

CHAPTER #80

MEMBER

# ISRATHEME

No. 10 ISSN 0792-6944

MARCH 1993

The English Bulletin of **AYELET**, Thematic Association of ISRAEL.

P.O. Box 3542, 31034 HAIFA, ISRAEL. Editor: Nahum Shereshevsky  
Graphics: Eliezer Saraf Linguistic adviser: Stuart Elgrod  
Copies (by air mail) can be obtained from the above address for:  
2 IRC, US\$2.50, £1.50, A\$/Can\$/Sfr 3.00. Enquire for other  
currencies.  
We are also interested in exchanging ISRATHEME for similar bulletins.

**From the Editor's Desk** - Nahum Shereshevsky

The Israeli Air Force is the subject of the leading article of this issue, by Eliezer Saraf, a continuation to his article about civil aviation in the Holy Land that appeared in the previous issue. Eliezer unfolds the story of the IAF, its aircraft, people and operations, as reflected in philately, Israeli and foreign. For the first time in ISRATHEME you can see non-Israeli stamps - but I was very glad to break this rule because the relevant Israeli material cannot give us the full picture. Contrary to other countries at war - and to our neighbours in particular - not many Israeli stamps show weapons, insignia or generals. Coming to think of it, most of the IDF-related material consists of memorials or reunions/anniversaries of regiments and other units.

You are probably aware of the fact that this issue is entitled 'March' although it would already be August when it reaches you. This is not the first time that it happens and I feel that I owe my readers an explanation. This situation is a result of the fact that the putting out of ISRATHEME is basically a one-man job, though I am very pleased that (unlike the first issue back in 1990) I don't have to write the entire journal myself! (I still have to key it in, however). As this is not a commercial journal but part of a hobby, all the work is done on my free time which is not always available. I do hope to catch up and be able to continue publishing four issues a year, but reducing this number is still a possibility. On the positive side of this situation, I was very pleased to receive letters enquiring about the journal - it means that people do miss ISRATHEME...

## Table of Contents

The Israeli Air Force .....	1
New Issues of Israel .....	12
Meter Corner: Vacationing .....	16
Special Postmarks December 1992 - March 1993 .....	19

It started out underground: innocent-looking flying clubs provided cover for the air arm of the Haganah, the illegal defence organization of Jewish Palestine. Eventually a full-fledged flying school was established in a kibbutz in the Jordan Valley, far from the eyes of the British authorities. "Tiger Moth" and Polish RWD biplanes were used, and the former is shown on the 250 IS value of the 1985 "Aviation in the Holy Land" series (SG952/Sc. 902). Shown also is a label carrying a value of 25 mills which reads "The General Council for Aviation in Palestine/Fulfilled his Duty to Hebrew Aviation".



