

REMEMBER THE USS LIBERTY

36 Years Ago . . .

the air and naval forces of the state of Israel conducted a brutal three-hour attack on a barely-armed U.S. intelligence vessel. The date was June 8, 1967. Israeli jets strafed the ship; torpedo boats launched their deadly projectiles at the stricken ship. The life rafts were machine-gunned. "No survivors" was the order from Israeli military officials. When the attack was over, 34 U.S. sailors and Marines were dead and 171 gravely wounded.

"Mistaken identity," Israel cried, as the U.S. public was kept completely in the dark about the incident. But the *Liberty* was easily identifiable that clear day. Some of the Israeli pilots, seeing that the ship was an American "ally" vessel, broke off their strafing runs. They were ordered to renew their deadly attacks. But *Liberty* would not go down. She limped home listing badly to one side. Once they returned from the hospital, surviving U.S. sailors were threatened with court-martial if they talked of the incident. The American mainstream press was largely silent. President Lyndon Johnson had himself recalled the U.S. fighter jets dispatched to aid the ship. And that too would need to be kept silent.

Now, 36 years later, the truth can no longer be kept hidden. Why were U.S. government officials so forgiving when all evidence told them the attack was deliberate? Why no declaration of war? How was the U.S. public denied access to information on the incident? How did Israel get away with this blatant war crime? Find out.

Admiral Burke Wonders 'Why?'

Adm. Arleigh Burke was known as "Mr. Navy." He served as chief of naval operations. The high-tech modern U.S. Navy destroyers were named the Arleigh E. Burke class of destroyers in his honor. Burke has some provocative comments about the fate of the *USS Liberty*:

"I don't know yet why we didn't protect that ship. I don't know why the Israelis would take such terrific chances. It must have been something that was very important to them, to decide to attack without considering the probability of war. Things like this don't 'happen.' Things are 'caused' to happen."

BOOK EXPOSES LIBERTY ATTACK

In the 721-page book *Body of Secrets*, author James Bamford, a well known investigative journalist, authoritatively describes Israel's attack on the *USS Liberty* as well as exposing the amazing secrets of the National Security Agency, the largest, most secretive and most powerful intelligence agency in world history. See the coupon on page B-4 to order this book.



ILLUSTRATION BY PIERRE MON FOR THE COVER OF THE BOOK ASSAULT ON THE LIBERTY BY JAMES ENNES JR.

Attack Kills 34, Almost Sinks U.S. Ship

Here's a capsule overview of the shocking circumstances surrounding the murder of 34 Americans by the armed forces of Israel in a terrorist attack that few Americans know about. Tito Howard's new film, Loss of Liberty, is the must-see "last word" documentary that tells all of these details and more.

By Michael Collins Piper

On June 8, 1967, the *USS Liberty*, an American naval vessel sailing in the Mediterranean, was suddenly and deliberately attacked by naval and air forces of the state of Israel. The attack took place in the middle of a sunny afternoon. The American flag aboard the *Liberty* flapped clearly in the breeze. Three unmarked Israeli aircraft, accompanied by three torpedo boats, conducted the brutal assault.

The attack began with rockets and then continued with napalm, a burning chemical that clings to human skin with grisly results. Then the torpedo boats raked the decks of the *Liberty* with machine-gun fire as the American sailors tried to extinguish the fires started by the napalm. The *Liberty* was then torpedoed not once, but three times, but, miraculously, did not sink. Thirty-four Americans died in the incident and 171 others were injured.

When news of the attack reached the White House, President Lyndon B. Johnson alerted the commander of the Sixth Fleet to prepare for retaliatory

action, assuming Egypt was responsible. Later, when the president learned the Israelis were responsible, he called off the alert.

Very little about the tragedy was mentioned in the American press. What reports there were indicated it was a "tragic mistake." In addition, media accounts underestimated the number of the dead.

Then, under the direction of Adm. John S. McCain, commander in chief of the U.S. Naval Forces in Europe, a court of inquiry was conducted by Rear Admiral I.C. Kidd. McCain and Kidd knew better, but they still announced that the attack was "a case of mistaken identity."

(McCain's cover-up for Israel's slaughter of American Navy boys forged a unique tie between the McCain family and Israel, such that, today, McCain's son, John, the Republican senator from Arizona, is Israel's favorite Republican.)

The *Liberty* survivors were told to "shut up." Anyone who talked was threatened with court-martial. "If anyone asks," the sailors were told, "tell them it was an accident." The survivors were dispersed worldwide so that no two men were sent to the same place.

The incident was mentioned in passing in a variety of media, but the first time that the whole shocking story was told to the public on a national scale was in *The Spotlight* on April 26, 1976.

However, as early as within one month after the tragedy on July 15, 1967, *The Washington Observer* newsletter, published by individuals associated with Liberty Lobby, the Washington-based populist institution, told readers that the Israeli attack on the American vessel was indeed deliberate.

(See *NO WITNESSES*, Page B-2)

No Witnesses Wanted

(Continued from Page B-1)

There is no question the Israelis not only intended to sink the *Liberty* but also to kill the entire crew so that no living witnesses could emerge to point the finger at the Israelis. The Israelis hoped to blame the Arabs for the crime—a long-standing “false flag” technique used by Israel in its numerous acts of terrorism.

Defenders of Israel demand to know why the Israelis would desire the total destruction of the *Liberty* and the mass murder of all aboard. The explanation is simple: the *Liberty* was a spy ship—said to be then the most sophisticated in the world—gathering intelligence information that would have demonstrated that, contrary to Israel's public propaganda line, Israel was seeking to escalate the 1967 Six-Day War then in progress, attempting to expand its territorial gains. It was planning an incursion into Arab territories in the West Bank and the Gaza Strip and intended to invade Syria. Israel, not the Arab states, was the real aggressor in the war.

A *Spotlight* report of Nov. 21, 1977 implicated the CIA's counterintelligence chief, James J. Angleton, in having conspired with Israel in orchestrating the attack on the *Liberty*. An Israeli loyalist who headed the CIA's liaison with Israel's intelligence agency, the Mossad, and who also played a key role in helping Israel develop its nuclear arsenal (in defiance of President John F. Kennedy), Angleton believed the destruction of the *Liberty* could be used as a “Pearl Harbor” or “Remember the Maine”-type incident to inflame American passions against the Arabs.

In 1983 a top secret report prepared in 1967 by the legal advisor to the U.S. secretary of state, was released (without fanfare) for the first time. The report assessed claims by Israel that the attack was a mistake. The report demonstrated Israel's claims to be lies:

Medal of Honor Winners Want Inquiry Into Massacre of Liberty's Crewmen

Among those who have lent their support to the call of USS Liberty survivors for a full-fledged public inquiry into Israel's attack on the Liberty are some of America's most distinguished Medal of Honor winners. They agree that it is absolutely clear the Israelis knew that their attack was aimed at an American vessel.

By the Staff of *American Free Press*

- Col. Mitchell Paige, the last Marine standing after repulsing a Japanese regiment on Guadalcanal, says:

We all know that this was in international waters. It was an unprovoked and intentional attack on a U.S. vessel, with one objective: to sink it and kill all aboard. An unprovoked attack. I think it was dastardly. I think it was a betrayal of any friendship that we had with that nation.

And I think it should be exposed to the entire world and all brought out so that the whole world would know the actual truth about that particular day in 1967. I know that Capt. McGonagle was on board the *USS Liberty* and the ship was off the coast at Gaza, and yet our government put it in writing, in a U.S. Senate book of Congressional Medal of Honor recipients, that he received his medal for action in Vietnam. To me that is one of the worst cover-ups in American history. How low can our government go?

- Former Navy Master Chief Bob Bush, though badly wounded in World War II, held off a Japanese advance while saving his commanding officer's life. Bush says:

Moorer Says 'No More Cover-Up'

A distinguished admiral is leading the charge to set the record straight on the attack on the USS Liberty.

By the Staff of *American Free Press*

Adm. Thomas Moorer, the longest-serving active four-star admiral in U.S. history, was the only U.S. admiral to have commanded both the Atlantic and Pacific fleets. He was head of NATO forces and served as chief of Naval Operations and chairman of the Joint Chiefs of Staff for two terms. The Navy's chief fighter, the F-14 Tomcat, was named after “Tom” Moorer.

Today, despite advancing age, Moorer remains in the forefront of the call for an inquiry into the attack on the *Liberty*. He is a hero to the *Liberty*'s survivors and, in truth, to an entire generation of American sailors who recall his leadership. About the *Liberty*, Moorer has said: “If the Israelis thought the frequencies they jammed were broadcast by an Egyptian ship, why did they jam the American fre-

- The Israelis claimed that the *Liberty* was traveling at a high (and therefore “suspicious”) speed of 28 to 30 knots. In fact, the ship was drifting along at only five knots.

- The Israelis claimed that the *Liberty* refused to identify itself. In fact, the only signals from the Israeli torpedo boats came after the torpedo attack was launched, with the result that 25 sailors had already died when the *Liberty* was hit by an Israeli torpedo.

It was clear that this was an American ship. The Israelis did this with their army, navy and air force. They [the Israelis] were getting our money to buy those French airplanes and they turned around and attacked our ship when they could see that it was our ship.

It's absolutely uncalled for. This is something I'd like to see totally investigated and a closure of this issue because I think President Johnson was the villain on it. I think he recalled the people [who] were [sent] to defend the ship.

- Army Col. Lou Millett, who led the last bayonet charge against Red Chinese forces in Korea, says:

I was in World War II. I studied all the different types of aircraft; and when I shot at a plane, I made sure I was shooting at the enemy and not ours. They knew what those ships looked like; and if they don't, I can't conceive that they don't know. I do know this: It was a criminal act. It was an act of war.

There should be a congressional committee—both Senate and House—to examine all of the data available; and it's getting late to do this since, for example, Capt. McGonagle, God bless his soul, is gone.

- H.C. “Barney” Barnum, president of the Congressional Medal of Honor Society, says:

As a Marine, I'm proud to say that three members of the *Liberty* crew were Marines. Two of them died that day. Bryce Lockwood was decorated for saving sailors' lives. Bill McGonagle was skipper of the *Liberty*, and he was awarded the Medal of Honor for action above and beyond the call of duty.

I firmly believe after review of the documentation of this film [*Loss of Liberty*] that an in-depth, honest investigation and inquiry into what really happened that day is owed to the members of the crew, their families and all Americans. ★

quency? There's no question about the fact that the jamming of the *Liberty*'s frequency was deliberate and was undoubtedly ordered by high authorities.”

MASSACRE COULD HAVE BEEN STOPPED

Had the U.S. aircraft not been recalled, says Moorer, the large number of casualties caused by the Israeli torpedo boats could have been stopped.

“I have spent a large part of my life flying over the oceans and identifying ships and this ship was perhaps the easiest ship to identify that was listed in the U.S. Navy, equipped with antennae from bow to stern, pointing in every direction. It reminded one of a large vigorous lobster and had a look that made it extremely easy to recognize. So I will never, never buy the idea that the [Israeli] pilots thought this was some other ship.

“In the case of the *Liberty*, this is the first time, to my knowledge, where a U.S. warship has been attacked without warning and no action whatever was taken to investigate this situation on the part of the Congress. I have urged this over and over again and I still think that the attack on the *Liberty* warrants a full-fledged investigation by Congress.” ★

- The Israelis claimed that the *Liberty* did not fly an American flag or carry identifying insignia. In fact, not only did the *Liberty* have a U.S. flag flying in the wind, but also after that flag was shot to pieces, another and much larger flag was hoisted by the American sailors when they realized they were under attack by ostensibly “friendly” forces from “our ally, Israel.” In addition, the *Liberty*'s name and identification numbers were clearly displayed on the hull, which had just recently been painted.

According to *Liberty* survivors, the Israeli aircraft had actually circled the ship no less than 13 times for several hours before the attack commenced. Some of the *Liberty* sailors even waved to the “friendly” Israelis from the decks of the ship, not knowing they were being targeted for annihilation. ★

Survivors Speak Out

- Ernie Gallo: “The day before [the June 8 attack] I was topside when Israeli planes came by, and very close where we could wave to the pilots, and they were that close where we could wave back.”

- Rick Aimetti: “It was a very clear day. It was a warm day, the sun was shining brightly, a nice breeze blowing, and I distinctly remember hearing the [American] flag flapping in the wind.”

- Phil Tourney: “There were approximately 13 sorties of our ship from six o'clock until 12 o'clock in the afternoon. We had a general quarters drill that lasted 45 minutes or so.”

- Stan White: “I stepped out on deck, and a plane came by, and I looked right in the cockpit. He waved. I waved. That's how close they were. They knew who we were.”

- George Golden: “Of all the recon flights that they had that morning, overlooking our ship for six to seven hours, they had a good idea of what they were doing, and they hit us hard and fast with everything they had.”

- James Smith: “I was topside fighting fires and doing other damage control work throughout the duration of the attack. At the same time I was able to observe the jets flying overhead, and I also observed the American flag flying from the mast. At no time did that flag hang limp from the mast.”

- Joe Meadors: “My only job during the attack was to make sure that the flag was flying; so every few minutes I would walk out to the signal bridge up at the mast.” ★

Sailors Told to Forget Slaughter

Survivors of Israel's attack on the USS Liberty were told—under threat of court-martial—not to tell the truth about the attack.

By the Staff of American Free Press

If you go ashore, remove your ship's name from your jersey." That's what Adm. Isaac Kidd told the survivors of the *Liberty* when he met with them after the attack. He told the men to go ashore in civilian clothes that they weren't even allowed to possess: "Don't talk about it among yourselves, don't write your friends. When you get back home, don't even discuss it with your wife and family."

Violation of these orders, they were told, could result in court-martial, imprisonment for violating national security—or worse."

Survivor Phil Tourney recalls that, after the attack, "When Adm. Kidd came aboard our ship to interview the survivors, he got us in small groups of three, four or five sailors and he would ask us questions. The first thing he did was take off his stars and lay them on the table and say, 'Listen. Open up to me. Talk to me just like I'm just one of you.' So we did.

"We trusted him. We opened up with our hearts and told him how we felt, what happened, what we saw. When that was done, he put his stars back on his lapel and he ordered us not to say anything to anybody: our families, our friends, our shipmates, anyone. If we did, we faced the possibility of a court-martial, the penitentiary, or worse. And everyone knew what 'worse' meant. Actually, he scared the death out of me. I didn't talk about the attack with anyone for almost 20 years."

On the day of the attack, at 2:35 p.m., Defense Secretary Robert McNamara recalled the 12 Navy fighters that had been sent to the *Liberty's* defense by the carrier *Saratoga*.

Josey Toth Linen, the sister of Stephen Toth who died on the *Liberty*, notes:

"Worst of all is what our government is doing to cover this whole thing up. When I heard that President Johnson, in the heat of the battle, was telling Adm. Geis of the Sixth Fleet that he didn't give a damn if every man drowned and the ship sinks. He said, 'I don't give a damn if every man drowns and the ship sinks. I don't want to embarrass our allies'—it makes you sort of wonder, since they were unmarked planes, how he knew it was our allies."

Sailors: Israel Committed War Crimes

The American survivors of Israel's brutal terrorist attack on the USS Liberty have charged that the nature of the assault definitely constituted a war crime.

Survivor Lloyd Painter recalls: "I personally witnessed the machine-gunning of life rafts as they floated by. The Israeli torpedo boat crew members raked the life rafts thoroughly with machine gun fire, making sure that if there had been anyone in the liferafts that they would have not survived."

Another survivor, Don Bocher, has pointed out that plans to abandon the ship were called off because the life rafts had been shot up. In fact, shooting life rafts on a ship in distress is a war crime.

Josey Toth Linen, whose brother Stephen died on the *Liberty*, also points out: "My brother was sent to the bridge of the ship to find out who the planes were and where they came from. They had no markings. That's against the Geneva Rules of War right there . . . He was cut down by the planes."

Rear Adm. Merlin Staring—who later became judge advocate general of the Navy—was given less than 24 hours to review the 60-page report of the board of inquiry that was instituted to review the circumstances surrounding the attack on the *Liberty*.

Staring later told Tito Howard, producer of *Attack on Liberty*:

In the course of my career as a Navy lawyer, I have been called upon to review and take action upon hundreds of investigations of various degrees of importance and priority.

This is the only instance in which a record of such an investigation has been withdrawn after I had been asked to review it and had not been given an opportunity to complete my advice . . . It's a voluminous document. One of the things that I initially had difficulty with, and still do, is the fact that the very first statement of fact that the court arrived at and presented was this: "Available evidence combines to indicate the attack on *Liberty* on June 8 was, in fact, a case of mistaken identity."

Journalist James Bamford notes that the official U.S. inquiry was described by the highest professional at the National Security Agency as "a nice whitewash."

Marshall Carter, who was NSA director, said that he thought the attack on the *Liberty* was "deliberate" and that President Johnson wanted the ship to sink so that Israel wouldn't be embarrassed. ★

Strong Words from Rusk

Dean Rusk, who was serving as secretary of state in the LBJ administration at the time of Israel's attack on the *Liberty*, is among those who have strong words for Israel:

"I never, myself, accepted the Israeli explanation. Accidents don't occur through repeated attacks by surface vessels and by aircraft. It obviously was a decision taken pretty high up on the Israeli side, because it involved combined forces. The ship was flying an American flag.

"Even if it had been unidentified from an Israeli point of view, it was a reckless thing for them to do. Suppose it had been a Soviet ship. That would have caused very large problems indeed.

"I have never accepted the Israeli explanation, and, so far as I am concerned, the affair of the *USS Liberty* remains a scar on the relations between Israel and the United States." ★

Therefore, Israel did indeed commit war crimes in the course of its unwarranted attack on the friendly American vessel.

Survivor David Lewis adds: "Had [the ship] sunk, I assume that when debris washed ashore the next day, it would have been blamed on Egypt . . . Helicopter gunships, I'm sure, would have picked off survivors if we had abandoned ship. They were sent there to finish us off. The aircraft were sent to make us incommunicado so we couldn't send an SOS out. The torpedo boats were sent to sink us.

"And the helicopters were sent to pick off survivors. It was a perfectly executed military operation. If you look at the photographs of the *Liberty* after the attack, on the first strafing run they used heat-seeking missiles that took out the tuning section of every transmitter on the ship. In less than two seconds they had taken out all our communication capability."

The ship's captain, W. L. McGonagle echoed the concerns of the other survivors: "It appeared from the ferocity of the attack that the intent of the attackers was to sink the ship. Maybe they hoped to have no survivors so that they would not be held accountable for the attack after it occurred." ★

Talking about *Loss of Liberty*, the film by Tito Howard, Richard Kiepfer, who was the ship's doctor aboard the *Liberty*, said: "This film should shock decent Americans—above all, men and women who've served in the armed forces. It will shock, particularly, as it was an attack not by terrorists implacably opposed to the U.S., as is the case of the *USS Cole*."

Ambassador Says USS Liberty Crew Was Abandoned

A former U.S. ambassador has denounced the U.S. government's failure to rescue Americans aboard the Liberty.

By the Staff of American Free Press

James Akins, a career U.S. Foreign Service officer who served as U.S. ambassador to Saudi Arabia, among other top posts, has been one of the most outspoken critics of the *USS Liberty* cover-up. In Tito Howard's landmark documentary, *Loss of Liberty*, Akins said:

George Ball, the brilliant and courageous undersecretary of state at the time of the 1967 war, wrote about the attack on the *Liberty*, subsequently. He said: "The ultimate lesson of the *Liberty* attack was that it had far more effect on policy in Israel than in America. Israel's leaders concluded that nothing they might do would offend the Americans to the point of reprisal. If America's leaders did not have the courage to punish Israel for the blatant murder of American citizens, it seemed clear that their American friends would let them get away with almost anything."

The subsequent cover-up the Israelis maintained was that they thought [the ship was] the small Egyptian freighter, the *El Quseir*, [but this] is not credible. Not only was the *Liberty* flying a large American flag, but the *Liberty* was five times the size of the *El Quseir*. Its profile was unique. It bore no resemblance whatsoever to the Egyptian ship.

In late 1991, Dwight Porter, who was ambassador to Lebanon during the 1967 war, told columnists [Rowland] Evans and [Robert] Novak that immediately after the attack on the *Liberty*, the CIA station chief handed him intercepted messages between the Israeli war room and their planes. The pilots were given orders to attack the ship, and they replied immediately that it was an American ship. The Israeli headquarters responded: "You have your orders. Attack the ship." The pilots tried once again: "But it's an American ship. We can see its flag." But headquarters insisted: "You have your orders. Attack it." And attack it they did, and the consequences are well known.

Evans and Novak got further confirmation of the Israeli attack from an American-born Israeli major, Seth Mintz, who was in the Israeli war room at the time of the attack. He told reporters, "Everyone felt that it was an American ship and that it was the *Liberty*. There were comments about the marking and about the flag. Everybody in the room was convinced it was an American ship." Mintz told Evans and Novak that the Israelis were guilty of an outrage. True. But the American suppression of the truth was an equal outrage.

If the planes dispatched by the *Saratoga* had continued to the rescue, the Israelis would have been driven off. But Washington took the Israelis at their word. They said they had recognized their error and they apologized and that the attack had already stopped—they said. But they were lying. The attack continued for another hour and 20 minutes, during which 25 more American sailors died and 110 more were wounded. All would have been spared if the American planes sent to help them had not been recalled by Washington. ★

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Survivors of Brutal, Unprovoked Attack Vindicated!

The suppressed story of a brutal attack on a U.S. surveillance ship by Israeli jetfighters and torpedo boats aired on the History Channel to the applause of survivors.

EXCLUSIVE TO AMERICAN FREE PRESS

By Christopher Bollyn

The horrific details of the assault on the American surveillance ship, *USS Liberty*, in which 34 sailors were killed and 171 injured, were the subject of a recent History Channel program, *Cover Up: Attack on the USS Liberty*.

The program presented an unflinching account of the "sneak attack" by unmarked Israeli jets and torpedo boats on the *Liberty* during the 1967 Israeli-Arab war.

The History Channel program, which was applauded by survivors of the attack as "excellent," was jointly produced with CBS News as part of History Channel's "History Undercover" series.

The year of the attack, the now-defunct *Liberty Lobby* was the only national voice of consequence to report on this attack by "our strategic ally."

The assault on *Liberty* began in broad daylight, shortly after lunch on June 8, with an air assault by "at least 12 jets" that dropped napalm and left 870 rocket and cannon holes in the intelligence vessel.

Petty Officer Phil Tourney, who was on the ship at the time, told *American Free Press* that the initial attack was meant to "soften us up" and "prepare the ship to be sunk" by an imminent torpedo boat attack.

During the attack, the Israeli jets jammed the ship's radar and knocked out the communications antennae. The pilots targeted the lifeboats and watertight doors so as to ensure that the torpedo attack sank the vessel, with "all hands lost," according to Tourney.

Only one SOS message reached the 6th Fleet's *Saratoga*, which launched aircraft to defend the *Liberty*. However, for some unknown reason these planes were called back by President Lyndon B. Johnson, and the defenseless *Liberty* was left to fend for herself.

Experts have speculated that the attack was intend-

ed to prevent the U.S. government from knowing about the imminent Israeli move to conquer the Golan Heights of Syria, or the massacre of more than 1,000 captured Egyptian soldiers in El Arish, within eyesight of sailors on the *Liberty*.

