



## *The Daedalean*

**Semper Discens**

*Monthly Aerospace Education Newsletter of the Connecticut  
Wing of the Civil Air Patrol*

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*This edition of The Daedalean is distributed early  
since the Editor will be on travel status for the  
next two weeks.*

### **FOR FUTURE PLANNING**

15 JUL-KC-10 Field Trip-McGuire AFB  
9-16 JUL-RSC-McGuire AFB  
9-16 JUL-Reg. Cadet Ldrshp School-Concord, NH  
23 JUL-07 AUG-NESA (two sessions)  
08-14 AUG-CTWG Encampment  
13-20 AUG-Reg. Cadet Ldrshp School-McGuire  
17-20 AUG-CAP Nat'l Summer Conference  
22-24 SEP-AOPA Summit-Hartford  
22-23 OCT-CTWG Convention

### **COMMUNICATIONS WITH THE DAE**

***Squadron Commanders and Aerospace Education  
Officers are requested to send the following  
information to [rocketto@aquilasys.com](mailto:rocketto@aquilasys.com):***

- 1. The name of the current AEO.***
- 2. Any new Yeager Awards.***
- 3. Any changes in AEO Specialty Tracks***
- 4. Any information about current squadron  
activities in aerospace such as special  
events or field trips.***
- 5. Cadet rocketry badge awards.***

### **CAP AEROSPACE EDUCATION MONTHLY NEWSLETTER**

The spring edition of the CAP Aerospace Education Newsletter and an archive of past editions is available on the CAP A/S Education main page at:

[http://members.gocivilairpatrol.com/aerospace\\_education](http://members.gocivilairpatrol.com/aerospace_education).

Each issue contains information on aerospace current events, CAP Aerospace Educators, curriculum ideas, and CAP aerospace activities.

### **ROAD TRIP-2011 NATIONAL CONFERENCE**

The DAE will be attending CAP's National Conference in Louisville in August. If any other members are interested in driving down and perhaps sharing a room, please contact [srocketto@aquilasys.com](mailto:srocketto@aquilasys.com).

### **CROSS COUNTRY TO THE SQUADRONS**

#### ***169<sup>th</sup> Composite Squadron-Manchester***

#### ***Lt Col Jean Magurany, Reporter***

On Tuesday, 22 March 2011, Jim Adams of the FAA gave a special aviation physiology demonstration at the 169<sup>th</sup> Composite Squadron. Assisting was Dr. Robert Dodenhof, an aviation medical examiner and a member of Hartford's Royal Charter Squadron.

The meeting was open to the public and was attended by 44 interested individuals, both CAP and non-CAP. CAP cadets and non-pilots got some valuable insight into the effects of flight on the body and pilots got a chance to refresh their own knowledge.

This special activity was made possible through an AFA grant proposal submitted by Capt John Kelling.

***New Haven Minutemen***  
***Maj Jan D. Dunn, Reporter***

Cadet Mirai Hashimoto passed her FAA Private Pilot License examination two weeks after her seventeenth birthday, the minimum age of eligibility.

Hashimoto began her pilot training through Robinson Flight, LLC--a commercial flight school at Tweed-New Haven Airport in October of 2010. Her father, 2Lt Aki Hashimoto, is a senior member of our Squadron and also a Private Pilot.

Cadet Hashimoto brings credit to her unit and to the entire Wing. Squadron Commander Dunn give permission for Cadet Hashimoto to have her license commemorative picture taken in her uniform to honor CAP and to serve as inspiration for other cadets following in her footsteps.

**2011 COMMANDER'S CUP ROCKETRY**  
**CONTEST**  
**CONNECTICUT WING**

The date has not been set. Every participating squadron will supply one judge.

Here are the rules:

Every participating squadron will supply one judge.

Flight 1: Tyro Cadets will build an Estes Alpha or Quest Astra 1 decorated in a Civil Air Patrol Theme. The entry will be judged on construction, finish, and flight. Each first year Cadet in a Squadron may enter one rocket. A Tyro Cadet is a Cadet who has never participated in the Wing contest. (CAVEAT-The Alpha is the model with balsa fins. Do not order the Alpha III with plastic fins for this contest.)

