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Author | **Topic: Falcon 4.0 Training Mission Report #12**

BeachAV8R posted 09-08-2003 15:39 “ ”

Member
Member #
3055

09/08/03
Falcon 4.0/SP3 Training Mission Report #12

Objective:

Ground radar target designation.
CCRP bombing.
CCIP bombing.

Planning/preflight:

Today we will start integrating a couple of prior lessons together. We will be flying a short, basic Tactical Engagement consisting of a strike on a bombing range located on the Japanese island of Tsushima of the coast of South Korea. We will depart Pusan, fly our waypoints, utilize the radar to provide targeting data and drop our weapons on the intended target:



The briefed target for today's exercise is a single government office building located within an office complex located in the town of Kamitsushima. The strike must be done with precision to minimize collateral damage to the surrounding office complex. The white, L-shaped central building is the target:

RECON

Slant Range: 1180 ft Bullseye: 140 263 nm

Altitude: 10000

Formation: Spread

Enroute: Nav

Action: Strike

Objective: Kamitsushima

TARGET LIST

TARGET	CONDITION	VALUE
• Kamitsushima	100% Operational	
Apartment	No damage	Very low
Office	No damage	Very low
Office	No damage	Very low
Office	No damage	Very low
Office	No damage	Very low
Office	No damage	Very low
Town Hall	No damage	Very low
Temple	No damage	Very low

RECON ASSIGN

We will be lead on a 2-ship flight (Rider 11/12) and use of the wingman is at our discretion.

The office complex will be defended by 2 battalions of South Korean anti-aircraft artillery (AAA) in the form of K200-AD units with their support units of M977 transport trucks and M113 command vehicles:



Each ship in the flight will be carrying 2 Mk-84 2000lb. bombs and 2 AIM-9M missiles. Weapons delivery mode will be at the discretion of flight lead.

Debrief:

I roll onto the runway at the briefed take-off time and accelerate down the runway as my wingman finishes his final checks:





Heading for the first steer-point, which will also be the Initial Point (IP) for the bombing run. The triangle on the HSD denotes the strike waypoint:

Turning at the IP we start manipulating the ground radar in SP (snowplow) mode:



Cont..

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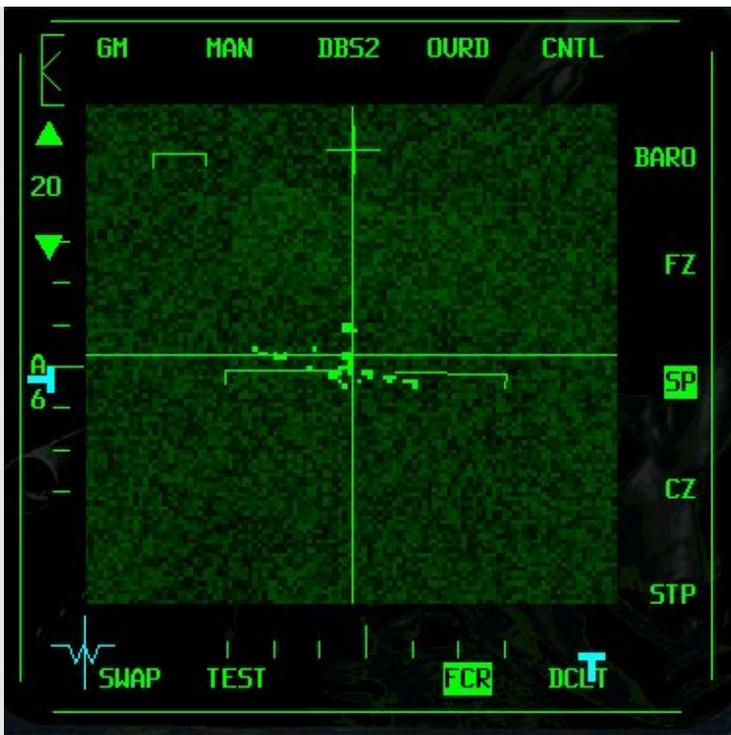
The first contact is the reflected radar energy from the complex on the GM radar:



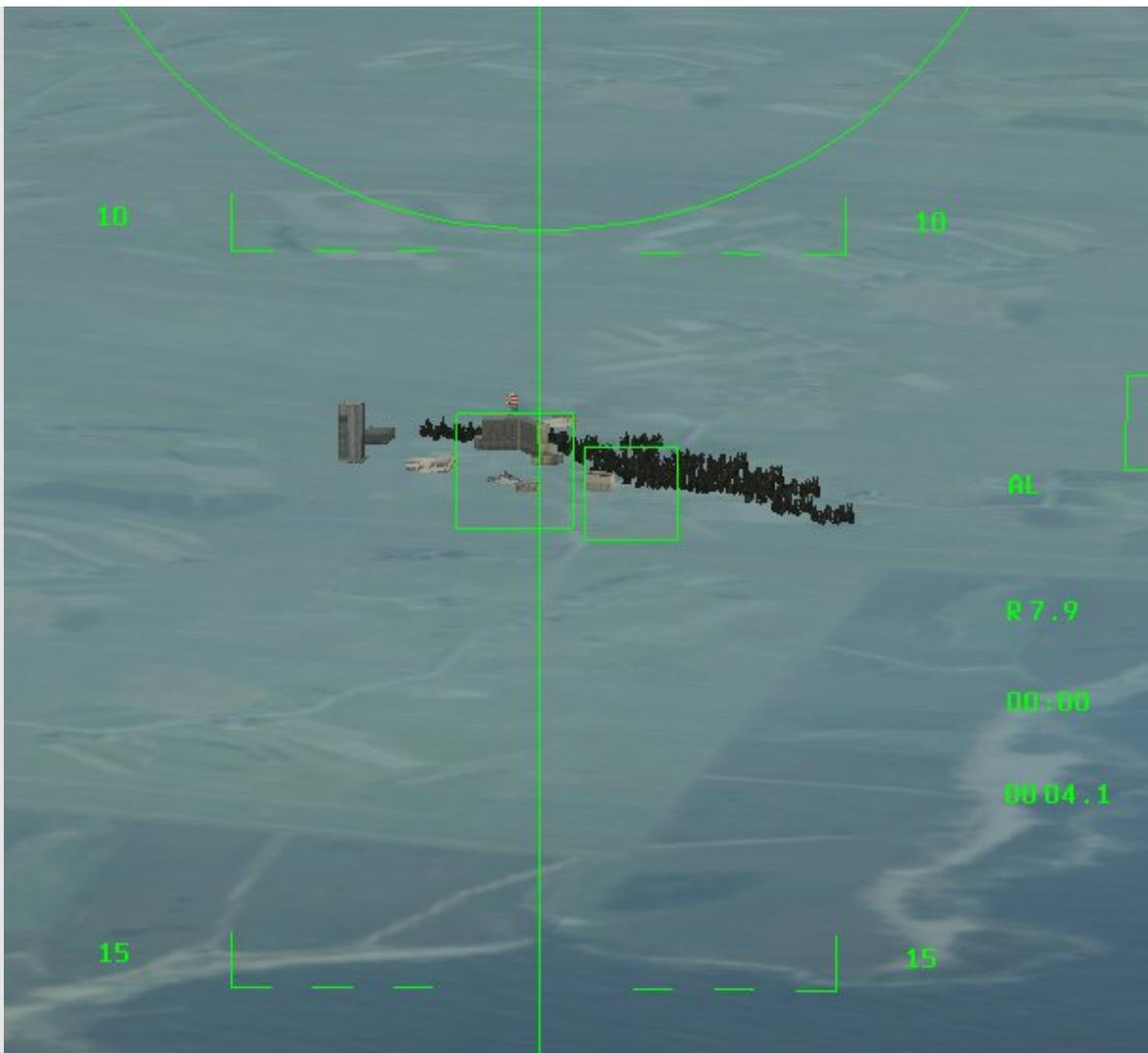
A check of the right MFD HSD picture is a cross-check that the GM picture jibes with the radar MFD. I also see that my wingman (in blue) is tucked in behind me in trail:



I move the radar cursors over the blip and select DBS2 to expand the image and improve the resolution; it is an agonizing wait while the radar refines the picture. When the picture comes up I place my targeting cross hairs on the general area in the middle of the complex that I know my target building is at and designate that point:



Peering through the bottom of the HUD I can see both the radar selected target box (left) and the pre-briefed waypoint target box (right):



Things are happening fast now. My wingman has obviously spotted the target as well and is chomping at the bit to attack. After he asks for permission to attack I give him the "weapons hold" command so that I can concentrate on my attack run. I set my weapons panel to release a single Mk-84 bomb. I'll be using a CCRP delivery and I concentrate on lining up the velocity vector on the steering line:



Cont...

