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Author **Topic: Operation Rolling Fire Mission #72**

BeachAV8R
 Administrator
 Member #
 3055

posted November 18, 2004 15:29

11/18/04
 Falcon 4.0/SP3 Campaign Mission Report #72
 OPERATION ROLLING FIRE
 DAY 6 – 1730 HOURS

Campaign Status:

Enemy air activity continues to delay the resumption of strikes in support of the overall general offensive. Until air superiority can be regained over the FLOT allied forces will continue to concentrate on the elimination of SAM threats and offensive counter-air strikes.

Objective:

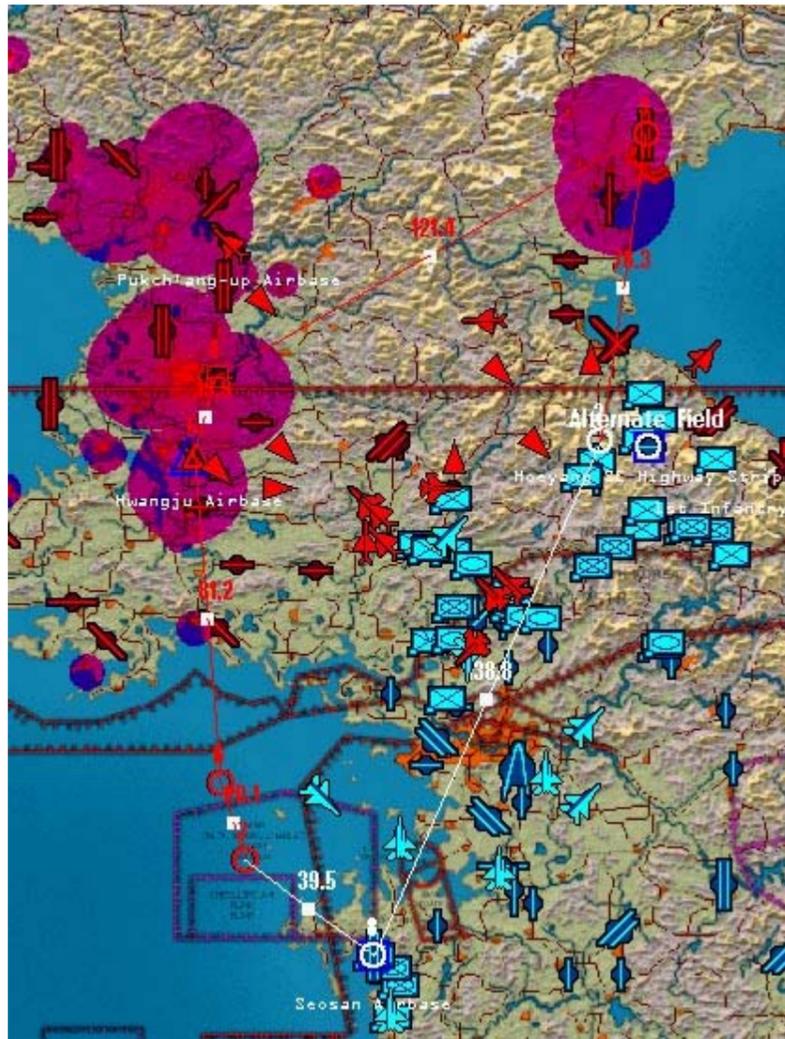
In a departure from normal operations, I have been ordered to travel to Seosan to enlist the aid of the 68th Attack Squadron flying the venerable F-111 Aardvark:

ATTACK SQUADRON	
68th Attack Squadron	
Owner	U.S.
Base	Seosan Airbase
Role	General
	Aircraft: 20 Pilots: 48 Experience: Elite Morale: High Supply: Full Next Resupply: 05:00 Last Resupply: 0 Aircraft Aircraft Losses: 0 Pilot Losses: 0 Missions Flown: 0 Mission Rating: No rating
Players: 1	A-A Kills: 88 A-G Kills: 313 Naval Kills: 0 Stationary Targets: 43

With the exceptional range, speed and payload, the F-111 is a very formidable platform that should work well for OCA strikes.

