1948 – War of Independence

The State of Israel - The Struggle for Survival

Table of Contents

Background

On 29 November 1947, the General Assembly of United Nations Organization voted in favor of the Partition Plan for Palestine that ended the British mandate creating of two independent Arabic and Jewish states[1].

Upon termination of the mandate on 15 May 1948, Egypt and Jourdan armies, with a support of additional forces from Iraq and Syria invaded the Palestine in order to destroy the newly created State of Israel and take control of territories they had interests in[2].

In the beginning of the war, the young State of Israel struggled to stop the invasion forces. Royal Egyptian Air Force was bombing Tel-Aviv, the Egyptian expeditionary force had come as close as 35km (20miles) from Tel-Aviv. Several kibbutzim[3] in Negev were under the siege. The Jerusalem – Tel-Aviv road was under the control of Transjordanian army. The situation was desperate.

The first truce between the Arab and Israeli forces was declared at 11 June and lasted for 28 days. It followed by 10 days of fierce battles that ended with the second truce lasting until 15 October.

The 2nd truce was used for IDF forces reorganization. A complex airlift operation Avak was lunched to supply the sieged Negev with fresh forces and equipment.

The war entered its 3rd phase, the IDF went on the offensive. Several major operations were launched. IAF launched the operation Egrof to achieve full air superiority by bombing major REAF airfields and support ground forces. Later, the operation Horev was lunched to trap the Egyptian Army in Gaza strip. It was successfully completed when IDF captured the major REAF airfield at El-Arish[4]

The armistice on between Egypt and Israel was signed at 24 February 1949 and the last armistice agreement between Israel and Syria was signed at 20 July 1949.

Historical Forces

Israeli Air Force (IDF) and Israeli Defense Forces (IDF)

Equipment

Israeli air force was a colorful mosaic of different aircraft in different conditions that were obtained

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1   http://en.wikipedia.org/wiki/United_Nations_Partition_Plan_for_Palestine
2   http://en.wikipedia.org/wiki/1948_Arab%E2%80%93Israeli_War
3   Collective communities, usually agricultural, http://en.wikipedia.org/wiki/Kibbutz
4   http://en.wikipedia.org/wiki/Operation_Horev

from whatever sources possible.

The first fighter aircrafts that served in IAF were Avia S-199 – the Bf 109G-6 build in Czechoslovakia using Jumo 211F engine. Due to low engine power and high torque, these fighters had poor ground handling and were extremely dangerous to fly, however, with no other options and they were welcome with open arms.

Later several P-51D mustangs and multiple Spitfire LF MK IXe were purchased. They had become the backbone of the young air force.

IAF also operated 3 Flying Fortress B-17G that managed to perform both long range bombing of Cairo, Amman and bombing of multiple tactical targets. Several Beaufighters were smuggled from the UK in a complex operation. They performed critical strike operations on Egyptian position. An Israeli Beufighter even managed to achieve air-to-air victory against single Egyptian Sea Furry that crashed during a dogfight between them.

The biggest strength of IAF wasn't its equipment but the people flying for it. The vast majority of the Israeli Air Force aircrew were ex-RAF, ex-USAF and ex-RCEF volunteers. For example: the famous Slick Goodlin – the test pilot of X-1 program and John McElroy – WWII ace with 13 areal victories had flown for the 101 Squadron[5].

Similarly to IAF equipment, Israeli Defense Forces (IDF) operated variety of tanks and armored vehicles. Some of the early period IDF tanks were stolen or smuggled from the British mandatory forces. Most of the M4 Shermans served in IDF was the US military surplus purchased in Italy. To summarize: IDF operated M4 Shermans, Hotchkiss H35 and Cromwell tanks, lightly armored vehicles like M3 Variants, M16, Humber Armoured Car, Marmon-Herrington Mk IV and some others.

Order Of Battle

Some of the IAF squadron:

- 101 "Red" Squadron – operated *all* fighter aircraft available: Avias, Spitfires and Mustangs
- 69 The Hammers Squadron – operated B-17s
- 103 The Elephants Squadron – operated Brisol Beafighters
- 105 The Scorpion Squadron – *planned* to operate IAF Spitfires but was founded only after the war

IDF Brigades that operated on Egyptian front:

- Infantry Brigades: 1st Golani Brigade, 3rd Alexandroni Brigade, 5th Givati Brigade, 6th Etzioni Brigade, 11th Yiftach Brigade and 12th Negev Brigade
- Armored Brigades: 8th Armored Brigade and 10th Harel Brigade

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5   http://101squadron.com/101/people.html

Royal Egyptian Air Force (REAF) and Egyptian Expeditionary Force (EEF)

Equipment

At the beginning of the war, REAF operated several Spitfire squadrons. Some of them were old Spitfire Mk Vc models, but vast majority were Spitfire LF MK IXe. It was actually the same Spitfire model IAF was operating. The significant difference between them were the clipped wings of IAF Spitfires while REAF operated the Spitfires with round wing tips.

