

## LowLand Tiger Meet

In the weekend of 10 and 11 November the second Lowland Tigermeet was held, an event for virtual pilots involved in military flightsims (Falcon4, Flanker, CFS, etc.). The main simulation of this event, i.e. the one involving the most participants, was Falcon 4. The event was very well organised, the atmosphere very good, open and informal, and as someone said at the end “it almost felt like a family get-together”.



**Figure 1** Gathering of all contestants at the end.

This year 7 teams with in total 24 people were participating in a Falcon 4 competition which was setup to determine which team had the best overall performance in realistic mission scenarios around the theater of Korea. All participants were set-up with the same installation of Falcon 4 provided on a CD-ROM to avoid problems with different settings and connectivity problems in general. Overall the network connectivity was surprisingly stable, only few if any crashes, and very little warping in game.



**Figure 2 : Left to right: BigBrother, Drummer, Sparrow, Maverick**

Amongst the competing teams were several LAN squadrons represented as well as several internet squadrons. Some members of the 185<sup>th</sup> Reservoir Dogs who are living in the Netherlands and Germany thought it was a great idea to participate as a team together this year, (but also to teach the 87<sup>th</sup> Stray Dogs (who were participating as well) some lesson in humiliation). Bigbrother, Sparrow, Drummer (Black Flight) and Maverick (Red Flight) went in, saw and came out first in the fierce competition. We managed to get 481 points, while the rest of the competitors came in with about 320 to 360 points. So we really smashed them

in the team competition. It surely pays off that we fly so regularly during the weekend meets.

Furthermore, Maverick squashed all other opponents in the refueling competition (standard Refueling mission) with the lightning fast time of 2.24 minutes, 36 seconds faster than any person of the competition. Kudos to Maverick! If you wanna get an idea about how fast that is try the training mission yourself and check how long it takes you to get completely refueled (6850 pounds). Sparrow also did a good job, and refueled his bird within 3.10 minutes



**Figure 3 Sparrow concentrating on refueling.**

The first prize that the winning team obtained consisted of a Thrustmaster Cougar set. But more importantly it also consisted of a day at the 323<sup>th</sup> Squadron in Leeuwarden, featuring a ride in their military F16 simulator, a guided tour in a real F16 cockpit, witnessing a full startup procedure in a shelter (with lots of earprotection gear) and at the end of the day drinks with some of the real pilots.

## ***The missions***

The missions for the competition were developed by several members of the 185<sup>th</sup> Reservoir Dogs and had a difficulty level somewhere between moderate to difficult. The two missions on the first day were developed by Winder and Saint. The missions for the second day were developed by Minstrel and Saint.

The thing I enjoyed very much was the preparation time and briefings we held before the missions. After being handed the mission brief and details, we had an obligatory 30 minutes to prepare for the mission, and then 60 minutes to fly the mission (as often we would like) and submit in the best score. In the 30 minutes preparation we studied together the map and evaluated all threats, to come up with a tactic on how to approach the target, destroy it, and make it out alive. The discussions we had were very lively and all of us learned a lot from each other during these preparation sessions. After these 30 minutes preparation, we all felt that we had the best plan and went into battle with a lot of confidence. During the 4 flights we had the comms were sometimes very chaotic; certainly under attack by two different packages (up to 6 planes in total) it was sometimes hard to figure out who was taking out what between the busy conversation on RogerWilco and the different Falcon4 replies. The SA was good overall; Bigbrother was flying lead in all of the 4 missions and providing all of us with an excellent picture of the activities around us.

Below I will give a short description of the missions we flew and what our tactic considerations were (as far as I can remember them).

### **Operations Galant Spear**

The primary target for this mission was a chemical factory, (the 8<sup>th</sup> February Vinalon Complex Chemical plant near Hamhung city). In particular one of the laboratories where nerve gas agents are allegedly being produced should be destroyed. Command however wants to have the plant completely flattened, and fast.



Enemy defenses are mainly Airborne, though there were several serious ground based threats as well. However, it was envisaged that previous SEAD strikes should have been successful in clearing out some of the nearer SAM sites.

The first things that struck us was the asymmetric loadout that was prepared for us and which could not be altered.

