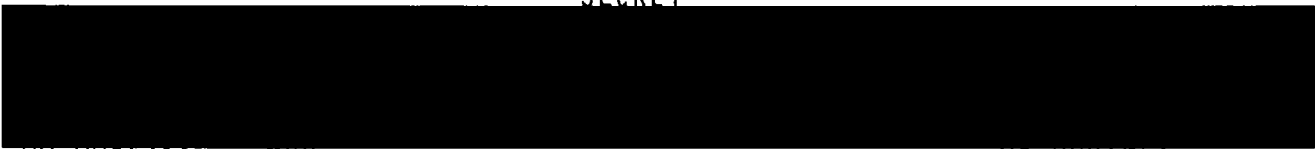


MSGNO 9 (MIIR) ALL *16/06/90* *07:10*
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90 0084356 MSR

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FM DIA WASHINGTON DC (b)(3):10 USC 424
TO RUCJACC/USCINCENT MACDILL AFB FL (b)(3):50 USC 403-1(g)
RUSNNOA/USCINCEUR VAIHINGEN GE (b)(3):50 USC 403-1(i)
RUHQHQA/USCINCPAC HONOLULU HI (b)(3):50 USC 403-1(i)

(b)(3):50 USC 403-1(i)
RUCQVAB/USCINCSOC (b)(3):50 USC 403-1(i) // MACDILL AFB FL
(b)(3):10 USC 424, (b)(3):50 USC 403-1(i)

RUEHC/SECSTATE WASHINGTON DC
RUEBJFA/DIRNSA FORT MEADE MD (b)(3):50 USC 403-1(g)
RUEAIIA/CIA WASHINGTON DC
INFO RUFGAID/USEUCOM (b)(3):50 USC 403-1(i) VAIHINGEN GE

BT
EZ1:
~~SECRET NOFORN WNTINTEL~~
SERIAL: (U) IIR (b)(3):10 USC 424

EZ2:
COUNTRY: (U) IRAN (IR); PAKISTAN (PK); KOREA (KS); ISRAEL (IS); CHINA (CH); SOVIET UNION (UR)

SUBJ: IIR (b)(3):10 USC 424 // OPERATIONAL READINESS CONDITION OF IRANIAN AIR FORCE (U)

WARNING NOTICE: (U) THIS IS AN INFORMATION REPORT, NOT FINALLY EVALUATED INTELLIGENCE. REPORT CLASSIFIED ~~SECRET NOFORN WNTINTEL~~

DEPARTMENT OF DEFENSE

DOI: (U) 900601
REQ: (U) (b)(3):10 USC 424

SOURCE: ~~(S/NF/WN)~~ / (b)(1), (b)(3):10 USC 424, 1.4 (c)

SUMMARY: ~~(S/NF/WN)~~ IRAN WILL SELL MANY OF THE U.S. AIRCRAFTS IN ITS INVENTORY TO PAKISTAN AND ACQUIRE NEW AIRCRAFTS FROM CHINA AND THE SOVIET UNION. IRANIAN PILOTS CURRENTLY RECEIVE LITTLE FLYING TIME. ONLY TWELVE OF THE 20-35 C-130'S STATIONED AT MEHRABAD ARE OPERATIONAL. F-4 AND F-5 TRAINING IS LIMITED TO GUNNERY PRACTICE BECAUSE OF LACK OF BOMBS AND ROCKETS.

TEXT: 1. ~~(S/NF/WN)~~ TEHRAN INTENDS TO SELL MANY OF THE U.S. AIRCRAFTS IN ITS INVENTORY, I.E. F-14, F-5, F-4, C-130, TO ISLAMABAD BECAUSE OF ITS INABILITY TO MAINTAIN THEM. SPARES FOR THE C-130 ARE PURCHASED FROM ISRAEL, REPUBLIC OF KOREA AND PAKISTAN.

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2. (S/NF/WN) TEHRAN IS NEGOTIATING WITH THE SOVIET UNION AND CHINA TO ACQUIRE AIRCRAFTS. AN AGREEMENT HAS BEEN CONCLUDED WITH BEIJING TO ACQUIRE AN "OLDER, TWIN ENGINE, FIXED GEAR" AIRCRAFT (NFI) TO SATISFY THE REQUIREMENT FOR A LIGHT, SHORT-RANGE TRANSPORT. EIGHT TO TEN PILOTS ARE CURRENTLY ATTENDING A FOUR MONTH TRAINING COURSE IN CHINA. UPON THEIR RETURN TO IRAN, THEY WILL SERVE AS INSTRUCTOR PILOTS.

3. (S/NF/WN) IRANIAN PILOTS RECEIVE LITTLE FLYING TIME. PILOTS FORMERLY ASSIGNED TO F-14, ALL OF WHICH ARE NOW GROUNDED, NOW FLY T-33 TRAINERS ONCE OR TWICE A MONTH. F-4 AND F-5 PILOTS FLY APPROXIMATELY FOUR HOURS A MONTH, WHILE C-130 PILOTS FLY BETWEEN TEN AND THIRTY HOURS A MONTH. LOW STOCKS OF ROCKETS AND BOMBS LIMIT F-4 AND F-5 TRAINING TO GUNNERY PRACTICE.

4. (S/NF/WN) TWENTY (20) TO TWENTY-FIVE (25) IRANIAN AIR FORCE C-130 ARE ASSIGNED TO MEHRABAD IN TEHRAN. ONLY TEN (10) ARE OPERATIONAL. THE C-130 ARE DIVIDED AMONG TWO SQUADRONS, NO. 11 COMMANDED BY LTC ISMAILPUR, AND NO. 12 COMMANDED BY LTC IRANI. PILOTS AFFILIATED WITH ONE SQUADRON OFTEN FLY AIRCRAFT ASSIGNED TO THE OTHER SQUADRON. C-130 CREWS FLY ONE OR TWO MISSIONS PER MONTH. AT MEHRABAD, ONE C-130 (ALTERNATING BETWEEN NO. 11 AND NO. 12 SQUADRON) FLIES A TRAINING MISSION PER DAY. THE TRAINING CONSIST OF TOUCH-AND-GO LANDING AND INSTRUMENT FLYING. MEHRABAD IS A REGIONAL COMMAND WHICH IS COMMANDED BY BG DAD PAI THAT CONSIST OF A TRANSPORT BASE, A LOGISTICS BASE AND AN AIR DEFENSE BASE.

5. (S/NF/WN) THE C-130 CARRY CIVILIAN AND MILITARY PASSENGERS AS WELL AS MILITARY CARGO. THE TRANSPORTATION OF CIVILIANS BEGAN ABOUT A YEAR AGO AS A MEANS OF GENERATING REVENUE. FOODSTUFFS FORM THE BULK OF MILITARY CARGO TRANSPORTED, WHILE WEAPONS AND EQUIPMENT ARE CARRIED LESS FREQUENTLY.

6. (S/NF/WN) MORALE IN THE IRANIAN AIR FORCE IS POOR BECAUSE OF LOW PAY, THE UNSATISFACTORY CONCLUSION OF THE IRAN-IRAQ WAR AND THE "ABSENCE OF THE FREEDOM TO SPEAK OR THINK." MANY PILOTS HAVE BEEN COMPELLED TO "MOONLIGHT" TAKING OUTSIDE PART-TIME JOBS. AN EXAMPLE OF PILOT DISAFFECTION WAS THAT THE IRANIAN GOVERNMENT ASKED PILOTS ONE YEAR AGO IF THEY DESIRED TO LEAVE ACTIVE SERVICE. THE RESPONSE WAS SO OVERWHELMING THAT THE OFFER WAS WITHDRAWN. EVERY PILOT MUST TAKE AN OATH OF LOYALTY TO THE GOVERNMENT. IN THE (b)(1),1.4(c) ESTIMATION, ONE PILOT IN TEN IS AN INFORMER FOR THE REGIME. THOSE IRANIAN PILOTS TRAINED IN THE US ARE NOT SUBJECT TO DISCRIMINATION; SEVERAL (NFI) HAVE BEEN ASSIGNED TO PRESTIGIOUS POSTINGS, I.E. MILITARY ATTACHE.

7. (S/NF/WN) C-130 PILOT PROGRESSION IN THE IRANIAN AIR FORCE IS STRUCTURED AS FOLLOWS: INITIALLY, A PILOT IS RATED AS A "NON-TACTICAL CO-PILOT" WHICH MEANS HE IS RESTRICTED TO LOGISTICS FLIGHTS AWAY FROM THE BATTLEFIELD, NOR CAN HE BE TEAMED UP WITH A NON-TACTICAL FIRST PILOT. A PILOT THEN GRADUATES TO THE STATUS OF "TACTICAL DAY CO-PILOT" WHICH ALLOWS HIM TO EXECUTE DAYTIME MISSIONS IN THE BATTLE ZONES TO INCLUDE LOW ALTITUDE (500 FEET) FLYING. THE NEXT STAGE IN A PILOT'S ADVANCEMENT IS "TACTICAL NIGHT" OR "FULL TACTICAL CO-PILOT" WHO IS AUTHORIZED TO FLY IN THE BATTLE ZONE DURING HOURS OF DARKNESS. PILOTS THEN BECOME "NON-TACTICAL FIRST PILOT", "TACTICAL DAY FIRST PILOT", AND ULTIMATELY A "TACTICAL NIGHT" OR "FULL TACTICAL FIRST PILOT."

COMMENT: (S/NF/WN) (b)(1),1.4(c)

IPSP: (U) (b)(3):10 USC 424
COMSOBJ: (U)
PROJ: (U)
INSTR: (U)

MSGNO 0 (MIR) ALL *16/06/90* *07:10*

PREP: (U) (b)(3):10 USC 424

ACQ: (U)

~~WARNING: SECRET NOT RELEASABLE TO FOREIGN NATIONAL SENSITIVE
INTELLIGENCE SOURCES AND METHODS INVOLVED. DECL: OADR~~

END OF MESSAGE

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