

Missions for America

*Semper vigilans!
Semper volans!*



The Coastwatcher

Newsletter of the Thames River Composite Squadron
GON
Connecticut Wing
Civil Air Patrol

<http://capct075.web.officelive.com/default.aspx>

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SCHEDULE OF COMING EVENTS

For Future Planning

Cadet meetings normally start with drill and end with aerospace history, current events, and Commander's moment. Blues are worn on the second week of the month and BDUs at other times. Main topics may be indicated on the schedule below. See website for updates.

12 JUL-Meeting
09 JUL- Aircrew Tng & Pilot Meeting-Wing HQ
09 JUL-CTWG Encampment Training-Wing HQ
10 JUL-WAA Pancake Breakfast
12 JUL-Logistics Team visit to TRCS
12 JUL-TRCS Orientation Flights
09-16 JUL-RSC-McGuire AFB

09-16 JUL-Cadet Ldrshp School-Concord, NH
14-15 JUL-KC-10 Orientation Flight
16-17 JUL-TRCS LISP Missions
19 JUL-Meeting
21 JUL-P&W Field Trip-0745-Woj Abode
23 JUL-SAREX
22-23 JUL-Mini-Bivouac
23 JUL-07 AUG-NESA (two sessions)
26 JUL-TRCS Family Picnic
30-31 JUL-TRCS LISP missions

07-14 AUG-CTWG Encampment
13-20 AUG-Reg. Cadet Ldrshp School-McGuire
20-21 AUG-TRCS LISP missions
17-20 AUG-CAP National Summer Conference
10 SEP-Multi-Squadron SAREX-Tentative
10 SEP-Wings Over Westerly Airport Event
22-24 SEP-AOPA Summit-Hartford
24 SEP-Cadet Ball-Courtyard Marriott, Cromwell
22-23 OCT-CTWG Convention

CADET MEETING NOTES

21 June, 2011

reported by

C/1Lt Brendan Flynn

In the opening drill session, cadets practiced columns, column of files, and marching to parade music.

C/TSgt Daniels held a lesson on Aerospace: Module 1, Chapter 1. This class went over various topics and principles of flight, including Bernoulli's principle and the airfoil, the four forces of flight, stalls, and the concept of relative wind, and angle of attack. Daniels illustrated Bernoulli's principle with an experiment.

C/Amn Cathcart and C/1stLt Flynn performed an experiment in which cadets attempted to construct airfoils out of paper. The airworthiness of their paper wings were tested using a hair dryer to blow air over them.

Capt Wojtcuk talked to cadets about encampment. She also went over AE lessons and mentors.

CADET MEETING NOTES

26 June, 2011

Reported by C/SrAmn Jeffrey Bourque and Edited
by C/1Lt Brendan Flynn

The meeting commenced with drill practice and testing.

In a cadet uniform inspection, element leaders oversaw their elements and called the necessary movements for a traditional inspection.

Major Bourque conducted Emergency Services training. Later in the meeting, cadets tested on various Emergency Services topics.

Cadet Vandevander announced that cadets should email him after they contact their mentors or mentorees.

Captain Wojtcuk told cadets about what they need for encampment. She informed them that they must write DRMO on each piece of their squadron issued BDUs.

Additionally, Capt Wojtcuk encouraged cadets to trade info with their mentors or mentorees.

Cadets were informed about various upcoming events: the July 21st- 23rd bivouac, the July 21st July Pratt & Whitney trip, the July 9th encampment RST, the KC10 trip (more info is coming soon), and the July 26th family picnic.

Major Noniewicz closed the night with a talk on phone etiquette and an awards ceremony. Cadet Andrew Cathcart was promoted to Airman on his reception of the Curry award, and Cadet Bourque received the Feik achievement and was promoted to Senior Airman. C/Amn Lacey Anderson received the Redstone achievement, the first step in gaining the model rocketry award.

CADET MEETING NOTES

05 JULY, 2011

*reported by
C/1Lt Brendan Flynn*

The first activity of the meeting was physical training. The mile run, push ups, curl ups, and the sit and reach were administered. The proper execution of those activities in the President's Fitness Challenge was explained.

C/SrAmn VanDevander taught a DDR lesson on cocaine. This lesson went over the drug's appearance, effects, nicknames, and the legal punishments for possessing or trafficking it.

C/SrAmn Bourque gave a lesson on hurricane safety. This class focused on preparing for a hurricane (including purchasing emergency radios) and what to do when one occurs.

