



MILE HIGH FLIGHT 18

ORDER OF DAEDALIANS

Newsletter

February 2003

New Flight Captain takes controls

03 meeting sked a work in progress

Flight 18 normally meets on the third Friday of each month. Exceptions to that practice are announced in the newsletter and through the caller phone tree. Your caller should be contacting you via phone or e-mail roughly seven days prior to each scheduled meeting. If not, please advise Flight Adjutant Ray Rider.

Meeting schedule for the next several months:

<u>Date</u>	<u>Location</u>	<u>Speaker/activity</u>
21 Feb	Aurora Hills*	War stories
21 Mar	Aurora Hills*	TBA
18 Apr	Aurora Hills*	TBA
16 May	Platte Valley A/P	WWI A/C

* *The Aurora Hills Golf Course Tin Cup Restaurant is located one block N of Alameda, just E of Peoria.*

See map on page 5.

Welcome aboard new members

Richard G. Gibbs, LtCol, USAF (Ret). He sprained both his ankles when he bailed out of a P-51 following a mid-air over England just after the end of WWII. But years later when he crashed a crude Space Shuttle simulator from 60,000 feet, he escaped “unscathed.”

After pinning on his pilot’s wings at Jackson, MS, in March 1944 and completing P-40 fighter transition training, Dick reported to the 343rd FS, 55th FG, in Wormingford, England where he flew P-51 fighter escort missions until the end of the war. It was during a local post-war training flight that he was jumped by another P-51 for a little friendly dog fighting. Dick was in close pursuit when his “quarry” suddenly snap

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Yumper Black sets flight’s course; destination “Great Time”

Fellow Daedalians,



We would first like to thank Col Tony Zang and all the 2002 Flight 18 Officers for a job well done! This fraternity would not have had the success it has enjoyed these many past years without their selfless contributions and tireless efforts, and that of their predecessors, in leading and supporting our order. It was a great year with great events and excellent speakers. And a good time was had by all.

We would also like to thank the general membership for your confidence and support in allowing me and my flight officers to lead this great flight for 2003. It is an honor and privilege for us to be associated with such outstanding airmen as yourselves who epitomize the tenants of this great organization.

We have a lot to do in 2003, but first and foremost is to continue having **a great time**. In response, the Flight Officers have developed three goals for Flight 18, Mile High Flight, for 2003. They are:

- **Fund \$2,000 for the 2004 Scholarship Fund:** We are well on the way to meeting this goal with approximately \$500 in the fund for next year already. Your participation in the libation raffle during each meeting greatly assisted us this last year in raising over \$1,100 towards the Scholarship Fund. We shall continue the raffle during 2003 for this worthy cause.

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Enigmatic Man:

**RAF Group
Captain F.W.
Winterbotham**



He might be the most prominent military officer you never heard of. His behind-the-scenes activities before and during WWII dramatically impacted the conduct and outcome of the war, but were kept secret for decades after it ended.

A pilot with the British Royal Flying Corps during WWI, he was shot down and spent 18 months as a POW in Germany. After the war, he earned a law degree from Oxford, then tried his hand at farming in England, Kenya and Rhodesia, but never warmed up to civilian life.

In 1930 he landed a job in RAF intelligence, was given the rank of major and assigned as Head of the Air Section in the British Secret Service under the stewardship of Admiral Hugh Sinclair. On paper he was listed as Air Staff Liaison Officer.

His primary intelligence source in Berlin was a pro-British correspondent for *The London Times* who was close to the Nazis' chief propagandist Alfred Rosenberg. Through this connection, Winterbotham met Rosenberg when he came to London in the fall of 1932.

At the time, the British Government so lightly regarded the Nazi movement in Germany that the party was "off limits" to the British Embassy in Berlin. The Nazis were therefore desperate to cultivate contacts in London through which they might rationalize their still secret rearmament plans and secure British neutrality. Winterbotham became one of their most trusted conduits.

In 1934, Rosenberg invited him to Berlin, where he received VIP treatment and had a lengthy personal audience with Adolph Hitler. The self-proclaimed Fuhrer told him that the Treaty of Versailles was dead, that he was rapidly developing an air force and that he intended to wipe out the Bolsheviks in

Russia. His aim, he said, was to rid the world of Communism.

