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**Author** **Topic: Operation Rolling Fire Mission #80**
**BeachAV8R** posted December 23, 2004 02:09 

 Administrator  
 Member #  
 3055

 12/22/04  
 Falcon 4.0/SP3 Campaign Mission Report #80  
 OPERATION ROLLING FIRE  
 DAY 7 – 1200

Campaign Status:

Commanders at theater headquarters have become concerned at the slow progress of the campaign. A directive has been received by top government officials that the gloves are to come off and all forces and equipment within the United States arsenal, with the exception of nuclear weapons, have been placed at the commander's disposal. In an attempt to break the back of DPRK/PRC forces allied forces will commence a heavy direct bombing campaign against political and strategic targets in the north. The operation will be named Iron Typhoon.

Objective:

Our squadron commander has sent me to Kwangju to observe the opening moves of Iron Typhoon. I'll be riding as an exchange pilot with the 65th Bomber Squadron driving the venerable B-52H. Built during the Cold War, all of the airframes were constructed prior to 1963, meaning most of the crew-members are years younger than the aircraft they are taking into combat.

Our mission for today is to help kick-off the new heavy bombing campaign. With the recent re-capturing of total air supremacy over the battlefield strategic bombers should be able to operate in a fairly safe environment, allowing for the use of the more traditional heavy bombers.

Our target for this mission is Taeon heavy machine works factory in the suburbs of P'yongyang:

**BRIEFING**
PRI

**MISSION:** Bomb Taeon Heavy Machinery Works  
**YOUR TASK:** Strat Bomb  
 Time on Target: 13:16:31

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**SITUATION:**  
 Be advised: Starting at 11:00:00, our ground forces will be making a major push towards P'Yongyang.

Reports show the Taeon Heavy Machinery Works is currently producing war materials for the enemy. We would like to destroy or damage the facilities in an effort to slow its output.

Intelligence reports the highest impact targets are:

- Factory
- Cement Silo
- Storage Tank
- Processor

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**PACKAGE ELEMENTS:**

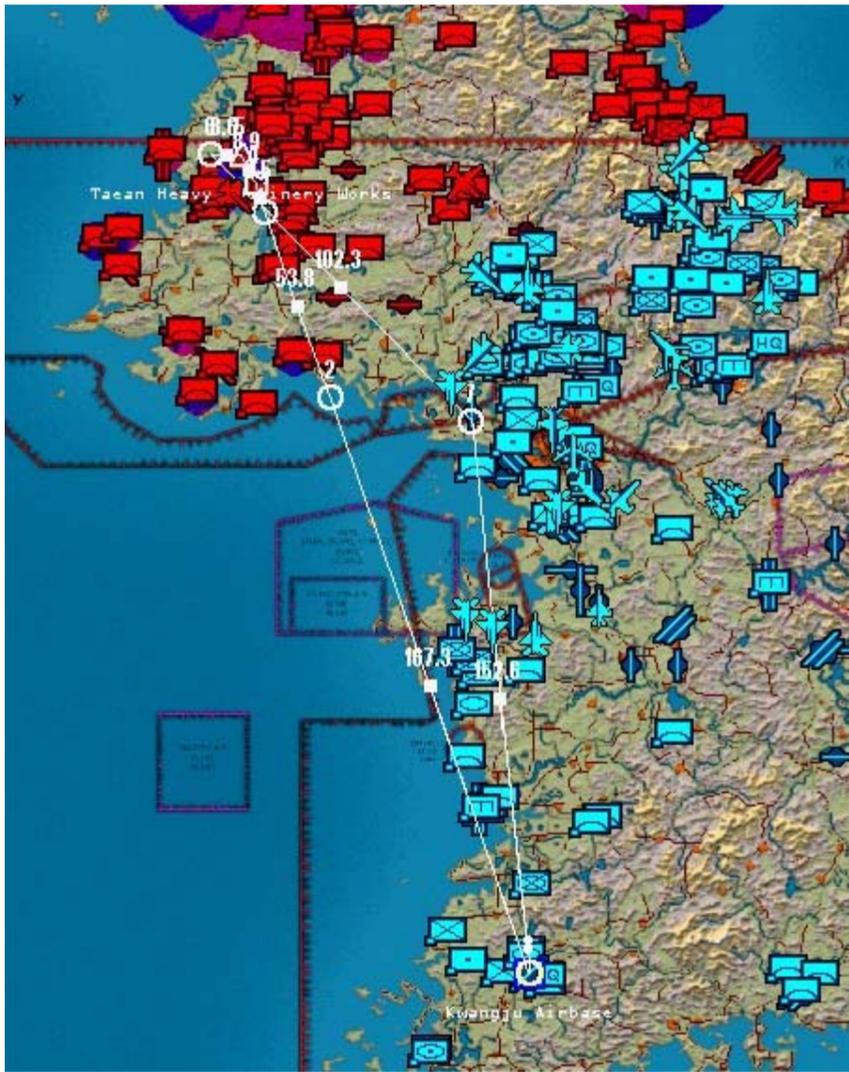
Buff1 (Strat Bomb)	4 B-52H	Bomb Factory at target site
Scout1 (SEAD Escort)	4 F-16CJ	Protect package from enemy air defenses

---

**THREAT ANALYSIS:**  
 No enemy air response is anticipated.

Known or suspected enemy air defenses along your flight path include:

- KS-19 anti-aircraft guns 2 nm northeast of Chongdan
- SA-5 missile launchers 3 nm northeast of Hwangju
- SA-5 missile launchers 6 nm northeast of Hwangju
- KS-19 anti-aircraft guns 2 nm east of Ok-Tong
- KS-19 anti-aircraft guns 1 nm east of Sariwon



Planning/preflight:

Our 4-ship cell of B-52Hs will be accompanied by our friends from Seoul flying F-16CJs. They will provide SEAD protection during our ingress, strike and egress from the target.

The target factory has already been struck on previous strike, but remains 50% operational. Our goal is to pulverize the factory and turn the buildings into sand:

TARGET	CONDITION	VALUE
Taeon Heavy Machinery Works	50% Operational	
Processor	Destroyed	Very high
Factory	No damage	Very high
Cement Silo	No damage	Low
Storage Tank	No damage	Very low
Storage Tank	No damage	Very low



Debrief:

With the pre-flight briefing completed we step for the aircraft and are soon strapped in and ready. I occupy the instructor jump-seat located between the aircraft commander and the co-pilot giving me a great view of the action. I stare in awe at the 8 throttle levers on the pedestal! Soon the tower clears us to taxi and take-off and we pull out onto the runway to line-up:



Looking through the front cockpit I marvel at the array of instruments. Dominating the panel is the video display CRT that serves many functions, in this case displaying flight information:



With 30 degrees of flaps we advance the throttles and slowly (s-l-o-w-l-y-!) creep down the runway, almost reaching the end before breaking free and climbing away from the airfield. The other ships in my flight lumber down the runway one by one and I circle the airfield waiting for them to finally join up. Other flights are visible awaiting their taxi time and I think of the hundreds of other bombers scattered across bases in South Korea and all over the world that will be participating in this massive strategic bombing strike this day:



Cont...

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As you can see, we have the basic flight instruments in the "T" configuration at the top. A RWR is located in the upper left and the DED display on the upper right. The center display is an approximation of the video display unit and is flanked on the left and right by nice looking, large multi-function displays. Rounding out panel are a threat analysis chart and navigation frequency data. Merlin did an incredible job on this portion of the add-on and it really becomes the center-piece for the cockpit!