Planning/preflight:

I have been invited to fly on the first OCA strike, which will hit two critical enemy airfields:



First we will hit Toksan Airbase, which has been the focus of two failed OCA strikes in previous missions. Home to a mix of MiG-19s and Su-25s, the base also fields a squadron of MiG-21s that have proved very bothersome over the eastern end of the FLOT:

CONDITION	VALUE
100% Operational	
No damage	Medium
No damage	Low
..	

The now familiar, dual parallel runways will be the primary target, obviously requiring two different runs to ensure complete destruction:



Provided we have the fuel, stores and are free from damage we will continue the flight plan around to the south-west to strike the secondary target, Mirim Airbase. This airbase represents one of the single greatest threats to allied air superiority, fielding two dedicated fighter squadrons of Su-27 and MiG-29 aircraft:

0% Operational
 Kwaksan Airstrip 100% Operational
 Kyongsong Chuul Airstrip 100% Operational
 Manp'o Airbase 100% Operational
 Mirim Airbase 100% Operational
 1st Fighter Squadron
 4 MiG-29A 48 Pilots
 0 Players
 117th Fighter Squadron
 23 SU-27 48 Pilots
 0 Players
 Nuch'on-ni Highway Strip 25% Operational
 Okpyong-Ni Airstrip 0% Operational

TARGET	CONDITION	VALUE
Mirim Airbase	100% Operational	
Runway	No damage	Very high
Runway	No damage	Very high
Runway	No damage	Very high
Ammo Dump	No damage	Low
Radar	No damage	Low
Fuel Tank	No damage	Low
..

Mirim underlies the extremely effective and dangerous P'yongyang air-defense area but fortunately it is a single strip of pavement requiring only a single pass:





Depending on the evolving threat environment during the execution of the mission, we will alter our flight plan route and altitudes accordingly.

Debrief:

Strapped into our idling F-111 at Seosan we await taxi clearance from the tower. As the left seat "trainee" I pay particular attention to the instructions of the right seat captain. Another change is the gloomy grey day with a high overcast giving everything a muted look in the fading light of day:



Cont...

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

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

BeachAV8R
Administrator

posted November 18, 2004 15:29



With the wings swept forward for maximum lift and flaps and slats set, I advance the throttles smoothly forward and feel the surge of power as the afterburners kick in. After a short ground run I rotate, the nose comes up and we are airborne:



Climbing out to the north-east we soon reach our mid-level cruising altitude. As we continue to accelerate the wings automatically slide back to sub-sonic cruise configuration:



While I familiarize myself with the cockpit layout the crew keeps an eye on the radar and an ear to the radio using AWACS to maximum effect to maintain situational awareness. Many enemy fighters are aloft and with no means of self-protection avoidance is the key word of the day.

The cockpit of the F-111 is very well laid out with all of the critical gauges and warning lights in easy view:



The main difference is the hooded combination TFR/MFD display on the right of the side-by-side cockpit. The display serves various functions and is the focal point of the navigation and targeting system on the F-111. Here we have the Horizontal Situation Display (HSD) mode selected showing the route to the first waypoint:



Pulling up the stores management page I select the arming and delivery options for the Durandals on my wings. Choosing a 990' interval with 6 bombs coming off the racks should provide relatively even coverage down the length of a single runway:



Approaching the first waypoint at 19-thousand feet I turn the radar to SILENT mode to reduce our emissions for our run-in to the target area. This illuminates the red TF fail annunciator, indicating that the radar altimeter is off line and that terrain-following auto-pilot will not be available:



Above the under-cast the sky is bright blue as the sun sets toward the west:



Cont...

