

Battle of Vestfjord: The Tomcat Missions

Mission hints and tips. **Spoiler Warning!**

In all missions: If you catch the 4-wire on the trap, you may need to taxi back towards the island to get the 'mission complete' message, because sometimes on a 4-wire you are still too fast and just outside the trigger zone to trigger the message. In all other cases you should get it shortly after a successful trap.

BV 01 Opening Moves

Patience is the key here, because the bomber group starts a long way away. It may feel like something is wrong with the mission, but the bombers will show up. Springfield flight will engage the enemy interceptors and may or may not need some help depending on how it goes. The problem is that they run themselves out of gas and missiles in that fight, for the most part. Holding your wingmen and missiles in reserve is crucial here, because the bombers are the real threat. Fortunately, the Hornet flight will provide solid backup if needed.

BV 02 Sink the Moskva

Your primary targets in this mission are the two Foxbats that come from Andoya. If they succeed in downing the E-2 (their real target), you fail the mission. Other assets are assigned to the enemy fighters coming from Bodo, and you can assist there once the Foxbats are destroyed. However, be aware that no other flight will actively engage the Foxbats if you do not. Fortunately, you have plenty of time to intercept them and don't need to run your tanks dry in afterburner. Use the burners to get up to altitude and get some knots on, and then throttle back to mil power. This will give you the reserves to engage more bandits to the south.

BV 03 Hide and Seek

Finding and killing the two Bears is relatively simple. The true challenge of this mission is getting back aboard the Boat. It will require you to use the ACLS system to shoot an approach down to a zero-visibility landing. The biggest problem is a DCS glitch. AFTER you assign the carrier as the datalink host, you'll need to jump in Jester's seat and make sure the datalink frequency is set to 336.0. Despite setting it in the mission editor, the game insists on changing it. The proper annunciator prompts will alert you that all is well. If not, check that frequency in the rear cockpit. Remember that these things cannot be done until the ship drops EMCON and starts radiating for recovery.

BV 04 Action off Andoya

This is a 2VMany dogfight, and Springfield flight doesn't do much to support you directly, although their presence makes a difference. Judicious direction of your wingman is a must, and against smaller, more maneuverable targets, hold those Phoenix missiles until the enemy is uncomfortably close. If nothing else, you can use medium range shots to get the bandits scrambling then press and engage with sidewinders. Beware of the Grisha lurking just north of Andoya- it's a viable SAM threat, as is the peninsula itself. As the player, you don't need to worry about the bandit groups coming from Bodo, or the group off Banak. They'll be handled by other assets.

BV 05 Destroy the Mainstay!

If circumstances force you to cross the Lofoten Islands into Vestfjord, the mission gets sticky. A section of interceptors comes after you, and for the best results, use your Phoenix missiles to shoot them at about 40 miles and press in to hit the A-50 with Sparrows. Beware of SAM envelopes south and west. Once you splash your target, point the nose north and get the hell out of Dodge as fast as you can.

BV 06 Northern TARPS Run

Use terrain masking to avoid the SAM threat at Bardufoss; this one isn't too tough to get through. At Banak, a section of Mig-23's will be waiting for you. You can try to juke them with speed and make your run, or pause to engage first. Usually, shooting them down yields more reliable results, but eats into your fuel and makes you vulnerable. To pass the mission, you have to overfly each airport below 8000 FT. If you hear the camera shutter-clicks and Jester's comments, you've checked the box. If not, you were too

high or too far away. Remember on this mission that you aren't obligated to wait for an EMCON lift / Case III recovery. If you judge there is enough light, just fly a Ziplip Case I recovery and expect no landing grade from the game because you never talked to the LSO. This is merely a current limitation of DCS, but you can still use your imagination.