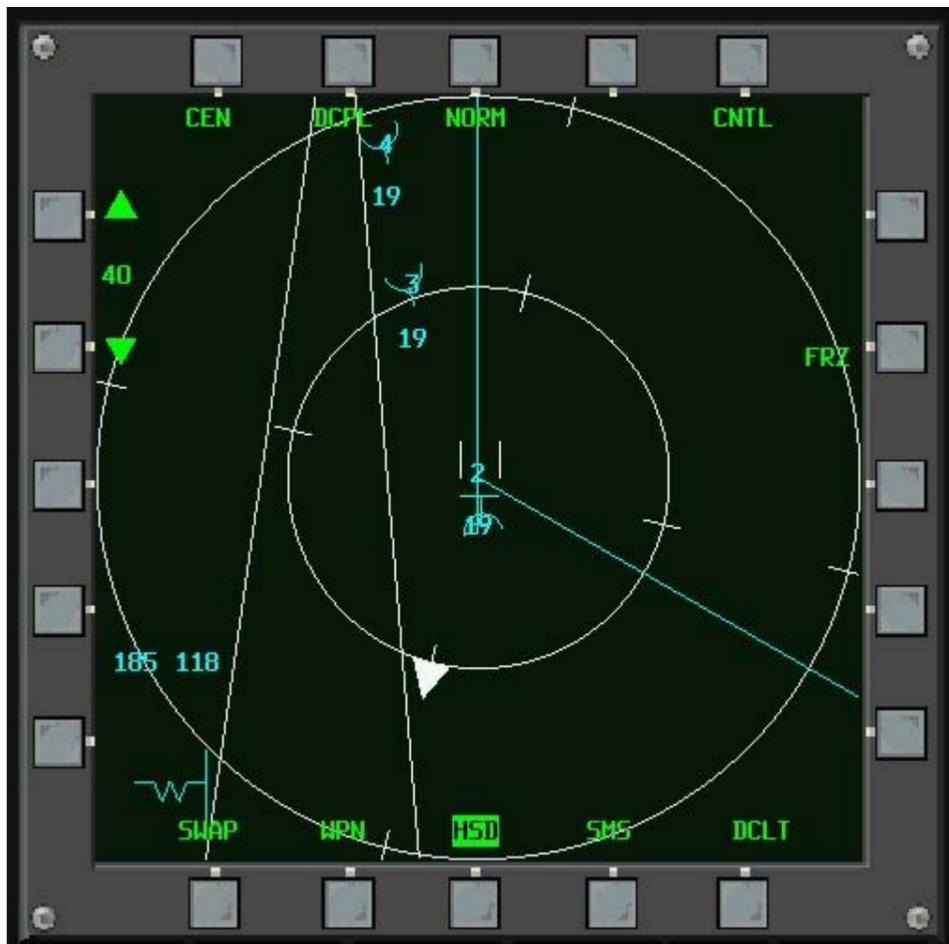
I have the air-to-ground radar selected on the left MFD and the HSD on the right.

Looking over the right shoulder I can see the electronic warfare officer's station behind me. He grins at me and hands me a Snackwell cookie, apparently very at ease with the mission we are flying:



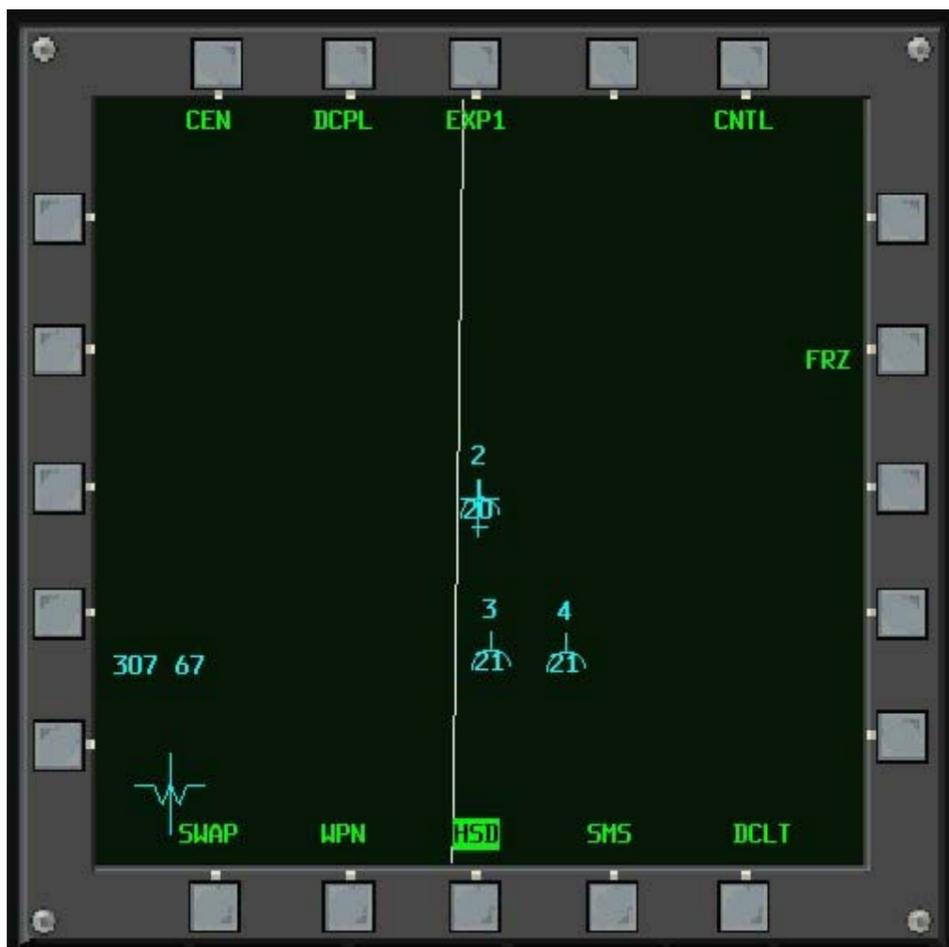


Enroute to the target we let our wingman take the lead-for a brief period and the aircraft commander allows the co-pilot to practice his formation flying skills from the right seat:

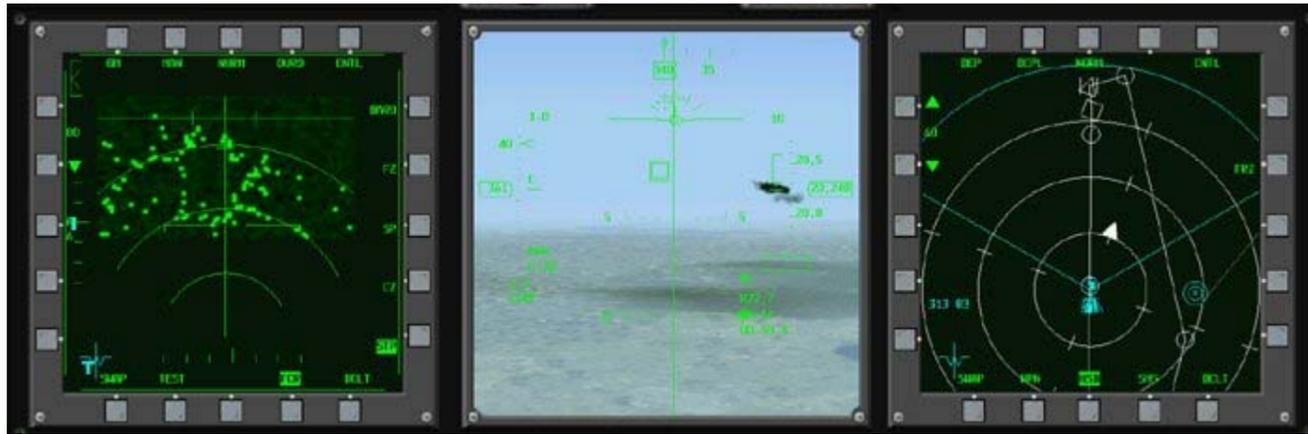




Soon we are approaching the FLOT and the aircraft commander re-takes the lead position and orders the flight to "GO BOX". The box formation allows for maximum effectiveness of our flight's electronic warfare emitters. The flight re-arranges itself and a look at the EXP view of the HSD shows wingman #3 and #4 taking up their positions on the bottom corners of the box while #2 continues to fly tight on our wing:



Looking at the "display strip" gives us all the pertinent data for our attack. The left MFD is in air-to-ground radar mode and is slaved to the strike steerpoint. The center TV display shows a video camera view out the front of the aircraft. The black smudge on the right side of the display is enemy AAA which is firing at an F-111 flight that is flying in advance of our strike. The right MFD is showing the Horizontal Situation Display indicating the steer-points and courses to be



AAA batteries south of P'yongyang are giving hell to the Aardvark strike about 15 miles in front of us. We cinch our belts a bit tighter knowing we will soon be flying through the gunk in a couple minutes. Somehow my F-16 felt far less vulnerable than this behemoth!



Cont...