Capt Wojtcuk and the cadets discussed command position rotations. The cadet commander will continue to rotate every six months, and the first sergeant switch-overs will more or less follow the same time frame. Cadets will be put into two flights as soon as there are enough members, which will generate two flight commander, two flight sergeant, and more element leader positions.

Capt Wojtcuk went over the Pratt and Whitney trip (July 21) and the Wojtcuk house bivouac (from the night of July 21 to the 23). Cadets who wish to go to on the Pratt and Whitney trip must be at the Wojtcuk's house by 0745 hours. The bivouac will start upon the cadets' return to her house later that day. Cadets who cannot come on the Pratt and Whitney trip can join the bivouac on the morning of July 21st.

Capt Noniewicz talked about the upcoming July 12 squadron orientation flights.

TRCS FAMILY PICNIC

The TRCS Family Pot Luck Picnic will be held 26 July from 18-- to 2000 at the squadron. All members and their immediate families are invited.

Coordination of food will be handled by Connie Bourque and Stephanie Vandevander. Contact Connie at kaylalozeke@aol.com or (860) 535-3957 and Stephanie at stephv11@yahoo.com or 860-599-1689.

C/ILT FLYNN REPORTS ON NATIONAL FLIGHT ACADEMY

by
C/ILt Bendan Flynn

On July 24, eighteen cadets arrived in Camp Keyes, Augusta, Maine, for the North-East Region National Flight Academy. The cadets assembled their beds in an Army National Guard barracks that would be their home for the next nine days. An indoor briefing, the issuance of materials for study (including emergency checklists, flying procedures, and a student pilot handbook), meeting each other, and getting set up for the week to up the rest of the evening.

At dawn, Saturday the 25th, an overcast sky gave cadets downcast faces as they ate breakfast and got ready for the beginning of ground school. The Flight Academy offers ten hours of flight time and at least thirty hours of ground instruction. Many cadets get extra air time in the back seat of the airplane. The ground instruction consisted mainly of lessons from Sporty's Private Pilot Course, along with guest speakers and instructor classes. This evening, along with the nights of the most of the rest of the week, was taken up by study and recreation.

The ground instruction continued through Sunday afternoon. By noon, the cloud cover was still too low for flying, but cadets practiced taxiing and engine-outs on takeoffs. This was beneficial training, because, as we found out, taxiing is much harder than it looks.

The real flying began on Monday. Cadets who had not yet met their instructors were introduced and they were assigned airplanes. Cadets began by learning how to do the preflight inspection efficiently. Flying using outside references, take offs, straight and level flight, shallow to medium bank turns, descents, level offs, flying the pattern, trim, and using the checklists were the main subjects in my first flight. A fairly constant two-to-one student-instructor ratio enabled cadets to receive valuable experience even in the back seat.

Through the rest of the week, we quickly expanded our knowledge to communications, cross wind takeoffs, steep turns, slow flight at minimum controllable airspeed, glides, slips, and ground reference maneuvers. We then worked on stalls, emergency procedures, go-arounds and cross wind landings. The use of the checklist became part of our normal routine as we worked harder and harder to perfect our air work.



C/ILt Flynn and Col Moran

Following ground school on a rained-out Wednesday, cadets took the pre-solo exam on Thursday. This open-book test included FAA material, airplane performance information, procedures, and airport familiarity--all of the material we had been studying throughout the week. On Friday, the first cadet soloed, followed by a few others, while I improved my flares and continued to work on traffic patterns. Saturday was the fateful day for myself and the rest of the fifteen cadets waiting to solo. After an hour's practice of landings including simulated forced landings, my instructor signed my logbook, said "good luck," and left the airplane. In three minutes I had made my radio call and was in the air. My apprehensive mind flew through the week's training as I glanced at an empty seat beside me. Within twenty minutes, it was over. Throughout the rest of the day we encouraged and congratulated other cadets as they soloed. At the graduation banquet that evening, cadets received their solo or pre-solo wings, NCSA ribbon, NFA patch, and a photo signed by all the other graduates.

The National Flight Academy was an extremely beneficial experience and a lot of fun. I will never forget it, and I heartily recommend it to any cadet who loves flying and is ready for some hard work.

I am also very thankful for my squadron's encouragement, Chaplain Daniel Mode's help in preparing, and Colonel Bill Moran's (my instructor) time throughout the week. Of course, some stories will stay in Augusta, but others are ready upon request

SENIOR MEETING NOTES

21 June, 2011

Reported by

Capt Scott Farley

O flights for the HVN squadron are planned for Saturday, 25 June lead by Dan Mode and Paul Noniewicz, weather permitting.