Tiger Moth DH-82



'Air duty' label

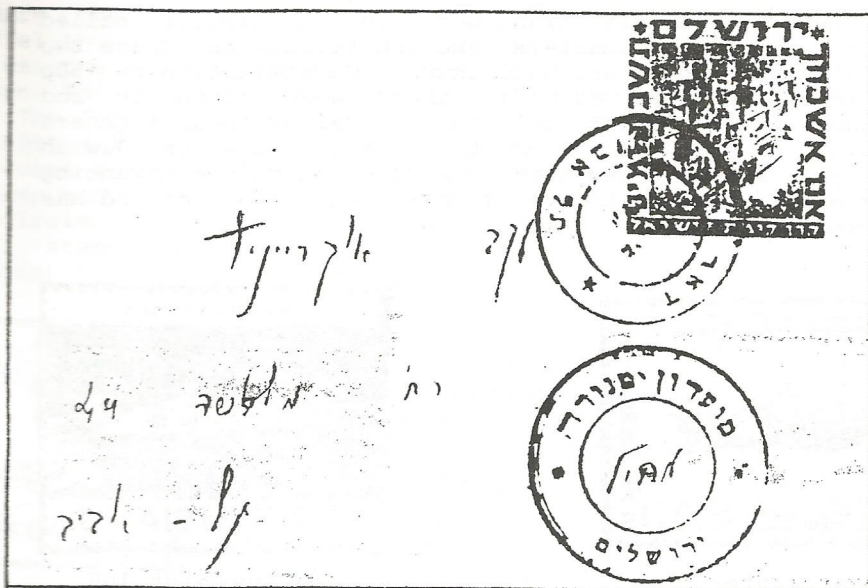


Piper Cub

After the World War, attempts were made to upgrade this air service. Auster and Piper Cub monoplanes were employed. Their monotonous droning earned them the affectionate appellation "Primus". Each of these aircraft received a number and documentation relating to another, "legal", plane. Eventually, these eight craft served as fighters, like the Auster shown here escorting a convoy to Jerusalem (1967 Independence Day 0.15 IL, 358/342). The Cub still serves as a primary trainer in the IAF flying school (Greece 1980, 1538/1375). The 'Primus' aircraft later had another important job - carrying mail and small supplies to besieged settlements, and foremost Jerusalem. From April to June 1948, after the British closed the postal service and before the road to the city was cleared, these small planes carried mail, ammunition and explosives to Jerusalem. Only soldiers' letters were intended to be carried, and one of the famous types of covers are the 'Menorah Club': one example is shown here. The lower cachet reads 'Menorah Club/Jerusalem' and written by hand inside the circle is the word 'from a soldier', used to certify the letter's status. The JNF stamp at the top was postmarked in Tel Aviv by a 'Minhelet Haam' postmark. In 1988 a re-enactment of a flight to mark the 40th anniversary of the delivery of mail to besieged Jerusalem was commemorated by a postmark.

As war with the Arabs loomed ahead, Israel began a frantic "anything goes" search for more and better planes. Many legends are told about those efforts. There was, for instance, the lease of five 'Beaufighters' to take part in a movie (Guinea 1979, 1009/778). They





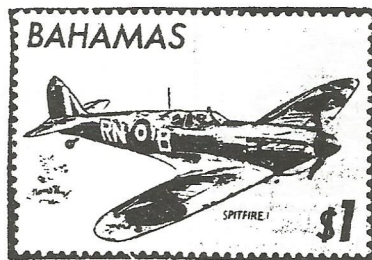
"Menorah Club" air mail cover



Auster



Mail to Jerusalem

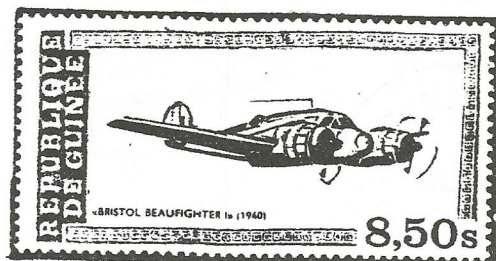


Spitfire

took off and were not seen again... There was a Fairchild Argus, formerly engaged in smuggling drugs, that made an emergency landing in the Negev, and a Bonanza that was hired to bring mail from South Africa and stayed on to make a bombing run on Gaza. Altogether, a motley mix of aircraft, flown by no less strange crews of native Israelis, Jewish World War II veterans from abroad and non-Jewish volunteers sympathetic to the cause.

But even so, when the regular Arab armies invaded Israel in May 1948, the need for "real" aircraft became apparent. Luckily, some were on the way. In those days, the Soviet Union sided with Israel - anything to kick the British out of Palestine - and was willing to supply WWII surplus weapons - for a good price, of course. Czechoslovakia served as agent and provided phased-out Spitfires (Bahamas 1990, Sc694a) as well as Avia 199, the latter being German designed Messerschmidt 109's built in Czechoslovakia (St. Lucia 1985, 197/762). The problem was to bring the planes home - some were taken

apart and ferried by Israeli transports in an airlift called 'Operation Balak', using Skymasters and Constellations. These two planes are found on the second air mail issue - Constellation on 150p (79/C12) and Skymaster on 350p (80/C13). Others were flown in and arrived with their last drops of fuel. The arrival of these fighters caused an immediate reversal at the front. The air attacks on Jewish towns ceased, and after a few raids the Egyptian column advancing toward Tel Aviv ground to a halt. Ever since, Israel's hinterland has enjoyed "clear skies".



Bristol Beaufighter



Messerschmidt 109



Constellation



Skymaster

The victory in the air enabled Israel to mount an airlift to the Negev, still cut off from the rest of the country. Called 'Operation Dust', it brought in 2000 tons of supplies and a whole infantry brigade. Towards the end of the war, three mighty B-17 Flying Fortresses were added to the force (Sierra Leone 1990, Sc1180). They came in fighting, loading bombs in Czechoslovakia and detouring to drop them on Cairo before landing in Israel. At the same period, a somewhat bizarre fight took place between Israeli Spitfires and similar planes of the R.A.F. which threatened an Israeli column advancing into Sinai. (The British claimed that by entering Sinai Israel was attacking Egypt proper, which had a defence treaty with Britain). The result of that battle was 5:0 for Israel.