Flight 2: Load Bearing or Multistage Rocket

Flight 3: Historic Air Vehicle

Judging will be based on construction and finish,.

Finish points will be based on sanding, contouring of fins, joins of fins to fuselage, and alignment of fins. Finish will be based upon quality of paint application, neatness of decal or marking application, and appropriate markings and colors.

A scoring rubric will be developed and sent out for comments.

Squadrons are responsible for purchasing rockets, engines, igniters, and wadding.

**AEROSPACE CURRENT EVENTS**

**John R. Alison Goes West**  
*1912-2011*

Maj. Gen. John R. Alison, 98, died last week in Washington, D.C. Alison was a World War II ace whose most memorable exploit was achieved when he and Philip Cochran co-commanded the 1<sup>st</sup> Air Commando Group.

The 1<sup>st</sup> Air Commandos were a composite force consisting of fighters, bombers, transports, gliders, and liaison aircraft. They also introduced the helicopter into combat.



*Sikorsky R-4 Hoverfly entered combat with the 1<sup>st</sup> Air Commandos in May of 1944.*

In March of 1944, Alison led a force of C-47s towing CG-4 gliders in an air assault in Burma. Alison piloted the lead glider. During the Burma campaign they dropped supplies and evacuated the wounded of Orde Wingate's Long Range Penetration Group, The Chindits.

*Alison, Wingate, and Cochran in the China-Burma-India Theatre of Operations*



During the last year, the Air Commandos continued supplying British forces and their support was critical in repelling the Japanese offensive centered against Imphal and Kohima, the doorways to India.

After the war, Alison served in the USAFR, as president of the Air Force Association, and as an officer of Northrop Aircraft Corp. His honors include the Distinguished Service Cross, the Silver Star, the Purple Heart, and the British Distinguished Service Order.

Known as the "Father of the Air Commandos," Alison was the first inductee into the U.S. Special Operations Commands, Commando Hall of Honor.

Internment will be in Arlington National Cemetery.



*The 1<sup>st</sup> Air Commando insignia features a mule clutching a kukri in its mouth. The Kukri is the traditional weapon of Wingate's Gurkhas. The mules were flown in to serve as ground transport*

## GOODYEAR BLIMP CRASHES IN GERMANY



*The Spirit of Safety II moored to a portable mast*

One of the Goodyear blimps, ironically named *Spirit of Safety II* (G-TLEL) crashed while approaching Reichelsheim Airport on Sunday, June 12<sup>th</sup>. The airship was engaged in a publicity flight with three passengers when a fire reportedly broke out in the gondola. The pilot maneuvered the aircraft towards the ground and enabled the three passengers to jump out. The loss of weight caused the balloon to rapidly rise and the pilot was unable to escape.



*Flames envelope the gondola of G-TLEL*

*In a amazing feat of airmanship, the pilot dives for the ground, giving his three passengers a chance to escape.*



Photos by DPA/Press Association)

*The Spirit of Safety II* was one of two blimps which Goodyear leased. They are about 125 feet lone and contain around 20,000 cubic feet of helium. Power is supplied by two 80 horsepower engines. The second blimp, *Spirit of Safety I* has been grounded pending the outcome of the accident investigation.

This was the fifth time Goodyear lighter than air ships have crashed and the second time fatalities resulted. The first occurred in 1919 when the *Wingfoot Air Express* crashed through the roof of the Illinois Trust and Savings Bank killing a crewman, two passengers, and ten bank employees.

In the decade between 1995 and 2005, *Eagle (N10A)*, *Spirit of Akron (N4A)*, and *Stars and Stripes (N1A)* were all involved in non-fatal accidents. *Eagle* was deflated while moored, *Spirit of Akron* suffered a failure of a control, and a thunderstorm pushed *Stars and Stripes* into trees and power lines.

### **FORMER P&W B-17 TEST AIRCRAFT CRASHES IN ILLINOIS**

The B-17G, *Liberty Belle*, was destroyed in the course of an emergency landing near Aurora, Illinois on Monday, June 13<sup>th</sup>.