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

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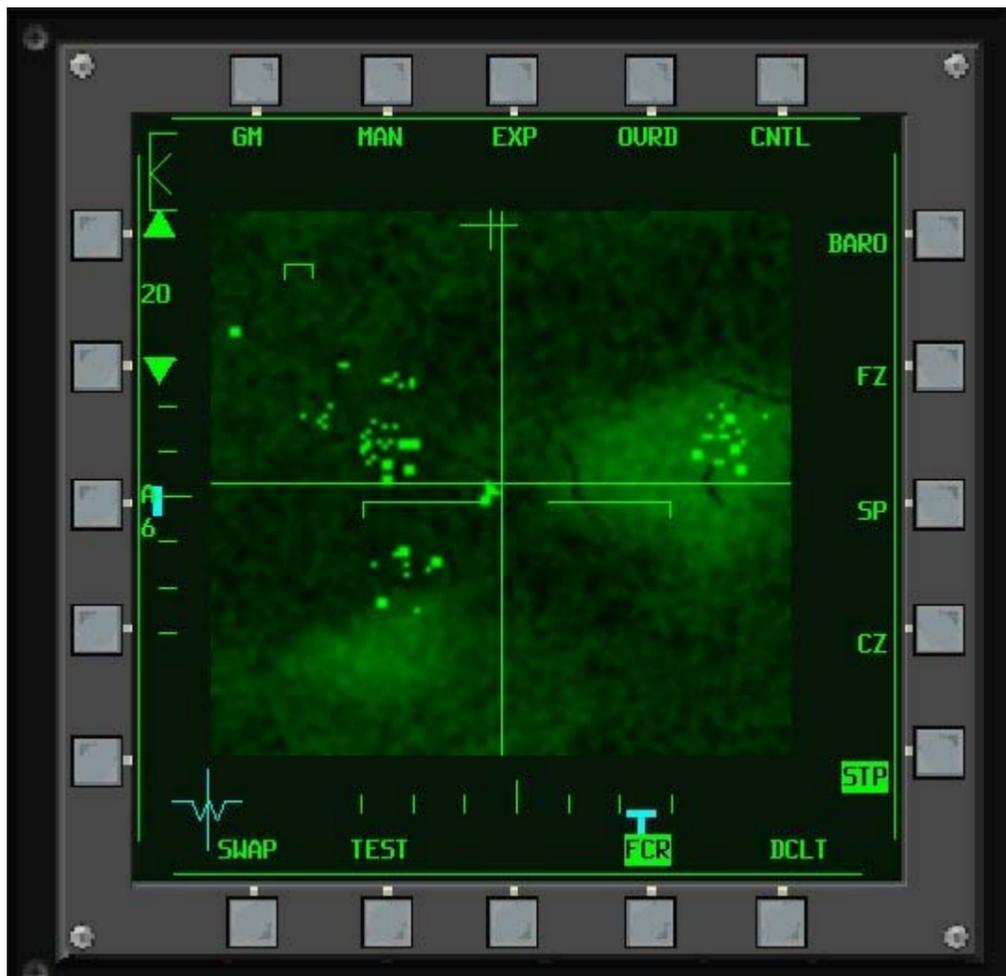
**BeachAV8R**  
Administrator  
Member # 3055

□ posted December 23, 2004 02:10

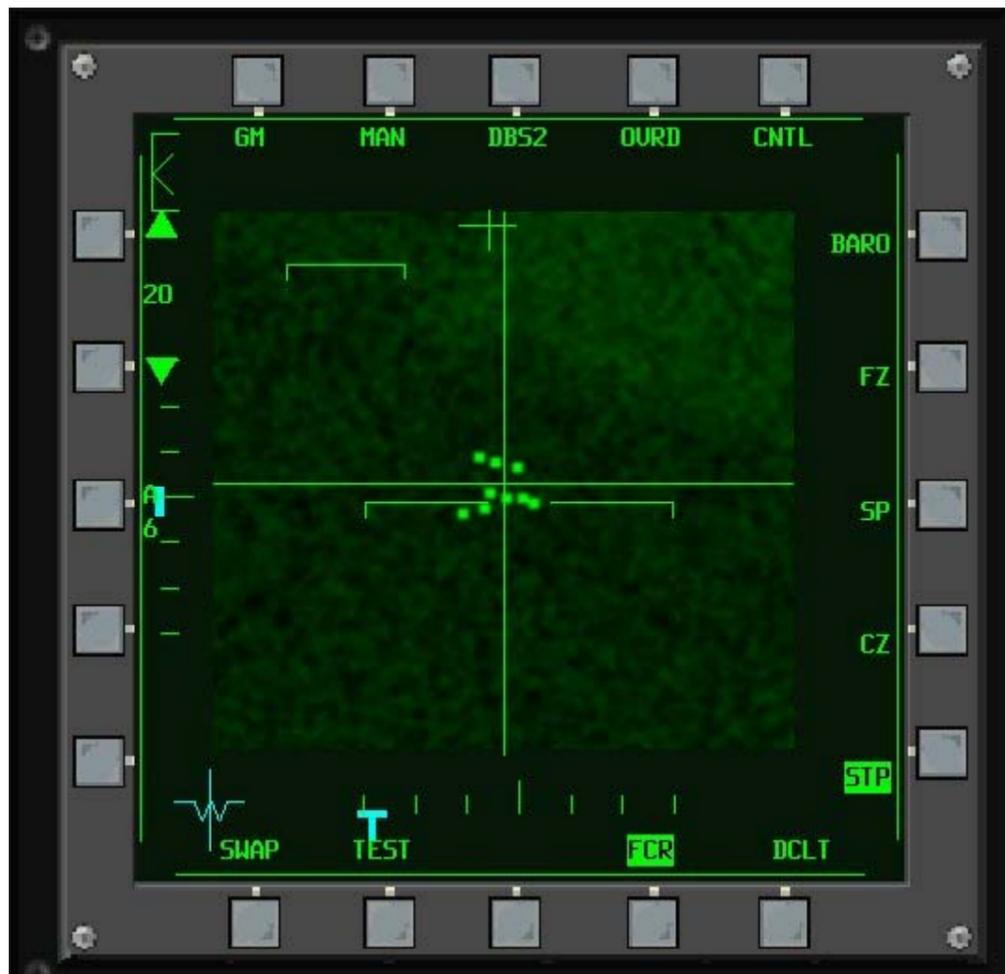
The F-111s in front of us are carrying LGBs for their attack on an adjacent facility, all part of the same coordinated kick-off of the massive bombing campaign:



Glancing over my shoulder at the EWO gives me another big thumbs up. Downstairs (!) in the bowels of the B-52 the Radar Navigator passes along to the Aircraft Commander that he has acquired the target site on his sensors. The left MFD blinks as the repeater shows us what he is looking at in the 20 mile GM mode:



Selecting the 20 mile DBS2 mode shows the factory buildings as large blobs:



The Radar Navigator could further refine the image by dropping to 10 mile range but when you are about to deliver 80 tons of high explosives you don't exactly have to put the bomb through a ventilation shaft in order to achieve results!

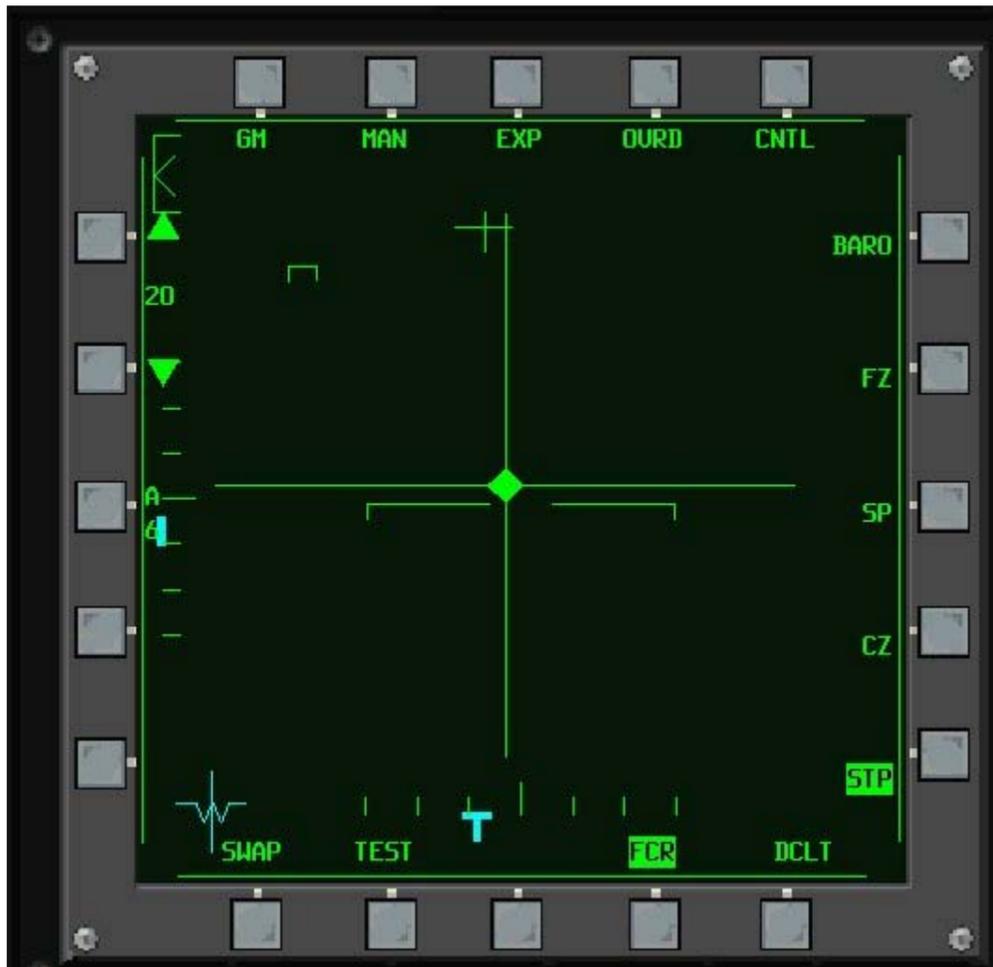
With the F-111s through the flak screen we plunge headlong into the same conditions as the guns turn their attention on us. Loud explosions can be heard in all quarters but we manage to get through without taking any damage:



The EWO calls out a mud-spike at 11 o'clock, positively identified as a ship-borne radar, most likely a frigate docked at the shipyards south-west of P'yongyang. The 11 o'clock bearing is ominous in that it is unavoidable on approach to the target area. We will have to rely on the flight's EWOs to provide massive jamming and spoofing to prevent a launch on our flight:

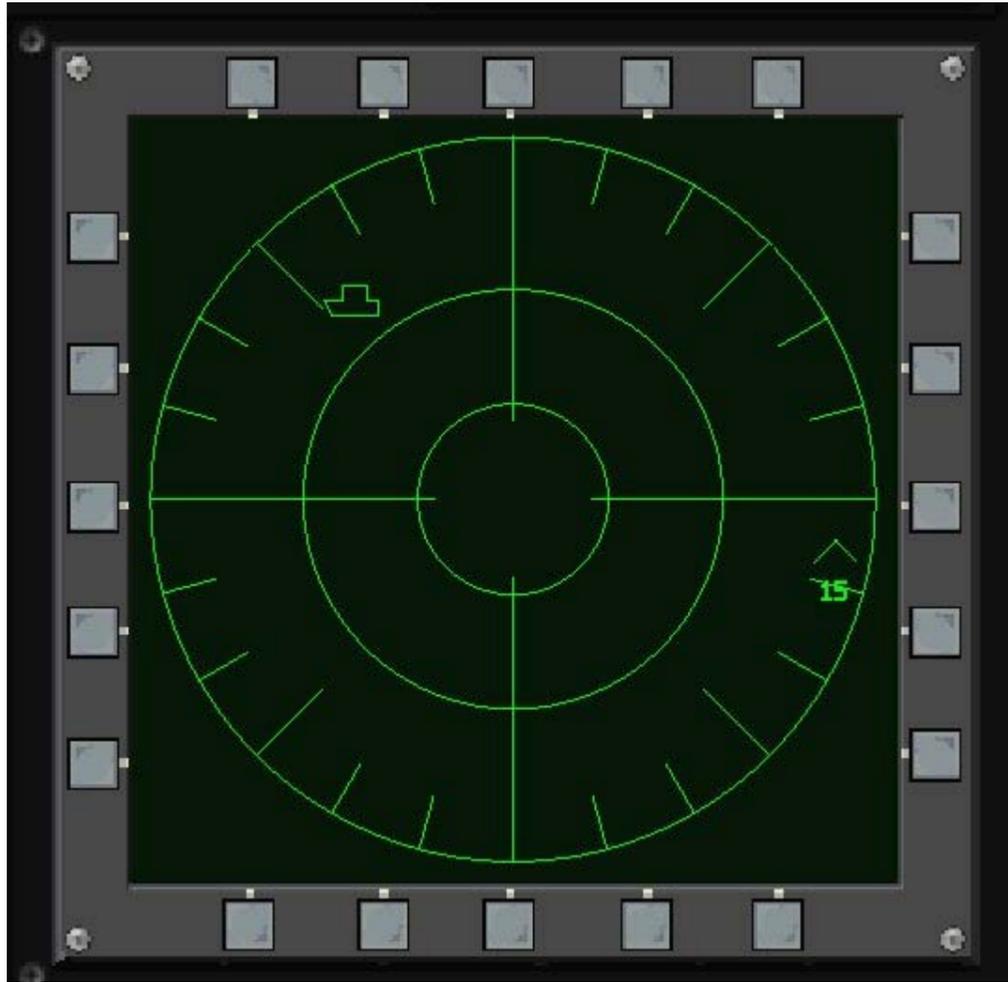


Using the targeting cursors the Radar Navigator designates the center of the factory complex and sets our weapons platform to release half of our bomb load (10 bombs) at a 25 foot interval:



We are now 45 miles from the target at 20,000 feet and 400 knots:





Cont...

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**BeachAV8R**  
Administrator  
Member # 3055

□ posted December 23, 2004 02:10     “ ”

The Radar Navigator mumbles something over the intercom about a Harpoon but I'm too distracted by the puffs of AAA outside to understand what he said.





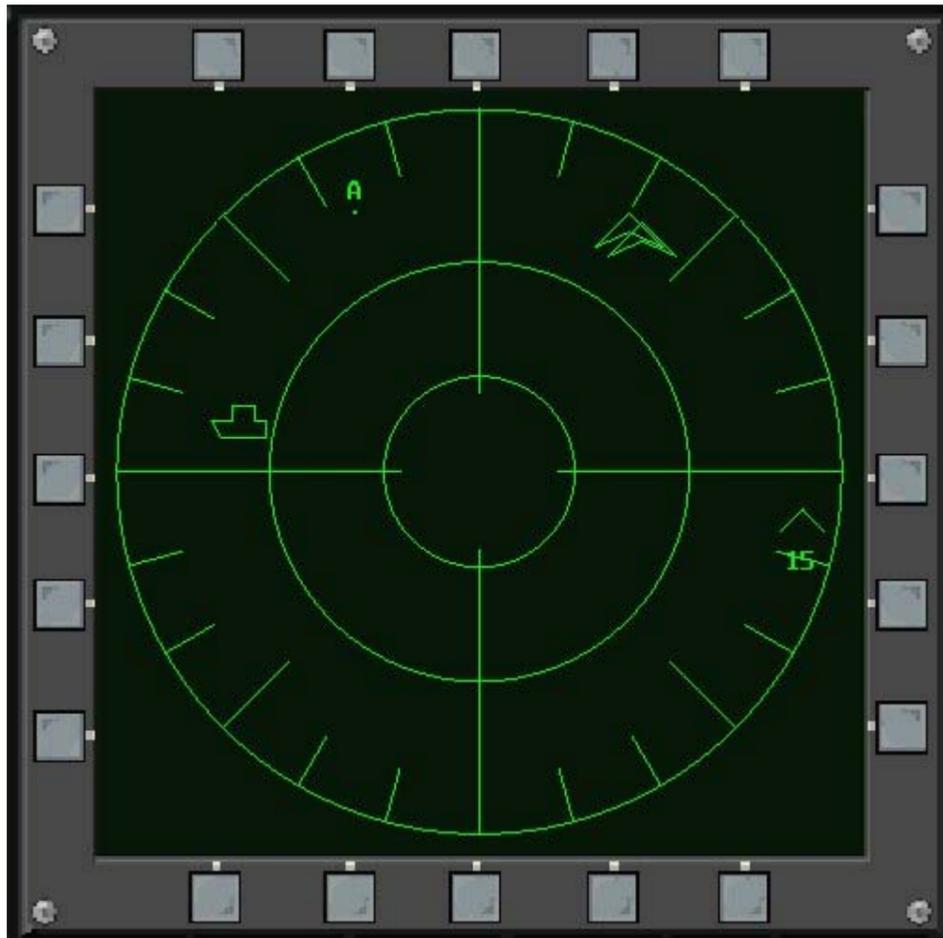
On the TV display I can distinctly see the dots of the F-111s bombs falling toward the target area while the AC keeps the steering for our own drop lined up:



As the F-111s break off to the right (east) the AAA follows them across the sky. This is good for us as it distracts the anti-aircraft batteries allowing us to close a bit more before they turn their guns on us:



The EWO comes on the intercom once again, this time with a bit of a higher pitch to his voice as he calls out a pair of unidentified contacts at 1 to 2 o'clock:

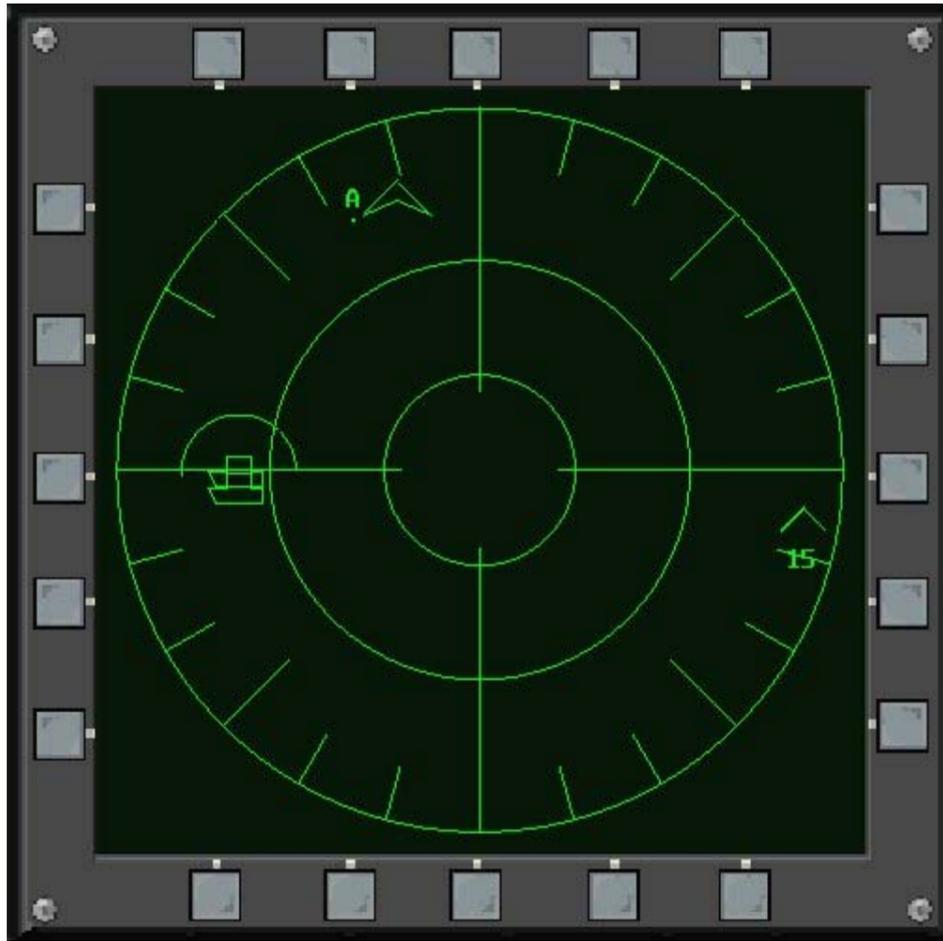


The co-pilot quickly queries AWACS who comes back with a threat call but we all sigh a bit of relief when we learn it is a two-ship flight of Tu-16 bombers. I look back at the EWO and he shouts "brothers in arms" pointing to the Tu-16 contacts on his scope. The B-52 pilots hold a grudging respect for the NK bomber pilots who basically have a suicide mission at this stage of the war.

10 seconds to release and the AC gives consent to release to the Radar Navigator. The computer accepts the bombing solution and all that is required is for the AC to fly the aircraft over the target using the steering cue:



Bombs away!



Cont...

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**BeachAV8R**  
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□ posted December 23, 2004 02:10

The EWO calls out another ground spike, a second naval emitter and additionally another airborne threat emitter pops up:



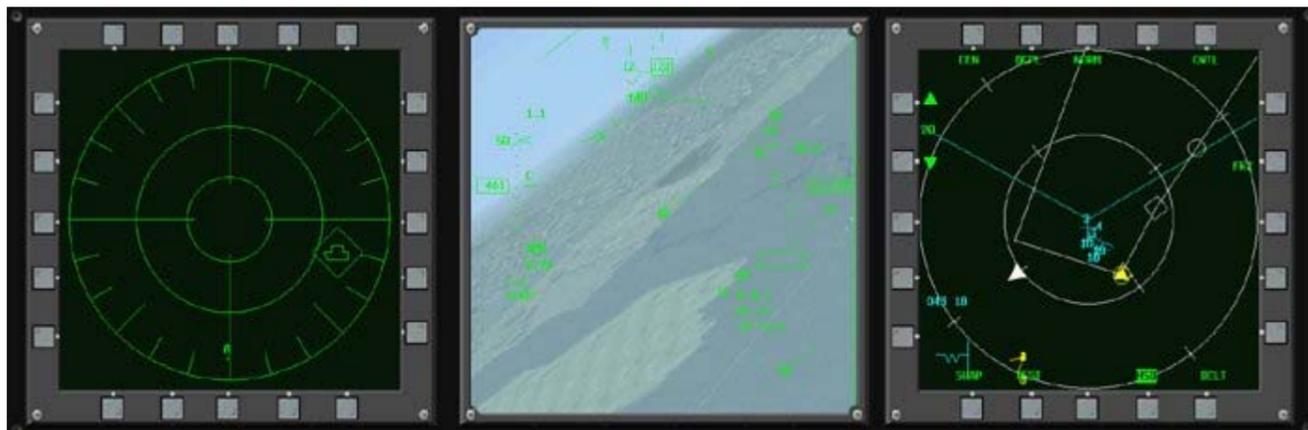
AWACS responds to the query once again and I feel goose-bumps break out even though I'm sweating. A single J-11 is airborne, 25 miles away, 9-thousand feet!



Boom! The bombs ripple across the ground just east of the center of the complex but the blast damage annihilates the site:



We continue diving and turning away from the threat aircraft while the fires rage below:



We settle on a south-east bound heading at 15-thousand feet with the throttles fire-walled. I've been in this position before; I hit the audio selector to pipe the EWO's audio into my headphones and I wait for the nauseating ripping sound of the AA-12 seeker head. To our great amazement AWACS reports the bearing and distance to the lone J-11 as increasing. He continues south-bound as the F-15 flight prepares to engage him. It would have been a simple matter for him to turn right and engage us but he continues toward the FLOT while the AAA dots the horizon (where we are) off his right side:



The AAA continues to harass us and I peer out the window and flinch each time a close burst fills the window:



Not content with the first strike the AC decides to "bounce the rubble" and deposit his remaining bombs on the site. We have flown 20 miles south and he takes the time to explain to me that even though a second run is dangerous the psychological impact of having a second strike on the target is very important. The troops on the ground will think it is a separate follow up strike and it will give them the impression of an even greater sortie rate than is truly possible by the strategic air assets.

Cont...