The end of the War of Independence found the new air force victorious, self assured - and very poor. The volunteers from abroad left, the airplanes were falling apart; funds were needed elsewhere. In fact, the IAF had to start anew, from selecting colours and emblem to establishing a chain of command and building air bases worth their name. This was done, and the result is something unique, unparalleled in the world today or in history. When pilots speak of



he 'Air Force family', they really mean it. The force is small enough for every pilot to know all the others and their families and to share their joys and sad moments. Once a year the entire family gathers at the Air Force Memorial on "Pilots' Mountain" near Jerusalem. This was the site of the first fatal crash of an Israeli aircraft, a horseman. This memorial was the subject of the 1989 Memorial Day stamp. The first Air Force emblem can be found on the 5p value of the 1949 Festival set (18/28) and in a 1949 postmark for Air Force Day. The present emblem is shown in the FDI postmark for the 1989 Memorial Day stamp mentioned above. The IAF marking is a blue Magen-David in a white circle, and it can be seen on the aircraft in some of the Israeli stamps described here, as well on a 1989 postmark commemorating the founding of the Air Force Association.



B-17 Flying Fortress



Old and present Air Force emblems

The early 1950's were deceitfully quiet. The IAF changed from the 1948 band of adventurers into a small but very professional military force. Being a pilot was a very prestigious status, epitomized in the slogan attributed to then Air Force commander Ezer Weizmann: "The best men to the Air Force", which appears in a 1960 slogan cancellation. (To this slogan the men responded: "-and the best girls for the pilots!")



IAF Memorial



Plane marking



'The best men for the Air Force'



The most important development was the arrival of the first jetfighters: Israel received Gloucester Meteors, Egypt and Iraq bought De Havilland Vampires. Britain sold them, most impartially, to both sides. Then, in 1952, the Egyptian army revolted against the

King. The new rulers turned to the Eastern Block for arms, and the Middle East arms race was on. The Soviets understood that the path to the Arab heart was paved with weapons; soon the names Mig and Ilyushin began to sound in the area (Egypt 1957, 546/408). Once again Israel faced a threat to its very existence. But just as Israel wondered how to cope with the sudden flood of arms to her mortal enemies, Nasser made the mistake that solved the problem. His vocal championship of the Algerian revolt angered France into opening its armories to Israel. The first French aircraft to arrive, in 1955, were a dozen Dassault Ouragan subsonic jets (France 1965, 1695/1136). Then began a fertile cooperation between the firm of Marcel Dassault (France 1988, 2797/2087), France's premier aircraft manufacturer, and the IAF. The French supplied the planes, whilst Israeli pilots flew them to victory and fame.



Ilyushin-28, two Mig-19's



Dassault Ouragan



Sinai Campaign

In 1956 Nasser's megalomania brought about the Suez Crisis, following the one-sided nationalization of the Suez Canal, an act that convinced France and Britain that he must be stopped. The interests of these two countries coincided with those of Israel, and this led to a joint attack on Egypt, known as the Sinai Campaign. The Israeli Air Force did not take a large share in the war, which consisted mainly of tank operations: still, there was the first (and so far only) combat paratroop drop. The 30th anniversary of this event was commemorated by a 1986 postmark, showing a paratrooper's wings. The first Mystere jets appeared, but they were mainly deployed in a defensive formation. A persistent legend claims that Mustang fighters sowed confusion by cutting enemy telephone lines with their propellers. The rest is history: Nasser's mighty army collapsed like a soap bubble. His air force, instead of fighting, was evacuated to Sudan. However, aided by both Russia and America, he managed to snatch a political victory out of his military defeat.



Marcel Dassault



Nord Noratlas



The Israeli-French cooperation continued. The Mysteres were followed by Super-Mysteres, Noratlas transports (France 954, 1195/C30), Vouture attackers and, to top it all, the Mirage supersonic fighters. In those years, many French airplanes were shown on Independence Day stamps: in 1962 two stamps depicting Voutures 229-230/222-223), in 1967 (just before the Six Days War) a Mystere flying over the Negev (359/343) and a Mirage over Massada (360/344).



Voutours

For a while it seemed that a steady supply of first rate weapons was assured, but it was not to be. In May 1967 Nasser closed the Straits of Tiran, the gateway to Israel's port of Eilat in the Red Sea, to Israeli ships. He also drove out the U.N. forces that were deployed in the Gaza Strip following the Israeli withdrawal in 1957. The result was the Six Day War a month later. Nobody wanted it, nobody expected it, it was a classic case of an escalation running out of control. But the Israeli Air Force was prepared: for years it had rehearsed a surprise blow, designed to knock out the enemy air force on the ground during the early hours of the war. This blow was now delivered, with stunning effect.