"There should be only three major powers in the world," Hitler told him, "the British Empire, the Americas and the German Empire of the future. All we ask is that Britain should be content to look after her empire and not interfere with Germany's expansion plans."

Winterbotham was introduced to many other Nazi leaders, including General Walther von Reichenau, principal planner of the coming *Blitzkrieg* against Russia. Reichenau proudly briefed the British agent on the details of his entire plan.

Winterbotham's contact with the likes of Goering, Hess, Ribbentrop, Goebbels, Heydrich, Kesselring and Himmler laid the groundwork for an open exchange in 1936 between the RAF and Luftwaffe of order-of-battle data and aircraft production plans—Hitler's initiative to promote British neutrality. But by then he'd already repudiated the Versailles Treaty and occupied the Rhineland, and, finally, the British began to awaken to the threat he posed to the West.

Winterbotham's final visit to Germany as a secret agent came in 1938 when Rosenberg warned it would be unsafe to return. The invasion of Poland by Germany the following year served as a dress rehearsal of General von Reichenau's *Blitzkrieg* strategy and precipitated WWII.

Back in London, Winterbotham took charge of an experimental aerial photography program. He acquired a Lockheed L-14 and—by accident—discovered the secret of taking clear high-altitude photos. Soon the RAF would take over the program, adopt his discovery (directing warm air over the camera lenses), and establish its Photographic Reconnaissance Units (PRUs) employing Spitfires.

Then along came Enigma

The Germans had developed a top secret cipher they called "*Enigma*," originally intended to support fast-moving *Blitzkrieg* operations. Not only would it become their primary vehicle for high-level military communications throughout WWII, they would also supply it to the Japanese.

Meanwhile, the Polish Secret Service had stolen plans for the *Enigma* encoding device and constructed several mock-up units. They gave one of them to the British just two months before Germany invaded Poland. British intelligence then proceeded to crack the *Enigma* cipher. Intercept information it produced the Brits christened "*Ultra*."

In April 1940, Winterbotham set up an organization for the translation, distribution and security of decoded *Ultra* communications.

Under his supervision, *Ultra* regularly provided precise information on enemy force dispositions and intended operations to Roosevelt, Churchill and senior Allied military commanders in the European and Pacific Theaters. Winterbotham personally reported this information to Churchill.



Among the military commanders who were briefed by Winterbotham and eagerly embraced *Ultra* were Generals Eisenhower, Bradley, Patton, Spaatz and Doolittle. On the other hand, Gen Mark

Clark ignored it and paid the price operationally. General Montgomery was slow to accept it, considering it ungentlemanly to read the enemy's mail.

Ultra's role in the war was kept under wraps until the publication of Winterbotham's book *The Ultra Secret* in 1974. Here's what the book's publisher had to say about *Ultra*:

"It saved the British at Dunkirk, beat the Luftwaffe in the skies over England, turned the tide at El Alamein, destroyed the Nazi U-Boat fleet, outfoxed Rommel in the desert, and kept Normandy from turning into a disaster. It allowed the Americans to win the vital battles of Midway and the Coral Sea, and to shoot down the plane carrying the great Japanese Admiral Yamamoto."

Eisenhower on the other hand, mindful of the skill, tenacity, courage and sacrifice of those who had actually done the fighting, said *Ultra* was "decisive" in winning the war, that it "saved thousands of British and American lives and, in no small way,

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Welcome aboard

Gibbs - from page 1

rolled to the right and the two planes collided. While the other pilot managed to nurse his aircraft to a landing (and his bruised ego to the bar), Dick lost a wing and his tail and had to hit the silk.

He continued flying P-51s in occupied Germany until October 1945. Following a stint as a basic training squadron commander in Amarillo, he spent two years in the Philippines with the 18th Fighter Group. A flight instructor tour in Texas followed, as did an assignment in Japan teaching former Kamikaze pilots how to land. Apparently, that qualified him for duty in SAC; his final two assignments were in B-47s at El Paso and B-52s at Columbus.

Dick retired from the Air Force in 1964, then joined United Airlines working the Boeing training program. During his 26 years with United, he visited the Johnson Space Center, where he flew and crashed a plywood Space Shuttle simulator on approach. "It was a computer glitch," he says. "Everyone crashed it."

He and his wife Marjorie have two grown children and live in Aurora.

Philip A. Tague, Maj, USAF (Ret).