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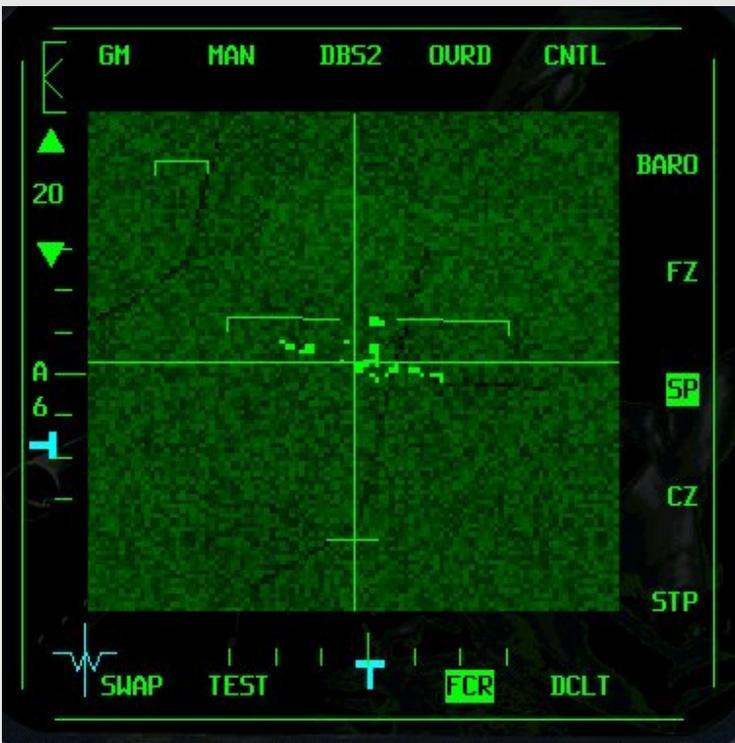
📄 posted 09-08-2003 15:40



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Here I'm at 3.1 miles slant range, 6 seconds from release and I notice my TD box is over the wrong building! I freeze the sim for a second to consider this, flip through my HOTAS cheat sheet and figure out what I need to do. **I know "Freeze" mode is cheating, but for learning you can't beat this mode. As opposed to just hitting the "Pause" button, "Freeze" (Shift-P) allows full functionality of the radar and all the systems and buttons of the aircraft. I highly suggest using "Freeze" mode liberally while training.** I hit the "unlock" button on my HOTAS and gently nudge the cursor over to the left and hit the "lock" button:





With my finger on the pickle switch I wait for the release cue to drop down the bomb fall line, the computer senses my consent to release and kicks the bomb off:

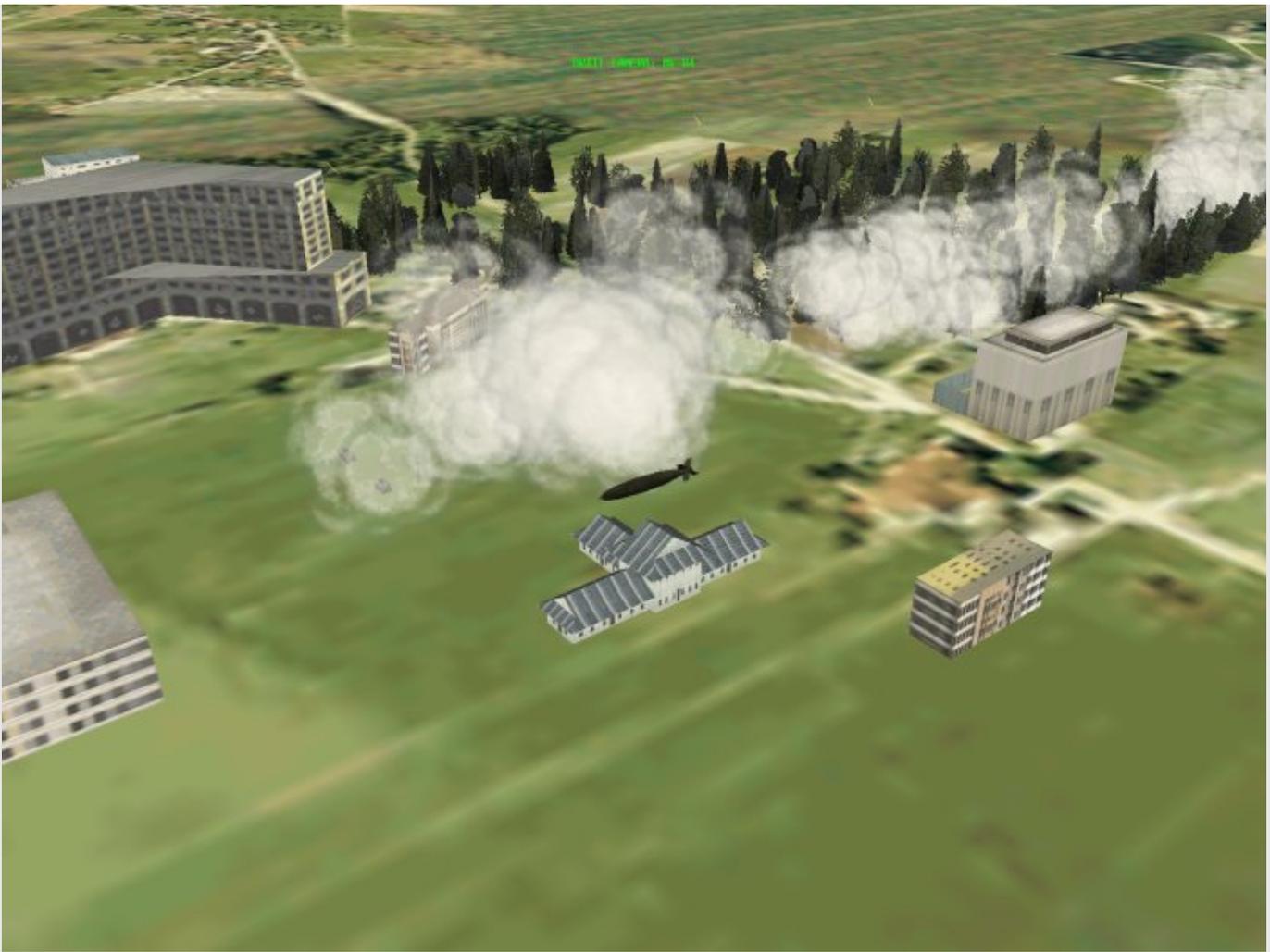




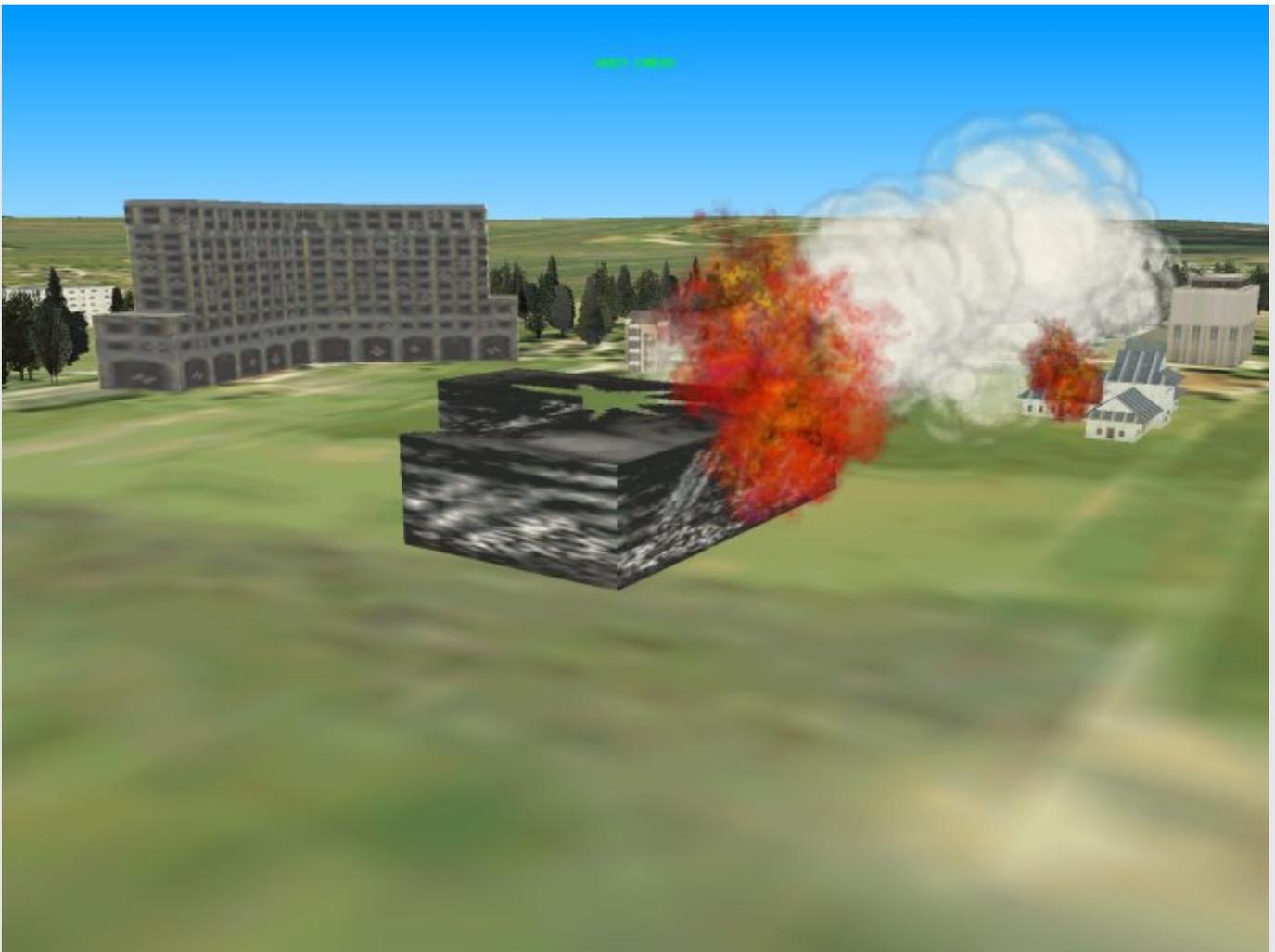
I pull a hard (but not hard enough to break anything!) left turn off the target after my bomb releases:



As my bomb falls toward the target I notice for the first time the puffs of white smoke coming from the AAA battalion in the woods near the compound:



My bomb scores a direct hit on the target building caving in the roof and setting it ablaze. It appears however, that some of the surrounding buildings have suffered a bit of blast effect but they are still standing:





Cont...

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Continuing past the target I enter a right turn to come back over the target area and see black smoke rising from the site:



Flying over the target at 15-thousand feet or so to stay out of the AAA range I can make out the specks of the AAA vehicles on the ground just to the east of the complex:



Glancing down at the left MFD I pull up CCIP bombing mode to try that out with my remaining Mk-84:



I roll in on the AAA site careful to offset my aim well to the east of the tall building on the east side of the office complex:



Having fixed the location of the targets on the fly-over I know they are just past the dark green patch almost directly abeam the large office building so I place my CCIP bomb fall line over that area and wait for the CCIP pipper to climb up toward it:



I hit the bomb release, the last bomb comes off the rack and I get the anticipated Master Caution light which I quickly punch out:



I pull off and break around to the west:



My wingman is hawking me on the way down the chute and this is his view as my bombs explode the AAA vehicles west of the large building while smoke comes from the firing AAA sites located in the woods east of the complex:



Cont..

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The view over my shoulder as I pull off the bombing run:





With my ordnance expended I order my wingman to form up and head for the next waypoint on the return route home:



It's also time to do a little house-cleaning as I reset the condition that triggered the Master Caution light. As you might recall from one of the earliest lessons once the aircraft is unencumbered by A2G stores the maneuverability of the jet can be restored to full performance by selecting the CAT I position of the CAT switch. Since the flight computer senses that I no longer have stores on the plane the caution was reminding me to set the switch to the proper setting:





Arriving over Pusan I glance down at the port facilities. Everything looks like a target to an attack pilot!



Cont..

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Touching down I'm looking forward to new methods of A2G attack:



FLIGHT STATISTICS:			
Callsign	Status	Ordnance Fired	Results
Rider11	Functional	2 x Mk-84	2 hits (100%)
Rider12	Functional	none	

PILOT STATISTICS:						
Callsign	Aircraft	Pilot	Status	A,A Kills	AG Kills	Rating
Rider11	F-16CG	2Lt. Beach	OK	0 (0)	6 (0)	Average
Rider12	F-16CG	Lt. Fitzpatrick	OK	0	0	Poor

Conclusions:

The A2G role of the F-16 is my favorite. There is a certain satisfaction to flying a well choreographed bombing run. It will certainly be awesome to see a whole 6-ship package pull of a major strike with a SEAD flight and a CAP flight over-head. While this TE was fun, it was only a training mission. Campaign-type strike missions will no doubt be much more difficult with multiple air and ground threats. There will be no loitering over the target (unless it's CAS) and making several bombing passes would be suicide. These are all things to consider when flying in the relatively benign training environment.

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