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BeachAV8R

Posted November 18, 2004 15:29





Soon the F-15s spot the J-11 threat, perhaps responding to my pleas for help from AWACS, and they break toward the bandits:



The J-11s are ready however, and soon an AA-12 is on the way toward one of the Eagles:



One of the F-15s takes a hit and the furball recedes behind me as the combatants ignore our passage and concentrate instead on their own survival:



Taking the cue, I point the nose toward the ground and quickly descend down to nap-of-earth flying as we attempt to get back on course toward Toksan. With the TF radar off I hug the terrain as best I can, the hills providing excellent cover from any local ground units we might come across:



The mission commander in the right seat looks over at me and I can tell he's grinning behind his visor!



Cont...

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BeachAV8R [User icons]



Once again enemy fighter activity to our west drives us offshore and we extend away from the coast a fair bit until we are sure the range to the bandits is opening. Once they are behind our rear quarter we start easing back in toward shore:



This time the threat is a pair of MiG-29s and a flight of F-14s move in to secure the area:



Also lurking in the area, but not yet showing up on the threat warning receiver is a pair of MiG-21s, very likely from the airbase we are inbound to bomb:



Heading back toward the coast we try to re-intercept our inbound course line so that we are at least approximately lined up with the runways for the strike:



Going back feet-dry we turn back on course again trying to stay as low as possible to avoid detection by the SAM and AAA threats around Toksan:



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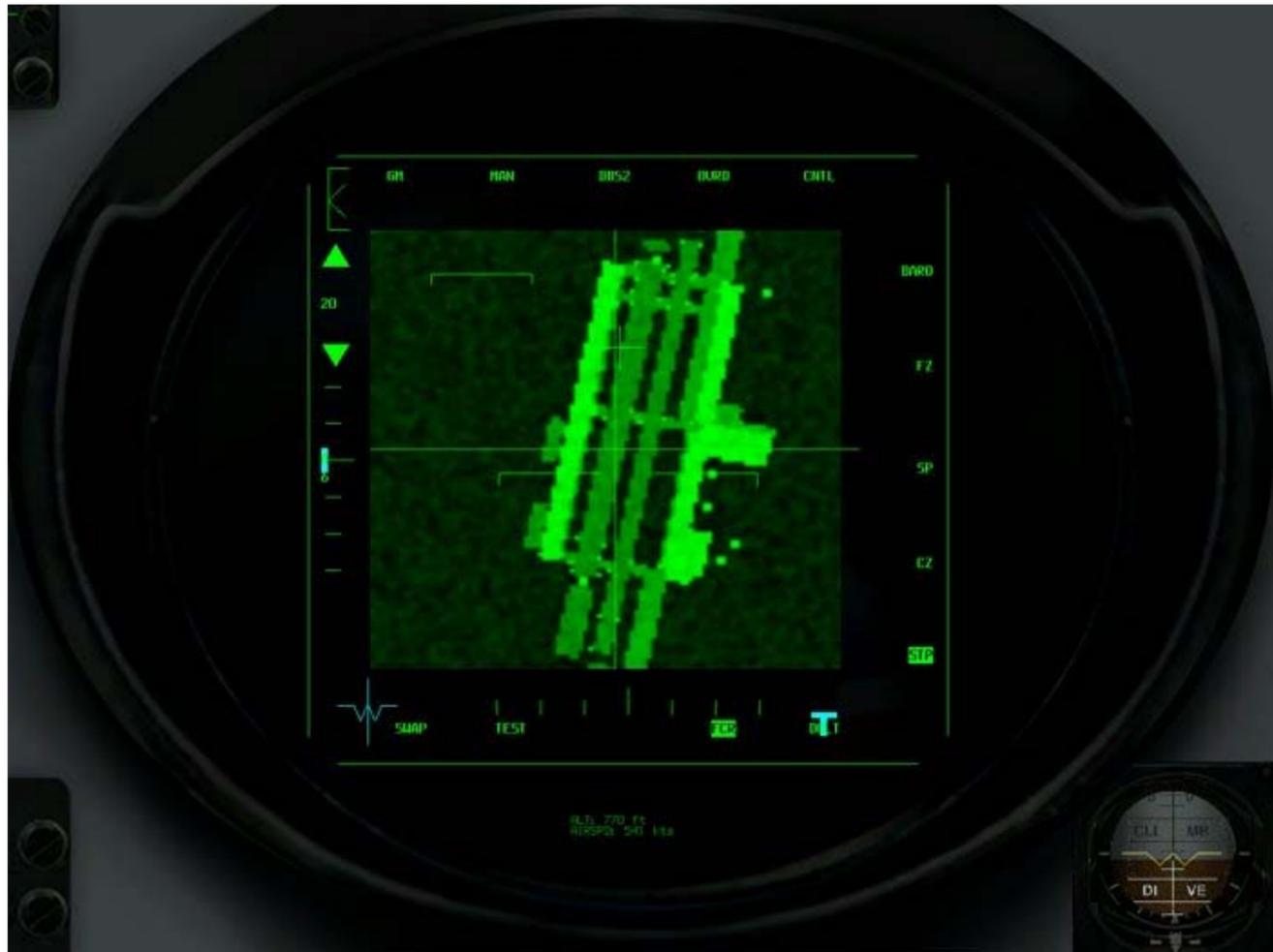
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Administrator
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3055