Mirage over Massada



Mystere over the Negev



Hawk AA missiles

This victory was marred by one thing. President de Gaulle, who had temporarily ordered Israel not to attack, now declared a full embargo on arms and ammunitions. The alliance between Israel and France was over. Some Israelis had seen it coming ever since the French retreat from Algeria eroded the basis of that alliance. As luck would have it, a new administration in America was willing to

take France's place. As early as 1961, President Kennedy was looking for something that would be both 'high tech' but strictly defensive to give Israel. The answer was in the form of a few batteries of Hawk anti-aircraft missiles (Singapore 1977, 286/260). The Johnson administration followed with less "defensive" hardware, such as Skyhawk attackers (New Zealand 1987, 1426/875) and Phantom II fighters (Greece 1980, 1537/1374). Of no less importance, the American arms were given at very favourable financial terms. But the first Phantoms cost so much that a special appeal was held in Israel, aiming at raising 300 millions IL - as shown on a 1969 "security appeal" label together with the Phantom. Eventually, Israel was to be awarded billions of dollars in military aid. As the cooperation increased, there came weapons such as "smart" bombs and sophisticated electronics. In the latter field, Israel also made an important contribution, and quite a few bilateral projects are under way. Helicopters are on the "shopping list" as well, from the good old Sikorsky 55 (India 1963, 468/374), to the battle tested ultramodern Apache (Palau). But the 'jewel of the crown' of American fighters is the famous F-15 Eagle, currently the most advanced air superiority fighter in the world (UAE 1991).



Phantom Appeal label



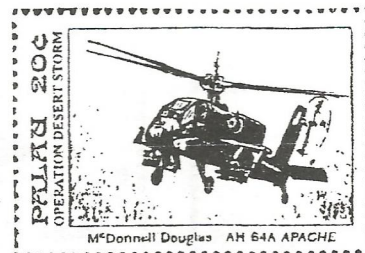
Skyhawk



F-4 Phantom



Sikorsky S-55



Apache

The Arabs learned a lesson: despair of ever achieving equality in air-to-air combat led them to seek salvation in surface-to-air missiles (SAM) (Poland 1973, 2262/1998). The Russians were only too pleased to oblige, and during the 1968 'War of Attrition' on the Suez Canal banks a veritable Maginot Line of missile batteries was constructed on the Egyptian side. Toward the end of the conflict in 1970 the missiles began to "creep" forward to the canal. They were to exact a heavy price in the next war.





F-15 Eagle



Surface-Air Missiles



C-130 Hercules

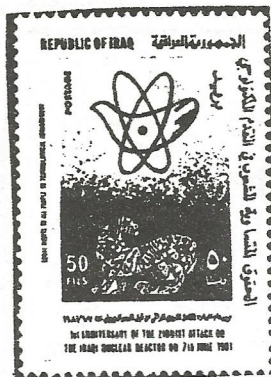
In October 1973 the Arabs renewed their attack. This time Israel was not ready, and it also underrated the efficiency of the missiles, anti-tank as well as surface-to-air. For a while it seemed that the IAF planes would not be able to approach the heavily defended Arab fortifications, but then the Arabs found it equally impossible to exploit their initial victories and to advance beyond their missile "umbrella". Eventually, aided by a massive American airlift, Israel managed to turn the table and subdue the missiles. The war ended with the Israeli armies close to Cairo and Damascus, but the price was high: over 2000 dead and over 100 lost planes.

The Atonement Day / October War ended with agreements with Egypt which later led to a peace treaty with that country, but peace was still very far from the Middle East. Where Arab armies could not prevail, Palestinian terrorists joined the fray. The terror had many aspects, but the strangest of all was the "air war" that developed during the late 1960's - mid 1970's and caused many casualties. Terrorists kidnapped airliners, holding the passengers hostage. Later, they switched to killing for killing's sake, shooting up crowds at airports, planting bombs in airliners. Illustrated here is a PFLP ('Popular Front for the Liberation of Palestine') label showing terrorists posing in front of a burning airliner. The Israeli Air Force was used to deal with terrorist camps and commando posts. Here the phenomenal accuracy of the Israeli pilots paid handsome dividends. The various targets were - deliberately - located in densely populated areas and any civil casualties would have caused a great international outcry. The IAF's most famous exploit in this sphere was the flight to Entebbe. The commandos freed the hostages, but the Air Force transports brought them home. The IAF was also called in to aid 'Operation Solomon', the rescue of thousands of Ethiopian Jews. Lockheed C-130 Herculeses (Ascension 1982, 321/312) were used alongside El Al Boeings.

