

## 2 - OPEN BRIEFING

### 1997 STRiKE Software

The basic six training missions have been changed. It is accepted that you are familiar with the keyboard commands and have had some experience with the original Kuwait theater missions. The six new training missions are "air-to-air" missions, containing mixes of 1 vs. 2, 2 vs. 2, 2 vs. 4, and 1 vs. 4, with variable "hot" and "cold" first passes under strict Rules of Engagement. More on these missions in the next chapter.

The briefings contained in chapter four are short. The same text appears on page three of the mission notes window in the simulation. Detailed synopses of each mission are not provided as they were in "STRiKE Korea '97," as most of the 28 original Kuwait missions are well known by now. The short briefings will tell you all you need to know to complete a mission as a Flanker-B pilot.

The loadouts that are available to you have been changed to reflect, somewhat, the capabilities of the Su-27 Flanker-B. Soviet designed weapons systems are similar to Allied systems in intent, if not ability. This statement should be taken into account... "intent, if not ability". Your loadouts are limited anyway... you are in Iraq, not the Soviet Union.

The two "wingmen" SU-27s are fully controllable using the standard "F/A-18 Hornet 3.0" function key commands. However you should attempt to fly formation with them instead of commanding them to immediately form up on you after take-off. Some of the combat areas are quite far from the air bases which you launch from. Excessive use of the function key command cause the wingmen to burn up fuel at a faster rate than they would if they were simply left to follow their own directions, speeds, and altitudes. We have not placed the wingmen in situations where they will be "easy kills" for the Allies, if fact these wingmen are "souped up," and will avoid Allied missiles better than the Hornet wingmen in the original missions.

Your wingmen are always loaded with two AMRAAM type missiles, and two Sidewinder type missiles. They will also carry one or two "bags" of fuel, and sometimes will carry MK82LD type bombs. In the later missions they will carry up to four Sidewinder type missiles.

They are very aggressive, and will sometimes spot Allied aircraft before you do. When they engage, or you are about to engage, the Allied aircraft, you can choose the targets for them. Otherwise they will press their attacks on the leader of the Allied formations.

When cruising in formation "buddy-spike" one of them and watch your closure rate. This will help you to maintain a good formation. Cruising speeds are set at between 340 and 420 KIAS, which is optimum for fuel conservation... remember that extra weapons on your wing and fuselage stations means extra drag, quicker "Bingo," less available afterburner time, and eventually the loss of your jet. Be aware of this fact before "tooling up" your jet with ordnance that you may not need. Most of these missions are "air-to-air" intercepts.

Use the mission notes on page three of the briefing windows for short advice on the mission tasks. Remember that USN Hornets rarely fly alone into "harms way"... usually they arrive in flights of four, bristling with AMRAAMS and Sidewinders. On ground attack missions the Hornets need only damage one structure of the various targets to win. Engage them as far from the target as you can.

You will be able to refuel at the IQAF Air bases, or re-arm, and we invite you to explore the theater. Nearly every mission has some extra activity, far from the designated Waypoint One areas... surprises for the adventurous pilot.

Keep well away from the American Carriers... no enemy pilot in his right mind would attempt to get near an American Carrier in times of war, or peace for that matter, unless it was his specific mission to attack it, and even then he would be part of a massive, combined effort. Those cruisers around the carrier look harmless enough when you fly the Hornet, however as a Flanker-B pilot you will not even realize that you are under attack. "BOOM!" is all you will hear...

If you are forced down or eject south of the "neutral zone" (on your internal scrolling map display) you will be captured by the Allies.

You will be heavily outnumbered in these missions. By the 26th January 1991, the IQAF had disappeared from the skies above Iraq...

After nine days of combat, the IQAF abandoned its attempts to intercept coalition aircraft, acknowledging the coalition's absolute mastery of the air.

(Barbara Starr et al., "Success from the Air," Jane's Defense Weekly, 6 April 1991, p. 531.)

The IQAF was unable to launch any capable defense of its skies in the first week of the Desert Storm conflict.

In contrast to the 2,000-plus coalition missions flown on the first day of hostilities, the IQAF sortied only 24 combat aircraft, nine of which never returned.

(Steve Morse, ed., Gulf Air War Debrief, London: Aerospace Publishing, 1991, pp. 64, 226.)

Subsequently IQAF officers ran to Iran to escape the Allied assault, later this escape seemed to have become official policy. It is believed that the top ranks of IQAF officers were executed during Desert Storm...

...reports from the Soviet news agency Interfax that the commanders of the IQAF and air defense forces had been executed "for failing to perform their duties with sufficient zeal and determination." The alleged executions have never been verified, but at approximately that time Gen. Mezahim Saib replaced Lt. Gen. Hamid Shaaben al Khazraji as commander of the IQAF.

(Tom Masland, "Seeking Haven in Iran," Newsweek, 11 February 1991, p. 32.)

Though the IQAF looked good on paper, so to speak, it was completely outclassed by the Allies.

Please keep in mind that the SU-27 Flanker-B was not in the IQAF inventory, nor is it ever likely to be. The fact that it appears in this "F/A-18 Hornet 3.0" started us thinking and inspired us to invent the supposition that "Soviet Mercenaries" were involved.

No disrespect is intended to those involved in Desert Storm, in anyway, by this supposition. Officially no Allied aircraft are thought to have been destroyed by any direct action of the

IQAF in the air during Desert Storm. This is a testament to the training and courage of the individual pilots, and support staff, of the Allied air forces.