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FM DIA WASHINGTON DC [b] (3):10 USC 424
TO RUCJACC/USCINCENT MACDILL AFB FL/
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EZ1: [b] (3):10 USC 424
SERIAL: (U) IIR (b)(3):10 USC 424
EZ2: [b] (3):50
COUNTRY: (U) IRAN (IR), PAKISTAN (PK), KOREA (KS), ISRAEL (IS), CHINA (CH), SOVIET UNION (USSR)
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 SECREMEME NOTFOR
INTEL.

DEPARTMENT OF DEFENSE

DOI: (U) 900601
REF: (I) [b](3):10 USC 424
SOURCE: (C/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 20-55 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: (S/NF/WN) TEHERAN INTENDS TO SELL MANY OF THE U.S. AIRCRAFTS
IN ITS INVENTORY, I.E. F-14, F-15, F-4, F-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/INF/NN) TEHERAN IS NEGOTIATING WITH THE SOVIET UNION AND CHINA TO ACQUIRE AIRCRAFTS. AN AGREEMENT HAS BEEN CONCLUDED WITH BEIJING TO ACQUIRE AN OLDER, TWIN-HINGED IRAN 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/INF/NN) IRANIAN PILOTS RECEIVE TITLED FLYING TIME. PILOTS FORCED TO FLY 7-13 TRAINERS ONCE OR TWICE A MONTH, F-4 AND F-5 PILOTS FLY APROXIMATELY 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/INF/NN) TWENTY TO TWENTY-FIVE (25) IRANIAN AIR FORCE C-130 ARE BASED AT TEHERAN. TEN OF WHICH ARE OPERATIONAL. THE C-130 ARE DIVIDED AMONG TWO SQUADRONS. NO. 11 COMMAND BY LTC ISMAILPOUR AND NO. 12 COMMAND BY LTC IRANI. PILOTS AFFILIATED WITH ONE SQUADRON OFTEN FLY AIRCRAFT ORIGINALLY OWNED BY THE OTHER SQUADRON AT MEHRABAD. ONE C-130 CREWS TWO MISSIONS PER MONTH. AT MEHRABAD, ONE C-130 ALTERNATING BETWEEN NO. 11 AND NO. 12 SQUADRON MAKES A TRAINING MISSION PER DAY. THE TRAINING CONSISTS OF TOUCH-AND-GO LANDING AND INSTRUMENT FLYING. MEHRABAD IS A REGIONAL COMMAND WHICH IS COMMANDED BY BG DAD PAK THAT CONSISTS OF A TRANSPORT BASE, A LOGISTICS BASE AND AN AIR DEFENSE BASE.

5. (S/INF/NN) THE C-130 CARRY CIVIL 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/INF/NN) 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 WANTED 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 ESTIMATION OF 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/INF/NN) 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. HE CAN THEN BE TEAMED 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 HIGH ALTITUDE FLIGHTS. NEXT STAGE, 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 NIGHT FIRST PILOT", AND ULTIMATELY A "TACTICAL NIGHT" OR "FULL TACTICAL FIRST PILOT.

COMMENT: (S/INF/NN)

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PROJ: (U)
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