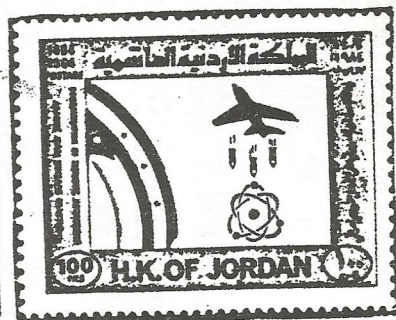
In addition to the non-stop war against terror, the IAF found other warlike tasks. Interestingly enough, these were recorded on stamps of the Arab countries, a unique honour for the IAF! There are, for instance, two Egyptian stamps protesting against Israeli air attacks during the 1968 War of Attrition (Egypt 1970, 1073/843 - issued for "International Year of Education"!!!) and no less than seven Iraqi and Jordanian stamps mourn the destruction of the



PFLP label



Bombing of the Iraqi nuclear reactor



"peaceful" Iraqi atomic reactor, depicted as an innocent dove (Iraq 1982, 1532/1065C, Jordan 1984, 1408/1188). This raid on the Iraqi reactor was in 1981 and Israel was condemned by enemies and friends alike, but the Gulf War ten years later proved the importance of the Israeli action.

During the latest Middle East war, "Desert Storm", Israel and its air force were not idle bystanders. The Gulf War also showed conclusively that high-tech prevails and Israel is heeding the lesson. Here is where a different air-arm of the nation comes in, the Israel Air Industries. The IAI is one of Israel's largest employers, and has many achievements to its credit.



Israel air industries

"International Year of Education" Egyptian-style

Self-made arms are a tradition going back to the British Mandate. Later a large armament industry was developed. the IAI started from a small plant near Lod airport, designed to repair damaged airplanes. From repairs, the plant, called BEDEK, went on to making spare parts and eventually entire planes. Among the first was the local version of the French Fouga Magister which was built under license during the heyday of the alliance with France and which continues to serve as an advanced trainer for the IAF, under the Hebrew name Tsukit ('thrush')



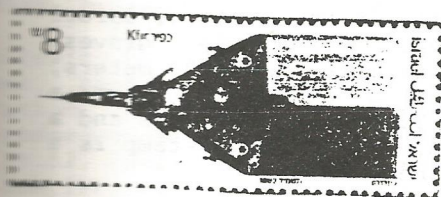
(France 1954, 1196/C31). Next came some simple locally designed craft, such as the short-range transport Arava and the executive transport Westwind. The Arava was commemorated with a 1970 stamp (450/423) and its inaugural flight by a postmark three months earlier.



Tsukit (Fouga Magister)

Israeli-made Arava

The French embargo caused a dramatic shift in direction. A decision to venture into the design and manufacture of jet warplanes, eventually to make Israel self-sufficient even in this vital field. First came the Nesher ('Eagle'), essentially a Mirage body with an American engine "shoehorned" in it. In parallel, attempts were made to build a copy of the original French engine. Then came an improved Mirage body, built in Israel around an American engine. This plane, named Kfir ('young lion'), was for some time Israel's front line fighter, until the arrival of the F-15 and F-16. It is shown on the IS 8 value of the 1983 set depicting Israeli-made arms (913/852). A number of countries were interested in buying Kfirs, but the Americans vetoed most prospective deals, fearing competition to their own air industries. (They had the right to do so because the Kfir contained American parts and knowhow). But some deals did come about, as can be seen from an Ecuadorian stamp (1985, 1948/1102) which shows an unidentified fighter that looks just like a Kfir...



Kfir: Israeli "official" and Ecuadorian "unofficial"



Roll-out of the Lavi

For a time, Israel and Sweden were the only small countries that built alone front-line jets at a time when powers like Britain and Germany abandoned such projects as too costly. In the early 1980's, however, it appeared that Israel had overreached herself. The cost of building the Lavi ('lion'), "fighter for the year 2000", began to escalate, until it was impossible to continue this project without fatally harming other ventures. Two prototypes were built and are still flying, but the project was abandoned. The roll-out ceremony of

the Lavi was commemorated on a 1986 postmark. Instead Israel boosted its impressive electronic research and development and engaged in such "Star Wars" items as the Arrow anti-missile missile and the Amos reconnaissance satellite.

In conclusion, the Israeli Air Force, founded 45 years ago, is no longer young. In combat experience, it is among the most mature in the world. It has seen many changes, exhilarating victories, sad losses. It is still going strong and able to promise its country "clear skies" for many years to come.

\* \* \* \* \*

## NEW ISSUES

16.2.93

### NATURE RESERVES IN ISRAEL NIS 1.20, 1.50, 1.70

This is the third set of nature reserves stamps, the first two were issued in 1988 (reserves in the Negev) and 1990. Each stamp shows a landscape picture and a typical plant, while the tab shows an animal that is found in the reserve. The FDI postmark (#15 on p. 20) shows the three animals.