The aircraft was once operated by Pratt and Whitney Aircraft as a “five engined” test vehicle. The P&W T34 turboprop was installed in the nose and could be flown on this one engine alone. After the tests were completed, the aircraft was donated to Connecticut Aeronautical Historic Association, the fore-runner of the New England Air Museum. On October 3, 1979, a tornado struck the Windsor Locks area and another aircraft was lifted into the air and dropped on the B-17, breaking its back.

Col Lawrence Elman, a former Manchester Squadron member mentioned that the conversion to a test aircraft entailed moving he flight deck back from forward of the top turret to the bomb bay. When Tom Reilly restored the aircraft, the entire process had to be reversed. This was in addition to splicing the fuselage back together which had been broken forward of the empennage!



*As a P&W test aircraft, the B-17 demonstrates the power of the T34 engine, cruising on it alone with all four Wright Cyclones feathered. As a boy, the Coastwatcher editor once saw this aircraft overfly New London.*



*Before the tornado struck, the T34 removed, N5111N sits on exhibit at the southeast side of Bradley Airport.*

The wreckage was purchased by the Florida based Liberty Foundation and transported to Kissimmee where the the noted aircraft repair specialist, Tom Reilly, restored it. The Liberty Foundation then placed it on the summer air show circuit.

The aircraft has just departed Aurora Municipal Airport with seven on board captained by John Hess, a Delta Airlines Captain and First Officer

Bud Sittic, a retired Delta pilot. Together, they had logged 28,000 hours of flight time and that experience was put to immediate use when they detected smoke in the cockpit. Within 100 seconds, they made a successful wheels down landing in a corn field and evacuated the aircraft. Their efforts to stem the blaze proved useless and soggy ground prevented the swift arrival of the fire engines. One minor injury occurred but the aircraft was destroyed.



*The fire is no longer controllable by the crew with their meager fire fighting equipment.*

*(Photo by Dan McHale)*



*The wreckage, still burning, is viewed by emergency responders.*

*(Photo by NBC5)*

## AEROSPACE HISTORY

### **“Texas” Shoot-Out**

#### **Israeli Air Force *versus* Soviet Air Force Sinai Desert 30 July, 1971**

##### *The Strategic Situation*

On November 29<sup>th</sup>, 1947, the United Nations approved a plan to divide the British Mandate of Palestine into two sections, Arab and Jewish. The Arab League refused to recognize the decision. On May 14<sup>th</sup>, 1948, the Jews proclaimed an independent state, Israel, and was attacked by Egypt, Lebanon, Syria, Jordan and Iraq supported by Saudi Arabia and Yemen. A year later, when the dust had settled in the first half of 1949, Egypt annexed the Gaza Strip and Jordan took control of the West Bank but Israel controlled somewhat more territory than initially granted in the UN partition plan. The Israelis called this first conflict The War of Independence. The Arabs called it *al-Nakba*, the Catastrophe.

##### *The Suez War*

In 1956, Egyptian President Nasser started playing patty-cake with the Communists and the United States and Britain refused to support his planned construction of the Aswan High Dam. In response, Nasser nationalized the Suez Canal and forbade Israeli transit. Egypt also blockaded the Gulf of Aqaba. These two moves cut off Israel's maritime trade to the Indian Ocean. Israel saw this as a violation of the armistice which had ended the first war. The British, with long term interests in the Suez Canal Company and freedom of transit of oil from the east, were equally unhappy. Likewise the French, who saw their mercantile interests threatened and knew that Nasser had been supporting the rebellion in their North African colony, Algeria, frowned upon Nasser's ploy.

Consequently, the French and the British colluded with the Israelis in a plan in which Israeli would invade the Sinai. Then the Europeans would intervene to “protect” The Canal and keep it open to shipping. Militarily, the war was a success for the British and French but wast a political disaster. The Egyptians blocked the canal by scuttling ships, the British and French were castigated as aggressors. Israel fought a brilliant campaign and captured the Sinai desert and Gaza but was forced to return them. However, they were allowed free passage through the Gulf of Aqaba. Nasser gained prestige for his putative victory in what the Egyptians called the Tripartite Aggression. The Israelis gained recognition for their drubbing of the Egyptian armed forces in the Sinai.

