

Sally B

NEWS



Incorporating USAAF WWII Memorial Flight

Issue 51 • Winter/Spring 2013/14



OUR SPONSORS



Get your name on

Sally B



Paul Saunders



Donate £395 (non-members £460) or more to help keep *Sally B* flying and have a name of your choice added to the prestigious Roll of Honour on the outside of *Sally B*'s fuselage for one whole year, **AND** spend a special VIP day with our B-17 at Duxford on **SUNDAY 17th AUGUST 2014**.

We will recognise your generous support by:

- adding your chosen name to the Roll of Honour for **one whole year**
- inviting YOU AND ONE GUEST to join us for this special day at Duxford when your chosen name will be unveiled and you will have ...
- the chance to see *Sally B* fly especially for you!
- a buffet lunch in the company of *Sally B*'s operator, pilots and team leaders, with refreshments available throughout the day – PLUS talks on *Sally B* by her operator and crew
- exclusive use throughout the day of the AirSide Suite in the superb "AirSpace", with *Sally B* parked on the tarmac right outside. We will also...
- enter your name into a draw for the once-in-a-lifetime chance to be trained as a crew member, including an orientation flight in *Sally B** AND enter your name into a draw for a taxi ride in *Sally B* PLUS present you with a Certificate in recognition of your Roll of Honour participation

This is truly a day to be remembered and, most importantly, as a Roll of Honour participant you will be playing a vital part in helping to ensure the future of *Sally B*.

For more details telephone (01638) 721304 or e-mail b-17preservation@btconnect.com

Send your donation to: The B-17 Charitable Trust, PO Box 92, Bury St Edmunds, Suffolk IP28 8RR, online via www.sallyb.org.uk 'Have your name on *Sally B*'.

* Participants must be 18 or over

SALLY B ROLL OF HONOUR 2012-2014

- | | |
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| Robert David Jackson | Betty Woodrow |

B-17 Team Leaders - for 50 years true dedication
Derek Smith, Mike Reynolds, Andrew Lomax, Norman King, Steve Gifford



Chris Riley

Sally B NEWS

Sally B News is published by B-17 Preservation and is circulated among the Supporters Club membership, sponsors, patrons and other interested parties. It is also the voice of the B-17 Charitable Trust, Registered Charity 1079007. Contributions to Sally B News, i.e. letters, articles, photographs etc, are always welcome. Please write to Editor Elly Sallingboe at B-17 Preservation, P O Box 92, Bury St Edmunds, Suffolk IP28 8RR. Tel: (01638) 721304. E-mail: b-17preservation@btconnect.com

Website: www.sallyb.org.uk



TED WHITE – FOUNDER OF B-17 PRESERVATION

Operator & Administrator Elly Sallingboe

Chief Engineer Peter Brown

Pilots

Training Captain	Andrew Dixon
Training Captain	Roger Mills
Captain & B-17 Liaison	Peter Kuypers
Pilot	Daryl Taplin
Pilot	Bill Tollett

Sally B Volunteer Support Team Leaders

Engineering Supervisor	Mike Stapley
Deputy Engineering Supervisor	Steve Carter
Sales Team Leader	Derek Smith
Deputy Sales Team Leader	John Owen
Walk Through Team Leader	Andy Jackson

Honorary Team Member Bertie Ashby

Cover Photo: Lest we forget. Made by Chris Duddington

Editor Elly Sallingboe

For advertising rates in Sally B News contact Elly Sallingboe

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Issue 51 ★ CONTENTS ★

A record-breaking season	p 4
Dublin FlightFest	p 7
Sally B's Trip to France	p 10
Roll of Honour unveiling	p 13
Flying Sally B	p 14
Chief Engineer's Report	p 15
Your letters	p 16
Our Thanks and List of Donors	p 18

Dear Friends

On 23rd October, just ONE day before the storm hit the UK, Sally B was tucked up nice and warm in Hangar T2 North ready for Chief Engineer Peter Brown and his team to begin her winter maintenance programme. It's a busy time ahead for the boys with yet another extensive schedule of work.