The Squadron Picnic, open to all (bring family), is tentatively scheduled for Tuesday, 26 July, starting at 6PM. A list of food needs will be issued.

IG inspection is set for 12 July. Ed Miller is the contact. The inspector will be looking to see how we handle "expendable" (e.g., clothing) and "nonexpendable" (e.g., computers) assets.

SUI (Subordinate Unit Inspection) input was due to Tom Wisheart 01 June. Many are remiss and need to get their complete sections to Tom ASAP.

Capt Petry (standing in for Col Kinch) conducted a review of Becker switchology.

SENIOR MEETING NOTES

28 June, 2011

Notes Submitted by

Maj Daniel Mode

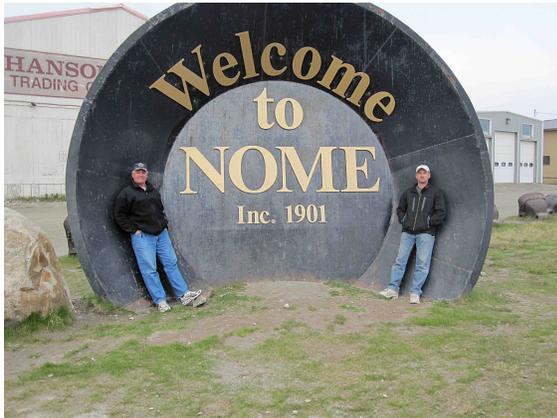
Father Mode extended his ministry to our 49th state in a six day trip during which he held mass, attended an ordination, met with community members, and offered communion. He flew a Cessna 180 during his visits to Palmer, Unalakleet, Nome, Tanana, Manly Hot Springs, and Fairbanks.



Father Mode, the Van Hoomissens, and a Cessna 180B equipped with tundra tires



Beluga Glacier



Nome, goal of the Iditarod Race, claims that this is the largest gold pan in the world. Quesnel, British Columbia disputes this claim.

SENIOR MEETING

05 JULY, 2011

The officers assembled discussed the July training schedule. Needs identified include observer training on the GX-55 and familiarization with the L-Per and Techsonic electronics in the new aircraft just arrived from Pennsylvania.

A briefing will be held for the July SAREX on 19 July.

WING AIR CREW MEETING AND SCANNER TRAINING

Maj deAndrade, a member of the Wing Standards and Evaluation Team, announces that there will be a meeting for all air crew at Wing from 0800-1200 on Saturday, 09 July.

Scanner training will be held from 0800-1600.

Any other Wing members desiring special training should contact Maj deAndrade at johnnyde9@comcast.net.

HVN ORIENTATION FLIGHTS FLOWN

02 July, 2011

Maj Mode flew three sorties, each with three cadets from the New Haven Minutemen.

AEROSPACE CURRENT EVENTS

NASA PROBE DUE AT VESTA

After a four year flight, NASA's Dawn probe will enter orbit around Vesta on 16 July. Vesta, the second largest object in the asteroid belt between Mars and Jupiter will be studied for the next year in hopes that scientists will learn more about the processes which were important in planetary formation.

BIOFUEL EXPERIMENT

A NASA DC-8 will be used to test a biofuel made from chicken fat in the upcoming Alternative Aviation Fuel Experiment II (AAFEX II). The USAF has transferred some 8,000 gallons of this fuel to NASA. The test will compare the pure biofuel with a fifty-fifty mix of biofuel and JP-8 and pure JP-8.

AEROSPACE HISTORY

01 July, 1911-Glenn Curtiss demonstrates the A-1, the first aircraft build specifically for the US Navy. (Note last item in chronology.)

01 July, 1914-Naval aviation was formally recognized with the establishment of an Office of Naval Aeronautics under the Secretary of the Navy.

08 July, 1944-Douglas Aircraft is authorized to produce 15 XBT2D aircraft, the prototype of the great AD Skyraider series.



*A-1H
Skyraider
on board
USS
Midway.*

11 July, 1953-Maj. John Bolt becomes the first USMC jet ace while serving on temporary duty with the USAF in Korea.

14 July, 1942-The US Navy procures four Sikorsky helicopters for study and development.

18 July, 1943-In a running gun battle with a surfaced u-boat, the airship K-74 was brought down, the only US airship lost to enemy action in World War II.

30 July, 1935-Lt Frank Akers performs the first blind landing on the deck of the USS Langley, catching the number four wire.

31 July, 1912-The Navy attempt to launch the Curtiss A-1 by catapult results in a cold shot!

AEROSPACE ARTICLE OF THE MONTH

“Texas” Shoot-Out

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

The Strategic Situation

On November 29th, 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 14th, 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 24th, 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 Rimón 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.