Lated during the war, REAF had acquired newly built Macchi C.205V that operated along the Spitfires.

The C-47 Dakotas served as light bombers and used to bomb Tel-Aviv at the early stages of the war.

Another important bombers that served in REAF were Short Stirlings that operated as 8th bomber squadron and performed several air raids on Israeli targets, also without significant success. Shortly, after the war they were replaced by the ex-RAF Lancasters.

The Egyptian Expeditionary Forces were equipped with M4 Shermans and different types of lighter tanks: Light Tank Mk VI and M22 Locust. It also operated armored cars like Humber, Bren carriers, M3s and others.

Order of Battle

There are little information about the exact units and squadrons that REAF operated. Although many years passed since the war and despite the peace agreement, the Egyptian archives that can provide some information remain closed.

It is known that 8th bomber squadron and several fighter squadrons (1st, 2nd, 3rd and 6th) operated during the war. The Egyptian Expeditionary Forces consisted of two brigades: 2nd brigade of the regular Egyptian army and the volunteers brigade that was mostly stuffed by Muslim Brotherhood.

Aces High Setup Considerations

The Phase of The War

The Aces High setup is concentrated on Israeli-Egyptian front in the 3rd phase of the Independence War. At this point, both REAF and IAF were well established at received the latest aircrafts they could get. It also the best period in terms of force balance for the gaming purpose.

Israeli Air Force

AH Aircraft	Historical Aircraft	Notes
Bf-109G6	Avia S-199	This is the closest match to the historical aircraft. The airframe is essentially the same but the engine was different. In every setup, 109s is required to carry gun pods as Avia did.

Spitfire XVI	Spitfire LF Mk IXe	It is essentially the same aircraft. The Merlin 266 engine that powered XVI model is licensed production of Merlin 66. The AH variant has clipped wings as IAF Spitfires had. The AH performance match exactly the historical aircraft[6].
P-51D	P-51D	Exact model. It should have limited availability as only few Mustangs were operational during the Independence War. The ordnance should be disabled.
B-17G	B-17G	Exact model. Should be used in tactical bombing only with limited numbers. Formations should be disabled
Mosquito VI	Beaufighter	Only one Mosquito XVI had joined IAF during the independence war and was used strictly for reconnaissance missions. After the war about 50 Mosquitoes, including Mosquito VI models were purchased by IAF. Due to the lack of historical Beaufighters in AH, the Mosquito VI can provide a good substitute for such a role. It should be noticed that REAF lacks good close air support fighters. Only REAF Spitfire VIII can carry a single bomb to provide such a support. Thus number of Mosquitoes should be limited as they significantly outbalances the planeset

Royal Egyptian Air Force

AH Aircraft	Historical Aircraft	Notes
Spitfire V	Spitfire Mk Vc	Mk V models were used in low numbers and were replaced with IX models very soon.
Spitfire VIII	Spitfire LF Mk IXe	REAF Spitfires, unlike IAF onces used round wing tips. The best AH match in terms of the performance is Spitfire VIII that has essentially the same engine like LF IXe model. AH variant has slight improvements in aerodynamics and fuel capacity. But these differences are negligible for the game and provide the best possible match
C205	Macchi C205V	C205 were widely used by REAF. Historically they were armed with machine guns rather than canons[7]. Also for the balance purpose, it is not recommend to strip their guns off.
Lancaster	Short Stirling	REAF 8th bomber squadron operated Short Stringing[8]. The Stirlings were removed from the service in 1951. They were replaced by Avro Lancasters that joined REAF at late 1949. The performance of Stirling and Lancaster is quite close and the bomb-load is similar. Thus Lancaster would be a good substitute for the Stirling considering that REAF operated them after the war.

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6   http://bbs.hitechcreations.com/smf/index.php/topic,353807.0.html
7   http://en.wikipedia.org/wiki/Macchi_C.205#Postwar
8   http://www.acig.org/artman/publish/article_251.shtml

Israeli Defense Forces and Egyptian Expeditionary Force

Both forces used similar set of tanks and armored vehicles. It puts an important restriction about friendly icons. Friendly vehicle icons must be enabled for any setup. Otherwise friendly fire accidents wouldn't be preventable.

Vehicle	Historical Vehicle	Notes
M4A(75)	M4	Heavy tank. Used by both Egyptian and Israeli armored forces. They were deployed in relatively small numbers.
M8	IDF:H35, Cromwell EEF:Light Tank Mk VI , M22 Locust	Both IDF and EEF used many lightly armored tanks armed with a small caliber 37mm guns. M8 is the only armored vehicle carrying 37 mm gun. So it should be used as substitute for these light tanks on both sides
M3	M3, Various Armored Vehicles	M3 Half tracks were operated by both IDF and EEF. Additionally IDF operated locally produced armored vehicles based on M3 design armed with machine guns.
M16	M16	Used by IDF and by Transjordanian army. For balance should be provided for EEF as well.
Jeep	Jeep	N/A

Forces Disposition

The default bases location in the terrain represent the forces disposition at 15 October 1948 – the end of the second truce.