Free entry to Duxford and guided tours of Sally B are huge exclusive 'perks' for members and I am delighted that so many of you have been able to visit and enjoy these very special privileges. You can still visit Sally B over the winter, but only on the first Sunday of each month, when two team members will be in Hangar T2 to escort you in or around Sally B from 1100-1500. Regrettably, for health and safety reasons we cannot allow more access than this, and sometimes even this will be dependent on the work being done. Please also note that, once again for safety reasons, children will not be allowed near the aircraft during winter maintenance. But you can, of course, still visit on any day throughout the winter (and enjoy your free visit), as long as you say hello to Sally B from the gangway!

Sally B's last flight of her 38th display season was at Duxford's Autumn Air Show on 13th October. Compared to last year's Olympic Games-restricted and washed out season with only 11 hours of flying, this year's was a highly successful one and Sally B never let us down. We flew 32 hours, did 25 displays plus 17 memorial flights – two in France and one in Northern Ireland. We missed only two shows because of weather – not bad considering our B-17 can only be flown in good weather conditions. All in all it was a near perfect season of moving tributes and brilliant displays.

I am extremely pleased to announce that thanks to a very successful flying season, plus the never failing support of my loyal team and you our wonderful members – *and* because of the generous help we received from the numerous individuals and organisations mentioned in the "Thank You" section elsewhere in this magazine – we will make it to Sally B's 39th display season.

Thank you all for making this possible.

For your information the 2014 Roll of Honour unveiling will take place on Sunday 17th August and the display dates for IWM Duxford are: D-Day Anniversary Air Show – Saturday 24th & Sunday 25th May, Flying Legends – Saturday 12th & Sunday 13th July and the Duxford Air Show – Saturday 13th & Sunday 14th September. We anticipate that Sally B will be flying at all these events, but please do visit our website nearer the time for full information on this and all other venues for our aircraft.

Elly Sallingboe



A RECORD-BREAKING SEASON OF memorial flights



2013 was *the* season of memorial flights. Operating *Sally B* as a Flying Memorial to the 79,000 Allied airmen who lost their lives in Europe during WWII, it has always been my aim to fly for as many memorials and commemorative events as possible to pay our tribute to the memory of the many fallen whenever and wherever possible. For these reasons this summer was a very special one indeed. We did an amazing total of SEVENTEEN memorial flights, including an extremely poignant flight over Omaha Beach in Normandy.

It began at Duxford on 26th May when we celebrated the 70th Anniversary of the 78th Fighter Group arriving at Duxford in 1943, flying a unique formation with the “Eagle Squadron”, a newly formed historic four-ship display comprising a Mark I Spitfire, Hawker Hurricane, P-47 Razorback Thunderbolt and P-51 Mustang “Princess Elizabeth”.

The same unique formation would carry out a historic memorial flight over a selection of Second World War USAAF Bomber and Fighter bases across East Anglia the following day, Bank Holiday Monday (Memorial Day in the USA).

How proud we were to pay our tribute at these carefully chosen bases in East Anglia: **Bassingbourn, Madingley American Military Cemetery, RAF Mildenhall, Bodney, Snetterton Heath, Knettishall, Horham, Thorpe Abbots, Halesworth, Leiston, Martlesham Heath**, and finishing where we began – at **Duxford**.

Captain Peter Kuypers, at the controls of *Sally B* for this very special weekend, recounts... “As I took the formation straight over the white crosses I marvelled at what we had just done. Flying over Madingley, honouring the many, in such awe-inspiring company – it was almost certainly a once in a lifetime experience, not to mention a great honour”.

A moving tribute

Taking part in this exceptional flypast was one of the most significant historical flights we have ever undertaken and it was a moving tribute to the young airmen and women who gave their lives for our freedom. It was and is what *Sally B* is all about! Thanks to IWM Duxford and the Eagle Squadron for making it possible and to Paul Bonhomme for putting it all together and doing all the paperwork!

A few days later we were due to fly to the Czech Republic to take part in the

Pardubice Aviation Fair on 1st and 2nd June, but the weather dictated otherwise and we had to cancel the trip. We were very disappointed as a lot of planning and expense had gone into organising this flight and we knew a lot of people would feel let down, but there was nothing we could do. It was later recorded as being the worst June weather in living memory: people were killed and Prague declared a state of emergency.