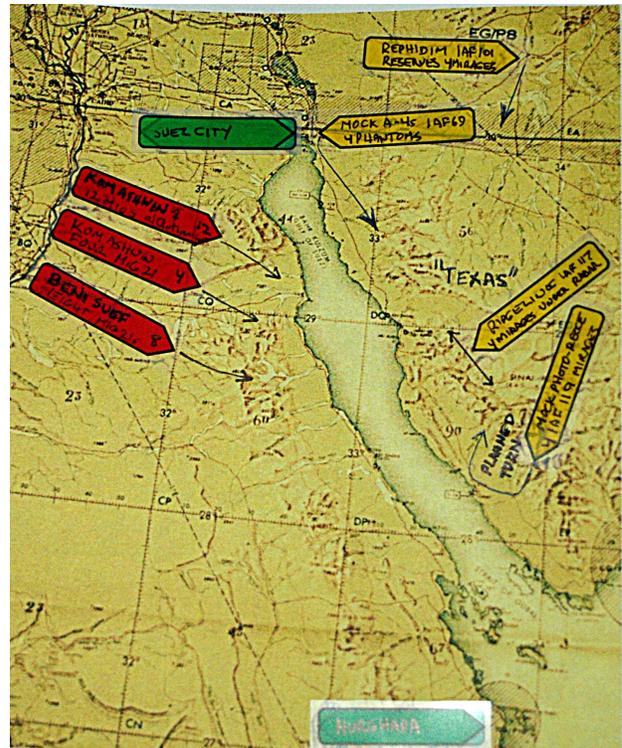
*The 69th
The Hammers*



*The 119th
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 from 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 Rephidim, the F-4s, heading for Suez City, the 117th at low altitude behind a ridge line, and the “mock recce flight? Headed for Hurghada (blue) in the south.



*The 117th
The First Jets*



*101 Squadron
The First Fighter Squadron*

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 101st Squadron livery.

The 119 Squadron's mock photo-reconnaissance Mirages would then reverse course and turn towards the MiGs. The four Phantoms from the 69th 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 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 69th 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 Vladimir 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.

A CONTINUING SALUTE TO NAVAL AVIATION ON ITS 100TH BIRTHDAY

Maj Rocketto has recently returned from CAP's National Aerospace Academy in Pensacola, Florida, home of naval aviation. Here are some snaps of navy aircraft which he observed while there.



In case of pilot vertigo, the newest version of the F-18 offers the option of landing either right side up or upside down!



Mystery Disappearance

The control Cab of Blimp L-8. In August of 1942, L-8 crash landed in Daly City, California. Its two man crew was missing!



Look Ma, No Hook!

In 1963, the USMC KC-130F, in a test of carrier on board delivery, made 29 touch and goes and 21 full stop and takeoffs on the USS Forrestal.



The Lockheed PV2-1 Neptune, Truculent Turtle. In 1946, she set a world record flying non-stop from Perth Australia to Columbus, Ohio. Crewed by four Navy aviators and a kangaroo, the flight covered 11, 236 miles in 55 hours and 18 minutes.



Curtiss NC-4, first aircraft to cross the Atlantic Ocean. Departing from Newfoundland, the aircraft made stops in the Azores and, after some 21 days, arrived in Lisbon.



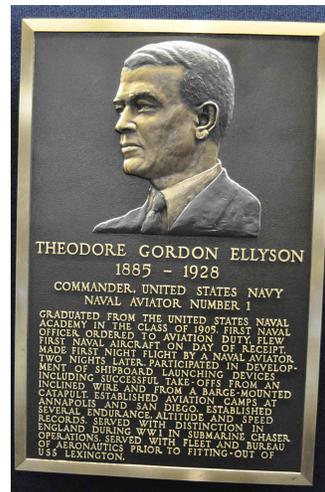
On 31 October, 1956, Que Sera Sera, a Douglas R4D-5 Skytrain, was the first aircraft to land at the South Pole.



Curtiss F9C-2 Sparrowhawk displays its "skyhook" which would engage a "trapeze" below its mother ship, the dirigible USS Macon. The aircraft could then be pulled up into the hangar.



The Consolidated PB2Y-2R Coronado used by Adm Nimitz, was the first US aircraft to land in Tokyo Bay at the Japanese surrender ceremonies. Note the Admiral's five star insignia under the cockpit window.



*Naval Aviation
Number 1*

*Commander
Theodore Gordon
Ellyson*