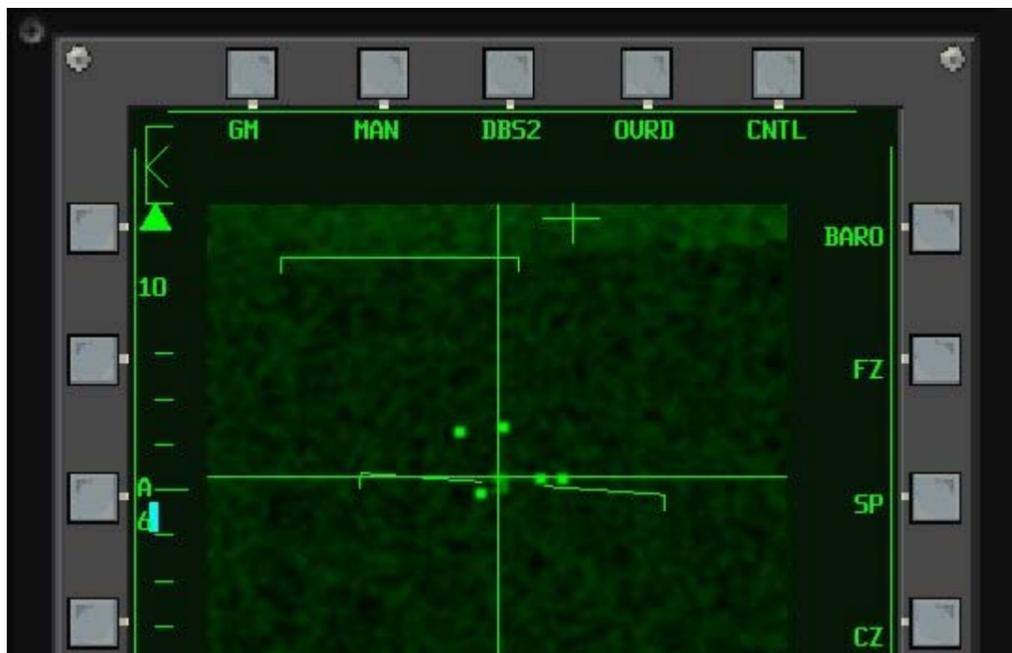
<http://home.carolina.rr.com/beachav8r>

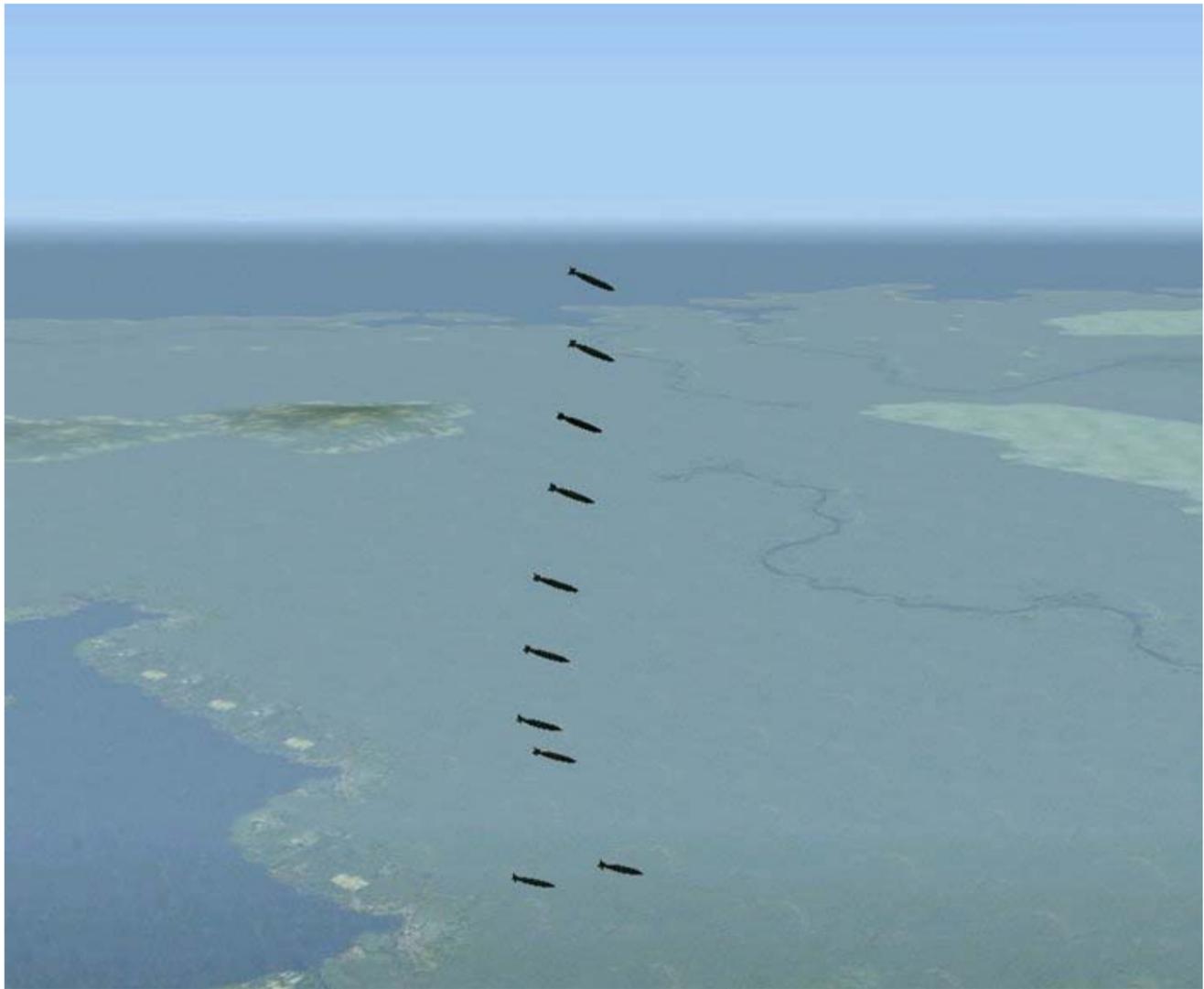
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**BeachAV8R**  
Administrator  
Member # 3055

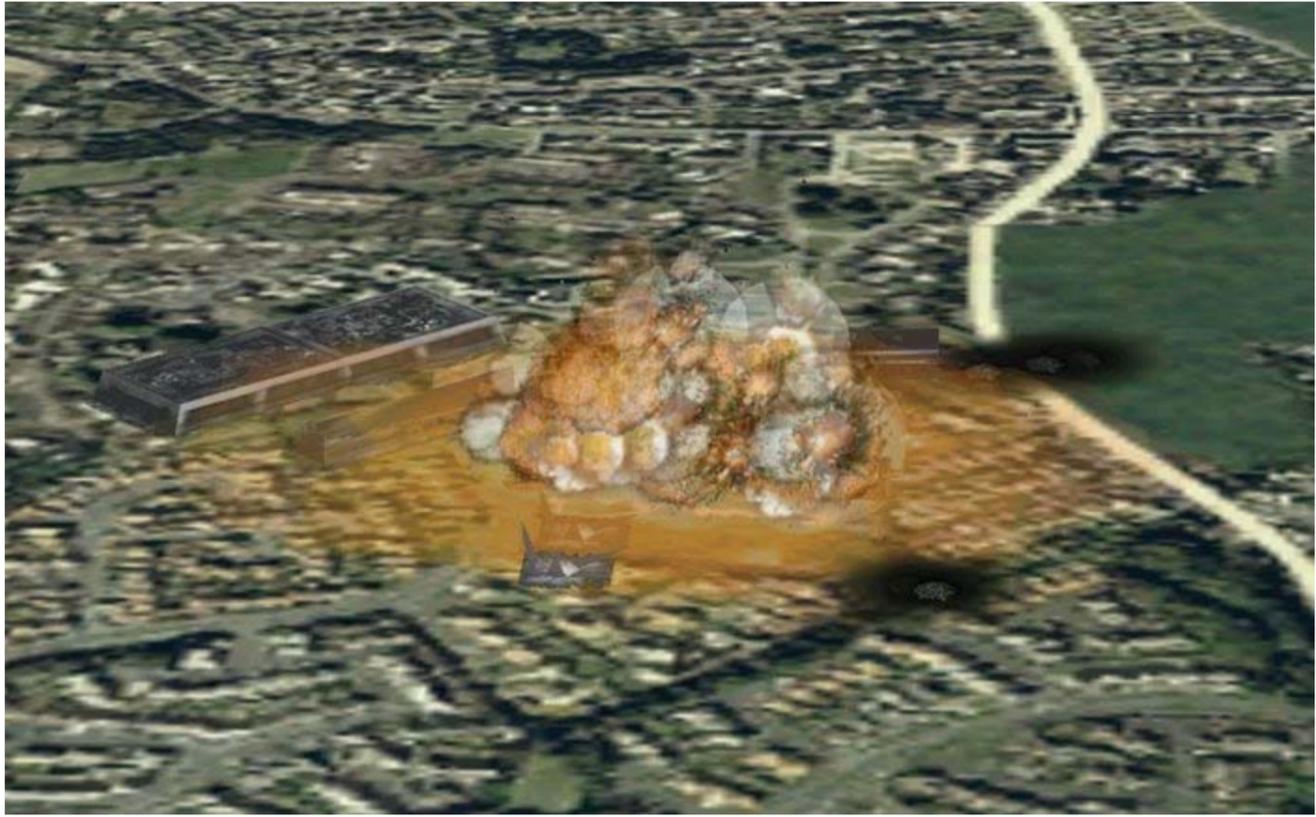
□ posted December 23, 2004 02:11 " "

Once again the Radar Navigator settles his cursors on the target, this time using the 10 mile DBS2 sensitivity:





Once again the factory is pounded by the multiple bombs putting an exclamation mark on the attack:



Lighter by 40,000 pounds our aircraft banks over and runs south as the frustrated AAA gunners continue to hope for a lucky shot:



Soon we are cruising over friendly territory as we take our B-52s high above the Yellow Sea on the return flight to Kwangju:



Cruising in the stratosphere you can't help but admire the longevity of the B-52 and respect how well it has matured since it left the drawing board in the early 50's:



Soon we are approaching Kwangju and the airfield becomes visible out the left window:



Cont...