2 BSU 50

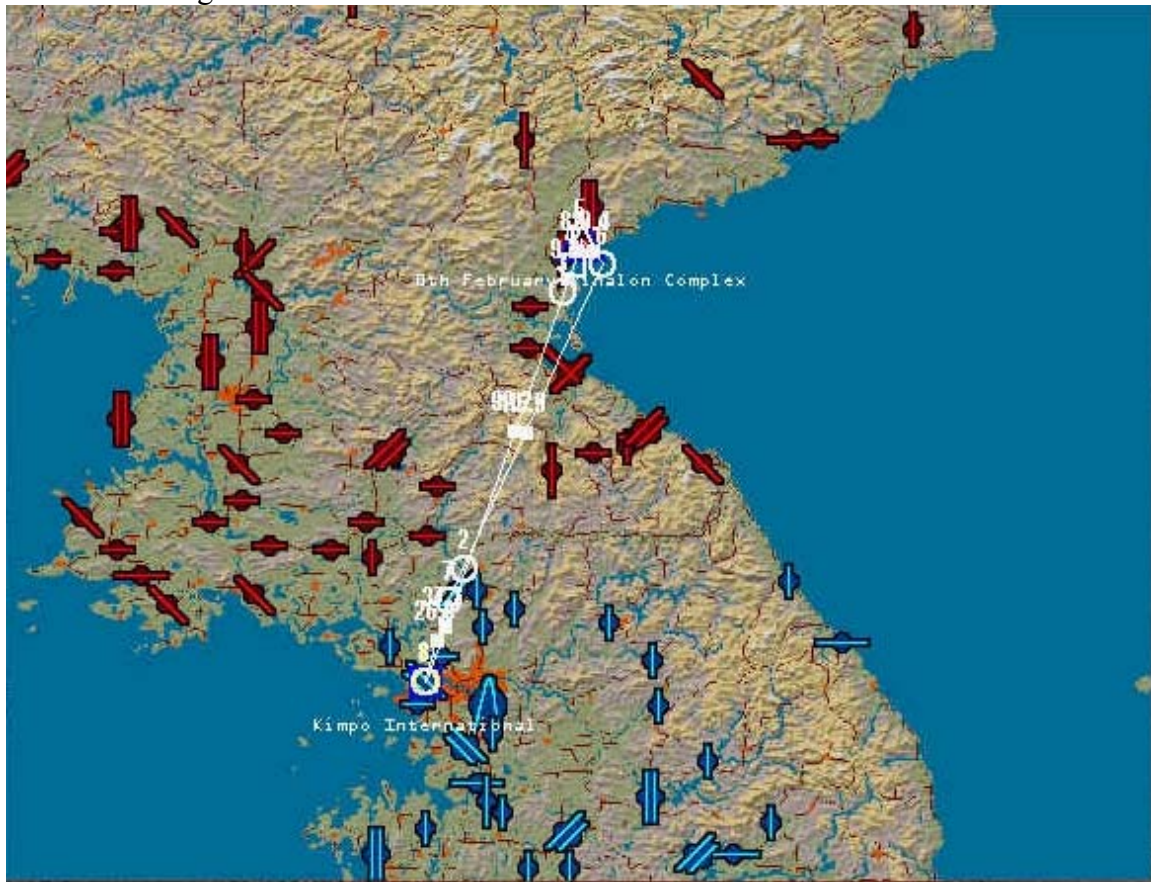
4 AIM 120 AMRAAM

1 AIM 9M

1 Fuel Tank

We decided that before IP we would get rid of the tank and continue full speed to the target. Since we saw several HQ battalions on the original flight path, we changed some of the waypoints to fly around them while ingressing. We decided to fly high, take out any fighters from a distance and then have the first element go low on IP and attempt to

take out the target with the BSU's.



The second element would stay up high at the IP and provide for aircover. Once the target would be destroyed the second element would go to a rendezvous point over the sea (near STP 6) and loiter for the first element to rejoin. We would use then any other targets of opportunity to drop the remaining ground-ordenance.