You can find a group of Kibbuzim A36, V38, V40, V41, V46, V48 under the Egyptian siege, around the sector 12,10, see illustration 2 at page 17. The Dead Sea and southern parts of Negev are under Jordanian control (V42 Massadah, V37 Ein Gedi, V62 Ein Ghadayan and V64 Umm Rashrash).

The Egyptian Expeditionary Force came as far as ~20miles from Tel-Aviv.

Arena Setup Considerations

The following are the suitable settings for the historical accuracy.

Option	Value
Radar	Neither IAF nor REAF were able to deploy effective radars during the war. Should be disabled. Only sector counters should be allowed
GroundAutoLethality	The strength should be significantly reduced in comparison to the MA. Neither IAF nor REAF had efficient ground attack aircraft. 0.5 is suitable. Air field 88 mm AAA guns should not be used
Bomber/Fighter warning range	10 miles (the skies in the Middle east are clean)

Vehicle warning range	2.5 miles. By default the spawn points are located at 3 miles range so it should be slightly shorter than that.
Formations	Disabled
Fog Visibility	17 – maximal – Middle East usually has good weather
Icons	Friendly icons must be turned on, otherwise there would be friendly fire between GVs
Fuel Burn Ratio	1.0

Scenario

Introduction ˙

This scenario represents the 3rd phase of 1948 Israeli Independence War. The outcome of this scenario would define the 1949 Armistice Lines.

The battle would go in the air and on the land

The scenario is based on 55% vs 45% forces ratio between Israeli and Egyptian forces, while the Egyptians are mostly expected to be on the defense and Israelis on the offense.

The Goals

Israeli Forces Goals

The goals of the Israeli forces is to gain control over the Negev territories. The following bases should be captured and the end of the 4th frame to achieve the full victory: V27 Ashdod, V30 Ashkelon, V32 Faluja, V32 Beit Jibrin, A44 Beersheba, V50 Bir Aslug, V49 Mamshit and V51 Auja al Hafir, while keeping all the positions/bases available at the beginning of the scenario. The forces in Gaza strip should be put under a siege.

Optionally V33 Beit Hanun, V35 Gaza, V39 Han Younis, V43 Rafah, A47 El-Arish and V52 Abu Agelia may be captured on the way to achieve the goals.

Egyptian Forces Goals

Egyptian forces must defend their existing positions in the Negev. In order to achieve the full victory Egyptian forces should held at all their existing positions or keep the same amount of the bases the Egyptian forces were in control of.

For example, even if Egyptian forces loose V27 Ashdod, V30 Ashkelon, V31 Faluja and V32 Beit Jibrin, but capture V48 Revivim, V46 Tze'elim, V41 Nirim and V38 Beeri, their still achieve their goal fully.

Order of Battle

IAF and IDF

The table below represents the order of battle for Israeli Air Force and Israeli Defense Forces.

Unit Id	Squadron /Armored Brigade Name	Aircraft or Vehicle	Primary Airfield	Reserve Airfield	Players
IAF 101	The First Fighter or "Red Squadron"	Bf-109G6	A17 Herzliya	A13 Ein Shemer	12
IAF 105	The Scorpion	Spitfire Mk XVI	A17 Herzliya	A13 Ein Shemer	12
IAF 107	The Knights of the Orange Tail	Bf-109G6	A26 Tel-Nof	A20 Sirkin A13 Ein Shemer	12
IAF 109	The Valley	Spitfire Mk XVI	A26 Tel-Nof	A20 Sirkin A13 Ein Shemer	12
IAF 110	The Knights of The North	Mosquito Mk VI	A10 Ramat David		8
IAF 115	The Flying Dragon	Mustang P-51D	A17 Herzliya	A13 Ein Shemer	8
IAF 69	The Hammers	B-17G	A10 Ramat David		8
IDF 8th	The Beard, 8th Armored Brigade	M4A3(75), M8, M3, M16, Jeep			8
IDF 10th	Harel Armored Brigade	M4A3(75), M8, M3, M16, Jeep			8
			Israeli Air Force		**72**
			Israeli Defense Forces		**16**
			Total Israeli Players		**88**

Following restrictions are applied on IAF and IDF units:
1. Bf-109G6 are substitute for Avia-S-199. They *must* carry gun pods. Spinner mounted gun option is 150 rounds option only.
2. B-17G may take no formations. No dive/glide bombing is allowed.
3. Mustang P-51D may not carry bombs or rockets
4. M4A3 may not carry rockets
5. No manned 88mm field guns are allowed.
6. M3 is not allowed to bring base supplies, only troops and vehicle supplies

REAF and EEF

The table below represents the order of battle for Royal Egyptian Air Force and Egyptian Expeditionary Force.

