

מדינת ישראל

משרדיה הממשלת

משרד

כבוד

לידן גן - ג. ג. ג.

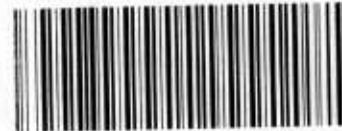
גולד הילדה גולד.

ג'נ. 2016. 2. 26.

מחולקה

מדינת ישראל

ארכיוון המדינה



שם תיק: לשכת ראש-הממשלה גולדה מאיר - פרשת המטוס
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תיק מס' 2

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שאלת לרמטכ"ל:

וב אלוף אלטזר, אמרת שסיבות שטקלת הייתה צריך לחת את התוראה שנותה. האם אתה יכול להסביר האם במקרה זה לא הייתה צריך להתייעץ עם הדרוג המדייני, הדרוג שמעילן? ולר עוד שאלת - האם אתה סבור שלאför תקלה צריך לנוכח את הנסיבות הקבוע בנסיבותם באלה?

תשובות לרמטכ"ל:

אני רוצה להסביר שמשן הזמן למבצעים מסוג זה הוא קור ביזור, כפי שאנחנו רואים מן החומר משן הזמן שהטוסים שלנו אווטסיבים למשום חלובי שהוא 7 דקוט. תידיעו הוניש אלי לאחר שכבר כפה דקוט היה מגע בין המטוסים לבין המטוס חלובי. באוון הדקוט שגורתו צריך לקבל את האינפורמציה ולהחליט, אין זמן להעביר לדרג יוחר גבוח ולפי דעתך גם איך צריך להעביר לדרג יוחר גבוח, מדובר במאזע הוניה שתקידו של אה"ל ובנסיבות הפעיל אותם.

Question to General Hod

Would the general agree that the Vulcan ... cannon has a very high rate of fire that a ~~single~~ burst would put 100 high-explosive shells in the air? Ad that any firing at the airplane would automatically hitting the wing-route kil anyone on board?

תשובות לרמטכ"ל:
באופן יאודתי כן, אבל אונחנו, יש אפשרות לגסות לפוגע בחלק מהכדרים לא בחלק הדרים באזור שהוא נזון סיכון לטסום לא לחסום באוון קפלני בכל פה יונס וזה אני אופר כאשר עושם כמשן 7 דקוט את כל מה שיתן לעשות לפניהם שותחים בראם.

Question to Mr. Dayan

שאלת לי מ"ר דיין:

In view of the new evidence would you be ready to change your opinion about the possibility of paying some compensation to the regardless of the question of guilt or nonguilt?

Answer: I have to say clearly that that it is not my authority to talk on the behalf of the government but what I am going to say about is my personal feeling. Now if there is no political or guilty meaning to it whatsoever and my ~~main~~ only consideration ^{whether} ~~main~~ would be ⁱⁿ some poor families should get some help in order to maintain their welfare then I would have advocated this. But you ~~mainly~~ know and surely know that it can not be represented by that. Compensation in this case means that the

guilty party should compensate. And I do feel that we have an error of interpreting the most unexplainable situation in that time but we didn't do anything which I would say that should put us on the guilty side.

Question

You have explained very clearly why Israel should have been suspicious of this plane flying into this territory. That's easy to understand sir. But why the end of the sequence of identification and attention ^{and attempts to} to bring the plane down when you saw it ^{heading} getting back across the canal indeed very short space before the canal before again crosses to Egypt apparently doing no damage at all the most perhaps some photographs, ^{cross} why did you then still insist of bringing this plane down by force?

Answer

Mr. Daven

When I spoke there the day ~~ago~~ before yesterday, then I tried and I quoted and I repeated the considerations about it. Now the people that took the consideration and the decision are here I don't think it will be fair of me to try to explain why the airforce commander or the chief of staff came to this decision and they are here.

הפטרכ"ל

אני פבור ששאלת איננה בכיוון נמיוט של המטוס. אם מתייחסים אז מטוס המוביל נזקם או אין איזדק להשטעה באש להבריח אותו לנחות. לא בדרך הכביש ולא בדרך היבשה. אם מתייחסים כי שאנציו הבחנו שזה איננו מטוס מוביל נזקם אלא מטוס הנושא כמשימה עזינה ומספר בעקבות לנחות סודוק היה חשוב בזאת המונחים שאריך להבריח אותו לנחות בו בנסיבותirk.