**Figure 4 Maverick in action (and support of his sister).**

On the way in we were engaged immediately by MIG23's from Gangeung airbase. However with so many slammers amongst the four of us they were no match for us. At the IP, the first element (Bigbrother, Maverick) went for the deck and lit up the burner to get to attack speed. Maverick remained about 8nm behind Bigbrother to avoid being hit by bomb fragments. Bigbrother dropped both of his BSU's but got hit by an SA-13 of the HQ battalion at the target site, and had to eject soon after. Maverick went in shortly afterwards and destroyed

the target, and continued his egress to the north to avoid the AAA left and right of the target site. After clearing the area, he turned east towards the sea and started heading for our rendezvous point. We all joined up and returned back to base. Sparrow and I dropped our BSU's on the airbase where the MIG23's were coming from, scoring some additional points, and 3 of our ships landed in time. Although a Mission Success rating, we didn't think we did so great since we lost BB along the way (MIA).

## Top secret (mission 2)

This mission's objective was to take out the Control Tower and several hangers at Kunsan Airbase, leaving the runways in tact. Commands wants to send in paratroopers after the attack to seize the base and use it as a forward base in the campaign. So the targets are:

- Control Tower
- Hangar 1 (Enemy use it as barracks)
- Hangar 2 (Enemy equipment store)
- Hangar 3 (Enemy HQ)



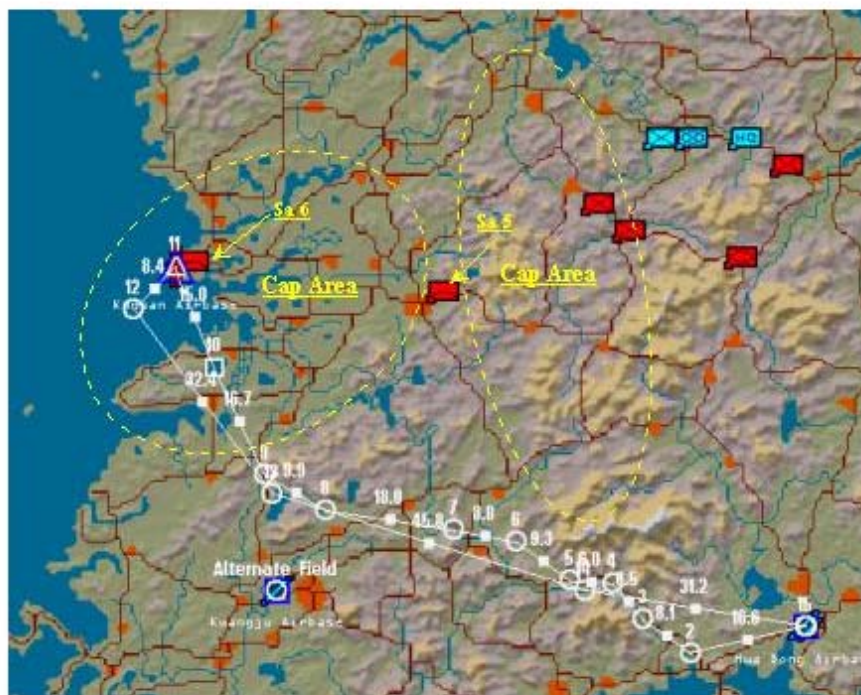
The Control Tower is the bottom Left Target, Hangar 1 is top left, Hangar 2 is top right, Hangar 3 is bottom right.

Our flight consists of 4 F16's, with a fixed AA loadout (2xAim120, 2 Aim9m) but a variable AG loadout.

No Support would be available as our squadrons were stretched very thin.

Furthermore we could expect enemy CAP's at Target area and on ingress. Recent experiences have shown that these CAP's used NOE tactics to get on the tail of our packages.

Finally Intel indicated that ADA was SA 6, SA 5 and a possible HQ battalion at the Airbase.



We decided to fly the route in the reverse way, staying out of the engagement envelope of the SA5 and SA6 as much as possible. Furthermore we thought that ingressing over the sea would give us a clearer shot at the base as well as providing a better standoff from the enemy CAP's and HQ weapons. Our inbound route would be high all the way in, giving us an energy advantage over any incoming fighters.

As loadout we choose to use as many AGM-65G's as we could carry and 1 HARM per element to take care of the SA-6 near the target or the SA-5 further away if that would be required. The AGM-65G's should provide enough punch to destroy the tower and the different hangars, while at the same time providing us with the required standoff distance from the HQ at the base.

Our inbound flight went without trouble. Although enemy caps did sometimes spike us, they were unable to get a solid lock and apparently we were too far out for them to worry about us. Over the sea we split up into two groups. Bigbrother and Maverick would go in first and try to take out the tower. Sparrow and Drummer would take spacing and continue their strike a little later, concentrating on the barracks if Bigbrother and Maverick would be successful or concentrating on the tower in case they missed it.

Getting nearer to the base, BB got locked by the SA-6 and requested assistance. I didn't hear Maverick respond immediately to BB's call, and therefore assumed that he was engaged. I called out on the radio that I was going to engage the SAM and waited for an ok. BB responded with a short "take it out". I turned 20 degrees to the east, called up the

HTS, which showed the SA-6 as active, locked it up and fired my harm towards it. "Harm away to SA-6 at target site" I called out. I waited some seconds to verify that the HARM was tracking alright, and then turned back to my original heading, and looking around to get a visual on Sparrow. Although my attack only lasted less than 60 seconds, I was blind after turning back to my original heading. I called out to Sparrow to find out his location, and tried to regain a visual on him. Bigbrother called out that he fired all his missiles but not at the tower. Maverick also called out that he had troubles in locking the tower, had send off some Mavericks at the HQ trucks erroneously and that he fired at the secondary targets, the hangers, instead. After BB and Maverick call "Off Target" Sparrow and I tried our luck. We as well had several problems in locking up the tower. We tried locking up the tower in several passes, but also were unable to do so. The lock always jumped to the trucks of the HQ. I decided to my missiles at the remaining structures of the airbase, and at some trucks of the HQ instead. Sparrow finally managed to get the tower, and we egressed both from the area.

Our flight back to the base seemed to be clear of any fighters. Sentry however advised us that enemy fighter were close to our bases and we thought for a minute to take the alternate instead to ensure all of us would be able to land safely. However, since we were still fully loaded up with slammers, we decided to press it back to base and get some more kills.

We encountered 4 MIG29's over the base, and were able to take care of them, however, Drummer had a technical problem, was hit and had to eject close to homeplate. Pity, almost a perfect mission.

### Mission threee

This was the toughest mission for most squadrons. There were two packages available of two planes each that had to fly a Pre-plan cas mission. Maverick and Bigbrother flew a package together and had to engage a tank battalion. Due to heavy resistance they both didn't made it to the target. They failed their mission and didn't score any AA or AG kills. Sparrow and Drummer that flew the other package had to engage a Towed Gun Battalion. Although they really had to shoot their way to the target (5 AA kills) they managed it to arrive there. Using 13 AGM-D mavericks they destroyed 13 ground units and were rewarded with a succesfull mission. Both Drummer and Sparrow made it back to homeplate in one piece and scored an excellent result compared with most other groups!

### Mission four (Friday 13th)

In the planning of mission 4 (Friday 13th) we were worrying about how many slammers we had on the default loadout. The target was Kyung-in oil Refinery and so we decided to take each 2 Mavericks for the first element and each 2 MK-84s for the second element. The flight and the element lead also had each one HARM in case of the ADA in the area.

Arriving to the target was a walk in the park, as our escorts took out every thread and the SEAD escort did a good job also. The only hard thing was to fly in formation with our night visions on, as it was a night flight.

We bombed our target with some good hits and we decided to go RTB. On our way back escort flight engaged all threads again and we landed. Totally we had 13 AG kills and no AA kills.

It was BB's great idea to fly this mission again as we had enough time left and we can make more points by hitting the MANY ground troops around the target.

This time the second element took CBU-97s, flight lead BSU-50s and lead wing CBU-87s. We took off and arrived at the target area ASAP. Not everyone was able to drop all of his bombs, as we had 5 minutes left to get our butts to homeplate, what was 60 miles away. So we headed towards the alternate field, which was only 40 miles away. To make sure we arrive before the time ends we went Buster. I thought we wouldn't make it but after 4 great landings we were right on time...

This time we had 27 AG kills (Sparrow had 24 AG kills) and 3 AA kills.