Phil is 72 and walks with a cane. Arthritis. He also rides a Harley. His wife Diane owns a Suzuki and they like to ride their motorcycles together. They also like to ski, although Phil now must rely on outriggers because of his arthritis.

After earning his pilot wings at Bryan AFB in 1954, he wound up

in French Morocco for 13 months flying F-86s. He then joined what was left of the WWII Ferry Command at Kelly conducting "Operation High Flight," the ferrying of F-100s, T-33s and F-86s across the Atlantic—without benefit of in-flight refueling. Tours with the 93rd FIS at Kirtland (F-86L), the 83rd FIS at Hamilton (F-101, T-33 and U-3A), and the 78th Fighter Wing at Malmstrom (F-101) followed.

In 1966-67, he served as a FAC flying O-1E/Fs out of Bien Hoa, Vietnam. One of his most memorable experiences in the air occurred during one of his 477 missions in country when he was nearly shot down by a misdirected artillery shell fired by friendly forces. He recalls that FACs often referred to themselves as "low, slow, alone, unarmed and paralyzed with fear."

After Vietnam, Phil reported to ADC headquarters in downtown Colorado Springs, where he flew T-33s and T-39s and edited *Interceptor* magazine. He retired from the Air Force at Ent AFB in 1971, after which he continued flying as a charter pilot, flight instructor, sky diver pilot, and corporate pilot. Later, with a total of 11,000 hours of military and civilian flight time in his logbook and stricken with cabin fever, he began driving a mobile medical lab around southern Colorado. He still works part time preparing materials for transportation by the same mobile lab.

Phil and Diane reside in Aurora. Phil has three adult offspring from a previous marriage.

James E. Harrison, Maj, USAF (Ret).

How does a Muskegee Airman get to be an Army Combat Engineer? After completing pilot training at Muskegee in 1945, just as Uncle Sam's wartime need for pilots suddenly ended, Jim faced a choice—release from active duty, or Army Combat Engineer School. He chose the latter. Then it was off to Japan, where he was supervising engineering projects for the Army when the newly independent Air Force recalled him to flying duty. His initial assignment as a pilot was at Tachikawa, Japan, delivering aircraft to their parent commands after they had undergone work at the Tachikawa maintenance facility.

In late 1949, Jim became a flight instructor—in the T-6, L-19 and part time in helos—at Waco/James Connolly AFB. A year later, he was one of six IPs selected for jet upgrade training at Williams AFB, after which he, along with Gus Grissom, instructed in the T-33. During a subsequent tour flying F-84Gs at Turner AFB, GA, he volunteered for B-47s. That resulted in a tour at Little Rock. His final Air Force assignment was flying B-52s out of Loring AFB, ME. It was during a B-52 "Chrome Dome" mission skirting the Soviet periphery that he was intercepted by a MIG 17—an incident Jim fondly recalls. When the MIG came under his left wing and took position close aboard, the pilot took off his oxygen mask and grinned. "So I whipped off my mask and grinned back. When he saw that big black face smiling at him, he split!"

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Flight Capt sets course *continued from page 1*

▪ **Recruit five new members into Mile High Flight:** Our membership continues to grow, but we felt it was necessary to advocate going out and beating the brush for new members and/or reactivating members who for various reasons have fallen out of formation. So let's go find those aviators and drag them to our meetings.

▪ **Dedicate two meetings to War Stories:** We know many of you have something important to say regarding "There I was..." so we are setting up two meetings for you to say it. We shall be looking for six to seven volunteers for each of the two meetings to tell their tales. All that is required is 10% truth. There will be a significant prize to the winner of the event as chosen by our illustrious audience. We shall also make an attempt to record these stories for future transcription into a Flight 18 War Story Diary.

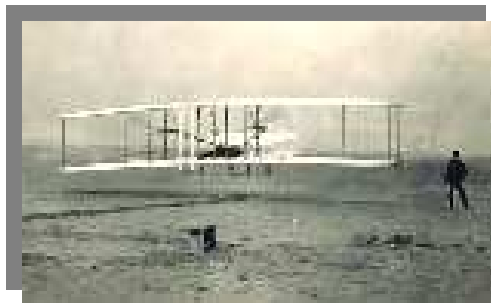
Another significant issue we seem to have resolved for the moment is our regular meeting location. The membership at the January meeting seemed to agree that the Aurora Hills Tin Cup Golf Club was an excellent choice. The facility was excellent; with a large square room filled with round tables and real table cloths; good food served buffet style; reasonable prices with an open bar; and convenient location one block north of Alameda off Peoria. We have made arrangements for having most of all our meetings at this facility for the year, except for our regularly scheduled off-site meetings.

These off-site meetings will include Platte Valley Airport on May 16; our summer picnic with the wives, location to be determined, on either June 20 or July 18; the remaining date to be dedicated to another event, yet to be determined.

We'll also be canvassing the local area for guest speakers. We shall attempt to get General Fogleman on the calendar and see if we can find General Risner who we understand lives somewhere in the state. We shall also be looking to our own membership for guest speakers. If you would like to give a presentation, please let us know. I will be available to anyone who needs assistance in developing their presentation into any kind of format (overhead projector, computer Power Point presentation, etc.)

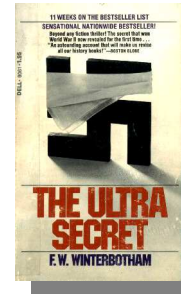
Yes, gentlemen...we shall have a **great time!**

Gregory "Yumper" Black,
Lt Col, USAF (Ret)
Flight Captain, Flight 18
Order of Daedalians



Kitty Hawk. Orville Wright makes first sustained powered flight at 10:35 a.m. on 17 Dec 1903. Flight lasts 12 seconds and covers 120 feet. There would be four flights that day. An authentic reproduction of the Wright Flyer will re-enact flights 1 and 4 at Kitty Hawk during the Centennial Celebration on 17 Dec, 2003.

Enigmatic Man *continued from page 2*



contributed to the speed with which the enemy was routed and eventually forced to surrender," wrote Ike about *Ultra*.

Of course, Winterbotham had only second-hand knowledge of the successes enjoyed—before and after Pearl Harbor—by U.S. cryptographers in cracking Japanese diplomatic and naval codes. Their work enabled the U.S. victory at Midway, the turning point of the war in the Pacific.

Beginning in 1942, American intelligence officers became full partners with the Brits in the use of *Ultra*. America's intelligence community learned a great deal from the disaster at Pearl Harbor and from working with the Brits about the importance of the efficient distribution of decrypted intelligence and how to protect its sources.

In 1978 Winterbotham published a second book, *The Nazi Connection*, in which he recounted his pre-war Secret Service activities in Germany. By then, he had long since retired to a quiet life on his farm in the English countryside.

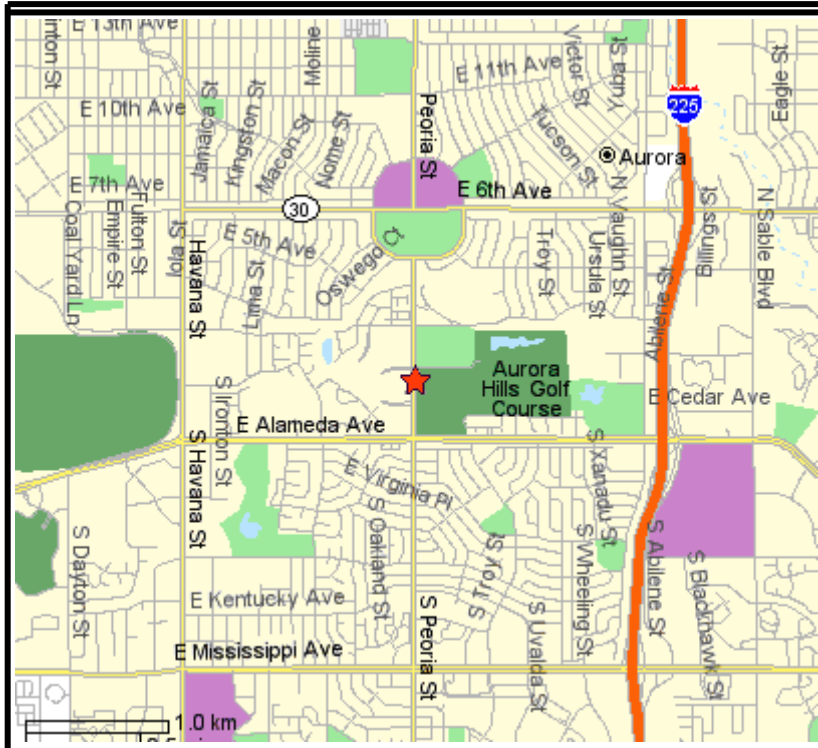
Article by Gerry Spaulding

Read the full-length version of this abridged article on line at:
<http://users.adelphia.net/~ghspaulding/>

Your bio needed?

Flight Adjutant Ray Rider is working hard to update the flight's bio files. But despite much progress so far, roughly 50 members still do not have bios on file. Please check with Ray to ensure you aren't one of them.

Map to Aurora Hills, our new meeting site



Don't be irreplaceable. If you can't be replaced, you can't be promoted.

"A government which robs Peter to pay Paul can always depend on the support of Paul." --- George Bernard Shaw

RAO Director wanted

The Buckley Retiree Activities Office (RAO) is recruiting for a new director. The Director manages the RAO, publishes a semi-annual newsletter to the local military retirees from all services, maintains files on retiree issues, responds to various inquiries from the retiree population, solicits volunteers to work in the RAO and to participate in other programs supported by the Retiree Activities Program, to include annual Retiree Appreciation Day activities. Manages over 30 volunteers and supports 22,000 retirees in the Denver/Aurora area. For further information, contact Mr. Mark Gumbiner, (303) 677-9207 or by e-mail at mark.gumbiner@buckley.af.mil.

Welcome back, Ron

Ronald C. Smith, Col, USAF (Ret).

Ron has rejoined Flight 18 following a three-year accompanied tour in Germany—but with a twist. His wife Sheila, a DoD finance officer, was the sponsor this time around and Ron assumed the role of “camp follower.”

Prior to his departure, he was President/CEO of the Wings Over the Rockies Air & Space Museum. Now that he's back, he's once again serving as a member of the museum's board of directors. He's also a model railroader and is in the process of unpacking his collection and getting it running again.

A distinguished graduate of Air Force ROTC at Syracuse, he completed flight training in December 1957 at Laredo. He retired from the Air Force in 1986 with 30 years of service.

In the interim, he flew F-86s, B-57s, F and RF-101s—the latter from Udorn on missions he describes as “looking for SAMs with a camera”—0-2s and a variety of other T, C and RC flavored aircraft. Besides Udorn, he completed assignments at CINCPAC, in Korea, the UK, the Pentagon, at Langley and as Commander, USAFE Site “Alpha.”

Post retirement, he was Program Manager, Science Applications International in Norfolk and Logistics Advisor for the Saudi Air Defense Forces.

FORGET YOUR 2003 FLIGHT DUES?

Please cut out and mail this coupon along with a check in the amount of \$12.00 for your 2003 flight dues. Add any amount you desire to donate to the Scholarship Fund. *And, remember, your annual Order of Daedalian membership dues (\$30) are billed by and paid separately to National in San Antonio.*

Name: _____ Home Phone: (____) _____

Address: _____ e-mail: _____

Amount enclosed for: 2003 Flight Dues \$12.00 Scholarship Fund _____ Total _____

** Make check payable to: **DAEDALIAN FLIGHT 18**

** Mail to: **Treasurer, Mile High Flight 18, P.O. Box 470141, Aurora, CO 80047-0141**

Welcome aboard

Harrison - from page 3

Jim retired from the Air Force in 1964 with 10,000 hours of flight time (not bad for a combat engineer). He then went to work as an instructor pilot for United Airlines in Denver, retiring in December 1990 after racking up another 7,000 hours of flight time. Even after his retirement, he consulted for United as an instructor for the next couple of years. Now he serves as a state chairman for the Knights of Columbus managing the collection and distribution of food and other goods for the needy. He and his wife Margaret live in Lakewood and have three grown children.

Raymond E. Russell, Maj, USAF/Sep.

Ray shudders when he recalls his first SEA combat mission as an A/C in the A-26. It was night when he rolled in on his target, an enemy anti-aircraft gun. The “red balls” ascending from below but never growing oblong in appearance were intriguing, even pretty—until flak started exploding over his wing. That’s when he realized he was the target! He followed the tracers to their source and nailed the gun emplacement with napalm, but learned that dueling with big guns was unwise.