Unit	Aircraft or Vehicle	Primary Airfield	Reserve Airfield	Players
REAF 1th Fighter Squadron	Spitfire Mk VIII	A47 El Arish	A53 Bir al-Hamma	12
REAF 2nd Fighter Squadron	Macchi C.205	A47 El Arish	A53 Bir al-Hamma	12
REAF 3rd Fighter Squadron	Spitfire Mk VIII	A47 El Arish	A53 Bir al-Hamma	12
REAF 6th Fighter Squadron	Macchi C.205	A47 El Arish	A53 Bir al-Hamma	12
REAF 8th Bomber Squadron	Avro Lancaster	A53 Bir al-Hamma		8
EEF 2nd Brigade	M4A3(75), M8, M3, M16,Jeep			8
EEF Volunteers Brigade	M4A3(75), M8, M3, M16,Jeep			8
		Royal Egyptian Air Force		**56**

	Egyptian Expeditionary Force	16
	Total Players	72

Following restriction are applied on REAF and EEF units:

1. Avro Lancaster:
   - may take no formations
   - no dive or glide bombing is allowed
   - no 4000lb cookies are allowed
2. M4A3 may carry no rockets
3. No manned 88mm field guns are allowed
4. M3 is not allowed to bring base supplies, only troops and vehicle supplies

Capture Rules and Methods

1. The bases should be captured by ground forces only. No paratroopers forces were developed by Israel or Egypt at that period yet, this troops should be brought by M3.

2. The ground forces may attack only via directions of spawn points.

   For example: although it is feasible to drive between V30 Ashkelon and A36 Ruhama and it wouldn't take much time, it is forbidden as there are no spawn points between these bases. It is ok to send forces from V33 and V32 and it is ok to drive all the way from V33 or V32 to V30 or A36 without using spawn points (for example to achieve a surprise factor by attacking from unexpected direction)

3. The attack can be performed only from the bases that not under a siege (see rules below). Basically you are not allowed to use spawn points of the bases under the siege or attack other locations from such bases.

   It is ok to spawn defense forces on the bases themselves.

4. Israeli forces are not allowed to capture or attack *bases* at the west of A47 El Arish and on the south of V52 Abu-Agiela. (sector 10,9), but there are no flight or fight restrictions. see illustration 2 page 17.

5. Egyptian forces are not allowed to capture or attack *bases* at the north of A17 Herzliya (sector 12,12), but there are no flight or fight restrictions, see illustration 2 page 17.

6. Neither one of the forces is allowed to capture or attack Jordanian bases (i.e. the 3rd country at the map).

Siege Rules

1. A base, or a group of bases is considered under the siege if two following conditions are applied:

   (a) They are disconnected from there main forces, i.e. there is no route via spawn points of the friendly bases that leads to the main force.

   (b) There is no active airfield at the group of disconnected forces.

   For example: the group of A36, V38, V41, V40, V46, V48 is group that is disconnected from the main forces but not under the siege because there is an active airfield A36. If A36 is

captured or become not active (see below) this group of bases will be considered under the siege.

2. An airfield under the siege becomes deactivated if all fighter and bomber hangars are destroyed. In such a case, no flight (but Fi 156) is allowed from such a base until the siege is broken by the ground forces.

   Note: although the hangars have finite downtime, it is enough to destroy them all *once* to deactivate the disconnected airfield.

3. The deactivated airfield would stay deactivated for the next frames until the siege is broken.

4. Once a base is under a siege, following restrictions are applied:

   (a) No aircraft, but Fi 156 is allowed to takeoff from such a base (rescue craft)

   (b) No spawn points but the one in the hangar/airfield itself may be used

   (c) Only the following vehicles are allowed to spawn in the hangar to provide basic self defense: M8, M16, Jeep. Jeeps are not allowed to carry troops.

5. The only way to break the siege is to create friendly forces continuity.

Life Rules

1. Every player that is assigned to a *flying squadron* (IAF or REAF) has **2 lives.** The death is defined as anything bug "landed successfully" message or being rescued (see rescue rules below).

2. Every player that is assigned to an *armored brigade* (IDF or EEF) has **6 lives**. However it can have at most **2 lives** in Sherman M4A3(75) and at most **2 lives** in M16. The rest (Jeep, M3, M8) are up to the quota. If driver hadn't get "landed successfully" message, the life is lost.

3. If a *flying squadron* player lands on a base that isn't his home home base (for example due to emergency procedure) he should take a ride to home base in an axillary aircraft Fi 156.

4. No chute shooting is allowed (however if you near a vehicle I bomb or on the direct line between me an the target... no hard feelings)

5. No limits on refueling/rearming.

Home Base Rules

1. Every *flying squadron* has an assigned home base. The pilots may take their assigned planes only from the home base.

2. If a pilot lands on any field that isn't his home base, he/she should take Fi 156 from there an fly home. Only upon successful *landing* on your home base you can take another assigned aircraft.