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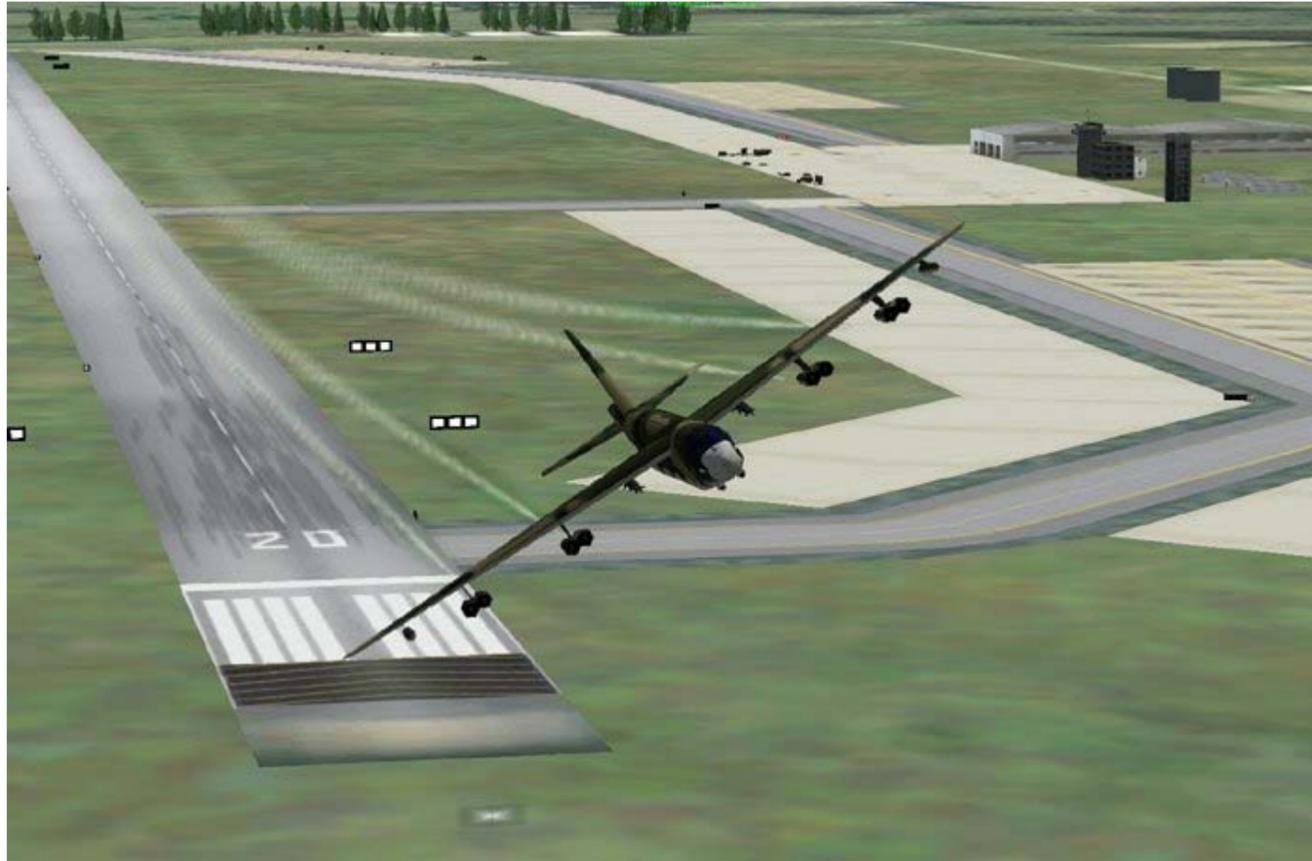
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**BeachAV8R**  
Administrator  
Member # 3055

□ posted December 23, 2004 02:11     “ ”

The AC requests a low pass down the runway and the maneuver is approved by the tower. The AC knows how motivational it is to the hard working ground crews that service aircraft to see their hard work pay off.





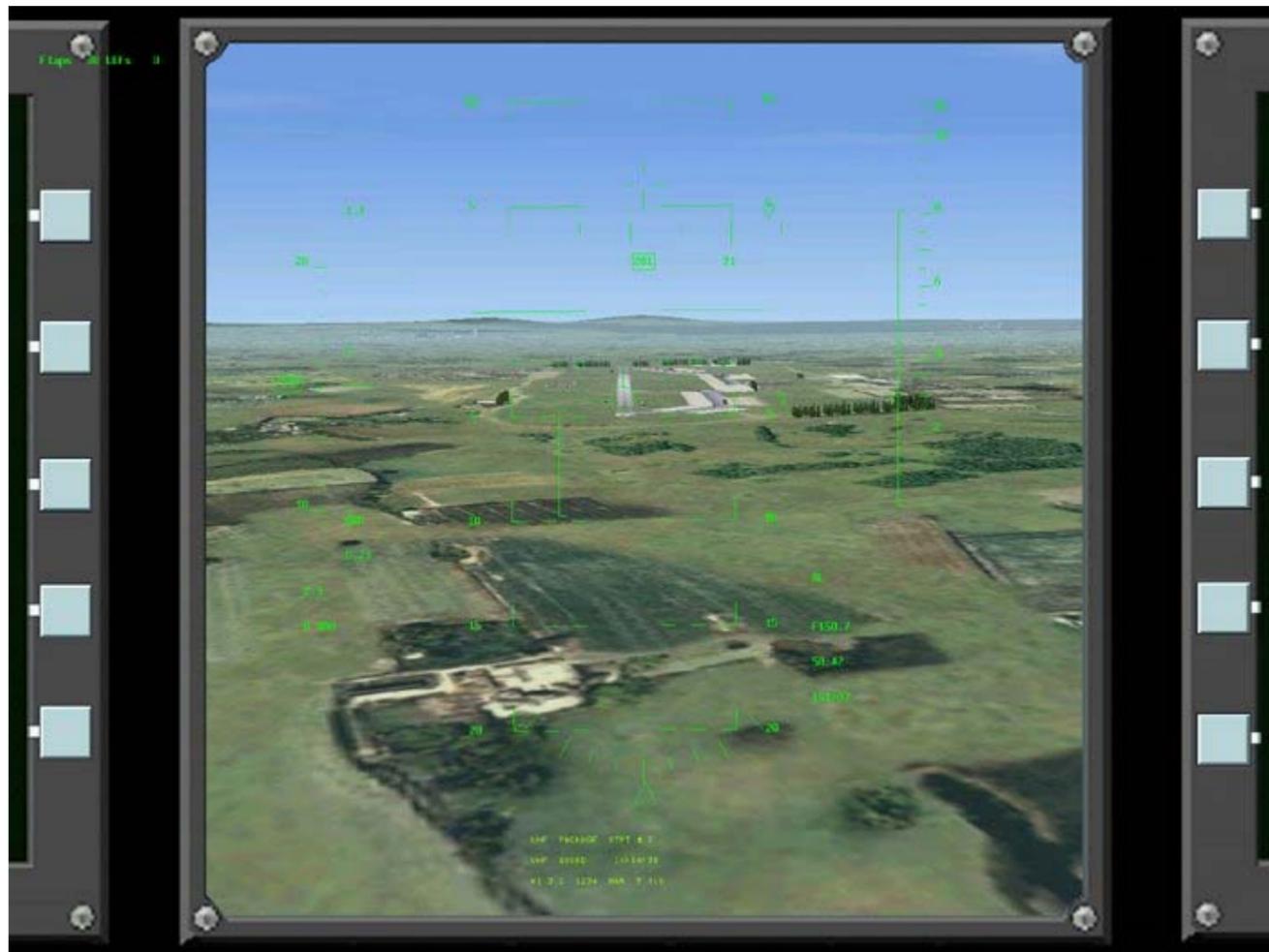
Turning the base leg the AC orders 30 degrees of flaps and the gear deploys as we line up on final:



On the HSD we can see the other 3 planes of our flight lined up on final as we take our place at the tail-end Charlie position:



Using the double-click down view provides a zoomed-in view of the center TV display. This view is excellent for take-off and landing since the control panel obstructs much of the forward view on approach:





Crossing the threshold:



Touchdown is a little rough but we survive:



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**BeachAV8R**  
Administrator  
Member # 3055

posted December 23, 2004 02:12

**Conclusions:**

The strike is a huge success with the Taeam heavy machine factory being totally shut-down permanently:

### DEBRIEFING

**MISSION:** Success (Bomb Taeam Heavy Machinery Works)  
**YOUR TASK:** Success (Bomb Factory at target site)  
**PILOT RATING:** Excellent

Actual TOT: 13:29:26 (12 minutes late)  
 Losses: 0

#### PACKAGE STATISTICS:

Flight	Aircraft	Comments
Buff1 (Strat Bomb)	4 B-52H	Mission success: Significant damage to target site. <a href="#">Event List</a>
Scout1 (SEAD Escort)	4 F-16CJ	Mission success: No losses to enemy AD. <a href="#">Event List</a>

#### FLIGHT STATISTICS:

Callsign	Status	Ordnance Fired	Results
Buff11	Functional	20 x Mk-84	20 hits (100%)
Buff12	Functional	20 x Mk-84	2 misses, 18 hits (90%)
Buff13	Functional	20 x Mk-84	1 miss, 19 hits (95%)
Buff14	Functional	20 x Mk-84	20 hits (100%)

#### PILOT STATISTICS:

Callsign	Aircraft	Pilot	Status	AA Kills	AG Kills	Rating
Buff11	B-52H	Lt. Beach	OK	0 (0)	3 (0)	Excellent
Buff12	B-52H	Lt. Hackert	OK	0	0	Excellent
Buff13	B-52H	Lt. Austin	OK	0	0	Excellent
Buff14	B-52H	Lt. Kirk	OK	0	0	Excellent
Scout11	F-16CJ	Cpt. Kiefer	OK	0	9	Excellent
Scout12	F-16CJ	Lt. Forbes	OK	0	9	Excellent
Scout13	F-16CJ	Lt. Garrigues	OK	0	0	Excellent
Scout14	F-16CJ	Lt. Kaufmann	OK	0	0	Excellent

#### RESULTS:

We estimate production at Taeam Heavy Machinery Works has been completely shut down. This will help reduce the supply available to the enemy.