A Nebraska native, he opted out of the teaching profession to join the Air Force, completing flight training at Laughlin AFB in 1966. He then headed to Amarillo to fly Buffs for SAC. While TDY with the 764th Bomber Squadron, he flew 50 B-52 missions out of Guam and U-tapao, Thailand.

After a Stateside tour at Mather, he wound up in SEA flying A-26s over Laos from NKP, Thailand—until that aircraft was phased out and he shifted to the O-2A for the balance of his assignment. Then it was back to Buffs with the 4900th Flight Test Grp at Kirtland, where he stayed on with the AF Special Weapons Center flying C-131s and T-39s. Before separating from the Air Force in 1978 at Eglin, he was a C-131 and T-39 stan/eval pilot for Hq Systems Command and conducted AFSC unit inspections with the IG.

He spent nine years in senior positions with several freight, commuter and charter airlines before becoming Director of Flight Ops for American Trans Air. He was flying as an L-1011 and B-757 line pilot in 1999 when he turned 60 and had to retire. Currently, he conducts 737 type rating simulator training for Flight Training International at the United Training Center. He and fellow flight member Bob Resling are attempting to resurrect a charter airline called Ports of Call.

Ray and his wife Donna reside in Lone Tree and have two grown children.



**Space Shuttle Columbia
Launched Jan 16 - lost Feb 1, 2003
Volabamus Volamus**

Terrel F. Johnson, LtCol, USAF (Ret).

So why do you suppose a former Air Force fighter pilot and retired airline pilot, who is also a bachelor, is restoring a 1964 Ford T-Bird convertible? Well, that’s Terry’s main hobby, so better watch out, ladies!

Born in Rockford, Illinois, on July 10, 1937, he earned his silver pilot wings at Greenville AFB, Mississippi in 1959.

Following F-100 transition training at Williams and Nellis AFBs, he spent the next 3½ years flying that aircraft with the 79th TFS based at Woodbridge, England. Then he reported to the 45th TFS at MacDill, where he switched to F-4s. (*It must have been about this time that his ‘64 T-Bird was “born.”*)

While with the 45th, he served a four-month deployment to Ubon, Thailand, flying missions over Laos and North Vietnam. He subsequently PCSd for eight months to Cam Ranh Bay.

After returning to the States, he spent the next year as an F-4 flight instructor at Davis Monthan AFB in Tucson. He separated from the Air Force in 1967, hoping to join the Colorado Air National Guard. No luck, so he took a job with Frontier Airlines and commuted to Missouri to fly with the ANG there for a year until a billet in the COANG opened up. He spent 18 years with Frontier (meanwhile retiring from the Air Force in 1982), then shifted to Continental when Frontier went belly up. He retired from the airlines in 1994 and now lives in Aurora.



B-2 crosses an unidentified coast

Mile High Flight 18

Flight Captain – “Yumper” Black, LtCol, USAF (Ret)

Vice Flt Capt. – B. G. Harris, LtCol, USAF (Ret)

Treasurer – Tom Shaw, Maj, USAF (Ret)

Provost Marshall – Dale Boggie, Col, USAF (Ret)

Adjutant – Ray Rider, Col, USAF (Ret)

Scholarships – Bill Greener, LtCol, USAF (Ret)

Newsletter – Gerry Spaulding, CAPT, USN (Ret)

Flight 18 normally meets the third Friday of each month. Feb meeting site—Aurora Hills Golf Clubhouse.

The newsletter is published quarterly. Contact the ed. at (719) 638-5786 or by e-mail at gerkar@adelphia.net.

country and promises you millions for your assistance. **False!** Even though this is an obvious scam, a number of truly gullible folks have succumbed by providing their personal banking information and, in some cases, actually traveling overseas to collect their money and becoming trapped in some backwater village.

True or false? Cindy Williams from the Laverne and Shirley TV show wrote a piece for the Jan 12 *Washington Times* stating that a coming 13% pay raise for military members was more than they deserve. **False!** In fact, a piece by MIT research fellow Cindy Williams appeared in the 12 Jan 2000 *Washington Post*. It argued that the then claimed 13% military-civilian pay gap was inaccurate. This bogus e-mail includes a “response,” actually written by an airman from Hill AFB, to the non-existent article by actress Cindy Williams.

Source for all of the above: www.snopes.com.