   If you die/ditch or anything else but land on your home base flying Fi 156, your life would be considered lost.

3. If the home airfield is destroyed (hangars disabled or ammo bunkers are destroyed for attack ride) the squadron may be relocated to one of the reserve bases it is assigned with prior notice to CM.
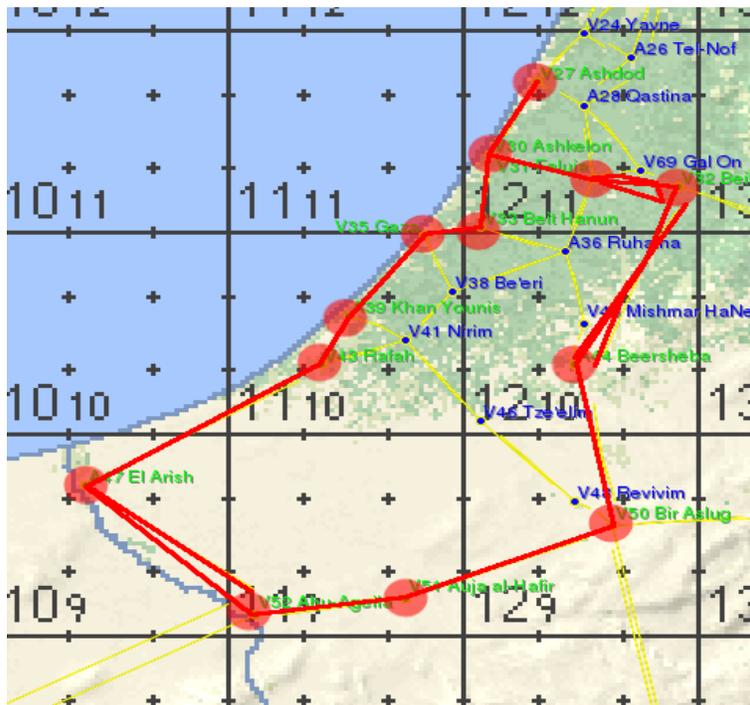
Illustration 1: Rescue non-fly Boundaries

4. The squadron may switch the base only once during the frame. It can return to the original base for the next frame.

5. Airfield evacuation rules:

   If there is an enemy base with direct spawn pointing to it (i.e. close neighbor) at the end of the frame, this airfield may no longer operate as home base for a squadron at the next frame. The squadron should be relocated to its reserve base for the next frame.

   The only exception to this rule is A47 El-Arish – V43 Rafah adjacency. If V43 Rafah is captured by IDF/IAF, there is no requirement of A47 evacuation.

6. One of the following bases: A28 Qastina, A39 Khan Younis and A44 Beersheba may be used as *forward airbase* by any one of the sides if it meets the requirement of home base (i.e. no direct enemy spawn point)

7. Each side can have at most two *forward bases* that each one of them would serve as a home base for a *single* squadron, i.e. at most two squadrons can be relocated to forward airbase by each side, each one requiring its own airfield.

8. IAF can relocate *one* Spitfire and *one* Avia (109G6) squadron

9. REAF can relocate *one* Spitfire and *one* C205 squadron

10. If a *forward airbase* fails to met the conditions of a home base at the end of a frame, (i.e. there is a direct threat from neighbor base) the squadron that was stationed there must return to its home base/reserve base.

11. The base under the siege can't operate as *forward* or *home base* even if there is no direct threat.

Rescue Rules

1. Rescue is for *flying squadrons* only, GVs just die...

2. The rescue can be performed by any GV or by Fi 156.

3. A pilot that requests a rescue and waits for GV or Fi 156 to arrive, it is good idea to walk towards your rescue craft.

4. Only a *flying squadron* member that hadn't exceeded his lives quota can use Fi 156 for rescue mission.

5. Only an *armored brigade* member that hadn't exceeded his lives quote can use GV for rescue mission.

6. Once a bailed pilot and a rescue craft are close and the rescue is *confirmed by CM* the pilot can return to the tower and take another ride.

7. Fi 156 can continue to the next rescue or return to nearby base and *land*. If Fi 156 does not land, his life considered lost.

8. The Fi 156 can be taken from any friendly location regardless the squadron home base.

9. The rescue Fi 156 *must not fly over the enemy lines*.

   Enemy lines are defined by: (a) 3 miles radius from the enemy bases (b) lines of the spawn points between the enemy bases.

   Radar circle would be set to 3 miles to show to boundaries clearly.

   For example, the red zones in the illustration 1 at page 11 below may not be crossed by Fi 156 at a rescue mission.

10. Fi 156 or rescue GV are considered valid targets, so stay low and undetectable, request a close CAP for the rescue missions.

Arena Setup

There is a summary of general options.