□ posted November 18, 2004 15:30

A glance at the ground radar shows the airfield complex as a cluster of bright blobs. With the steer-point directly on top of the airfield I can go straight away to the DBS mode to get a clearer picture:





Approaching the airfield my alignment is a bit off but a small correction will be all it will take. With the airfield in sight I switch to CCIP mode in order to manually release my bombs:



White smoke erupts around the airport perimeter and yellow tracers zip by the canopy as enemy gunners open up on us. Flying down the runway I press the pickle button and 6 bombs release at the pre-set interval, putting the first runway out of commission:



At the far end of the runway I can see the small shapes of MiG-19 aircraft waiting for their mission taxi time:



Pushing the throttles into afterburner I wince as more yellow tracer fires arcs toward us trying to find the proper lead adjustment:



Keeping an eye on the notch in the hills just off the north end of the airfield I hope that I can squeeze through and dump down onto the other side to cover me from SAM and AAA fire:



Safely into the next valley north of the airfield I pull the throttles out of afterburner and execute a tight 180 degree turn to set up for my second pass down the other runway:



Cont...

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☐ posted November 18, 2004 15:30     “ ”

Cresting the ridge-line once again I make a small steering adjustment and put my CCIP dot on the threshold of the second runway:



Another stick of bombs hits the centerline and once again I push in the afterburner to accelerate away as more yellow tracers fly around beside me:



Pulling up the HSD I set course for the secondary airfield target. With 12 more bombs left I still have a lot of damage to inflict:



For the long, low altitude ride to Mirim I elect to engage the terrain following radar. Taking the radar out of silent mode I keep the main radar off but allow the radar altimeter to function. The relatively minor emissions by the radar altimeter shouldn't be enough to trigger any sensors on enemy aircraft. Setting the floor to 200' and a "medium" ride I flick the switch and the autopilot takes over the flying, pitching up and down along the ridges and valleys:



A glance at my fuel gauge shows a large quantity remaining, more than 20-thousand pounds:



I constantly check the AWACS picture and although there are several threats airborne the nearest is a MiG-21 flight which is unfortunately very near my bearing to Mirim. Keeping my head down and my speed up I just hope they get distracted with action to the south and allow me to slip by unnoticed. The low level dash ends with the approach to Mirim but I've very late in seeing the runway. I consider doing a low level 360 to get aligned properly with the runway when every gun in North Korea starts shooting at me. The sky turns black around me and tracers are flying everywhere:



In a panic I just set my CCIP marker on the airport boundary, hoping that at least some of my bombs will end up hitting the runway. There is no time for fine tuning and making a second pass is way out of the question. Crossing the base at an angle I press and hold the pickle button twice, allowing all the rest of my 12 bombs to come off the racks. I'm amazed as I watch them drop away as I catch a glance at a ramp packed with enemy fighters and a flight of four taxiing out toward the runway:





Cont...