שאלת:

ש רשותם מבה שלושה גורמים שכוחם מאי תבנויות שליהם קרה האסון. אך אין זה ישראל לדרוש שום תחיה חקירה באזורי קהיר מודיע ענו לקברניט באזורה שعرو ומודיע בדרכו לדבר זהה. והם דורשים ועדת חקירה אделנו?

Mr. Daven

I suppose our government will do our..... here I can talk only about what we are going to say and the way that we I think that what happened here happened because of the error of three parties I ^{to do} can tell that the way that I feel about it the main one is the Libyan airway the way that they behaved. The Cairo tower control should have behaved better and something that we couldn't anticipate at the time but now we have to realize that even such unacceptable happening might happen and did happen.

Question

Wasn't it possible to give the benefit of the doubt that the possibility ~~it~~ that it might have had passengers on board?

Mr. Dayan

Gentlemen, today ~~I think it is difficult to answer even if I feel like answering that question~~ the I must refer such questions to people who took the decision at that time.

Question: General Dayan assuming that Egypt turns down the idea this idea of the red line in Sinai and s.....knowing what you know now if the same thing is happening again now would you do anything different?

Mr. Dayan

I do hope that nothing like this will happen again not only because I ~~didn't~~ want it to happen again but usually such incidents are not happening twice the sameI said before and I want to repeat : we are going to study the case and to learn the lesson and draw the conclusions. So if you allow me to put it in a more respectful way the question is not whether we would do exactly the same incident will occur. This is not the question. The question is general approach to such possibilities if I can refer to myself I wouldn't in the past about anything like that. A Libyan aircraft going from Benghazi to Cairo ~~before~~ would go there after being signalled and warned for seven minutes and rejecting all the orders that it would be a civilian innocent ~~passenger~~ passenger carrier I wouldn't have ~~maximised~~ imagined that before . I do realise now that something like that might happened and we have to take it into consideration.

Question

General Dayan could you not have used the United Nations existing communications ¹¹ systems which hooks up with the ceasefire observers and both sides of the lines and even you ~~could~~ not use that system why couldn't use that system?

Mr. Dayan

We can use them probably for something like a camel that would about six months before we get an answer .

Question

I am happy that the contents of the black boxes/~~now~~ been found, since this enables us to verify the movements and suspicious behaviour which were apparent to us on that day.

The airliner, due to a series of errors clarified here, was identified by the control center of our air defence system as a hostile aircraft on a hostile mission, despite its being a passenger plane. However, as a result of its behaviour, we could not assume that the airliner had in fact been carrying passengers.

The plane had managed to come through Egyptian air defences without being hit or even warned, thus giving the impression that the plane was crossing in co-ordination with these systems.

The plane penetrated closed Israeli airspace housing some of the country's most sensitive systems, reaching a point 180 kilometres from the nearest civilian navigation beacon - a point which no civilian aircraft had reached since 1967.

The airliner's strange behaviour - in total disregard of the fighter planes - did not befit that of an airliner carrying passengers.

From the material at our disposal we now know that the pilot was aware of the fact that he was surrounded by fighter planes for seven minutes. In addition, sounds from the cockpit indicate the warning shots which were fired. And during those moments - the risk and total disregard...

The above facts led our air defence system in all its branches, to the conclusion that in spite of its being a passenger craft... we cannot rule out the possibility of a civilian aircraft coming our way with the intent of carrying out a hostile mission.

We have, for some time, had reports of plans to carry out hostile acts through the use of civilian aircraft, and, in addition to such acts, are aware of the fact that a series of hostile missions may also be carried out by civilian airliners. (Over)

I emphasize these points since they created the impression that this was a hostile plane and since we know it was a passenger plane, there is now no doubt in any of our minds that it should not have been hit, however, under the circumstances it was thought to be a hostile plane - and during the few moments in which a decision had to be taken, in view of the fact that it was considered a hostile plane by the air force, I believe the decision to force it to land was a correct one. I considered this decision correct and I now consider it correct, and I approved it.

Though we did not intend this most regrettable outcome, we could not prevent it in view of the airliner's behaviour.

או' שמה שחוoper בקורסאות השחדרות גמא, וחוז נאפר לגור לאמת את התוצאות
המתהגרות התשודרים כב' שגראו בעיגוד גאותו יומם.