Option	Value	Comment
Radar	None. Sector counters only	
GroundAutoLethality	0.5	
Bomber/Fighter warning range	10 miles	
Vehicle warning range	2.5 miles	
Formations	Disabled	
Fog Visibility	17 miles	
Icons	Short	
Fuel Burn Ratio	1.0	
Radar Circles	3 miles	

Killshoorter	Off	
Communication Flags	3	No kill messages, no ch 1
Hangars, Ammo and Barracks DT	1 hour	
Field guns	2 hours	
Wait After Death to fly	3 minutes	Prevent fast GV respawning

Disabled Loadouts

Aircraft or Vehicle	Disabled Options
P-51D	No bombs, no rockets
109G6	Spinner mounted canon with 150 rounds only
Jeep	No airfield supplies
M3	No airfield supplies
M4A3	No rockets
Lancaster	No 4K cookies
Fi 156	Anything that can be disabled is disabled

Rules Summary for non-Commanding Stuff

1. If you pilot you have 2 lives, if you driver you have 6 lives.

2. Anything that isn't landing – is death (unless you was rescued)

3. If you performed emergency landing on any other location that isn't your home base. Take Fi 156 and ride home.

4. You can't take more than 2 Shermans and 2 M16

5. If you bailed to ditched, **do not go to tower!!!!** Ask for rescue on a channel **XXX** and wait for the instructions.

6. If you fly 109G6, don't forget gunpods.

7. Before taking a vehicle, consult with the squadron CO.

8. If you are not sure... Ask the CO.

Victory Conditions

Status	Conditions
Full Egyptian Victory	The number of bases under full Egyptian control (belong to Egypt and not under the siege) is the same as in the beginning of the scenario
Egyptian Victory	Not more than 4 bases were lost (or under siege) by the Egyptian forces
Tie	5-7 bases were lost by the Egyptian side.
Israeli Victory	Israel is in control of at least 8 more bases than they had at the beginning.

Full Israeli Victory	(a) 8 bases: V27 Ashdod, V30 Ashkelon, V32 Faluja, V32 Beit Jibrin, A44 Beersheba, V50 Bir Aslug, V49 Mamshit and V51 Auja al Hafir are captured (b) None of the original Israeli bases are lost (c) Egyptian forces in Gaza strip are trapped i.e. one of the A47 El-Arish, V43 Rafah, A39 Khan Younis or V35 Gaza is captured.

Sunday European Campaign – Operation Yoav

Historical Background

The IDF offensive operation Yoav started at 15 October 1948. Its goal was to drive a wedge between the Egyptian forces along the coast and the Beersheba–Hebron–Jerusalem road and ultimately to conquer the whole Negev[9].

The offensive had started with IAF operation Egrof (punch) – air bombing of major Egyptian forces concentrations at Gaza (V35), Beit Jibrin (V32), Faluja (V31), Beersheba (A44) and El-Arish (A47).

Every single aircraft capable of carrying bombs was used for the operation.

It followed by IDF operation against Egyptian forces at Beit Jibrin (V32) that had fallen under the Israeli control which followed by the operation Moshe as know as the battle of Beersheva[10].

The battle for separation corridor was held on the western part of Egyptian front. IDF managed to capture several controlling points at the near Ashekelon (V30) and disconnect Faluja (V31) from the rest of the Egyptian forces. Causing the Egyptians to retreat to Gaza (V35) from Ashdod (V27) and Ashkelon (V30).

Frame 1 – Operation Egrof

Goals and Victory Conditions

IAF: destroy all hangars on Beit Jibrin (V32), Faluja (V31) and Beersheba (A44). At least 2 VHs at Gaza (V35) and El-Arish (A47) should be destroyed.

REAF: prevent from IAF achieving its goals.

Hangars downtime is maximal.

IAF Forces

Aircraft	Home Base	Notes
109G6	A17 Herzliya	Must carry gun pods, may carry bombs
Spitfire XVI	A17 Herzliya	may carry bombs
B-17G	A10 Ramat David	No formations

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9   http://en.wikipedia.org/wiki/Operation_Yoav
10   http://en.wikipedia.org/wiki/Battle_of_Beersheba_(1948)

REAF Forces

Aircraft	Home Base	Notes
Spitfire VIII, Macchi C205	A47 El Arish, A53 Bir-Al Hamma	

Frame 2 – Battle of Beersheba

Goals and Victory Conditions

IAF/IDF: capture Beit Jibrin (V32) and than Beersheba (A44) hand hold them under control

REAF/EEF: prevent from Israeli side achieving its goals.

The attack on A44 may be performed only once V32 is captured. If IAF had achieved its goals in the 1st frame, the vehicles on Beersheba A44 and Beit Jibrin V32 would be disabled and the EEF should bring defending forces from Bir Aslug and Faluja to protect the bases.

Optional (but recommended) IAF/IDF target is to capture V31 Faluga (would help in next frame)

Hangar downtime – 30 minutes.