“ It was almost certainly a once in a lifetime experience, not to mention a great honour ”



Captain Peter Kuypers shows the map of the Flypast over East Anglia to the audience in the auditorium on the 18th of August



Madingley flyby

Jarrod Cotter



Steve Carter

Filming of *The Monuments Men* with George Clooney and Matt Damon

“ The size of the crowd at Bournemouth always amazes me: it’s huge – lovely place with some superb flying ”



The huge crowd at Bournemouth

Steve Carter

One day’s filming at Duxford

So there we were, stuck at Duxford with a B-17 full of fuel and ready to fly and a crew raring to go. It was Friday 31st May and it so happened that on this day there was some filming going on at Duxford for a major Second World War drama “*The Monuments Men*” starring George Clooney and Matt Damon, and for which my good friend Mike Woodley was aviation coordinator. Mike had contacted me a few weeks previously about the possibility of using *Sally B* for this filming, but as we were committed to the flight to Pardubice, I had to say no.

Now at Duxford after all, we could take advantage of the last day’s filming and earn a few £££ for our aircraft! *Sally B* was quickly parked up as a prop for the shoot. As we watched Duxford being transformed and swept back in time to a total WWII airfield we pondered just how it came to be that instead of being wined and dined in Pardubice we were still at Duxford, but now part of the making of a major movie!

On the Saturday we paid a visit to Sywell in the hope of tying down a much worked on and greatly needed fuel sponsorship. Everyone was delighted to see *Sally B* there, but unfortunately the demands that would be placed on *Sally B* in return for the fuel we had so hoped for were too high – so we had to decline!

The season continued...

June continued with a display at RAF Cosford and Manston and then it was on to a long awaited flight to France where we had been invited to take part in a memorial dedication for a B-17 shot down off the beach at L’Île de Noirmoutier during the Second World War. It all went splendidly; we had brilliant weather and received an outstanding welcome! You can read much more about this in Steve Carter’s write up on this trip elsewhere in this magazine.

July was as always time for the Flying Legends air show at Duxford followed by East Kirkby and the Royal International Air Tattoo at Fairford. Then a display at Cleethorpes in Lincolnshire and in early August we revisited Damyns Hall, where unfortunately the weather turned bad on the Saturday, so we had to miss the first day of this lovely two-day Essex show.

At the end of August we flew to Bournemouth, our home for the next few days as we cannot land at Shoreham (the runway is too short for *Sally B*).



The size of the crowd at Bournemouth always amazes me: it’s huge – lovely place with some superb flying. Shoreham is always one of my favourite air shows. We used to have others like it such as our own Great Warbirds Air Display at West Malling, Fighter Meet at North Weald and Biggin Hill; now

Shoreham is the only one left of its kind.

Here *Sally B* displayed with the Dutch B-25 in a historical 8th Air Force scenario, just perfect.



Phil Whalley

“ It was a moving tribute to the young airmen and women who gave their lives for our freedom. It was and is what *Sally B* is all about! ”

This took us into September, which turned out to be incredibly busy with the main Duxford air show on the 7th and 8th, and also Cosby on the Saturday and Seething on the Sunday. It was a delightful weekend.

Memorial at Lisnabreeny

On the way to Dublin for FlightFest 2013 (see write up elsewhere) we paid tribute at a USAAF memorial at Lisnabreeny in the Borough of Castlereagh near Belfast where, during WWII, the American forces set up a temporary cemetery. The local council had been working for some ten years to bring about a fitting memorial on the site. They eventually secured funding and the memorial was now completed listing all 148 names and ranks of those who were buried at Lisnabreeny. The official opening and dedication ceremony was on 14th September, which so happened to be the day we were flying to Ireland, a lucky break. Another memorial flypast for our aircraft and as we left the beautiful site on the Castlereagh hills we thought about the young men buried there.

Back in the UK, we returned to Sywell Aerodrome on 21st September, this time to fly for the Jack and Ada Beattie Foundation Annual Gala "D-Day 70: A Final Salute" to raise funds to help return our D-Day veterans to the fabled Beaches of Normandy for the final, formal commemoration of D-Day in 2014.

The season ended in October at Duxford's Autumn Air Display and ten days later our B-17 was out of the elements and under cover for another winter's maintenance.

Sally B with the B-25 at Shoreham



Phil Whalley

A hugely successful season

Yes, the 2013 season was a great success.