המפורסם הזה ע"י שורה של טעויות-כבי שהוטבעו כאן חוגדר ע"י מערכת ההגנה האוירית
שלבו ע"י הבקלה וחשלייה כמפורט עזין המכאה במשמעות עזינה,

וזאת למראות חורביה שוח היה מטוס גושעים, אבל בתוצאה מתהגרותו לא עלה
על הדעת שוח מטוס פוטוביל באמת גושעים.

המפורסם הזה בנו ספירים דרך מערכת ההגנה האוירית על מטדים, מבלדי איזוגע על איזה
מבלדי שיודר על ידה וחותר היה לתביה שוח מתחום עם מערכת ההגנה חזאת.

המפורסם הזה חדר למרחב האויריה הסגור בז גמאות מטדים אבאיות הריגשות ביזור
שיש לבו במרחב הזה. חיז חגיון למשך שוח מרוחק 180 ק"מ מאיישתואו זו חועפס
אזרחי, ומאז 1967 שוכן מטוס אזרחי לא חגיון למרחב הזה.

התהגרות טלה חימת התהגרות מתעלמת סטטוסי קרב בגזרת המזורה ביזור בגדרה
שאיינט הולמת בשום איזון מטוס פוטוביל גושעים.

מתוך החומר שHECKO בירדו אוחדר יודעים שהוא היה עד לקיומם של מטדים קרב
טוטיבר בפרק 7 דקוט, אוחדר שטעים גם מתוך חגשה "קזוקיפט" שהועטנו בתוכו
בם יריות האוירה. ובאותם הריגעים הסיכון וההתעלמות...

כל הסיבות החלה הביאו את מערכת ההגנה האוירית על כל חלקייה לידי מתקפה של מטדים
חיווד מטוס גושעים... ואותם איזון יכולים להוציא מכלל אופרות מטדים גושעים
עוין יבז לאבע איזון מטוס עזינה.

כבר ימן רב יש לבו ידיות שקיימות תומכיות פיגע. גאמצעות מטוסים אזרחיים ואבל
לא רק אפשרויות כיבוע קיימות במטוסים אזרחיים ישנה סורה של מטוסים אזרחיים
שניצח לבצע אותם כמטוסים אזרחיים.

אז' מוכיח את הטענות האלה אשר יארו את הטענות שזהו מפורסם עוזין כי בידיעתו
שזהו מפורסם גוספין אין לאף אחד מטענו שום רילמת שלא אדריך לפזע בר, אבל
בנסיבות שהחבירו הוא בחשכלו מפורסם עוזין, ובאותם הרגעים הספרדים בחם היה אדריך
לקבל את החילופת,aggi סבדר שהגדרתו כפודם עוזין ע"י חיל-חאויר ומייקול שבריך
לחבריהם אזתו לנחות אגלו היה שיקול נברן,aggi חשבתי את השיקול הזה נכון
אז' חשב אזתו היום שמייקול נברן וaggi אישרתי אותו לחיל-חאויר.

החותמת הייתה מצערת, לא המכודדו אליה אבל היא הייתה בלתי גמצעה בחתימתו של
הפורסם.

MINISTER MOSHE DAYAN
PRESS CONFERENCE

24th February, 1973

Minister Dayan: The Israelis will excuse me for talking English, and the foreigners will excuse me for my English.

I want to add two remarks to what I had a chance to say before. Now that we know more now and we agree that we have more or less a dear picture of what happened, I feel that I can say that what happened is a disaster, was the outcome of three, three elements of error.

The first one, the Libyan airplane; the second, the Cairo tower control; the third, the interpretation of our people of the events, the happening of that time.

About the Libyan, we have an attitude - I'm not an expert and I would not pass judgement where one can have such a state and get that far out of the truth, but I feel right to say that to mistake Phantoms for Migs and the Egyptian crescent with the green background for the Israeli Shield of David on blue; the warnings signal for friendly exercise - this is a little bit too much for an ordinary human, just mistake. I would call it irresponsibility. That much is expected of a Captain, to take more notice when he is on duty.

About the Egyptian tower control, I am sure that their motives were innocent, and they lost contact, well, that happens. But in a way they confirmed to him that he was on Egyptian ground when they told him they would give an order for the Egyptian Mig to stop firing. The least that I would have expected of them would have been: "Wait a minute. Something might be wrong", and not to assure him: "All right, you can go on, we shall take care of it."