IAF/IDF Forces

Aircraft	Home Base	Notes
109G6	A17 Herzliya	Must carry gun pods, may carry bombs
Spitfire XVI	A17 Herzliya	may carry bombs
B-17G	A10 Ramat David	No formations
M4A(73), M8, M3, M16	V69 Gal On, V40 Mishmar HaNegev	

REAF/EEF Forces

Aircraft	Home Base	Notes
Spitfire VIII, Macchi C205	A47 El Arish, A53 Bir-Al Hamma	
M4A(73), M8, M3, M16	V31 Faluga, V50 Bir Aslug A44 Beersheva* and V32 Beit Jibrin*	The vehicles on A44 and V32 avalible upon REAF victory in frame 1

Frame 3 – Battle of the Separation Corridor

Goals and Victory Conditions

IAF/IDF: disconnect the Egyptian forces at Ashdod (V27) and Faluja (V31) from the rest of the forces by capturing Beit Hanun V33 or Ashkelon (V30).

REAF/EEF: prevent from Israeli side achieving its goals.

If IAF/IDF had captured V32 in the 2nd frame it would be available for IDF GVs.

Hangar downtime – 30 minutes.

IAF/IDF Forces

Aircraft	Home Base	Notes
109G6	A17 Herzliya	Must carry gun pods, may carry bombs
Spitfire XVI	A17 Herzliya	may carry bombs
B-17G	A10 Ramat David	No formations
M4A(73), M8, M3, M16	A36 Ruhama, V69 Gal On and V31 Faluja*	V31 is available if it was captured by IDF in 2nd frame

REAF/EEF Forces

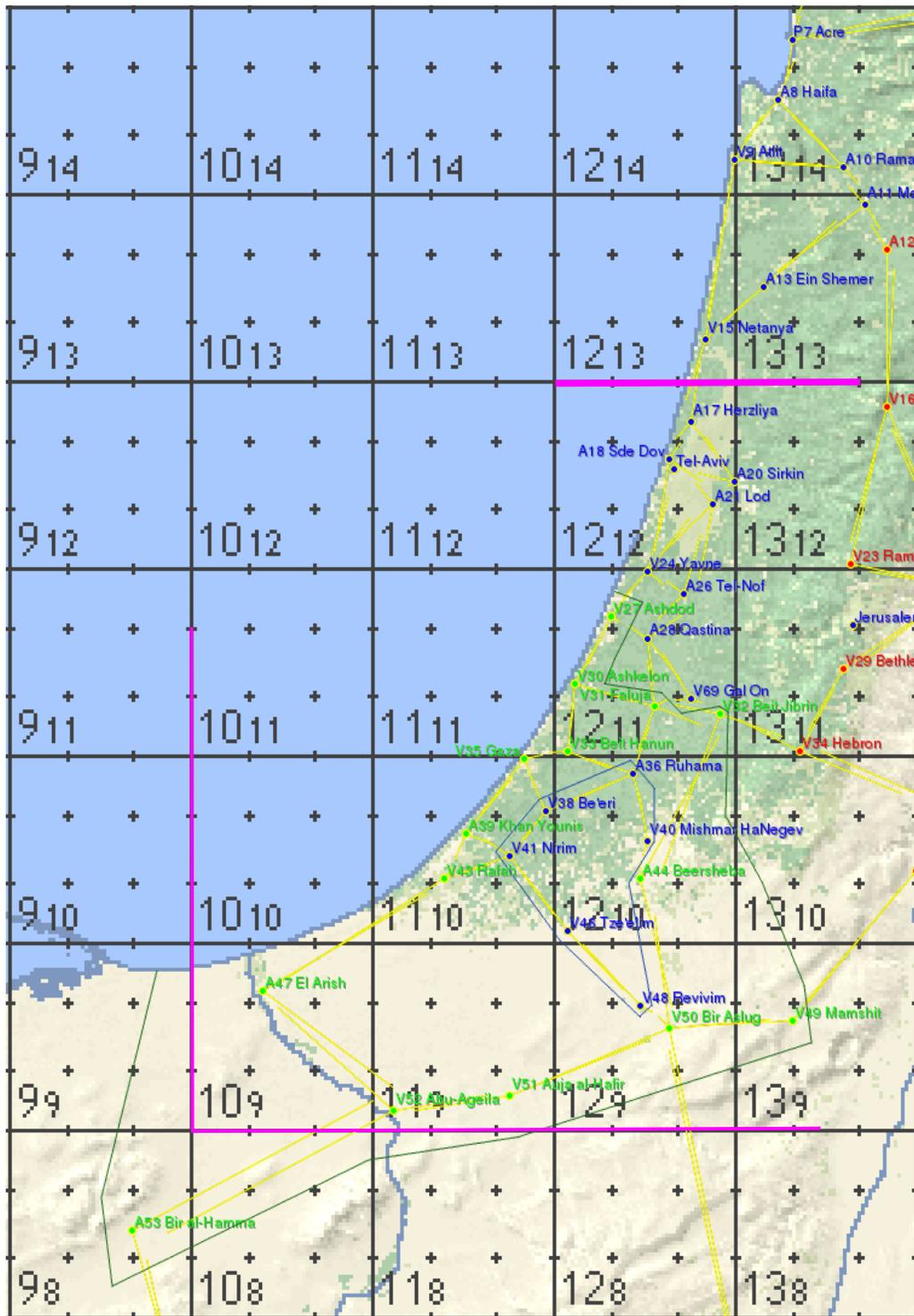| Aircraft	Home Base	Notes
Spitfire VIII, Macchi C205	A47 El Arish, A53 Bir-Al Hamma	
M4A(73), M8, M3, M16	V30 Ashkelon ,V35 Gaza, V33 Beit Hanun and V31 Faluga*	V31 is available if it was not captured by IDF in 2nd frame

