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Author | **Topic: Falcon 4.0 Training Mission Report #01**

BeachAV8R

Member

Member # 3055

posted 08-27-2003 17:35



Foreword:

Falcon 4.0 has been a lot of things to a lot of people. The fact that a simulation that came out in 1998 continues to be praised and vilified is amazing. To the detractors I'd say that Falcon 4.0/SP3 is no longer the game you brought home from the store in 1998. It is much improved with graphics that rival even today's latest offerings. Flying F4/SP3 is fun, there is no question about it. Installing F4/SP3 continues to be a bit of a nightmare however. The path to success is meticulous and specific and I found the best resource to be this EXCELLENT thread on Frugal's site:

<http://forums.frugalsworld.com/vbb/showthread.php?s=&threadid=25598>

My version of F4 and the one I'll be doing my reports on is based on the following:

Falcon 4.0 patched to version 1.08

SP3 added

Free Falcon 1a

Additionally I'm using Widowmaker's excellent 1600 x 1200 cockpit which provides great HUD readability at that resolution.

The system I'm playing F4 on:

Toshiba 5205-S703 P4 2.0 Ghz 512 Ram

GeForce 4-460Go 64 MB mobile video card

1600 x 1200 32-bit resolution with NO FSAA

All screen images were captured at 1600 x 1200, resized to 800 x 600 and resampled to lower the quality for purposes of image size (kbs). As such, most HUD readings and smaller text are unreadable, for that I apologize but there's nothing I can do about it really.

Thanks for all the tips and hints that have come and will come my way...I'll need them.

- BeachAV8R

Cont...

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08/27/03

Falcon 4.0/SP3 Training Mission Report #01

Objective:

The objective for today's flight is a simple exchange pilot familiarization flight in the F-16C/Block 52 covering basic maneuvers.

Planning/preflight:

So let us dive right in. Our flight starts out today with an abbreviated look at the briefing and planning screens. The power and information provided by the Falcon 4.0/SP3 (hereafter referred to simply as F4) screens is overwhelming. It is the starting point for every mission and it has a wealth of information critical to your mission success. Since I am merely in the training phase I will gloss over most of the details regarding these screens, but we will revisit them in detail once campaign mission planning becomes necessary.

You can see in this screen I have a map depicting my route for today. If I wanted to I could manipulate the waypoints at will, changing speeds, altitudes, etc.. By clicking on the map I can also pull up various targets in the entire theater for recon imagery. Additionally the target list (in this case the Pusan textile mill) shows both the condition and value the target holds in the grand scheme of the campaign. I'm sure this will be important in later target planning during the campaign. The recon window shows a view of the target area that you can pan, zoom and tilt to give you an excellent idea of what your sight picture should look like on your attack run.



Debrief:

So here she is. The F-16 Fighting Falcon. The cockpit is dominated by the Integrated Control Panel (ICP) in the center (similar to the UFC in the F-15) flanked by 2 multi-function displays (MFD) on either side. Below the ICP are analog airspeed, altitude and navigation instruments. Since this is merely a familiarization flight we'll keep the cockpit switchology to a minimum and paint with broad strokes.





Looking out of cockpit over my left shoulder the green pastures of South Korea unroll off into the distance:



Looking out front through the 3D pit you can see my flight path appears on the right MFD in the Horizontal Situation Display (HSD) mode while the left MFD displays my air-to-air radar data. Though you can't read it in the HUD due to re-sizing the screen shots we are doing 550 knots (Mach .95) at an altitude of 7500 feet:



Looking down to the right sub-panel the fuel display totalizer shows 6300 lbs of fuel remaining. The fuel remaining and fuel flow counter are two of the most important gauges in ANY aircraft:



Reaching one of the turns points I put some G on the aircraft. Without external stores the F-16 is a very spry performer with very rapid roll rates and crisp roll authority:



Glancing down into the head-down pit view zooms in a bit further on the MFDs and analog flight instruments:



Cont..