The weather behaved most of the time and Sally B behaved all of the time! This, with an increased number of venues and therefore flying hours, together with your extraordinary continued support, means that we can survive the winter and plan for a 39th season's flying – now that's what I call a hugely successful season! Thank you all for making it possible.

We will make it to Sally B's 39th season

And, just remember, we, and that means you, me and my team, have kept Sally B flying now for 38 years – **38 YEARS** – by any standards an absolutely unbelievable outstanding success story, especially when you consider that this is about a **four engined bomber** that does not and never has received **any** official support whatsoever. So, give yourselves a great big pat on the back for your help in this incredible success story. But, we do not want to stop here do we? We want to keep Sally B flying next year and beyond to celebrate not only her 70th birthday, but

also the 70th anniversaries of VE Day and the end of the war, coming up in 2015. With your continued help we can make it, but we **MUST** raise more funds to do so; yet I know that with the passion of team Sally B and total dedication of you, our members, we **will** make it to Sally B's 39th season of flying. But we cannot do it without you.

THANK YOU

Thanks to the following companies and individuals for their invaluable help and support in 2013

- Richard Ashton and staff of the IWM Duxford
- Algar Signcraft Services (Cambridge)
- Bella Services B.V.B.A.
- Peter and Paul of Borley Brothers Engineering, Teversham.
- Cambridge Marketing
- Marshall P Cloyd
- Steve Fagan
- Richard Flack and Marshall Van Centre
- Simon Howell
- Kearsley Airways
- Wim Van Malcot
- Marshalls Cambridge Airport
- Members of the Sally B Supporters Club
- James Thompsett
- Andrew Tomlin of Meridian Lift



Prop Vapour – Autumn Show Duxford

Dublin's FlightFest

By Elly Sallingboe with Peter Kuypers



Peter Kuypers

September of this year saw the biggest ever flypast in the history of Irish aviation, "FlightFest 2013", and we were delighted when organisers the Irish Civil Aviation Authority invited *Sally B* to participate. The event took place on 15th September and was a spectacular aerial display comprising a stream of airliners, vintage aircraft and our *Sally B*, all just a few minutes apart, flying the course of the River Liffey straight through Dublin.

Months of planning went into this and I must say I cannot recall ever having to do so much paperwork for one single

event – but it was all done with the wonderful Irish humour and friendliness and it was worth it!

During the weeks running up to the event, *Sally B* featured on most of the publicity material: one in particular cleverly had *Sally B* in the central image held by a young boy. This clearly placed our B-17 as the star of the show, recognising the importance of this aircraft as part of our heritage and history and its vital role in the Second World War.

We arrive at Baldonnell

We set off on Saturday 12th. The crew with me were Captain Peter Kuypers,

Daryl Taplin, Mike Stapley and Jeff Lawton. On the way to Ireland, we paid tribute at a USAAF memorial at Lisnabreeny in the Borough of Castlereagh near Belfast, and arrived to a very warm welcome at Baldonnell Casement Airport, HQ of the Irish Air Corps.

September 15th dawned, and we were told around 150,000 people had gathered on the banks of the Liffey to watch a remarkable flypast of around 35 aircraft with our *Sally B*, the undoubted star of the procession, accompanied by aircraft ranging from historic aircraft to huge airliners. Unfortunately, the weather was absolutely dreadful with very strong winds, but we were assured that by midday the bad weather would miraculously disappear. And it did – apart, that is, from the wind!

“ This clearly placed our B-17 as the star of the show, recognising the importance of this aircraft as part of our heritage and history and its vital role in the Second World War ”



Sally B landing at Baldonnell



Up the River Liffey

Steve Carter

Peter Kuypers recounts the flight

"Sunday morning brought rain and gale force winds, so it seemed unlikely that we would fly. However, as the time approached for us to get Sally B ready for the flight over Dublin the rain relented and the sun broke through, though the wind remained very strong. At Baldonnell Aerodrome we were parked behind a hangar which offered some protection from the wind. The Duxford-based Catalina parked next to us was first to start engines and taxi out, with us following it onto the runway. Once away from the hangar, the full force of the wind hit us and I had to use a lot of engine power on one side to keep the aircraft

taxiing straight. Luckily the wind was right down the runway or we would have been grounded. We got airborne after a short run due to the wind. Ahead of us we could see the Catalina which we were following towards the Irish Sea, from where we would start our run over the Liffey. Climbing to our holding altitude of 2000ft we could see the waves and white foam spray caused by the wind, and I needed constant flight control inputs to keep straight.