Appendix

Tactical Map of The Israeli-Egyptian Front

Illustration 2: Tactical Map

List of Bases

Base	Name	Sector	Notes
V1	Baalbek	15,17,9	
P2	Sidon	14,16,4	
P3	Tyre	13,15,8	
A4	El Bassa	13,15,2	
V5	Nahariya	13,15,2	
A6	Machanaim	14,15,2	The northernmost IAF airbase - reserve
P7	Acre	13,14,8	
A8	Haifa	13,14,4	
V9	Atlit	13,14,1	
A10	Ramat David	13,14,2	Major northern IAF airbase. The home base of the 69th Hammers Squadron operating B-17s
A11	Magiddo	13,13,9	Reserve airbase
A12	Jenin	13,13,9	
A13	Ein Shemer	13,13,4	
A14	Mafraq	16,13,1	
V15	Netanya	12,13,3	
V16	Nablus	13,12,9	
A17	Herzliya	12,12,9	Reserve IAF base. 101 Sq. operated from this airbase at early stages of war
A18	Sde Dov	12,12,5	
A19	Zerqa	15,12,6	
A20	Sirkin	12,12,6	Another airbase 101 squadron operated from during the war
A21	Lod	12,12,6	In future it become the major international airoport
A22	Amman	15,12,2	
V23	Ramallah	13,12,2	
V24	Yavne	12,11,8	
V25	Jericho	14,11,7	
A26	Tel-Nof	12,11,9	The major airbase of IAF, many squadrons operated from this airbase
V27	Ashdod	12,11,7	The northernmost location EEF was able to capture
A28	Qastina	12,11,5	Later renamed to Hazor IAF base. Operated fighter aircraft during late stages of the war.
V29	Bethlehem	13,11,5	
V30	Ashkelon	12,11,4	
V31	Faluja	12,11,2	
V32	Beit Jibrin	12,11,3	
V33	Beit Hanun	12,11,1	
V34	Hebron	13,11,2	
V35	Gaza	11,10,9	
A36	Ruhama	12,10,8	An airbase that was build to provide supplies for the sieged IDF in Negev. The only airbase that does not have a town – only a map room

V37	Ein Gedi	14,10,7	
V38	Be'eri	11,10,9	Kibbutz under Egyptian siege
A39	Khan Younis	11,10,5	
V40	Mishmar HaNegev	12,10,5	Kibbutz under Egyptian siege
V41	Nirim	11,10,6	Kibbutz under Egyptian siege
V42	Massadah	13,10,6	
V43	Rafah	11,10,5	
A44	Beersheba	12,10,5	
P45	Port Said	6,10,3	
V46	Tze'elim	12,10,1	Kibbutz under Egyptian siege
A47	El Arish	10,9,8	Major REAF airbase. Most of Egyptian fighter squadons operated from there.
V48	Revivim	12,9,8	Kibbutz under Egyptian siege
V49	Mamshit	13,9,4	Important strategic point that controls the road to the Dead Sea
V50	Bir Aslug	12,9,5	
V51	Auja al-Hafir	11,9,3	
V52	Abu-Ageila	11,9,1	Important junction is Sinai, leads the way to major REAF airbase.
A53	Bir al-Hamma	9,8,6	Rear REAF airbase, used as reserve airbase when the A47 – El Arish was bombed.
A54	Ismailia	6,8,5	
A55	Abu Sueir	6,8,4	
A56	Fayid	6,7,9	Airbase that was operated by RAF during the war period
A57	Kabrit	7,7,4	
A58	Cairo West	3,7,2	
A59	Almaza	4,7,2	One of the known locations of 8th REAF bomber squadrons
P60	Suez	7,6,8	
V61	Giza	4,6,7	The famous Pyramids are there...
V62	Ein Ghadyan	13,6,4	
A63	Nekhl	10,6,4	
V64	Umm Rashrash	13,5,4	Eilat, the southernmost location that was captured by IDF during operation Uvda
V65	Aquaba	13,5,4	
A66	Abu Zenima	8,4,2	
A67	Abu Zenima South	8,3,9	
P68	Sharm el-Sheikh	11,1,2	
V69	Gal On	12,11,3	