*The Six Day War*

In the spring of 1967, Nasser expelled the United Nations forces which had been put in place to monitor the truce after the 1956 war. He also blockaded the Gulf of Aqaba again, and massed his army on the southern border of Israel. Simultaneously, Jordan and Syria moved troops up to their borders.

Israel responded with a pre-emptive air strike that destroyed most of the Egyptian, Jordanian, Syrian, and Iraqi air forces on the ground. Having gained air supremacy, the Israeli army then captured Sinai and the Gaza Strip from Egypt, the West Bank from Jordan, and the Golan Heights from Syria. Israel how now gained the defensive asset of strategic depth. The Arabs were humiliated in what has been called the Six Day War.

*A New Hand is Dealt in an Old Game  
The War of Attrition*

Since the nationalization of the Suez Canal, Soviet influence in Egypt had been growing. After the total defeat suffered in the Six Day War, Nasser removed most of his high command, jailing many of them, and started to accept massive aid in

equipment and trainers from the Soviet Union. Some 15,000 advisory personnel were assigned to various branches of the Egyptian military and selected Egyptian officers and enlisted men were sent to Russia for training. An air defense system was developed and Soviet MiG 21 Fishbeds were supplied to supplement the MiG-17 already on hand. The United States, alarmed by Soviet inroads in Egypt, increased its aid to Israel which included supplying Douglas A-4 Skyhawks and McDonnell F-4 Phantoms. The capitalist west and the communist east were facing off using Israel and Egypt as surrogates.

The Egyptians and the Soviets fashioned an effective multi-level anti-aircraft defense force using a variety of weaponry as shown below. Low altitude aircraft were threatened by the guns such as the radar directed ZSU-23-4 cannons and the man portable the SAM-7 Grail missile. At higher altitudes, the SAM-2 Guideline are employed



*ZSU-23-4, a four barrel, radar guided 23 mm weapon*

*The SAM-7 Grail  
A MAN Portable  
Air Defense system  
(MANPAD),*



*SAM-2  
Guideline*

Nasser conceived of a new strategy, what became known as the War of Attrition. He reasoned that Egypt, with ten times the population of Israel and with Soviets largess in military equipment, could absorb far more casualties and material losses than Israel. If a war of attrition could be waged with enough intensity and for a long enough duration, Israel would be forced to come to terms. He carried out continual artillery harassment of Israeli positions in the Sinai, ordered raids by commando units into Israeli held territory and provoked battles with both air and naval forces. The Israelis responded in kind. The frequent dog fights and air raids over the Sinai reminded the Israelis of the American Old West gunfight legends and they started calling the region "Texas."

### *Raising the Stakes*

When the chief offensive weapon of Israel, the fighter bomber squadrons, started taking unacceptable losses from the strong anti-aircraft defenses supplied by the Soviet Union, Israel switched tactics and started mounting reprisal raids deep in Egypt. In January of 1970, the Israelis started a new air offensive. Rather than confront the anti-aircraft defenses along the canal, they start bombing targets far west of the Sinai. The US supplied Phantoms enabled the Israelis to attack military and industrial targets in the environs of Cairo. The Israeli hope was to force Nasser to understand that his war of attrition only provoked greater reprisals.

Egypt's will to fight and its morale did not suffer and Nasser requested and was granted additional aid which included a Soviet staffed air defense division and several squadrons of MiGs manned by Russian pilots, primarily to defend Cairo and the western bases. The Israeli's knew full well that the Russians were flying and manning the missile defenses. Their signal intelligence people could clearly hear Russian spoken over the command and control channels. The potential for a serious

confrontation existed, something which Israel desperately wished to avoid so their air units were ordered to avoid engagements with the Soviets.

Fearing a wider ranging conflict, Israel offered up an informal proposal which seemed to have been accepted: Israel would limit the depth of their incursions to the canal battle front and the Soviets would not operate between the canal and the Nile valley.

Unfortunately, the agreement broke down. The combination of SA-2, SA-3, SA-6 ground to air missiles, anti-aircraft guns, and MiG 21s, frequently manned by Soviet crews, shot down two Phantoms. On the last night of June, 1970, the Egyptians moved their missile and anti-aircraft batteries all the way to the Suez Canal, camouflaged them, and, at dawn, shot down two more Israeli F-4s. Then, on July 24<sup>th</sup>, Soviet flown aircraft crossed the Suez Canal and attacked a flight of A-4s, damaging one of them.