### RECON

Slant Range: 1840 ft Bullseye: 313 82 nm

#### TARGET LIST

TARGET	CONDITION	VALUE
Taeam Heavy Machinery Works	0% Operational	
Processor	Destroyed	Very high
Factory	Destroyed	Very high
Cement Silo	Destroyed	Low
Storage Tank	Destroyed	Very low

*reunification groups just prior to the start of the current conflict when orders for the invasion of South Korea first permeated the command structure. Unfortunately they were not able to organize a timely change of leadership prior to the commencement of hostilities and were forced to address the very real dilemma of waging war while simultaneously working within their command structure to garner support for a coup d'état. This was a dangerous yet ultimately effective decision by key members of the North Korean military.*

*Their decision was hastened today by the overwhelming devastation wrought by combined US/ROK forces during the preliminary noon strategic strikes of operation Iron Typhoon. While we accept the premise of a leadership change in P'yongyang with a bit of skepticism our intelligence data confirms that North Korean troops that had been being deployed south toward the front lines have halted and in some cases have reversed directions and are heading north. Additionally we have good information that North Korean forces on the border between North Korea and the People's Republic of China have turned around and assumed a defensive posture against the PRC and are forbidding movement of PRC supplies and personnel into North Korean territory. I have received a copy of a dispatch sent to the PRC embassy by the new interim leader of newly named Reunification Government of North Korea, Minister Seo Pong-su, which clearly indicates that the PRC is to withdrawal all forces from sovereign North Korean soil and to cease meddling in affairs on the Korean peninsula.*

*Additional dispatches have been sent to the South Korean government indicating that North Korean troops will assume a defensive posture only and a contingent of newly appointed government and military officials is ready to travel to Seoul to commence immediate re-unification talks with South Korea.*

*We will continue to monitor the situation closely and it is our great hope that after 54 years of war that these developments will usher in a new era of peace and prosperity and offer a chance of a single democratic Korea."*

The war is over.

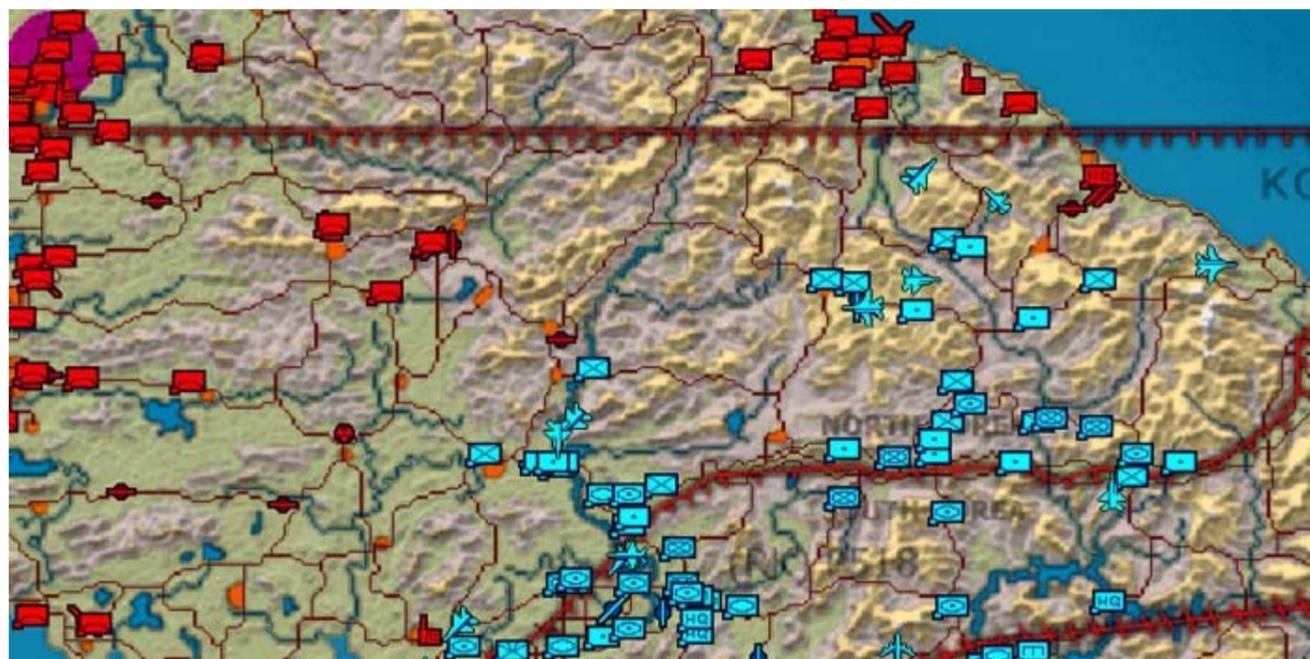
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Post-script:

It was always my intention to fly and write about my Falcon 4 campaign to the completion of the full campaign, including taking Wonsan and P'Yongyang. Over the past 20 missions or so though, it has become readily apparent that there is a problem with my campaign. In jumping in and out of different squadrons and selecting different campaign sliders and strategies I may have altered the progression of the campaign with unintended consequences. The first 3 days of the war went fairly well, but the past 4 days have seen virtually no movement. Over the past several days I experimented with flying some missions and running the clock ahead and in every case, with almost no ground troop movement, the campaign locks up at Day 9, 16:05:30. The clock freezes and the campaign simply ceases to function.

With that knowledge I have decided to end the campaign on my own having put in a lot of effort and being pleased with the results. As the cliché states, it isn't the destination, rather the journey and flying these 80 missions has been great fun despite the roadblock at the end.

The final position unit disposition is shown below, with advances will into North Korean territory. At one point I was confident my forces would take Wonsan, but that effort stalled and indeed my forces retreated to their current positions:





While the ground forces didn't fare nearly as well:



My logbook for the campaign (87 missions are reflected although I only wrote 80 mission reports..I flew a few missions to test the A-10, F-111 and B-52 modified cockpits and ensure they were functioning for the reports):

The screenshot shows a 'LOGBOOK' window with a blue background. It features a pilot's helmet image on the left. The main area is divided into several sections:

- PERSONAL DATA:** CALLSIGN: Beach, PILOT: Beach, VOICE: 1 (Male).
- CAREER:** Commissioned 08/31/03, Flight Hours 83.0, Ace Factor 1.000.
- CAMPAIGN:** Campaigns 2/0/0, Missions 87, Rating 4.195, Kill Ratio 124/12, Online 0/6.
- DOG FIGHT:** A-A Kills 124, A-G Kills 513, Static 60, Naval 0, Deaths 12. Games Played 0, Won/Lost 0/0, Online 0/0, Kill Ratio 0/5, Online 0/3.
- MEDALS:** Two medals are displayed.
- SQUADRON:** 0304 FIGHTER SQ, HAKOS.

Thanks to Rodion for the awesome B-52 cockpit for this last mission. Thanks to Brasilia for pointing out it existed, and thanks to 53rd VFS Warhammers for allowing me to download it off their site (<http://53rd-vfs.org/index.php>)

Of course major thanks go out to all the people that make Falcon truly the greatest combat flight

compiled them for off-line download (datter, Muttley, warmaker, etc..)

Hope everyone enjoyed the series, at 80 missions and 15 months worth of flying it sure did provide me with a lot of entertainment and enjoyment.

Regards..  
BeachAV8R

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

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

**warmaker\_pp**  
Member  
Member # 16248

📄 posted December 23, 2004 02:40     “ ”

NOOOOOOOOOOOOOOOO!!!!!!!!!!!!!!  
Now i know how my girlfriend must have felt when the last episode of Sex and the City was aired here in Germany... 😞

Nice report as always Beach, but it's a pity that your campaign is over. Do you intend to begin a new campaign (which eventually will not stall) or do you want to try another game? But do us all a favor, please: Continue writing these excellent reports. 🌐 What else should I do with my spare time, than reading your AAR?

So long

-----  
semper fi!

From: **Ulm Germany** | Registered: **Jun 2003** | IP: [Logged](#)

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