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Passing over an airfield:





Switching to the Air-To-Ground radar mode brings up the A2G radar in the left MFD. Curious about the dot well offshore I slew the radar cursors over the blip and lock the area which puts a yellow triangle on my right MFD HSD display:





I search through the cockpit trying to find out how to get steering data on the HUD for my designated ground target, but am unable to find out how to switch from waypoint NAV steering to target steering. Instead I just point my nose at the target and fly at it. Eventually an island comes into site and the reflected radar blip proves to be a cluster of large buildings:

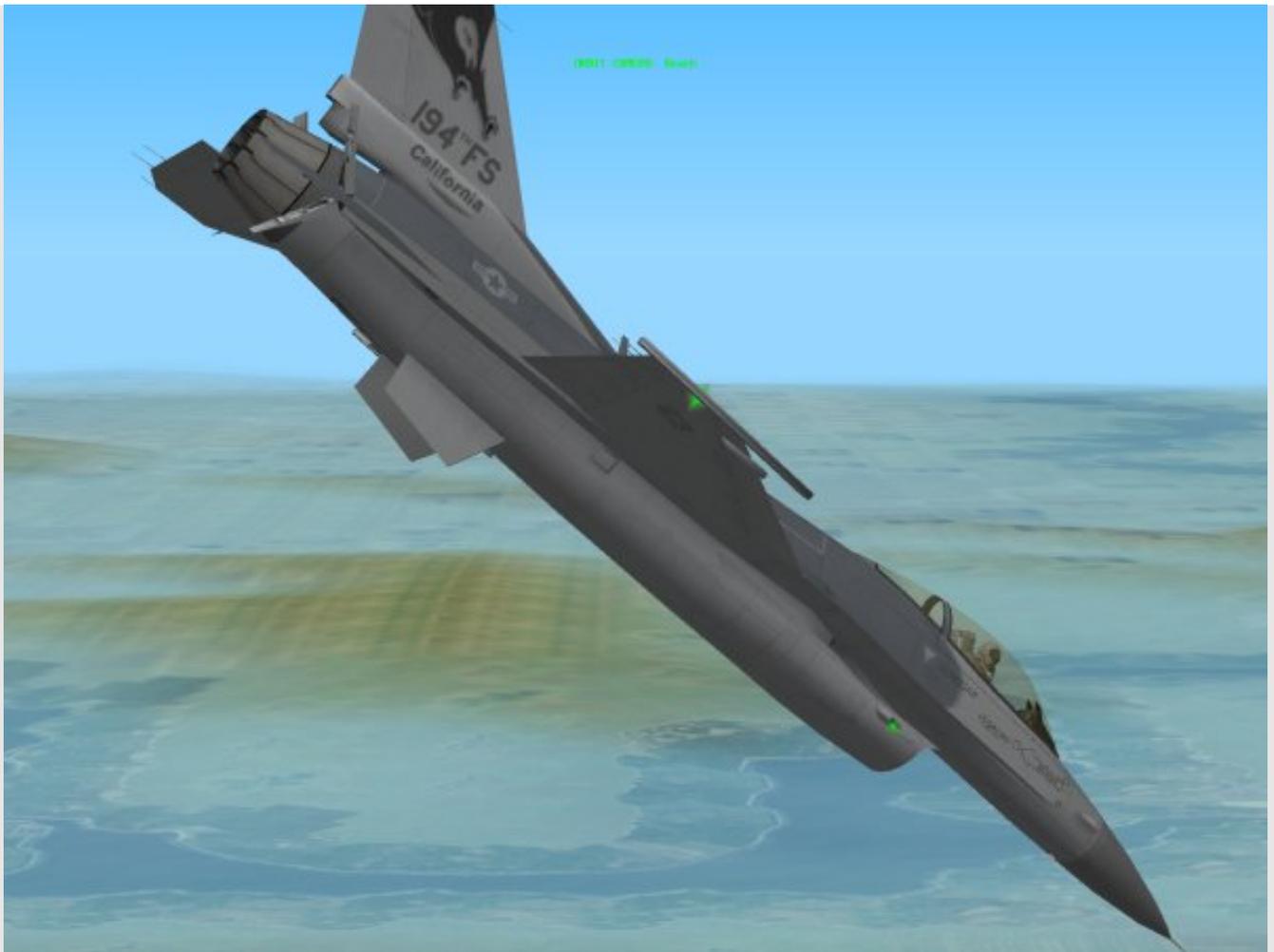


Glancing again down at the right sub-panel I see my fuel is down to 3400 lbs so I climb up to a more fuel efficient altitude for the flight back to base:





Calling the tower the controller gives me instructions to descend to 2500 feet, slow to 220 knots and fly a 230 heading, vectors for runway 14. I thumb out the speed brakes and nose over to comply:



Cont..