Air traffic control promptly cleared us to descend for the flypast, and we followed the Catalina inbound over Dublin. Approaching the city the turbulence increased once more and the priority was firmly on keeping straight.



Peter Kuypers and Daryl taxi out for the flight to Dublin

Phil Whalley

Only during the second pass did I have time to look below and see the large crowds along the river banks of the city. Then, what seemed much too soon, it was time to return to Baldonnell where the wind was thankfully still straight down the runway! Soon, Sally B was safely parked up again. Dublin's FlightFest was a unique event and I am delighted that we were a part of it."

FlightFest was an outstanding success and we enjoyed every minute of it. Despite the weather – with almost hurricane force winds – it all came together on the day. Our thanks go to our wonderful new-found friends in Ireland with a very special thank you to Donal Handley and Peter Kearney, whose wonderful Irish spirit made the impossible possible...

Peter Kuypers continues...

"Coming back from Ireland we had a really good tail wind, and over the Irish Sea our ground speed was more than 200 knots, a first for me. The flight was uneventful until south east of Leicester our flight engineer Steve Carter came on the interphone and announced "Look, there's Mark!" which made me look behind us. Indeed, out of nowhere, Mark Linney was approaching us slowly from behind in the F-86A Sabre jet, trailing smoke as these old jet engines always do. We could see that Mark had his speed brakes out and his flaps down trying to slow down to our speed. It looked unlikely that he could fly as slow as a B-17 but nevertheless I waggled Sally B's wings, which is a signal to "Come on and join us in a formation" and in the meantime added engine power to increase our own speed.

I was amazed when, seconds later, the F-86A was tucked under our right wing and holding position. Elly, who was down the back of the aircraft, called out "Look who's there"; (yes, Elly, we did see Mark!). Amazing to do a formation with a slow Second World War four engine bomber and a Vietnam War-era swept wing fast jet and it worked! It was probably a first ever. Mark switched sides to enable us to take some pictures but all too soon he had to break away and continue on to Duxford where we would meet him after landing. It was a fantastic ending to a very special weekend."



Sally B Crew relaxes after a good day's work

Steve Carter

Mark Linney in the F-86A salutes tucked under the wing of Sally B



A first ever! Mark Linney on the wing of Sally B



“ FlightFest was an outstanding success and we enjoyed every minute of it ”

Thousands watch as air spectacular passes with flying colours

By Nicola Anderson and reproduced with kind permission of *The Irish Independent* where it appeared on the 16 September 2013

From early morning, there were fears it was to be more 'Flight Quest' than FlightFest as trees blew anti-clockwise amid strong blustering winds.

Empty crisp packets swirled and swooped along the streets of Dublin and conditions hardly seemed appropriate for the biggest fly-past in the history of Irish aviation, with 35 various aircraft coming in low over the River Liffey.

The almost ludicrously dramatic sight of a dive-bombing umbrella sleeve plummeting to the ground on Excise Walk seemed to settle it.

"Cancelled, it's sure to be cancelled," gloomy would-be onlookers agreed with one another as they took position along the riverbank just in case, raingear billowing out like miniature hot air balloons.

But organisers stood firm. They had been promised an iron-clad forecast from the Irish Aviation Authority that there was to be "one more shower" before the scheduled start of 2pm and that the skies would then miraculously clear. Sure enough,

they were right – though it was still windy enough to give some spectators food for thought as they wondered whether that shuddering Air Corps helicopter was actually in the process of being seized by the wind or merely conducting a special trick for the watching crowds.

Organisers had hoped 100,000 would come out to watch this historic event put together as a sort of end-of-summer spectacle for The Gathering initiative – but it was more successful than they could have hoped for, with at least 130,000 turning out to gaze sky-ward.

"Thank God for the rain," said one garda along the south quays, where the crowds had swelled to a degree that was just about manageable.

On the ground, most people seemed to converge at the Customs House and at the approach to the Samuel Beckett Bridge, which had been closed off for the event, although almost any corner of the city made a nice back-drop for the unusual sight of the world's largest super jet curling low – or a rare World

War II B-17 bomber with simulated smoke billowing from its engines.