### *Genug ist Genug*

"*Genug ist Genug*" is a Yiddish expression meaning "Enough is Enough." When a Jewish child hears his mother utter that phrase, he knows to back off. The attack on the A-4s caused the Israeli command to abandon their prudent reaction to Soviet militancy and reconsider their options. During the War of Attrition, they had been running a set of air operations under the code name "*Rimon*," (literally pomegranate but slang for grenade). Their tactical planners and signals intelligence officers had grown to understand Egyptian fighter tactics and were able to engineer a number of battles over Sinai which resulted in heavy Egyptian losses. A decision was made to cool the ardor of the Russian fighter pilots in a similar fashion. *Rimon 20* was formulated.

*Calling the Bet  
Operation Rimon 20*

The plan which was adopted was designed to convince Soviet air controllers that what they were observing on their radar was an ordinary set of skirmishes on the Canal. A radar station near Suez City would be attacked by four Phantoms from Squadron 69 using A-4 Skyhawk tactics. At the same time, a flight of 119 Squadron Mirages, further south would appear to be on a typical one or two ship photo-reconnaissance mission. In reality, there would be four Mirages flying in tight formation. The hope was that the Russians, lulled into thinking that the photo-reconnaissance mission would be easy prey, would scramble.



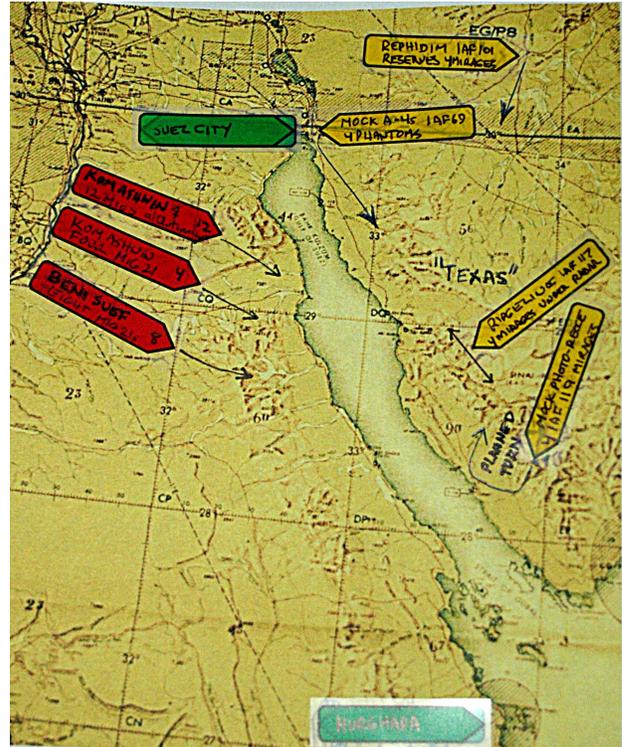
*The 69<sup>th</sup>  
The Hammers*



*The 119<sup>th</sup>  
The Bats*

*Surprise Hole Cards*

The four “photo-reconnaissance Mirages would turn westward, luring the MiGs deeper into the Sinai and further away from their bases and towards four more Israeli Phantoms from 117 Squadron, lurking further west behind a ridge line. The 69th's “mock Skyhawks” would move in at low altitude, invisible to the Egyptian radar, and get between the Russians and their bases. In addition, a reserve force of four Phantoms from the 101 Squadron stood ready to scramble from nearby Rephidim. The Israelis would then have twelve fully air-to-air combat aircraft engaging the Russians from two different directions with four aircraft in ready reserve.



