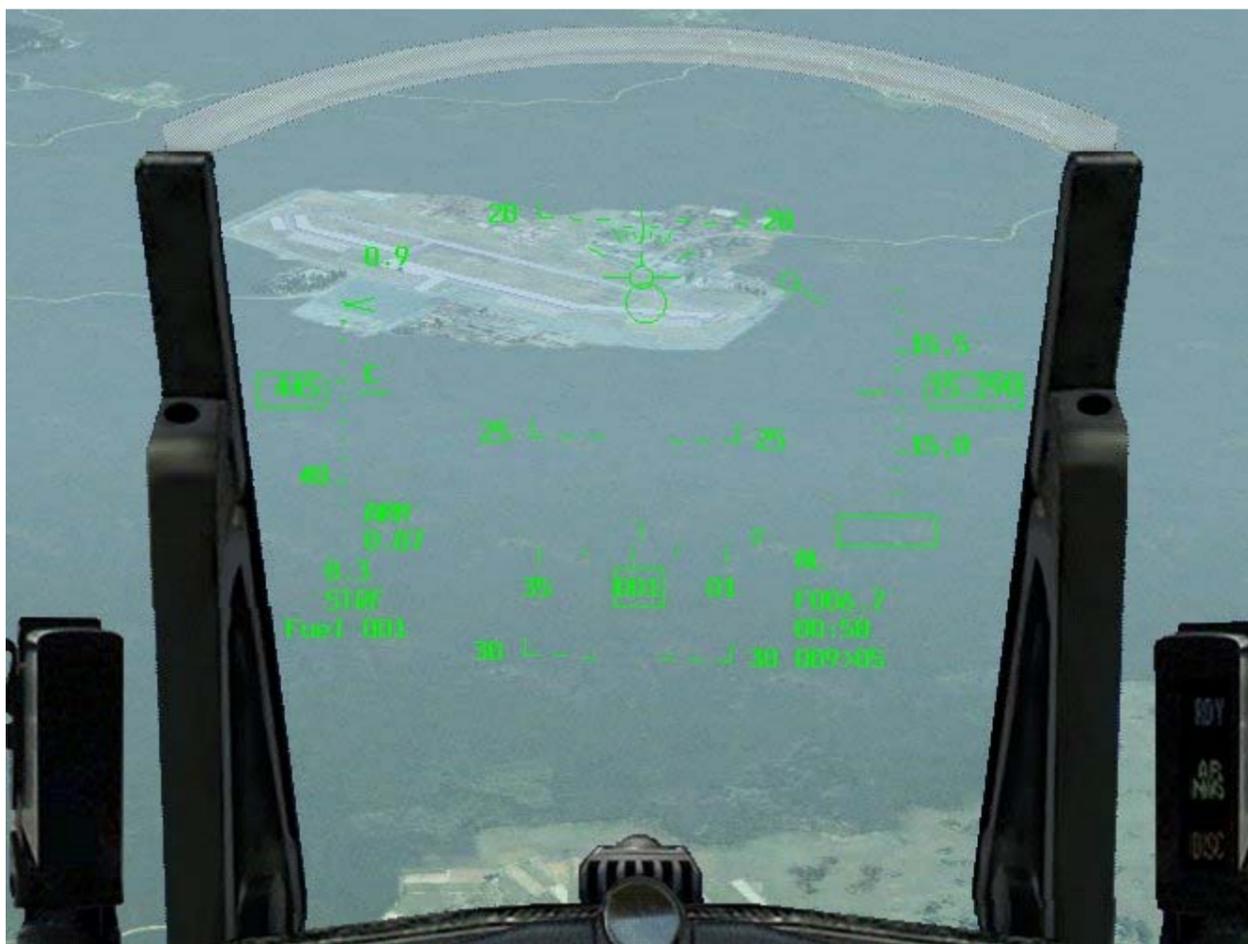
It's way too late to change targets now so I decide to mash the pickle button twice to release all 12 bombs on the single strip of unknown runway:



The pass is a good one and even though it's the WRONG target it's definitely a DESTROYED target! Blistering out of the area at low altitude I clear the air defense area soon and climb back up to altitude for the return to base. Checking in with AWACS I'm surprised to hear them call a threat off my left side for 10 miles. Turning toward bearing I can't find anything on my radar, but I do see an airfield in that area:



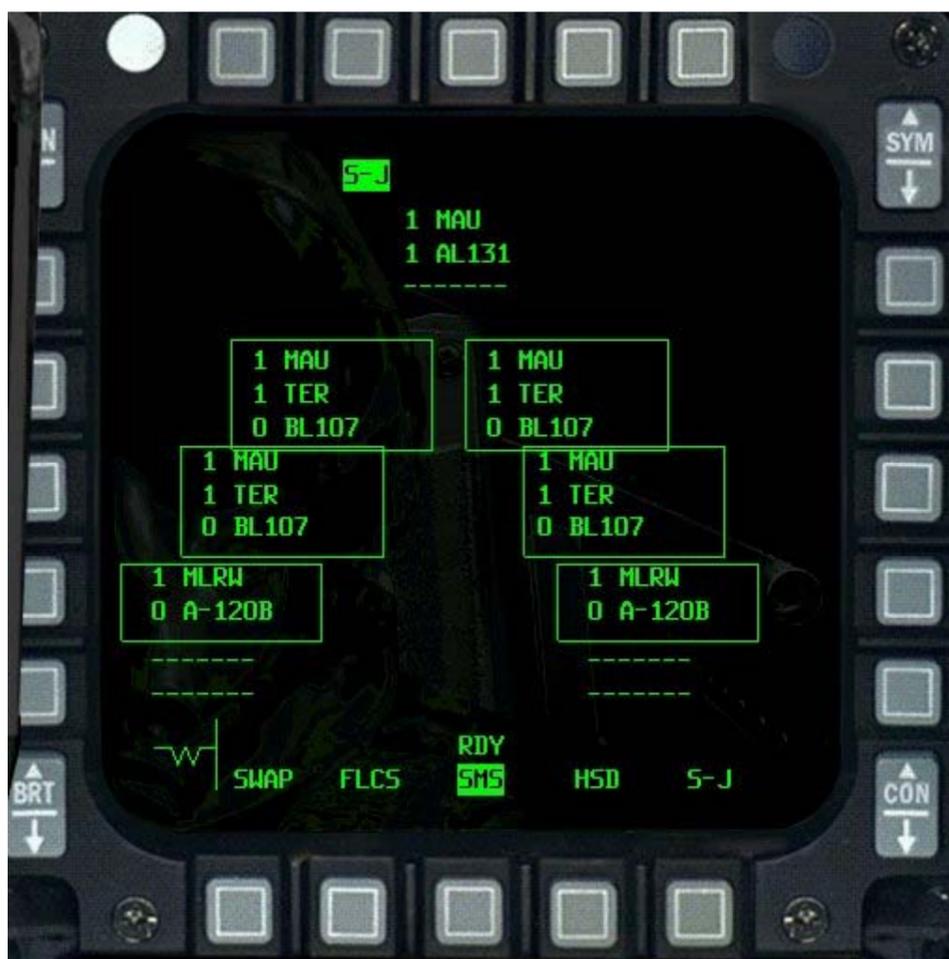
Using the padlock view I spy a flight of 3 J-7s on the ground at the near edge of the airfield and the overwhelming urge to kill them overrides common sense:



I turn in toward the airfield and as I approach an SA-2 lights off and fires an SA-2 missile at me. Luckily there is a small hill off my right which I dive for and seek shelter behind which drives the SA-2 into the ground. Not easily deterred I pull a hard 180 and using the same hill as cover I approach the airfield at extremely low altitude and briefly pop up a couple hundred feet for a guns pass on the idling J-7s:



My foolish gun pass results in no discernable damage and I scoot out of the area at military power until I judge I'm out of SA-2 range and then I start a gradual climb up to a fuel efficient flight altitude. Knowing I'm low on gas I use the selective jettison page to release my bomb racks and further clean up my airframe:





Glancing at the fuel gauge I wince when I see the FWD and AFT fuel low level lights on and only 500 pounds remaining in the tanks:



Cont...