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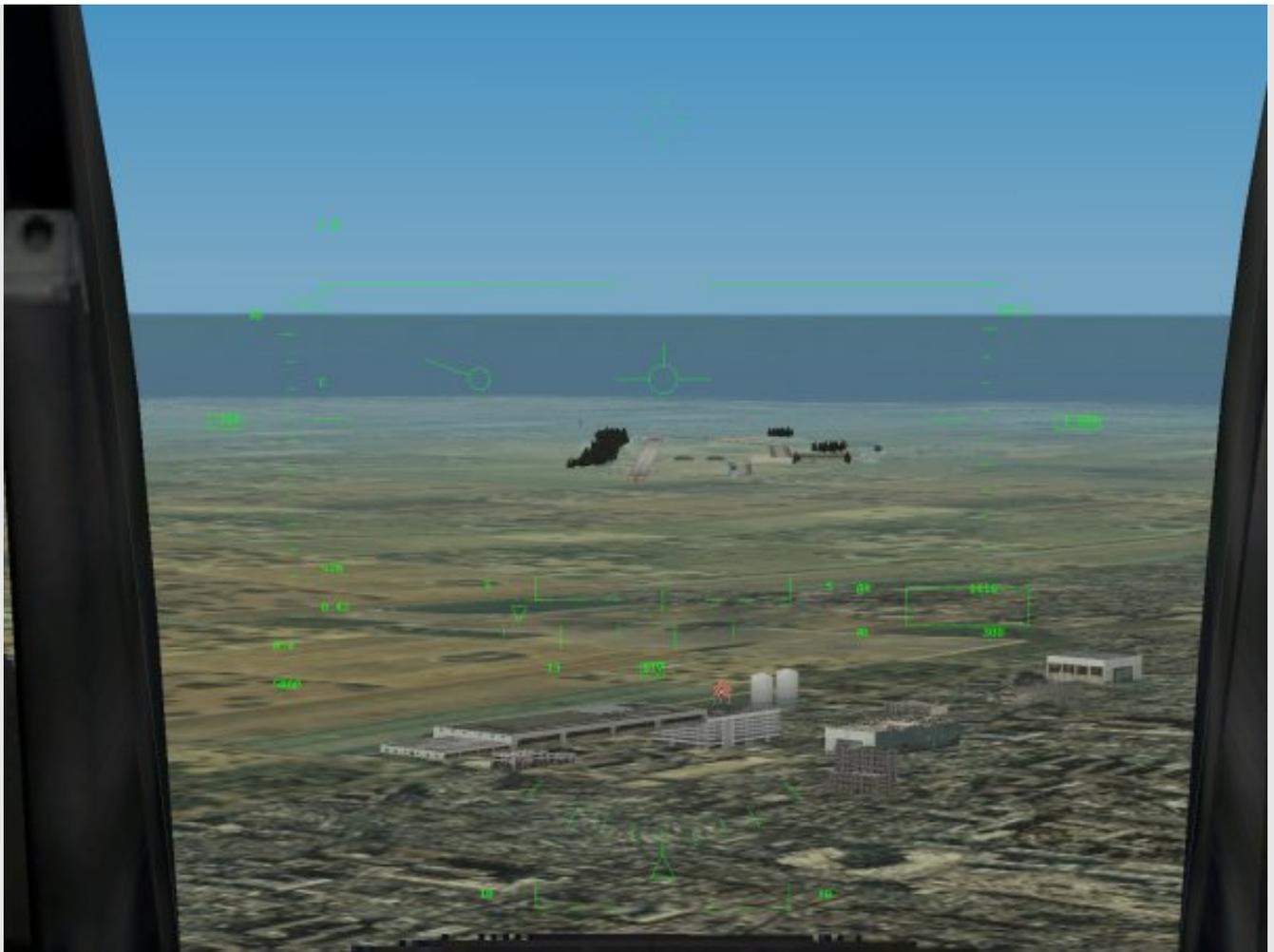


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Stabilized on the altitude, airspeed and heading the controller gives me the final heading to intercept the runway centerline:



Peering through the HUD in the zoom view I see the runway in the distance:



The tower clears me to land and I throw out my gear and turn on my landing lights:



Using the AOA indexer and the velocity vector on the HUD makes for easy approaches in the F-16, much like the F-18:



Crossing the threshold:



A few taps on the brakes and I roll to a stop. Again, I'm not sure how to turn the nosewheel steering on, so I end the mission on the runway:



Conclusions:

Flying the F-16 is easy. It is as simple as any other flight sim out there. The avionics and systems, however, are an altogether different matter. The complexity and depth of the simulation in those regards will require ongoing study and probably more than a few questions from the excellent online community. Learning F4 will definitely be a building block process with proficiency (or at least semi-competence) being the reward.

BeachAV8R

EDIT: Lol..just looked at the first page of the SP3 Manual under the FAQ..the first item:

"Help I can't steer the jet while rolling on the ground"

"You must enable NWS with Shift /"

Lol..

RTFM right?

[08-27-2003, 18:44: Message edited by: BeachAV8R]

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