Without trying to underestimate the error of judgement of our people at the time, I want to say that to expect an airplane going from Bengazi to Cairo to get to the distant eastern side of the Suez Canal and to expect him to take our Phantoms for Migs, and our signals for friendly wavings - one should have more imagination, much more imagination than I think that one can rightly ask or expect not only

any pilot, but just ordinary, intelligent human beings.

Now all this very, very regretful incident is a fact, and I feel that all of us have to learn our lesson and draw conclusions. I say "all of us" and I mean the Libyan airline, the Egyptian tower control and ourselves. We should go into it, and should draw our lessons about it. I know that frankly, there is interest all around the world about it; any qualified international body will get all the information at our disposal, and will answer all the questions and give them everything we have, whether it is instruments, the tape-recording, information - and they will be free to go around, to talk, to see, to find out for themselves everything.

Whether it is Air France or the Libyan airways, their representative, the Pilots' Association, the Red Cross - every international or qualified party involved in this incident, who would feel like going into it, will be welcome and get our co-operation, in order to get to the bottom of the incident and to find out all the facts about it.

Moreover, I am quite sure that if any agreement, rules, regulations, procedures will be agreed upon internationally about the attitude in such cases, that is to say, on the battlefield, at a time of war - whatever rules and regulations will be accepted internationally, we shall accept them, implement them and carry them out. I wouldn't welcome advice just how we should behave and the others not, but anything accepted by everybody on similar circumstances will be accepted, honoured and implemented by us.

Moreover, I think that practically what could have saved and prevented such an incident - and we have to think about it for the future - if some kind of a red line for emergency cases between us and our neighbours, and if they are ready for that, I am sure that we will accept it willingly. Supposing we have some kind of emergency communication between us and our neighbours and they would have reported to us that an unreported airplane is missing in this area, we would have saved this airplane. As a matter of fact, some more than 20 years ago when I was the Commander of Jerusalem, at that time the Arab Legion Commander of Arab Jerusalem, General Abdullah

e-Tel, did agree to our proposal and we did have such a line between his headquarters and ours, and it did help at the time. I would be very glad if our neighbours will agree to some kind of quick communication, not for any political purpose - just for emergency cases so that we can be notified in such cases.

Had we had such a way of communication now, between us and Egypt, let us say between the control tower, they would have told us they've got an army-reported aircraft going around somewhere in this area, and there would be no problems.

This is just an idea and I want to conclude by saying that whatever agreement will be accepted internationally, we will welcome, accept it, and carry it out by ourselves.

Questions:

Ze'ev Schiff:

שאלת לרמטכ"ל:

גב אלוף אלעוזר, אמרת שסבירות שסקלה הייתה צריכה לחת את ההוראה שנותה. האם אתה יכול להסביר האם במקרה זה לא הייתה צריכה להתייעץ עם הדרוג המדייני, הדרוג שמעלייך? ולך עוד שאלה - האם אתה סבור שלאorio המקרא צריכה לשנות את הפקודות הקבוע במצוותם כאליה?

שאלת הרמטכ"ל:

אני רוצה להסביר שמשך הזמן למבצעים מסודר זה הוא קצר ביותר, כפי שאנחנו רואים מזמן החומר משך הזמן שהמטוסים שלנו יטוסים להלובי היו 7 דקות. הידיעה הביאה אליו לאחר שכבר כפה דקוטה מגע בין המטוסים להלובי. באותו הזמן שוטרו צרייך לקבל את האינפורמציה ולהחליט, אין זמן להעביר לדרג יותר גבוח ולפי דעתך גם אין צורך להעביר לדרג יותר גבוח, מדובר באמצעי הגנה שמתפקידו של צה"ל ובנסיבות להפעיל אותם.

Question to General Hod

Would the general agree that the Vulcan ... cannon has a very high rate of fire that a one-~~second~~^{single} burst would put 100 high-explosive shells in the air? And that any firing at the airplane would automatically hitting the wing-route kill anyone on board?

תשובות/רמטכ"ל: ~~בנוסף לנקודות~~ :

באופן תיאודתי כן, אבל אנחנו, יש אפשרות לנסות לפגוע בחלק המכדריים לא בכל המכדריים באיזור שהוא נזון סיכון למטוס לא להפגוע באופן קטלני בכל פעם יורים וזה אני אומר כאשר עושים בכך 7 דקות את כל מה שניתן לעשות לפניהם שותחים באש.