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

BeachAV8R

Administrator
Member # 3055

posted November 11, 2004 21:58

I quickly climb as high as I can get the bird to go while maintaining a reasonable Mach #. Settling in at nearly 44-thousand feet I pull up the CRUISE page on the ICP and anxiously see that I'm coming up 200 pounds short upon arrival at base:



I'm pretty sure I can stretch a glide though if I can just get close enough at a high enough altitude. At 44-thousand feet you can see forever and the sky is a deep blue:





Everything works out well until I reach short final and reach down for the landing gear and nothing happens. I need hydraulic pressure to lower the gear and without the engine it's not happening! I frantically reach for the alternate extension but all that does is click in my hand. Looks like a belly landing coming up.

Easing the plane onto the runway I drag first the tail and then let the rest of the fuselage ease onto the runway. As the fuselage comes into contact the plane slews a bit to the right sliding into the dirt but remaining intact:



Cont...

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BeachAV8R

Administrator
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posted November 11, 2004 21:58

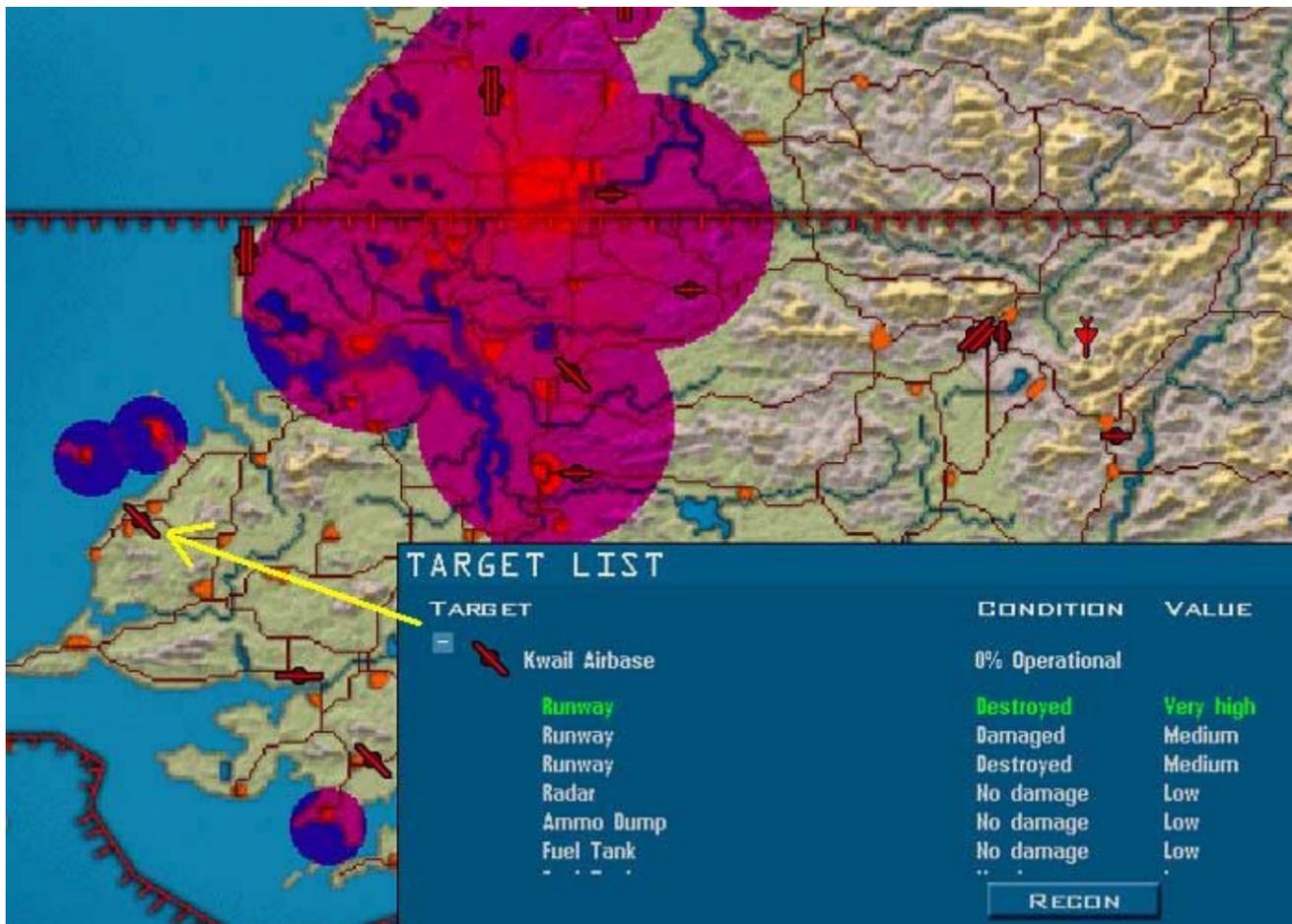
Popping the canopy I grin to myself at another incredible mission under the belt:



Conclusions:

What an awesome mission. So many things happening and so much information to manage; I can't say enough about how much fun flying F4 is. The flight did an incredible job of taking on the air threats with no losses. I like to hope that my directing the elements to their targets helped, but I think most of the credit goes to the great flying by the other wingmen.

My ground targeting problem was the result of not having a waypoint situated over the target airfield. Instead I just interpolated a line from the sweep waypoints out to where I thought the airfield was and then used the ground mapping radar to pick out the base. Unfortunately I didn't realize how much I had slewed the cursors angularly on the ground radar and I ended up a good 20 or 30 degrees left of the intended course, which put me onto Kwail airbase instead of Onch'on (the next airbase north on the coast):



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Beach joined as Sawbuck11 at 11:40:00
AA-10A launched at Beach 11:55:34
DPRK J-7E downed by Beach at 11:56:06
PRC J-11 downed by Sawbuck12 at 11:56:33
PRC J-11 downed by Sawbuck14 at 11:56:36
DPRK J-7E downed by Sawbuck12 at 12:00:10
DPRK MiG-21MF downed by Beach at 12:01:24
DPRK MiG-21MF downed by Beach at 12:02:06
DPRK MiG-21MF downed by Beach at 12:02:06
DPRK MiG-29A downed by Sawbuck14 at 12:09:33
DPRK MiG-29A downed by Sawbuck13 at 12:09:33
DPRK MiG-29A downed by Sawbuck14 at 12:14:33
DPRK Runway destroyed by Beach at 12:27:14
DPRK Runway destroyed by Beach at 12:27:17
SA2 launched at Beach 12:35:33
Sawbuck13 landed at 12:37:01
Sawbuck12 landed at 12:38:01
Sawbuck14 landed at 12:39:01
Beach landed at 12:59:07
Beach exited from Sawbuck11 at 12:59:33
    
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At least the strike was successful and not totally without merit since there is a MiG-19 squadron based there that could perhaps have caused trouble later.

I'm still very concerned with the enemy air inventory. Even though we have put quite a hit on them in recent missions the intelligence graph shows that they are actually now ABOVE pre-war levels as those inventories backed up on the ground:



I can only hope that the ground offensive continues to churn forward despite our being a bit tied up in the battle for air supremacy.

BeachAV8R

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

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

Mower.87th
Junior Member
Member # 16867

posted November 13, 2004 09:17

I been with *Falcon* a long time.

It's always a mistake to combine an A2A with an A2G mission. Got to pick one or the other. And if you try to combine the two, by gawd do the mud moving first so you can ditch the racks and know how much gas you got left to make the right tactical decisions about A2A.

Mulch it.

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

BeachAV8R
Administrator
Member # 3055

posted November 13, 2004 10:17

quote:

Originally posted by Mower.87th:

It's always a mistake to combine an A2A with an A2G mission. Got to pick one or the other. And if you try to combine the two, by gawd do the mud moving first so you can ditch the racks and know how much gas you got left to make the right tactical decisions about A2A.

Well..in my defense, it's hard to move the mud when the real-estate is sitting under 3 MiG-23s, 2 J-11s, 3 MiG-29s and a pair of J-7s.. 😊

You are, of course, right about picking one mission or another...but I'm just trying to pick up the pace of this campaign (which has been in progress for 14 months now!)..

Good advice though.. 😊

BeachAV8R

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

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

📅 posted November 13, 2004 11:26    “ ”

I'm sure I'm not saying anything you don't already know my friend, given the amazing number of detailed missions you're reported. Great work there BTW.

Pardon my lack of tact. heh. 🤔

Mulch it.

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

📅 posted November 13, 2004 11:59    “ ”

quote:

Onch'on has dual parallel runways!! This isn't Onch'on!!

Lol, one of my all time favorite "Beach-isms"! Shoulda added a "DOH!" at the end... 😊

Wow, that was some mission! Smashing A2A success, smashing the wrong airfield, doing a strafing run, smashing the underside the aircraft with the runway (something I myself am very familiar with!). I don't know that I've ever gone up above 35,000', you're right, the sky is very blue there. May have to go there and check it out.

I must admit I'm going even slower on my campaign. Just got Pacific Fighters from Amazon the other day, OMG, is it fun! Instead of just slamming my a/c into a stationary runway, I try to snag a wire on a moving runway. Hilarious!

I haven't given up, part of my weekend chores are to fly at least two or more F4 missions. I'm off!

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](#)

📅 posted November 15, 2004 15:30    “ ”

Most jets have RATs to power things when the engine goes, like control surfaces and popping open the doors. The landing gear on many planes (including the F-16) are designed to be opened and locked into place by the airstream in flight, so a deadstick landing would not always mean a belly landing!

I'm not certain about the F-16 having a RAT, though.

The Jedi Master

"Now, we gave you a promise and we are bound by that promise and damn you for asking for it! And damn me for agreeing to it! And damn all of us to hell, because that is exactly where we're going! We talked about peace. You didn't want peace. We talked about cooperation. You didn't want cooperation. You want war! Is that it? You want a war? Well you've got a WAR!"
- John Sheridan, 'And All My Dreams Torn Asunder', Babylon 5

From: **Melbourne, FL, USA** | Registered: **Feb 2000** | IP: [Logged](#)

📅 posted November 15, 2004 22:15    “ ”

The F-16 doesn't have a RAT, but does have an EPU (emergency power unit) fueled by hydrazine. I'm not sure if it's been modelled in F4...but considering you still had flight control input after the engine starved...something was helping out. 😊

Most aircraft also have something to blow the gear down if you lose hydraulics. Either explosive bolts that release the uplock and let gravity/airspeed take over, or a pneumatic charge to force them down.

After looking at your shots again, your EPU fuel gauge showed 100% after fuel was depleted, engine shut down, and hydraulics went to empty. I honestly don't know that much about F4, but I would assume you should be able to turn on your EPU. Maybe the hardcore F4 guys would know about this.

Great reports however! 🤔

Mower.87th
Junior Member
Member # 16867

20mm
Administrator
Member # 2515

jedimaster
Member
Member # 473

Weasel_Keeper
Administrator
Member # 5702

"Cave Putorium!"
SoWW #2485

From: **Fort Wayne, Indiana, USA** | Registered: **Jun 2001** | IP: [Logged](#)

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