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Priority NND969057

JW NARA Date 11-6-00



DEPARTMENT OF STATE

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10/16

ACTION MEMORANDUM

S/S *JR*

NODIS REVIEW

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October 15, 1973

Cat. A - Caption...  
to O/FADRC  
to O/FADRC  
additional access  
by S/S  
Cat. C - Caption and...  
retained by S/S

TO: The Secretary  
FROM: PM - Seymour Weiss

10/15/73  
*Sey*

Reviewed by: *Allen*  
10/31/78

Armed Shipments to Israel

1. Based on discussions which we had on Sunday with the Air Force and JCS logistics people, it appeared that we had inadequate information on precisely what DOD had approved for delivery to Israel, what had, in fact, been shipped, what the priorities were with regard to future shipments, and what problems existed of equipment availability or other logistics. As a result one of my staff (an Air Force Colonel, who is a member of the Exchange Program) was placed in the J-4 Logistics Readiness Center (LRC), which is the point from which the entire operation is being run.

2. It quickly became apparent that he could serve as a useful point of liaison and, in fact, was able to assist the DOD in getting rapid clearance on some urgent messages. He was, in addition, able to identify some emerging problem areas, as well as give us a quick fix on the supply status (see Attachment A).

3. Unfortunately, about one am he was prematurely invited out. So far as we can tell, and the picture is murky, this looks as if it is related to internal DOD jurisdictional disputes, including ISA's prerogatives. (I cannot, however, exclude the possibility that DOD is not overly anxious for you to have a detailed up-to-the-minute picture of the supply operation. Another less sinister motivation may be concern for security.)

4. I believe I can straighten this out by talking with Bob Hill or, failing this, with Schlesinger's office, but I would like to be in a

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position to make it clear that you want to be kept currently abreast of the supply picture. (Incidentally, our people were instructed, and would continue to be instructed, to keep out from underfoot while, at the same time, being available to assist Defense in any way they can.)

RECOMMENDATION.

That I indicate to DOD that to facilitate solution of the political aspects of their logistics problems and as a means of keeping you currently informed we would like to have a member of our staff available in the LRC during the current emergency.

Approve \_\_\_\_\_

OCT 1973

Disapprove \_\_\_\_\_

Date \_\_\_\_\_

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ATTACHMENT A

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Arms Shipments to Israel

1. Problem Areas

a. Supply Availability. We are told that in various categories supplies are running short, in part, due to the draw-downs required for Viet-Nam. As a result some stocks from the European theater, primarily the FRG, are being moved to Israel. Based on a quick survey, I do not think this should pose insuperable problems; we have drawn down men and materials from Europe in the past. So long as we provide assurances as to eventual replacements and touch the appropriate bases, this probably means checking with Brandt, since most of the material will come from the FRG, and with Andy Goodpaster, this should be doable. However, I should note that the Egyptians made a demarche to the FRG this morning protesting movement of U.S. war materials from West Germany to Israel.

b. Flights Scheduled. DoD has scheduled four C-5 and twelve C-141 flights per day. According to JCS logistics people, we are told that some 25 thousand tons of supplies have been approved for shipment. At the rate of flights noted previously, this would take approximately 28 days to deliver. We have asked DoD to check into the question of what represents the limiting parameters in the event a decision were made to step up deliveries. (We suspect it is Israel's ability to absorb the equipment at the other end, but Defense is checking.) A line of communication is being established (there are currently ten ships under Israeli charter in or near US ports) which will, over time, relieve pressure on air lift requirements, but it is not clear to us how rapidly this will occur.

c. Refueling. We were told late yesterday that the facility at Lajes would be over-taxed, as the flow of outbound aircraft begins to mix with the flow of return flights from Israel, and as both begin to put demands on refueling and ground handling. We were asked to check

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out the availability of Torrejon in Spain and Mildenhall in England to see whether they would accept empty aircraft for refueling, returning to the United States from Israel. In conjunction with Walt Stoessel we drafted a message to London requesting agreement on use of Mildenhall, only to learn that ISA wanted us to hold up pending further review of the refueling requirement within DOD. As of this morning, that is where this matter stands.

## 2. Status of Deliveries

### Aircraft

To date, 16 F-4 Phantoms have been approved for transfer to Israel. Several were provided from McDonnell Douglas' production, but the majority were withdrawn from USAF operational units. Thus far, 12 have already been delivered to the Israelis and 4 are enroute. Twelve additional F-4s are being prepared for delivery, but final transfer authority has not yet been received.

A total of 30 A-4 Skyhawks has been approved for transfer. These aircraft are all available in the United States, but a delivery problem exists. The A-4 has an air refueling capability, but airborne tanker aircraft in sufficient numbers and at the required locations enroute are unavailable. The most serious problem, however, is a lack of qualified U.S. pilots to fly the A-4s. The U.S. Navy no longer has the A-4 in its active inventory (only the Reserves have the A-4), and most qualified Marine Corps A-4 pilots are deployed in the Western Pacific. There are reports that the Israelis suggested shipping the aircraft by surface, but Defense is trying to work out a plan for air delivery. The situation is currently unresolved. This project has been given a high priority.

### Missiles

The Israelis viewed the delivery of AIM-9 Sidewinder air-to-air missiles as their second

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highest priority; 200 of these heat-seeking missiles were approved for transfer and all have been delivered to Israel.

The SHRIKE air-to-surface missile was also approved for transfer as the Israelis' fourth highest priority item. Presently there are 46 of these anti-SAM radar missiles enroute via airlift.

#### Anti-Tank Weapons

A number of TOW missiles and launchers has already been delivered. The Israelis also have had 16,000 LAWS now in the airlift system enroute to Israel. This weapon, less sophisticated than the TOW, was afforded the Israelis' third highest priority.

#### Artillery Projectiles

The Israelis have requested both 175 and 105 mm. projectiles; currently, 504 rounds of the larger 175 mm. weapons are enroute via airlift. A potential problem may exist in this area, since the 175 mm. projectile consists of several components: the actual round itself, a separate propellant assembly, fuze, etc. Defense is attempting to ensure that enough of the various components arrive within a reasonable span of time.

#### Miscellaneous

Several aircraft sub-components "auxiliary" equipment items have been given a high priority by the Israelis. For example, of a list of over 100 priority items, they have designated the 370-gallon external F-4 wing tank as priority number six. At this time, 80 tanks are enroute via airlift. Moreover, externally-mounted racks for the F-4 and A-4 are needed; 100 racks for the A-4 have already been delivered.

#### General

Defense reports that the Israelis have constantly shifted their priorities as their requirements

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are refined or when battle losses dictated. Although this does not present a serious problem for Defense, it could lead to some misunderstandings with Israeli officials. DOD logistics personnel are working around the clock, seven days a week, to cope with the situation.

Meanwhile, tons of military equipment are being flown into U.S. departure airfields where it is awaiting assignment to USAF transport flights. Everything appears to be progressing reasonably well.

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