שאלת אל מר דיין:

Question to Mr. Dayan

In view of the new evidence would you be ready to change your opinion about the possibility of paying some compensation to the regardless of the question of guilt or nonguilt?

Answer:

I have to say clearly that that it is not my authority to talk on the behalf of the government but what I am going to say about is my personal feelings. Now if there is no political or guilty meaning to it whatsoever and my ~~one~~ only consideration ^{whether} ~~whether~~ would be/some poor families should get some help ⁱⁿ order to maintain their welfare then I would have advocated this. But you ~~and~~ know and surely I know that it can not be represented by that. Compensation in this case means that the

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guilty party should compensate. And I do feel that we have an error of interpreting the most unexplainable situation in that time but we didn't do anything which I would say that should put us on the guilty side.

Question

You have explained very clearly why Israel should have been suspicious of this plane flying into this territory. That's easy to understand sir. But why the end of the sequence of identification and attention ^{and attempts to} to bring the plane down when you saw it ^{heading} getting back across the canal indeed very short space before the canal before ^{again} crosses to Egypt apparently doing no damage at all the most perhaps some photographs, ^{of}xx why did you then still insist of bringing this plane down by force?

Answer

Mr. Dayan

When I spoke there the day before yesterday, then I tried and I quoted and I repeated the considerations about it. Now the people that took the consideration and the decision are here I don't think it will be fair of me to try to explain why the airforce commander or the chief of staff came to this decision and they are here.

הרמ"כ"ל

אני סבור שהאבחנה איננה בכיוון נטיות של המטוס. אם מביבים שזה מטוס המוביל נוטים אין האזרה להשתמש באש להברית אותו לנחות. לא בדרך הכוונה ולא בדרך היציאה. אם מניחים כפי שאנו הוכיחו שזה איננו מטוס מוביל נוטים אלא מטוס הנמצא במשימה עזינה ומפרב בעקבות לנחות מודע היה חשוב באותם התנאים שזריך להברית אותו לנחות גם באמצעות אש.

שאלות:

שר הבטחון מנה שלושה גורמים שכחוויה מאי הבנויה עליהם קרה האסון. האם אין בדעת ישראל לדוח שגם היה חקירה מצד השבי בקשר מדויק ענו לקברניט בזורה שענו ומדו על מהן לדבר הזה. והם דוחשים ועדת חקירה אצלבו?

Mr. Dayan

I suppose our government will do our..... here I can talk only about what we are going to say ^{to do} and the way that we I think that what happened here happened because of the error of three parties I ~~feel~~ can tell that the way that I feel about it the main one is the Libyan airway the way that they behaved. The Cairo tower control should have behaved better and something that we couldn't anticipate at the time but now we have to realize that even such unacceptable happening might happen and did happen.

卷之三

Question

Wasn't it possible to give the benefit of the doubt that the possibility ~~it~~ that it might have had passengers on board?

Mr. Dayan

Gentlemen, today ~~ixthimxxixfmxxixkxxm~~ even if I ~~feel~~ like answering ~~that~~ a question I must refer such questions to people who took the decision at that time.

Question: General Dayan assuming that Egypt turns down the idea this idea of the red line in Sinai and ~~s.....~~ knowing what you know now if the same thing is happening again now would you do anything different?

Mr. Dayan

I do hope that nothing like this will happen again not only because I ~~don't~~ want it to happen again but usually such incidents are not happening twice the same I said before and I want to repeat : we are going to study the case and to learn the lesson and draw the conclusions. So if you allow me to put it in a more respectful way the question is not whether we would do exactly the same incident will occur. This is not the question. The question is general approach to such possibilities if I can refer to myself I wouldn't in the past about anything like that. ~~A~~ Libyan aircraft going from Benghazi to Cairo ~~is~~ would go there after being signalled and warned for seven minutes and rejecting all the orders that it would be a civilian innocent ~~passenger~~ passenger I wouldn't have ~~im~~ imagined that before . I do realize now that something like that might happened and we have to take it into consideration.

Question

General Dayan could you not have used the United Nations existing communications ^{if} systems which hooks up with the ceasefire observers and both sides of the lines and even you could not use that system why couldn't use that system.?