#### NIS 1.20 - Hof Dor - HaBonim Coastal Reserve

This reserve runs along 4.5 km of the Mediterranean beach, some 25 km south of Haifa. It has two unique habitats - on the shoreline there is a large habitat of invertebrates, and a few meters away, the beach sandstone is covered all year long with flowers. Shown on the stamp is a wild tulip, and on the tab is a sanderling bird.

#### NIS 1.50 - Nahal Amud ("Pillar Stream") Reserve

This reserve in the Upper Galilee mountains in the north of Israel has water cascading, steep canyons, and numerous plane tree groves. The brook is only 25 km long, but it descends more than 1200 meters, which results in a number of different habitats along the way: a dense Mediterranean scrub forest, typical batha on the slopes and a savanna downstream at the foot of the cliffs. Shown on the stamp is a pomegranate tree and on the tab is a salamander.

#### NIS 1.70 - Nahal Ayun Reserve

This reserve is also in the Upper Galilee mountains, near the Lebanese border. Nahal Ayun (the Ayun Stream) flows from the Ayun Valley in Lebanon to Israel's Hula Valley, forming on the way four waterfalls that are the star attractions of the reserve. The waterfalls are the Ayun Fall (9.2 meters); the Mill ("Tahana") Fall (21 meters), named after the adjacent flour mill. This waterfall is shown on the 0.03 IL value of the 1970 Nature Reserves set (SG433/Sc403); the two Cascade Falls (5 and 9.5 meters); the Thanur Fall (30 meters), derived its name from the Arab word "thanura" which is a skirt worn by the Arab women of the area. The Thanur Fall is



depicted on the 500pr value of the 1954 air mail set (SG81/Sc C14). On the stamp is a globe thistle, and on the tab is an Indian crested porcupine.

MENAHEN BEGIN 80 ag.

Menahem Begin, Prime Minister of Israel (1977-1983), was born in 1913 in Brisk, Lithuania. He joined Beitar, Zhabotinsky's movement, when he was 16 and in March 1939 became its head in Poland. In between he studied law, though he never practiced it. When Poland was invaded by the Nazis, the Begin couple reached Vilna. Menahem Begin was arrested by the Communists, and was released later to join the Polish army formed in the USSR (The Anders Army). With this army he arrived in Palestine in 1942, where he left the army a year later to become the leader of the Etzel underground organization. (Etzel was commemorated on a 1991 stamp - see "New Issues" in ISRATHEME #5, December 1991).

Following Independence, the Etzel became the Herut ('Freedom') party, that through merging with other parties (mainly the Liberals, 1965) became today's Likud party. Begin was the party's leader and as such also head of the opposition to the Labour governments. Just before the Six Days War, in June 1967, a national unity government was formed and Menahem Begin became a cabinet minister. He and his party left the government in August 1970 because it didn't reject the American "Rogers Plan".

In May 1977 there was a major political turn over in Israel: for the first time the Labour party and its allies were defeated and Menahem Begin became Prime Minister, heading a Likud-based coalition. The highlight of Begin's premiership was the signing of the peace treaty with Egypt in 1979, so far the only peace treaty with an Arab country. for this achievement Menahem Begin was awarded the Nobel Peace Prize in 1978, together with Egyptian President Sadat. Other major events and activities during this period were the 'Golan Law' which annexed this region to Israel (1982); Israeli settlements in Judea, Samaria and Gaza; the bombing of the Iraqi nuclear plant (1981); 'Project Renewal', the renovation of slum areas.

Following terrorist attacks from South Lebanon on the north of Israel, Begin decided in 1982 to conduct the 'Peace for Galilee' Operation, which later became to be known simply as 'The Lebanon War'. The consequences of this war and the death of Begin's wife Aliza (13.11.82) were the main reasons for his resigning the premiership and complete withdrawal from politics. Menahem Begin died on 9, 1992 and was buried in Jerusalem.

The stamp shows a portrait of Menahem Begin, and on the tab are the state arms of Israel. The FDI postmark (#13 on P. 20) shows Menahem Begin's signature (in Hebrew and in English), taker from the Israel-Egypt Peace Treaty, 1979.

BAHA'I WORLD CENTRE, HAIFA NIS 3.50

The Baha'i Faith is an independent religion, not a sect of one of

the other belief systems, and is now established throughout the globe. Its founder (in 1844) was Baha'u'llah who lived in Iran and was brought as a prisoner by the Ottomans to Akko in 1868. His shrine near that town is the centre of devotion for the five million members of the Baha'i Faith. Between 1883 and 1891 Baha'u'llah visited Haifa three times, and in the last visit he pointed out the site on the slopes of Mount Carmel that he had chosen for the burial place of His Herald, the Bab, martyred in Iran in 1850. This mausoleum is now surmounted by a golden dome and is Haifa's landmark. Mount Carmel was chosen also for the administrative world headquarters of the Baha'i. The first two imposing marble structures of the planned complex already stand, amid magnificent gardens. The larger of the two which is shown on the stamp is the Seat of the Universal House of Justice, the governing body of the Baha'i world.

