

do not suggest that the pilot here is Iranian. In assessing blame for the attack on the *Stark*, Iraq insisted that they did not assume full responsibility. The Iraqis insisted that the *Stark* was in the Iranian Exclusion Zone at the time of the attack, in effect blaming the U.S. Navy for the incident. The Iraqis drew an imaginary line through the middle of the Gulf and insisted that any non-Iranian ships in the half designated as the exclusion zone were subject to attack. On the other hand, the Iraqis stated at the time that the zone fair game for their own missiles. The HASC, when informed by Rear Admiral Rogers, upon the conclusion of the meeting that the Iraqi track of the *Mirage* placed the *Stark* on radar inside the exclusion zone.¹¹ No evidence was publicly provided as to how the Iraqis generated the tracking information, yet it is not implausible for the pilot, flying at night and in the cockpit of an outdated F-1, to input his navigation coordinates. Following that line of reasoning, the HASC report indicates that the Iraqi pilot may possibly have made a navigation error upon turning northeast to cross the Gulf. After being hit, however, he did turn 180 degrees to head back toward the Iraqi coastline, making a turn back onto the coastal flight path at the location where he had left it.¹²

However, U.S. reports clearly and indisputably indicate that the *Stark* was at least twelve nautical miles outside the exclusion zone.¹³ The HASC and Iraqi accounts of the F-1 *Mirage* flight corridor are in dispute, and proceeded down the Saudi coastline in a southeasterly direction, and two tracks also correlate the *Mirage* making a hard turn to the northeastward across the Gulf. At this point, says the HASC report, "the versions diverge":

Iraq says that after turning the *Mirage* down a bearing of 110 degrees, the AWACS recorded a bearing of 73 degrees. More importantly, the Iraqi track shows the *Mirage* flying at a speed very rare than the AWACS track. According to the Iraqi account, the pilot launched his missiles at the *Stark* and then turned back to the coast, flying well inside the Iranian Exclusion Zone. The Iraqi track shows the *Stark* was hit at the same location as the HASC report.



The USS *Stark* moved on land for restoration work at the Ingalls shipbuilding facility in Pascagoula, Mississippi. (Contractor photo released by the Department of Defense)

It must be noted that this disagreement had the convenient effect of placing the culpability of the Iraqi Air Force and "placing part of the blame on the U.S. Navy for that error by asserting that *Stark* was not where it ought to be."¹⁴

The real trouble was that Saddam Hussein broadly labeled the U.S. a co-conspirator in the death of thirty-seven American sailors and marines. And U.S. investigators, in examination of the pilot. And America continued to maintain its military and financial commitment to that country.

The HASC report—signed by committee chairman Les Aspin (the Wisconsin Democrat and former secretary of defense for President Bill Clinton), senior Republican member William L. Dickinson, and Investigative Subcommittee chairman Bill Nichols—placed the blame for the *Stark*'s attack squarely, and rightfully, on Capt. Glenn Beachel and the CIC watch room. The house committee staffers preparing the report came to the

Missile Inbound The Attack On The Stark In The Persian Gulf

RD Boyd



Missile Inbound The Attack On The Stark In The Persian Gulf:

This book delves into Missile Inbound The Attack On The Stark In The Persian Gulf. Missile Inbound The Attack On The Stark In The Persian Gulf is a vital topic that needs to be grasped by everyone, ranging from students and scholars to the general public. The book will furnish comprehensive and in-depth insights into Missile Inbound The Attack On The Stark In The Persian Gulf, encompassing both the fundamentals and more intricate discussions.

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