Mr. Dayan

We can use them probably for something like a camel that would about six months before we get an answer .

Question

I am happy that the contents of the black boxes/~~now~~ have been found, since this enables us to verify the movements and suspicious behaviour which were apparent to us on that day.

The airliner, due to a series of errors clarified here, was identified by the control center of our air defence system as a hostile aircraft on a hostile mission, despite its being a passenger plane. However, as a result of its behaviour, we could not assume that the airliner had in fact been carrying passengers.

The plane had managed to come through Egyptian air defences without being hit or even warned, thus giving the impression that the plane was crossing in co-ordination with these systems.

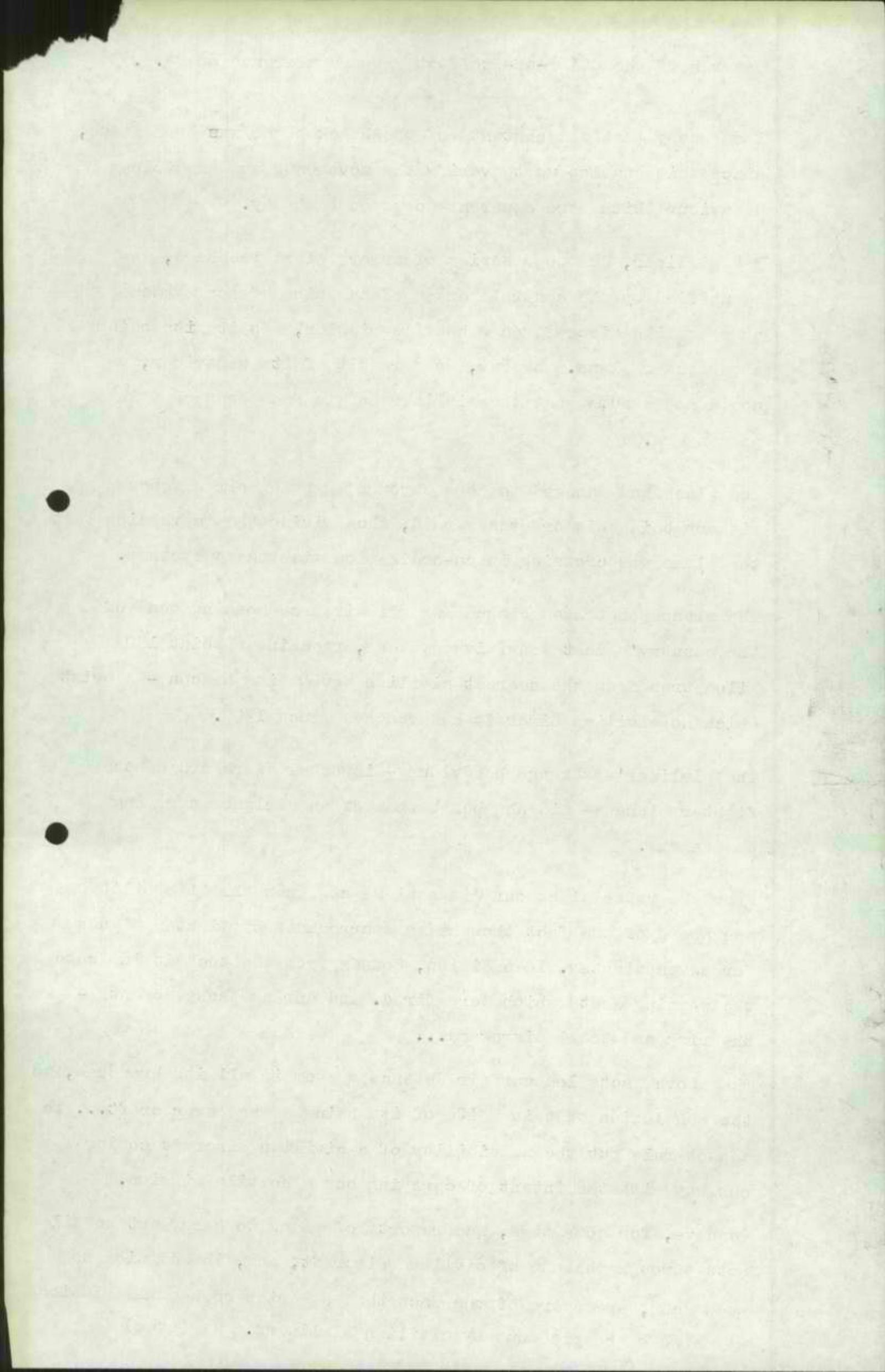
The plane penetrated closed Israeli airspace housing some of the country's most sensitive systems, reaching a point 180 kilometres from the nearest civilian navigation beacon - a point which no civilian aircraft had reached since 1967.