The teaching, laws and institutions of the Baha'i Faith derive solely from the revealed writings of Baha'u'llah. Its central belief is that humankind is one people and that the day for the unification of the human family has dawned. It sees all the world's religions as equally valid stages in the progressive revelation of God's will and the principal impulses in the advancement of civilization. Equality of the sexes, the essential harmony of science and religion, economic justice and the establishment of world government are among the principles it promotes.

The Baha'i community has no clergy, but is governed by councils at local, national and international levels. An agreement signed in 1988 between the Government of Israel and the Baha'i World Centre formally recognizes the Universal House of Justice as Head of the Faith and Trustee of the Baha'i Holy Places and endowments in the Haifa - Akko area. On the tab is a carpet design, the FDI postmark (#16 on p. 20) is symbolic.

#### DEFINITIVE SERIES: SONG BIRDS (PASSERIFORMES) part II 50 ag, NIS 1.50

Although small in size, Israel has a large variety of habitats, as well as being located along one of the principal global bird migration routes. As a result, more than 500 aviary species may be found in Israel, offering plenty of activity for birdwatchers.

This series depicts song birds, 192 species of which are found in Israel. Each stamp shows the bird with its Hebrew and English names, and the tab shows another view of the bird, with its Latin name. The FDI postmark (#14 on p. 20) shows a line drawing of the birds. (More information on the subject of birds in Israel can be obtained from the Raptor Information Centre, Har Gilo, 90907 North Judea MPO, ISRAEL).

The birds shown are:

50 ag. - Palestine Sunbird (*Nectarina osea*)

NIS 1.50 - Black-eared Wheatear (*Oenanthe hispanica*)





Hof Dor reserve



Nahal Ammud reserve



Nahal Ayun reserve



Menahem Begin



Baha'i World Centre

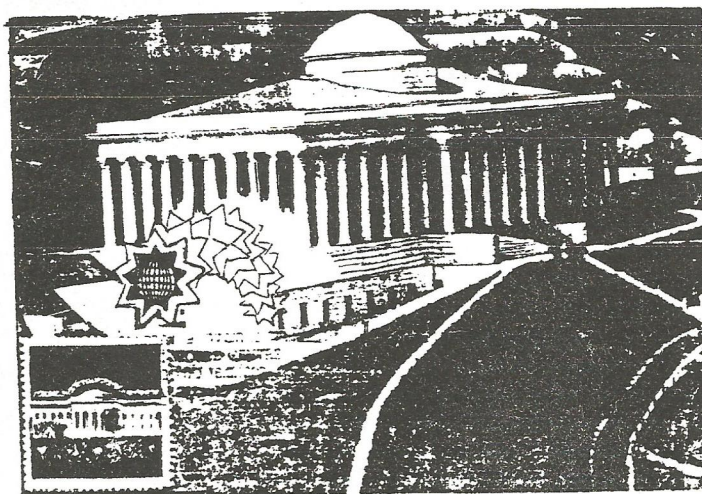


Palestine  
Sunbird



Black-  
Eared  
Wheatear

A maximum card for the Baha'i Centre stamp, produced by the Maximaphily Group of Israel. More on this group in our next issue.



HOTELS AND VACATION RESORTS IN ISRAEL

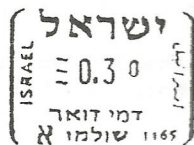
Israel's tourist industry has developed considerably in the last thirty years and this fact is also reflected in the number of promotional slogans that we find in meter stamps of hotels, vacation resorts and municipalities.

Some of these are presented here. There are famous and expensive hotels like the King David (1) in Jerusalem and Ramada (2) and Carlton (3) in Tel Aviv and the Daniel (4) in near-by Herzlia. The Plaza (5) Hotel in Tiberias, on lake Kinnereth, included a picture of the lake in its slogan. The King Solomon (6) is in Eilat, and the place part of the meter shows a view of Eilat Gulf, the same design that is used in CDS postmarks in that town.

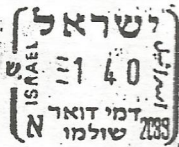
Many kibbutzim operate guest houses: Kfar Blum (7) in the Upper Galilee mountain, shown in the slogan, and Ein Gedi (8), an oasis on the shores of the Dead Sea which has a palm tree.