According to eyewitnesses and film footage, the initial air attack lasted about 30 minutes, during which time the vessel was clearly flying an oversized American flag. According to survivors, the ship had been overflown by 13 Israeli reconnaissance sorties during the morning.

The air assault was followed by an attack by three Israeli torpedo boats that fired five torpedoes. Any one of the torpedoes would have sent *Liberty* to the bottom had it not been for the action of Petty Officer Francis Brown, from Troy, N.Y., who took the helm, and under the command of the badly wounded captain, maneuvered the ship to avoid four of the five torpedoes. One torpedo hit the ship leaving a 40-foot hole, but fortunately struck an I-beam, which prevented it from sinking the ship.

Tourney said that Brown "deserves the Congressional Medal of Honor" for his heroic action that saved hundreds of lives.

"Francis didn't flinch," Tourney said. "The bridge was full of blood; it was pure hell up there—I was fighting the napalm fire. A 50-caliber round went right through the back of his neck. He died with his hands on the wheel.

"They tried to murder us all," Tourney said, "and send the ship to the bottom."

Israel has always maintained that the attack was an accident despite a great deal of evidence to the contrary, including testimony from two of the Israeli pilots involved in the air assault, that the attack was intentional.

The spokesman for the Israeli Embassy, Mark Regev, told *American Free Press* that there is "no evidence" that the attack was intentional.

Fifteen years after the incident, the senior Israeli lead pilot, named Amon Even-Tov, approached *Liberty* survivors and former Congressman Paul N. (Pete) McCloskey about his role in the attack, according to James M. Ennes Jr., author of *Assault on the Liberty*.

Even-Tov told McCloskey that he had immediately

recognized the *Liberty* as an American vessel and radioed that information to his headquarters, but was told to ignore the American flag and continue his attack. He refused to do so and returned to base, where he was arrested.

Later, a dual-national American-Israeli major told the survivors that he was in an Israeli war room where he heard Even-Tov's radio report. The attacking pilots (two of whom are reportedly dual-national Americans) and everyone in the Israeli war room knew that they were attacking an American ship, the major said. He later recanted the statement after receiving threatening phone calls from Israeli officials.

"The Israelis definitely identified the ship as American and friendly," Tourney said. "Our radios picked that up."

Radio monitors as far away as Spain, Germany, and the U.S. Embassy in Lebanon picked up this transmission, which then-U.S. Ambassador to Lebanon Dwight Porter has confirmed. Unfortunately, the U.S. government has shown no interest in hearing these first-person accounts.

The pilot's protests about the vessel being an American ship were also picked up by a National Security Agency (NSA) surveillance plane flying high overhead during the attack, according to James Bamford, author of a recent book on the NSA, *Body of Secrets*.

A new film, *Loss of Liberty*, produced by Tito Howard, focuses on the undisclosed, dirty—and almost unknown—details of the attack on the *Liberty*. ★

Final Notes . . .

American Free Press newspaper (and before it *The Spotlight*) were the only newspapers in America we know of to expose the facts about this brutal and wanton attack before the truth was aired on the Discovery Channel more than 30 years after the event.

For its coverage of this Israeli war crime, *American Free Press* was branded "anti-Semitic" for pointing out that the attack was perpetrated by Israel. To get a sample copy of *American Free Press*, send \$1 with your request to AFP, 1433 Pennsylvania Avenue SE, Washington, D.C. 20003.

For a great video exposé—suppressed for a decade by high-level politicians and bureaucrats, order *Loss of Liberty: The Attack on the USS Liberty* by filmmaker Tito Howard. The film is about one hour and contains eyewitness interviews and testimony. It has been called the best film ever produced on the attack that many believe should have resulted in a declaration of war against Israel. The film is \$30. Get your copy by calling 1-888-699-NEWS (6397) toll free and telling the operator you want the *Liberty* video. Charge to Visa or MasterCard. Order extra copies to distribute to educate people to this awful tragedy.

We also recommend the James Bamford book mentioned above called *Body of Secrets*. It has a revealing chapter on the *Liberty* incident. (Softcover, 721 pages, \$18 per copy. S&H included.)

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