The airliner's strange behaviour - in total disregard of the fighter planes - did not befit that of an airliner carrying passengers.

From the material at our disposal we now know that the pilot was aware of the fact that he was surrounded by fighter planes for seven minutes. In addition, sounds from the cockpit indicate the warning shots which were fired. And during those moments - the risk and total disregard...

The above facts led our air defence system in all its branches, to the conclusion that in spite of its being a passenger craft... we cannot rule out the possibility of a civilian aircraft coming our way with the intent of carrying out a hostile mission.

We have, for some time, had reports of plans to carry out hostile acts through the use of civilian aircraft, and, in addition to such acts, are aware of the fact that a series of hostile missions may also be carried out by civilian airliners. (over)



I emphasize these points since they created the impression that this was a hostile plane and since we know it was a passenger plane, there is now no doubt in any of our minds that it should not have been hit, however, under the circumstances it was thought to be a hostile plane - and during the few moments in which a decision had to be taken, in view of the fact that it was considered a hostile plane by the air force, I believe the decision to force it to land was a correct one. I considered this decision correct and I now consider it correct, and I approved it.

Though we did not intend this most regrettable outcome, we could not prevent it in view of the airliner's behaviour.

הנ"י שמו שוחזר בקידושות השחזרות נסאו, וחוץ מנאמר לעוד לאמת את החבוקות רוחתנשכנות התשודדיים כפי שדרשו בעיניהם באותו יום.

חפטום חזה ע"י שורה של פעילות-כפי שתוטברו כאן הוגדר ע"י מערצת ההגנה האוירית שלגו ע"י חקירה וחשילה במטוס עזין חפטה כמשמעות עזינה,

וזאת למרות העולברת שזה היה מטוס גוטים, אבל כתזאתה שוחזרתו לא עלה על הדעת שזה מטוס מוביל באמת גוטים.

חפטום חזה בנו מטוסים דרך מערצת ההגנה האוירית של מטוסים, מגלי שיפגע על ידה מגלי שיזהר על ידה וחותם היה להגיח שזה מטוס עם מערצת ההגנה חזה.

חפטום חזה חדר למרחב האויר הסדר בז' נסיבות טרור בז' נסיבות צבאיות הרובשות ביזור שיש לעז במרחב חזה. חזא חגי'ק למשך שזו מרוחק 180 ק"מ מאייזהו קו תעופה אדרמי, ומאי 1967 שום מטוס אדרמי לא הגיע למרחב חזה.

רוחתנשכנות שלא חיהם רוחתנשכנות מתעלמת מטוסי קרב בגדרה המזרחה ביזור בגדה שגידגה הולמת בשום איזה מטוס מוביל גוטים.

מתוך החופר שכך בידנו איזה יודיעים אותו היה עד לקיום של מטוס קרב מטביכו בפרק 7 דקוט, איזה שומעים זו מתחן הנעה ב"קוקפיט" שוחטפו בתוכו גם דריות האזהרה, ובאותם הרבעים הסיכון רוחתנשכנות מתעלמתה...

כל הסיבות הללו הביאו את מערצת רוחתנשכנות האוירית על כל חלקייה לירוי מסקנה של מטוסים מטוס גוטים... וagnet איזה יכולים יכול להזיא מצלמת שיטות גוטים עזינה.

כבר זמך רב יש לנוכח ידיעות סקינות רוחתנשכנות מיגען, בנסיבות מטוסים אדרמיים ואבל לא רק אפשרויות כיבוד קיימות במטוסים אדרמיים ישנה שיטה של משימות עזינה שניתן לבצע אותן במטוסים אדרמיים.

