

# 1948 – War of Independence

## The State of Israel - The Struggle for Survival

*Aces High Axis vs Allies Arena*



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## Historical 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<sup>1</sup>.

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<sup>2</sup>.

In the beginning of the war, the young State of Israel struggled to stop the invasion forces. Royal Egyptian Air Force (REAF) was bombing Tel-Aviv, the Egyptian Expeditionary Force (EEF) had come as close as 35km (20miles) from Tel-Aviv. Several kibbutzim<sup>3</sup> in Negev were under the siege. The Jerusalem – Tel-Aviv road was under the control of Transjordanian army. Only few Israeli Air Force (IAF) S-199 Avia fighters (Czechoslovakian built 109G6 with Junkers Jumo engines) could stand against Egyptian forces . 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. Multiple aircraft were purchased abroad and smuggled to Israel. Spitfires were purchased from Czechoslovakia. Several Mustangs and Flying-fortresses were bought secretly from USA despite an arms embargo. Beaufighters were smuggled from UK in a complex cooperation. A single Mosquito XVI joined a young Israel Air Force for reconnaissance missions as well.

Royal Egyptian Air Force had improved its strength with new Macchi C.205Vs purchased in Italy. The 6th REAF bomber squadron equipped with Short Striglins joined the action against the young state as well.

Now, after the end of the second truce, the IDF and IAF went offensive.

The Royal Air Forces were still stationed in Egypt. British planes used to “take interest” in the occurrences at Egyptian-Israeli front. Which lead to several clashes between RAF and IAF during the war.

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1 [http://en.wikipedia.org/wiki/United\\_Nations\\_Partition\\_Plan\\_for\\_Palestine](http://en.wikipedia.org/wiki/United_Nations_Partition_Plan_for_Palestine)

2 [http://en.wikipedia.org/wiki/1948\\_Arab%E2%80%93Israeli\\_War](http://en.wikipedia.org/wiki/1948_Arab%E2%80%93Israeli_War)

3 Collective communities, usually agricultural, <http://en.wikipedia.org/wiki/Kibbutz>

## Axis vs Allies Setup

### *Egyptian Forces and RAF*

The Egyptian forces (REAF and EEF) and the British RAF are represented as following:

Plane	Notes
Spitfire Mk VIII	REAF
Macchi C205	REAF
Lancaster III	REAF
Tempest	<b>RAF Fayid A56</b> base only – limited due to plane set balance
M4A(73), M8, M3, M16, Jeep	EEF

The Royal Air Forces were stationed at Fayid (A56) at the west of the Suez Channel. Tempest was one of the aircraft they operated – and it would be represented in the plane set. Placing it about 150 miles of the major arena would limit its effectiveness.

### *Israeli Forces*

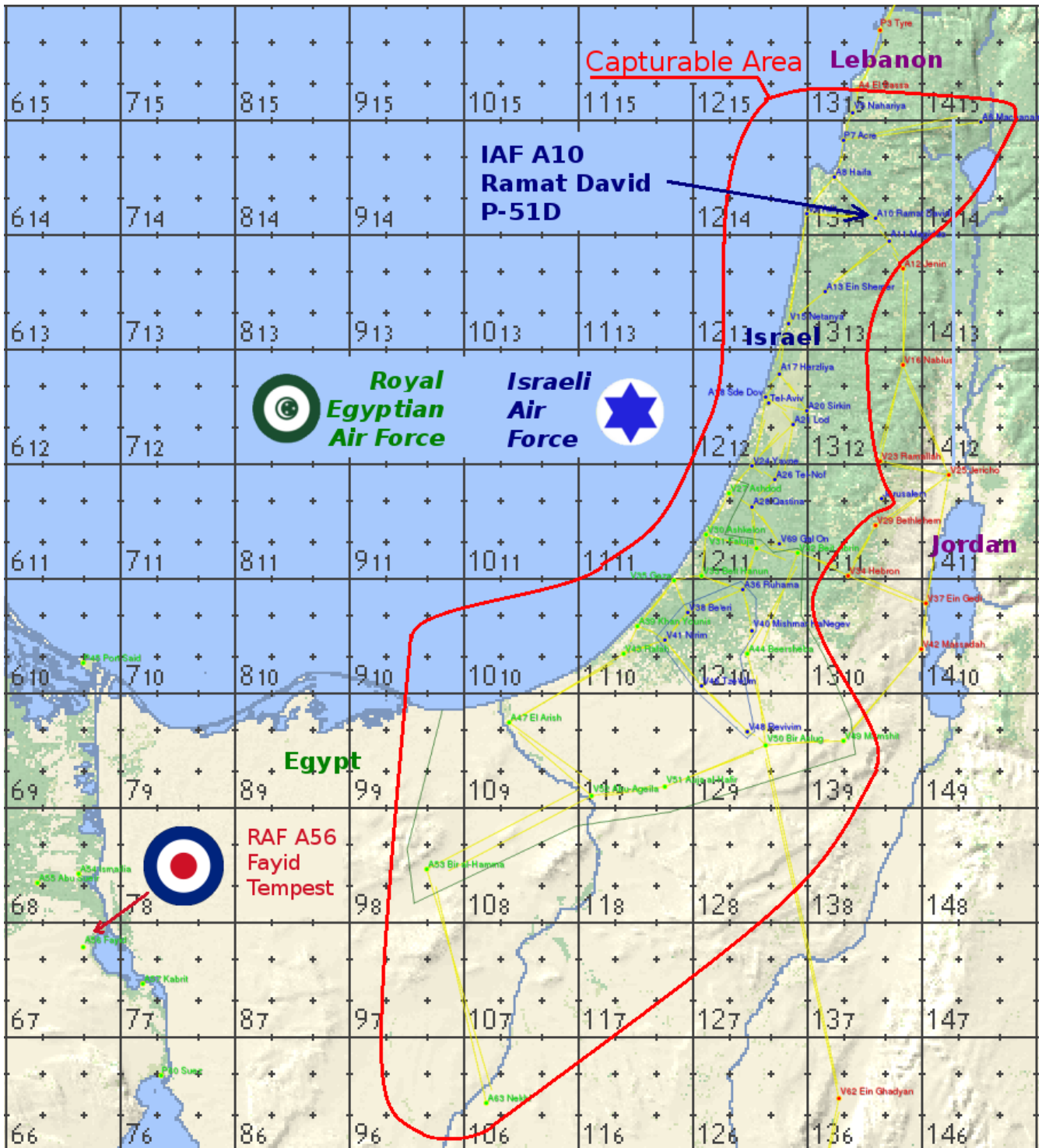
Plane	Notes
Spitfire Mk XVI	IAF
Bf 109G6	IAF – substitute for S-199
B-17G	IAF
Mosquito VI	IAF – substitute for Beaufighter
P-51D	<b>IAF Ramat David A10</b> only limited for the plane set balance
M4A(73), M8, M3, M16, Jeep	IDF

Only few P-51D were operational during the Independence War, thus they would be limited requiring around 100 miles flight to the major battle zone.

### **Notes**

1. The capture is available via ground forces only – all the relevant bases are connected via net of spawn points
2. Icons for friendly aircraft and GV are required as Spitfires and M4A operate on both sides!
3. The major battle area goes along the coast of the Mediterranean Sea.
4. The relevant area is very dense. It should be possible to operate aircraft from A bases or V bases as well – according to the CM preferences.

# Map



# Appendix

## *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 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<sup>4</sup>.

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 Bristol Beaufighters
- 105 The Scorpion Squadron – *planned* to operate IAF Spitfires but was founded only after the war

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4 <http://101squadron.com/101/people.html>

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

## **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***

### **Israeli Air Force**

<b>AH Aircraft</b>	<b>Historical Aircraft</b>	<b>Notes</b>
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 <sup>5</sup> .
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 outbalance 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 ones 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 <sup>6</sup> . Also for the balance purpose, it is not recommend to strip their guns off.
Lancaster	Short Stirling	REAF 8th bomber squadron operated Short Stringing <sup>7</sup> . 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.

5 <http://bbs.hitechcreations.com/smf/index.php/topic,353807.0.html>

6 [http://en.wikipedia.org/wiki/Macchi\\_C.205#Postwar](http://en.wikipedia.org/wiki/Macchi_C.205#Postwar)

7 [http://www.acig.org/artman/publish/article\\_251.shtml](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. 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.

## 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 airport
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	