*An extract of ONC H-5. The Russian fighters, red arrows, were launched from three bases south of Cairo. Suez City, the site of the “mock A-4” attack is marked in green. The four Israel squadrons, from top to bottom, in yellow, are the Mirage reserves at Rehidim, the F-4s, heading for Suez City, the 117<sup>th</sup> at low altitude behind a ridge line, and the “mock recce flight? Headed for Hurgada (blue) in the south.*



*101 Squadron  
The First Fighter Squadron*



*The 117<sup>th</sup>  
The First Jets*

### *Springing the Trap*

The aerial adversaries consisted of the MiG-21 Fishbed armed with Atoll missiles and guns, the McDonnell F-4E Phantom II armed with a 20 mm cannon, four sidewinders, and four sparrows, and the Dassault Mirage 3CJ carrying 30 mm cannons and two sidewinders.



*Former Syrian Mig-21 flown to Israel by a defector.*



*Israeli F-4E Kurnas (Sledgehammer)*



*Israeli Mirage 3CJ Shahak (Skyblazer) in 101<sup>st</sup> Squadron livery.*

The 119 Squadron's mock photo-reconnaissance Mirages would then reverse course and turn towards the MiGs. The four Phantoms from the 69<sup>th</sup> would follow the Mirages east while zoom climbing and launching radar guided Sparrow missiles from the Russian's six 'o clock position.

### *Stacking the Deck*

Realizing the danger of provoking the Russian bear, the Israeli's decided that only a clear cut victory would suffice so they carefully selected their best air combat pilots to face off against what were relatively inexperienced Russians. The 119th Mirages were led by Amos Amir and included three aces, Amir (5 kills), Asher Snir (11 kills), Avraham Shalmon (6 kills), and Avi Gilad (2 kills). Avihu Ben Nun Phantoms had a total of seven kills between them. The 117th under Uri Aven-Nur who had three kills, brought two aces, Yehuda Koren and Kobi Richer, each with seven kills and Ithamar Neuner with four kills. The reserve squadron was led by ace Iftach Spector (8 kills), Israel Baharav (5 kills) with two others for a total of 15 kills. Between them, the Israeli pilot's had scored 67 aerial victories!

### *"Texas" Showdown*

In mid-afternoon on 30 July, the Israelis sortied the Phantoms of the 69<sup>th</sup> and they headed towards Suez City, utilizing the tactics of a typical A-4 attack formation but fully armed with sidewinder heat seeking missiles and sparrow radar guided missiles. Concurrently, the four 119th's Mirages, armed with Sidewinders flew in at high altitude further south giving the impression that they were one or maybe two photo-recce ships. The Soviets scrambled four flights of MiG 21s from three different airbases setting up 16 of their best interceptors against what they thought were four ground attack aircraft and one or two reconnaissance aircraft. Twelve aircraft were sent against each target.

Research into the air battle which followed turned up a number of different accounts of the sequence of events. This is not unusual. Eyewitnesses tend to be unreliable due to stress and the rapidity of the action. One would think the eye witnesses would be the best judges of the events but for the reasons previously stated, the criminal justice system will not allow a witness to be a juror. What follows is a fair reconstruction of what happened that afternoon.

The friction of war soon took hold. One MiG aborted due to engine problems and the Israeli Mirage force turned west too early, failing to draw the Russians deeper over "Texas," the Israeli slang for the Sinai. The Phantoms, approaching from behind the Russians, could no longer use their Sparrow radar guided missiles as planned because of the fear of hitting one of their own Mirages so the fight turned into a wild melee. Some three dozen fighters maneuvered for advantage. First blood was drawn by Mirage pilot Shalmon using a Sidewinder on an MiG which was on the tail of a Phantom. Capt Nikolai Yurchenko was killed when his aircraft blew up. Another Mirage pilot, Asher Snir, used a sidewinder to down a second MiG-21 from which Capt Yevgeny Yakolev bailed out. His parachute deployed at altitude and he died on the way down due to hypothermia and oxygen deprivation. The parachute served as a reference over the featureless desert. A typical Israeli radio communication would reference a position relative to the parachute. Snir soon became the victim of Soviet Capt Vladmir Ivlev who fired an AA-2 Atoll and damaged Snir's Mirage. Snir withdrew from the fight and safely landed at Rephidim. An Israeli aircraft then had an engine malfunction and it and its escort also withdrew from the fight. The Israel reserves were launched.

Aviem Sella, in a Phantom, used two Sidewinders to down Capt. Georgy Syrkin who successfully ejected. At about the same time, Avihu Ben Nun fired a Sparrow under very unfavorable conditions and managed to hit a MiG 21 piloted by a Capt. Kamenov, who was killed.