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📅 posted November 18, 2004 15:31 🏠 👤 📧 📄 “ ”

As I dive back for the safety of the ground I hear an explosion behind me which later shows to be a handheld SA-7, but it must have either missed or not caused any damage since none of my controls or functions are disabled. Plugging in the burner I dive for the ground and take up a heading of due south. Within minutes AWACS is calling out that new threats are airborne at my six o'clock for 5 miles! Some Su-27s have scrambled off of Mirim and are in hot pursuit:



The super-packed ramp at Mirim showing a full squadron of Su-27s and a few MiG-29s intermingled.



As I continue bending the throttle forward looking for more speed AWACS screams out more threats airborne. I pull up the threat warning display and my jaw hits the floor when I see at least two 4-ship flights of Su-27s have lifted off and are in hot pursuit. I look skeptically at the 2-ship F-14 flight off my left flank and hope they have their Phoenix missiles onboard!



The Su-27s are slow to lift off and accelerate however, and by the time they do I'm already doing Mach 1.22 and eating up the distance toward the safety south of the FLOT. I keep checking the AWACS range to the threats and they continue to climb, 10 miles, 15 miles, 20 miles, and eventually 40 miles. I've squeaked out underneath and once I pass the FLOT I ease up on the throttle and climb to 10-thousand feet for the duration of the flight back to base.

Soon Seosan emerges from the dim evening light and I slow to approach speed and extend the gear as the wings sweep fully forward for landing:



The sight picture out of the front of the full cockpit view is very difficult to use for high angle of attack flying so I use the no-cockpit view for the landing, which helps immensely:



Back on the ramp we shut-down and I grin as I realize I'm hooked on the F-111!



Cont...

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□ posted November 18, 2004 15:31

Conclusions:

What a cool airplane and a cool mission. I realize that the airplane and the profile were a lot more fun than effective, although that was mainly due to my poor line-up on the runway at Mirim. A better concept would probably be to get escorted by a flight of dedicated Weasels to take out the radar sites before I penetrated the air defense areas. The feeling of flying at high speed and low altitude is awesome in the "Vark" and it is perfectly suited to the role. With a prodigious fuel capacity a pilot can use the afterburners fairly liberally without fear of running out. The same low-level profile in the F-16 would have likely required extra fuel tanks, limiting the ordnance load to 6 Durandals. With a properly flown strike in the F-111 it is possible to put 24 bombs on various targets, knocking out up to 4 different entire runways!

The mission, of course, is rated a "failure" because I hijacked the original mission with the intent of striking the two airbases that have been being a thorn in my side:

DEBRIEFING

MISSION: Failed (Strike SA-5 Site)
YOUR TASK: Failed (Destroy Tree or other facilities at target site)
PILOT RATING: Horrible

Actual TOT: Never arrived
 Losses: 0

PACKAGE STATISTICS:

Flight	Aircraft	Comments
Tracker1 (OCA Strike)	4 F-111F	Mission failed: No damage to target site.