The Israel Youth Hostels Association is also represented (9), as well as the Israel Hotels Association (10).

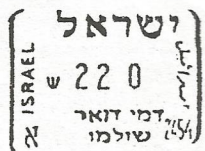
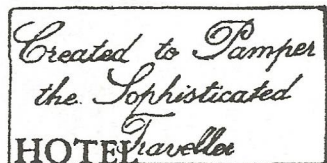
Two municipalities use their slogans to promote local tourism in their towns: Arad (11) in the Judean Hills and Ashqelon on the shores of the Mediterranean, which shows the sun and a beach parasol.



1. King David Hotel, Jerusalem.

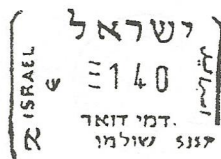


2. Ramada Hotel, Tel Aviv.

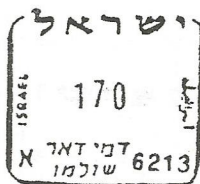
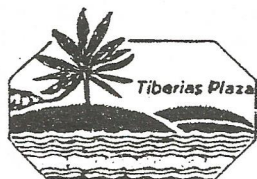


3. Sheraton Hotel, Tel Aviv - "Created to pamper the sophisticated"





4. Daniel Hotel - hotel and spa, Herzlia.



5. Tiberias Plaza, Tiberias, on Lake Kinnereth.



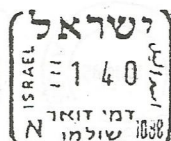
6. King Solomon's Palace, North Beach, Eilat.



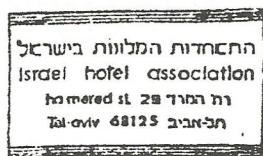
7. Kfar Blum Guest House, Ha-Galil Ha-Elyon (Upper Galilee) MPO.



8. Ein Gedi Inn, Yam Ha-Melakh (Dead Sea) MPO.



9. Youth Hostel Association, Jerusalem. "31 Youth Hostels in Israel".



10. Israel Hotel Association, Tel Aviv.



11. Arad Local Council - "For recreation and recouperating - Arad".



12. Ashqelon Municipality - "For touring and recreation - Ashqelon".



# SPECIAL POSTMARKS

December 1992 - March 1993

Note: '\*' denotes a postmark used for FDC of stamps.

1. 6.12.93 YERUSHALAYIM (JERUSALEM): 20th Anniversary - Israel Volunteer Centre
- \*2. 8.12.92 YERUSHALAYIM (JERUSALEM): European Unification 1992 Philately Day.
- \*3. 8.12.92 YERUSHALAYIM (JERUSALEM): 75 Years Hebrew Film.
- \*4. 8.12.92 TEL AVIV-YAFO: Song Birds.
5. 14.12.92 YERUSHALAYIM (JERUSALEM): Interment of those drowned with the EGOZ Ship.
6. 16.12.92 TEL AVIV-YAFO: 20 Years of IDF Commissioner's Office for Soldiers' Complaints.
- 7,7a. 21.12.93 TEL AVIV-YAFO: Israel Stamp Week, Hanukka.
8. 23.12.92 TEL AVIV-YAFO: 13th Convention of IPSA (Israel Professional Safety Association)
9. 23.12.93 TEL AVIV-YAFO: Philately Day (IPF Convention and inauguration of "SHOVEL" ["tab"], the new philatelic journal).
10. 24.12.92 EILAT: Music By the Red Sea.
- 11a. 24.12.92 BETHLEHEM: Christmas.
- 11b. 24.12.92 NAZARETH: Christmas.
12. 1.2.93 SHIOMIM MPO: 60th Anniversary of the Moshav Movement. 17th Convention • AHVA College.
- \*13. 16.2.93 YERUSHALAYIM (JERUSALEM): Menahem Begin.
- \*14. 16.2.93 TEL AVIV-YAFO: Song Birds.
- \*15. 16.2.93 ZEFAT: Nature Reserves in Israel.
- \*16. 16.2.93 HAIFA: Baha'i World Centre.
17. 8.3.93 TEL AVIV-YAFO: International Women's Day.
18. 9.3.93 KEFAR SAVA: 90th Anniversary 1903-1993 • My Kefar Sava is 90 years old • Inauguration of the First Well site.
19. 15.3.93 TEL AVIV-YAFO: 13th Tel Aviv Marathon • Hapoel
20. 21.3.93 YERUSHALAYIM (JERUSALEM): International Poets Festival.
21. 24.3.93 HAIFA: 60th Anniversary of Haifa ROTARY Club 1933-1993.
22. 28.3.93 RAMAT GAN: International School Football Championship.



1



2



3



4