аги מודיעש את התקוזות האלז אשר יארז את הרוושם שזהו מטוס עווין כי בידיעתו
שזהו מטוס גזעני אין לך מחד מחיתו שום דילמה שלא אריך לפגוע בו, אבל
בנסיבות שהחירז הוא כשללטוט עווין, ובאותם הרגעים המפוזרים בהם היה אריך
לקבל את תחלה, אג' סבור שהגדרכו מטוס עווין ע"י חיל-האוויר ותשיקול טרייך
לחכricht אortho לפחות אגלאז היה שיקול גבון, אג' חשבתי את שיקול חוץ כבון
אג' חשבב אותו היה שיקול גבון זאג' אישרתי אותו לחיל-האוויר.

התודעה היה ממערת, לא תכוונו אליה היה בלתי סגע בחרנחיםתו של
המנוף.

MINISTER MOSHE DAYAN
PRESS CONFERENCE

24th February, 1973

Minister Dayan: The Israelis will excuse me for talking English, and the foreigners will excuse me for my English.

I want to add two remarks to what I had a chance to say before. Now that we know more now and we agree that we have more or less a dear picture of what happened, I feel that I can say that what happened is a disaster, was the outcome of three, three elements of error.

The first one, the Libyan airplane; the second, the Cairo tower control; the third, the interpretation of our people of the events, the happening of that time.

About the Libyan, we have an attitude - I'm not an expert and I would not pass judgement where one can have such a state and get that far out of the truth, but I feel right to say that to mistake Phantoms for Migs and the Egyptian crescent with the green background for the Israeli Shield of David on blue; the warnings signal for friendly exercise - this is a little bit too much for an ordinary human, just mistake. I would call it irresponsibility. That much is expected of a Captain, to take more notice when he is on duty.

About the Egyptian tower control, I am sure that their motives were innocent, and they lost contact, well, that happens. But in a way they confirmed to him that he was on Egyptian ground when they told him they would give an order for the Egyptian Mig to stop firing. The least that I would have expected of them would have been: "Wait a minute. Something might be wrong", and not to assure him: "All right, you can go on, we shall take care of it."

Without trying to underestimate the error of judgement of our people at the time, I want to say that to expect an airplane going from Bengazi to Cairo to get to the distant eastern side of the Suez Canal and to expect him to take our Phantoms for Migs, and our signals for friendly wavings - one should have more imagination, much more imagination than I think that one can rightly ask or expect not only

any pilot, but just ordinary, intelligent human beings.

Now all this very, very regretful incident is a fact, and I feel that all of us have to learn our lesson and draw conclusions. I say "all of us" and I mean the Libyan airline, the Egyptian tower control and ourselves. We should go into it, and should draw our lessons about it. I know that frankly, there is interest all around the world about it; any qualified international body will get all the information at our disposal, and will answer all the questions and give them everything we have, whether it is instruments, the tape-recording, information - and they will be free to go around, to talk, to see, to find out for themselves everything.

Whether it is Air France or the Libyan airways, their representative, the Pilots' Association, the Red Cross - every international or qualified party involved in this incident, who would feel like going into it, will be welcome and get our co-operation, in order to get to the bottom of the incident and to find out all the facts about it.

Moreover, I am quite sure that if any agreement, rules, regulations, procedures will be agreed upon internationally about the attitude in such cases, that is to say, on the battlefield, at a time of war - whatever rules and regulations will be accepted internationally, we shall accept them, implement them and carry them out. I wouldn't welcome advice just how we should behave and the others not, but anything accepted by everybody on similar circumstances will be accepted, honoured and implemented by us.

Moreover, I think that practically what could have saved and prevented such an incident - and we have to think about it for the future - if some kind of a red line for emergency cases between us and our neighbours, and if they are ready for that, I am sure that we will accept it willingly. Supposing we have some kind of emergency communication between us and our neighbours and they would have reported to us that an unreported airplane is missing in this area, we would have saved this airplane. As a matter of fact, some more than 20 years ago when I was the Commander of Jerusalem, at that time the Arab Legion Commander of Arab Jerusalem, General Abdullah

e-Tel, did agree to our proposal and we did have such a line between his headquarters and ours, and it did help at the time. I would be very glad if our neighbours will agree to some kind of quick communication, not for any political purpose - just for emergency cases so that we can be notified in such cases.

Had we had such a way of communication now, between us and Egypt, let us say between the control tower, they would have told us they've got an army-reported aircraft going around somewhere in this area, and there would be no problems.

This is just an idea and I want to conclude by saying that whatever agreement will be accepted internationally, we will welcome, accept it, and carry it out by ourselves.

Questions:

Ze'ev Schiff: