توضیحات:

1- در تاریخ میلادی میلادی از دی سال 1979 (1358) سال جدید شروع میشود که در ترجمه هر جا منظوره دوره زمانی سال 58 بوده به صورت 1979-1980 ترجمه شده است چون سه ماه اخر سال را نیز در بردارد. مثلا بخش الف

1. Iraqi Air Strickes and the MeasuJres Taken by the IRIAF on 1979-1980)

2- ترجمه زیرنویس های این بخش جا افتاده ( اشتباها هنگام جابجایی این فایل از فایل مادر حذف شد.) که در فایل نهایی جاسازی خواهد شد.

|  |  |
| --- | --- |
|  | شماره سفارش:۱۶۵۸۷ |
| نوع ترجمه: خوب |
| تعداد کلمات: ۹۶۰۰۰ |
| لطفا در صورت وجود هر گونه سوال از طریق ایمیل *Tarjomano@Gmail.com* و یا شماره تلفن 09107660253 با ما در ارتباط باشید. |

4- Shortly after take-off and, if necessary, the flight leader communicates with radar sites (based on the route); sometimes flight is made in full radio silence (avoiding surprise attacks or non-disclosure of the mission). Upon reaching the target, the flying group executes its mission in accordance with the clarified tactic, and then returns to the base based the previous arrangements.

It is worth mentioning that, in case of refueling required prior to reaching the target or after the mission completion, then, as explained above, air fueling operations would be carried out in the area in question, and the aircraft would eventually land while is in a radio contact with the tower. Having piloted and parked the aircrafts (at the place designated by the battalion), the pilots turn off the fighters and exit the cabin. Pilots fill up the aircraft form to record any trouble reported during a flight, the maintenance battalion will immediately remedy the defects so that aircrafts are prepared for the next flight.

5- Having returned to the flight battalion, the pilots will again attend the justification meeting and review the execution of the mission by the flight leader.

This meeting is necessary to evaluate and compare the conduct of the mission with the first session. Unpredictable issues, emergency situations and how to respond to them, and ultimately test and error prevention (in next flights) and gain valuable operational experience are the main points of the meeting. Finally, a mission report is sent to the Command Line. In execution of immediate requests, the aircraft with equipment and ammunition is in standby on its base to take off in 5, 10 and 15 minutes flight upon the Direct Air Support Center (DASC) order.

The same process is followed for all fighters and transport flights in combat and combat support missions. Air Force transport missions are also carried out in line with the inherent missions of the force (including air fueling, collecting signaling information from the target area, Air Force logistic support, or offshore missions such as logistic support for ground forces and operating troops). The procedure for implementation, if approved by the deputy for operations (in the same way as the fighter aircrafts), will be carried out on behalf of the Transportation Directorate of the deputy for operations, in the air transport battalion, under the auspices of the Air Transport Operations Deputy Commander and, ultimately, the Commander of the Base.

**C - Air Defense**

This type of operation is designed to defend against air strikes, enemy aircrafts and missiles, which can be air-based or ground-based air defense. All Combat Air Patrol missions, aerial escorts, aerial interception, electronic protection or anti-electronic measures, cleaning operations, and so on can be named as basic air defense missions.

Therefore, the instructions for conducting the IRIAF missions and support for combat operations, such as: air fueling, aerial transport, electronic reconnaissance of air surveillance, search and rescue, are communicated to the relevant bases by the air force deputy for operations .

Of course, in the course of the Islamic Revolution and the Sacred Defense, some missions were carried out directly through the Joint Staff of the Islamic Republic of Iran Army and directed by the IRIAF, but support missions were provided by the Direct Air Support Center (DASC) which were established in line with the Alborz Battle Plan in Kermanshah, Urmia, Ahvaz, and so on. Operating units such as:

* TAB 1 – Mehrabad International Airport Airbase for reconnaissance flights using "Araf-4" and "Arraf-5" aircrafts as well as transportation and fueling aircraft;
* TAB 2 – Tabriz Air Base, TAB 3 – Shahrokhi Air Base (Hamadan Mil), TAB 4 – Vahdati Air Base (Dezful), TAB 6 – Bushehr Airport, and ... To support the required fire of ground units using fighter –bomber aircrafts- F-4 and F-5;
* TAB 7 – Shiraz International Airport and TAB 8 – Isfahan International Airport bases using F-14 interceptor aircraft for escorting and providing air cover or Combat Air Patrol;
* TAB 1 – Mehrabad International Airport and TAB 7 – Shiraz International Airport, using the C-130s, F-27 and, if necessary, Boeing-707 and 747, provided transport communications missions. Of course, intelligence information missions were carried out with the special "IC-130" aircraft, known as the "Bat", from TAB 1 – Mehrabad International Airport, Transport Base and the Marine reconnaissance missions were carried using the P-3D surveillance aircraft located at Shiraz International Airport Transportation Base.

It should be recalled that in carrying out some missions, such as aerial photography, several aircrafts (other than targeting groups) joined from other bases to complete the mission. These missions were often carried out with the presence of fueling aircrafts, interceptors, collecting signal information (Bat), and so on. The coordination was also directed by the air force deputy for operations, under the operational command of the bases (coordinated with the command of the air defense and other systems). At runtime, communication between aircrafts was usually established through the command and control system of the air force.

At the end of this discussion, it should be noted that in the implementation of various combat missions, the air force is less dependent on the commander (compared with ground forces, armored personnel carriers, etc.), and basically the pilots and other professionals, in harmony with the advanced aeronautical equipment contributes to the realization of operational activities, which is one of the characteristics of the air force and distinguishes it from other forces in critical circumstances, which enables rapid response missions. This attribute is one of the important reasons that made it possible to immediately act against the enemy in the very early days of the war.

**2- The process of Iraqi invasions to the Islamic Republic of Iran Territory and signs of war**

On April 2, 1979, 50 days after the Islamic Revolution victory, the city of Mehran was bombed by the Iraqi Air Force. The next day, a group of Iraqi Ba’ath army raided Qasr-e Shirin, inflicted casualties on the local population. Also, on April 7, 1979, the Iraqi Ba'ath Army fired Artillery on the oil fields of this city.

Although, provoked the conflicts in the border areas especially in the western part and, to a lesser extent, the Khuzestan province slowed down the Iraqi air raids, while the Iraqi air force raids once again intensified by uncovering the conspiracies, in particular, the plot for the coup “Naghab” in July 1979 to blame The Divine Air Force by Bakhtiar-Saddam ominous and humiliating alliance, and the consistency of the new Islamic system. Eventually, at 14:00 on September 22, 1980, the Ba'ath military mass airstrike against most of the air bases, a number of radar stations, as well as some of the border towns and airports of the country led to the outbreak of an eight-year war of attrition!

This chapter presents the examples of the Iraqi Ba'ath regime's attacks on our country territory prior to the mass attacks (in accordance with Joint Staff of the Islamic Republic of Iran Army and The Islamic Republic of Iran Air Force reports) in detail and on a daily basis. The chapter includes the first Iraqi invasion from April 1979 to the issuance of the first official announcement of Joint Staff of the Islamic Republic of Iran Army about Iraqi Ba'ath mass militant invasion and in the end of chapter the data is summarized all in relevant Tables and Figures:

**A. Iraqi Air Strikes and the Measures Taken by the IRIAF on 1979-1980**

This discussion presents the main Iraqi Ba'ath regime's Air Strikes as well as the Measures taken by the IRIAF on 1979-1980 to prevent, detect, identify and confront Air Strikes as follows:

According to the IRIAF official documents, the first Iraqi air raid to the air borders of our country was reported only two months after the victory of the Islamic Revolution, on April 12, 1979 1358, through the Dezful radar, with the target disappeared from radar before the interception.

Subsequently, according to a report filed by the Joint Staff of the Islamic Republic of Iran Army Third Administration Office, on May 1, the Iraqi Air Force launched a C combat state of alert at air bases. Two weeks later, on May 16, at 21:43, an Iraqi aircraft was observed at an altitude of 1,800 feet, at 360 nats, 45 miles west of Ahwaz, that immediately a F-4 aircraft from Hamedan Airbase was straightened out and scrambled to track Iraqi aggressor aircraft.