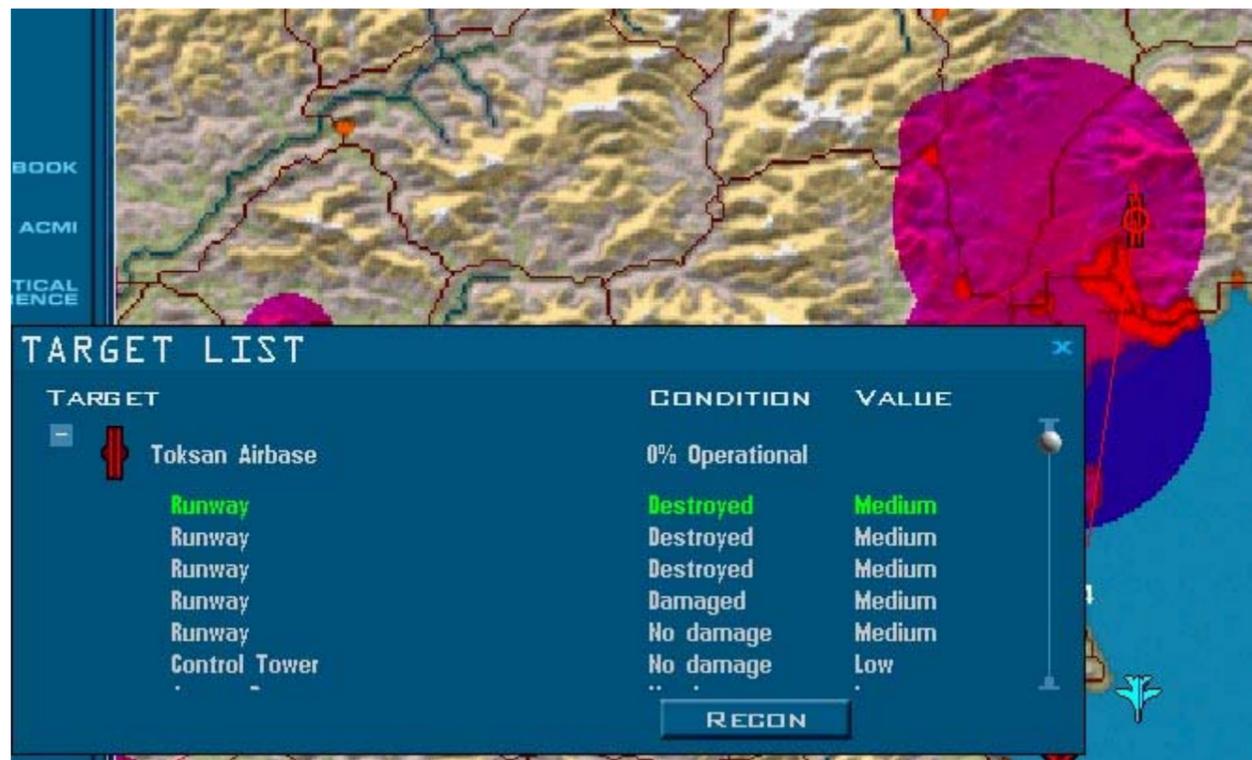
[Event List](#)

FLIGHT STATISTICS:

Callsign	Status	Ordnance Fired	Results
Tracker11	Functional	24 x BLU-107/B	15 misses, 9 hits (37%)
Tracker12	Functional	none	
Tracker13	Functional	none	
Tracker14	Functional	none	

PILOT STATISTICS:

Callsign	Aircraft	Pilot	Status	AA Kills	AG Kills	Rating
Tracker11	F-111F	Lt. Beach	OK	0 (0)	3 (0)	Horrible
Tracker12	F-111F	Lt. James	OK	0	0	Poor
Tracker13	F-111F	Lt. Bambra	OK	0	0	Poor



Mirim fared much better with my botched attack. None of the spray of Durandals I laid down hit a runway segment, so it will have to be re-struck:



The mass of Su-27s at Mirim makes me want to return with a couple CBU canisters though! What a juicy target! I just hate that I missed the opportunity to put the base out of commission for awhile.

BeachAV8R

Note – This mission was flown using Aeyes excellent FREE F-111 cockpit (1280 x 960). It is VERY functional and nicely detailed. I was really impressed. As most of you know I'm a big fan of Aeyes F-16 super-pit. You can download the free cockpits and purchase high resolution pits (including a beautiful new F-15E!) at the following link:

<http://www.cockpits.nl/index2.html>

Many thanks to Aeyes for making the F-111 available to us.

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

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

Sparverius
Member
Member # 13954

posted November 18, 2004 15:40

Fantastic report. Bad weather + F-111 + low-level = awesome.

I love the shots of the very packed enemy ramp.... how vulnerable those Su-27s and MiG-29s look on the ground from the cockpit, yet how utterly nightmarish all those Slotback radars would be in the air 😊 .

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