Another MiG flown by Vladimir Zhuravlev, heavily damaged by Itzach Spector, turned for home, pursued by Shalmon who emptied his magazines at the fleeing fighter. Out of ammunition and nearing fuel exhaustion, Shalmon gave up the chase. Later it was learned that the aircraft had crashed, the fifth victory in the fight. The entire battle took three minutes!

### *Counting the Chips*

This battle was the last major conflict in the War of Attrition. The United States, alarmed at the possibility of a wider conflict, exerted diplomatic pressure in order to reduce the intensity of the fighting. Egypt, satisfied that it had done sufficient damage to the Israelis, felt that they could withdraw with honor. The Israelis were quite happy to end the fighting since they could see no advantage for them in continuing. The Russians, embarrassed at the performance of their interceptor force, sent an investigative team to Egypt along with five more squadrons, throwing good money after bad.

One of the more amusing outcomes was the Egyptian reaction to the Soviet defeat. According to reports, it was celebrated among the squadrons of the Egyptian Air Force. The Soviets had been harsh critics of the performance of the Egyptians during the war and Egyptian pilots relished their poor performance in battle. The Soviets learned "what goes around, comes around."

In the long run, the Egyptians and the Russians learned a lot about how to construct an effective air defense umbrella. They capitalized on their experiences in 1970. Three years later, massive Egyptian forces crossed the Suez Canal and started what is known as the Yom Kippur War or Ramadan War. The Israelis were caught short because of arrogance about Egyptian martial qualities, pressure from the United States not to launch a pre-emptive attack, and some intelligence failures. Egypt's highly effective anti-aircraft protection for their invading troops wreaked havoc

among the Israeli fighter-bombers. It was a near-run thing for Israel which had been simultaneously attacked in the north and east by Syria, Iraq, and Jordan. Russian and the United States both ran airlifts to their middle east clients. Israel developed new tactics and in three weeks turned the war in their favor. Eventually, a truce was declared which resulted in a peace treaty between Egypt and Israel.

*Notes on Some of the Israeli Participants*

Some of the Israeli pilots earned special honors and in one case some notoriety.. Amos Amir and Asher Snir became brigadier generals. Snir ended his fighting career with 13.5 victories as did Avraham Shalmon. Avihu Ben Nun rose to command the Israeli Air Force. Iftach Spector garnered 12 kills and became a brigadier general. He ended his military career when he became the senior signatory of a letter in which 28 Israeli pilots refused to bomb targets where severe collateral damage might result. Aviem Sella commanded the F-16s which destroyed the Iraqi nuclear reactor in 1981.

Sella went on to master computer operations and was credited with improvements to the Israeli command, control, and communications network. As Operations Chief in the Bekka Valley Battle, he orchestrated fighters, EWACS, and drones in an attack which destroyed the Syrian anti-aircraft positions guarding terrorist training camps and shot down 87 Syrian aircraft with no Israeli losses. While studying computer science at New York University, he was indicted by the United States Justice Department for his role in recruiting naval intelligence analyst Jonathan Pollard as a spy. Sella returned to Israel one step ahead of the FBI. Appointed to command Tel Nof Air Base, US protests forced his resignation. and he became an instructor at the National Security College, eventually receiving a Ph.D. from Tel Aviv University.

**CELEBRATING THE 100TH BIRTHDAY OF NAVAL AVIATION**

*Aircraft Carriers*



*USS Langley, CV-1) "The Covered Wagon" first US carrier converted from collier Jupiter.*



*USS Shamrock Bay, CVE-8, an escort carrier. They were small and slow and served as convoy escorts and with sub hunter groups.*



*USS Midway CV-41, Fleet Carrier*

*A dramatic incident occurred on her deck on 29 April, 1975 when Maj Bun-Ly of the SVNAF landed a two seat Cessna O-1 with his wife and five children.*



*USS Forrestal (CVA-59) and Saratoga (CVA-60) awaiting final disposition at Newport, R.I.*



*USS Carl Vinson (CVN-70), third ship in the nuclear powered Nimitz Class*