At this point of time, scattered Iraqi flights and sometimes airstrikes of Iraqi aircrafts on the Iran sky continued to persist until the first strike with aerial bombardments, as a sign of a flagrant violation of the principles of cooperation between the two neighboring countries, took place. On June 4, 1979, in an unexpected event, the defenseless villages of the west of the country (along with the crisis in some Kurdish regions) were targeted by a number of Iraqi aggressor aircrafts and wounded a number of indigenous inhabitants from the villages “Kani Zar”, “Tuzhal” and “Dasht-e-Kipeh”, on West Azerbaijan province.

Since the radar system of Tabriz, due to technical limitations, did not observe any targets in its field of activity, it seemed that the attack was:

(1) With the previous design, aircrafts flew at low altitudes to ensure Iraqi pilots' skills in targeting, releasing ammunition and in general assessing the process of tracking Iranian border radars at the low altitudes as well as weaknesses,

(2) It could be the beginning of subsequent enemy attacks to other parts of the country. However, with the continuation of the strikes and suspicious movements of the Iraqi Air Force, on June 11, the order to be on the state of alert with continuous flights (Combat Air Patrol) was commanded to TAB 2 – Tabriz Air Base, TAB 3 – Shahrokhi Air Base (Hamadan Mil) and TAB 4 – Vahdati Air Base (Dezful) with a precautionary approach (who should stand against the enemy). This measure and the operational decision are documented as follows:

* In accordance with the orders of Major General Khosravi (Air Force deputy), to the commanders of Shahrokhi (Hamedan), Tabriz and Vahdati (Dezful) Bases the number of aircrafts on the state of alert sorties doubled with border patrols started from June 11, 1979 on.

Accordingly, The Islamic Republic of Iran Air Force (IRIAF) Deputy of Operations communicated “Combat Air Patrol” missions in the west of the country from the second, third and fourth airbases (Tabriz, Hamedan and Dezful, respectively) from Sunrise to Sunset in the form of two aircrafts consisting of a fighter F-5, and the single-fighter F-4, followed by a command as:

* At General Kimiyagar command, it was decided that an Alert aircraft always flies.

In spite of the precautionary measures taken by The Islamic Republic of Iran Air Force (IRIAF) Deputy of Operations, the Iraqi Air Force continued its threats and strikes during the night, as well as distributing flyers and leaflets and bombardment of some defensive border villages during the day, some of which are referred to below:

1) According to the report of the Air Defense Operation Center officer of shift, at 22:32 (June 12, 1979), an Iraqi aircraft flew into Iran territory to a depth of 15 kilometers at a speed of 420 nats at an altitude of 18,000 feet from Iraq, and progressed up to 12 Miles to Dehloran Radar site and then returned to Iraq. A scramble flight followed the invading aircraft and the operation stopped because the invading aircraft left Iran territory.

2) Two Iraqi aircrafts distributed flyers in the border areas of Kurdistan from 14:00 to 15:00 on June 12, 1979, reading “if Jalall Talabani men are being resettled in Iranian border homes, they will be bombarded”. The IRIAF radars have also been able to detect hostile aircrafts.

3) According to the Marivan Barracks, several Iraqi aircrafts bombarded Iran-Iraqi border region: “Kani mast”. Meanwhile, the Iraqi government called troops stationed at the Pejman and Garmak around Panjwin at the state of alert and distributed flyers on the Paveh and Nawsud by helicopter.

4) At 21:00 the same day, an Iraqi MiG crossed the border of Bastam on high-altitude and returned to Iraqi territory.

5) Two Iraqi aircrafts flew over Iran at 9:00 on June 13, 1979 through Shiller and distributed flyers on this subject: "The region will be bombarded at any point in Iran's territory, if Kurds Peshmerga will be seen there."

6) Also on June 14, 1979 the Iraqi Air Force bombarded the outbound fronts of Anjire, Neh Khazar, and Helela in the west and south of the country.

The above events indicate that, in addition to increasing the enemy's air movement and violating the borders of our country, the Ba'ath regime, with the previous planning, on the one hand, distributed flyers in the Kurdistan border regions, supported the counter-revolutionary forces and, on the other hand, threatened the Jallal Talibani and his men in attempt to eliminate their opponents and pave the way for a major attack. Inevitably, the IRIAF managed in its operational plan a limited number of Combat Air Patrol flights and included five sorties of the Scramble flights to identify, counteract, and repel threats.