A pair of R-V7s two-seaters and a familiar Aer Lingus Airbus A330 started the show as they swept in from the mouth of the Liffey.

And though coming in much lower than norm at 800 feet, it seemed a little disappointing that they were not somehow closer – until you remembered those all important safety concerns.

There were oohs and aahs from the crowd at the sight of the *Sally B* Flying Fortress, sweeping majestically in from the bay. The World War II American bomber was one of the five B-17s used in the film *Memphis Belle*. The final piece de resistance in the spectacular line-up was the world's largest Super jumbo jet, the British Airways A380, normally used for long-haul flights, which arrived from Heathrow for a momentary appearance.

Lord Mayor of Dublin, Oisín Quinn said the spectacular would be remembered for many years.

Sally B's Trip to France

By Steve Carter

At the start of the display season Elly informed me that we had been invited to take part in a memorial dedication for a B-17 that had been shot down and crashed off the beach at L'Île de Noirmoutier during the Second World War. This seemed the perfect opportunity to pay our own special tribute so, on 27th June, we were off to France for five days!

As there is no airfield at Noirmoutier, we would have to operate out of Saint-Nazaire (some 50 miles further down the Atlantic coast) – home of one of the biggest Airbus factories and highly significant in the annals of B-17 combat history as I'll explain a little further along. The trip would consist of two elements: first, we would be flying to St-Nazaire where the organisers of the flypast at Noirmoutier had arranged for *Sally B* to land and join the static display of vintage aircraft for the 90th anniversary 'open doors' weekend celebration. In return, we could operate out of there for the display over the beach at Noirmoutier.

Arriving at St-Nazaire

Thursday 27th June brought good weather and the crew, consisting of Elly Sallingboe, Peter Kuypers, Bill Tollett, Jeff Lawton and myself, prepared the B-17 for flight. Soon we were ready to set off for

this special trip to France, during which our route took us over such places as Bovingdon, Blackbushe and Portsmouth, continuing over the Isle of Wight and across the English Channel to Normandy where we would cross the French coast directly over Cherbourg. We flew over the coast in beautiful sunshine at about 7000ft which provided a clear view of Utah Beach, with the fateful Omaha Beach in the far distance, and I couldn't help but think of the dramatic events that took place there almost 70 years ago. Very shortly afterwards Sainte-Mère-Église, where Paratroops of the US 82nd Airborne Division landed in the middle of total chaos, came into view. Then there was the famous outline of the Mont Saint-Michel monastery, and finally we could see the bridge across the Loire from St-Nazaire to Saint-Brevin-Les-Pins. On landing at St-Nazaire we taxied up and received a very warm greeting by a large crowd eagerly awaiting our arrival outside the Airbus factory, including our main contacts Jean-Paul Limagne and Bernard

Martineau. We parked and cleaned the aircraft prior to heading off to a hotel in nearby Trignac which was to be our home for the next two nights.

On Friday we were not required at the factory until late afternoon when we would move the aeroplane into its static display position so we decided to explore the main focus of so many wartime combat activities: the vast complex of U-boat pens and docks of St-Nazaire. Up close they were even more substantial and imposing than we had anticipated, being some 1000ft long by 450ft deep and 60ft high; as for the thickness of the reinforced concrete, it was no wonder that they were impenetrable to the barrage of air raids that they were subjected to, particularly by the Americans in their B-17s and B-24s. The United States Army Air Force's 8th Air Force Bomber Command 'cut its teeth' by carrying out most of its early bombing campaign in Europe over many of the strategic targets along the west coast of France – including the St-Nazaire area and its U-boat pens.

A warm welcome in St-Nazaire. Steve Carter second from right with our host and the crew of Sally B

Bertrand Martineau



Arriving at Airbus

Steve Carter



Steve Carter

Airbus Beluga taxis in to load up

“Operation Chariot”.

The site also comprises a massive covered lock area that now houses an old French submarine named “Espadon” (meaning “swordfish”) which is now a museum. The main entrance to the basin itself was famously attacked in a daring raid by the Royal Navy and British Commandos known as “Operation Chariot”. The destroyer HMS *Campbeltown* along with its crew of 350 plus approximately 265 Commandos rammed into the main basin entrance gate. The operation cost many lives, but put the docks out of use right up until the end of the war.

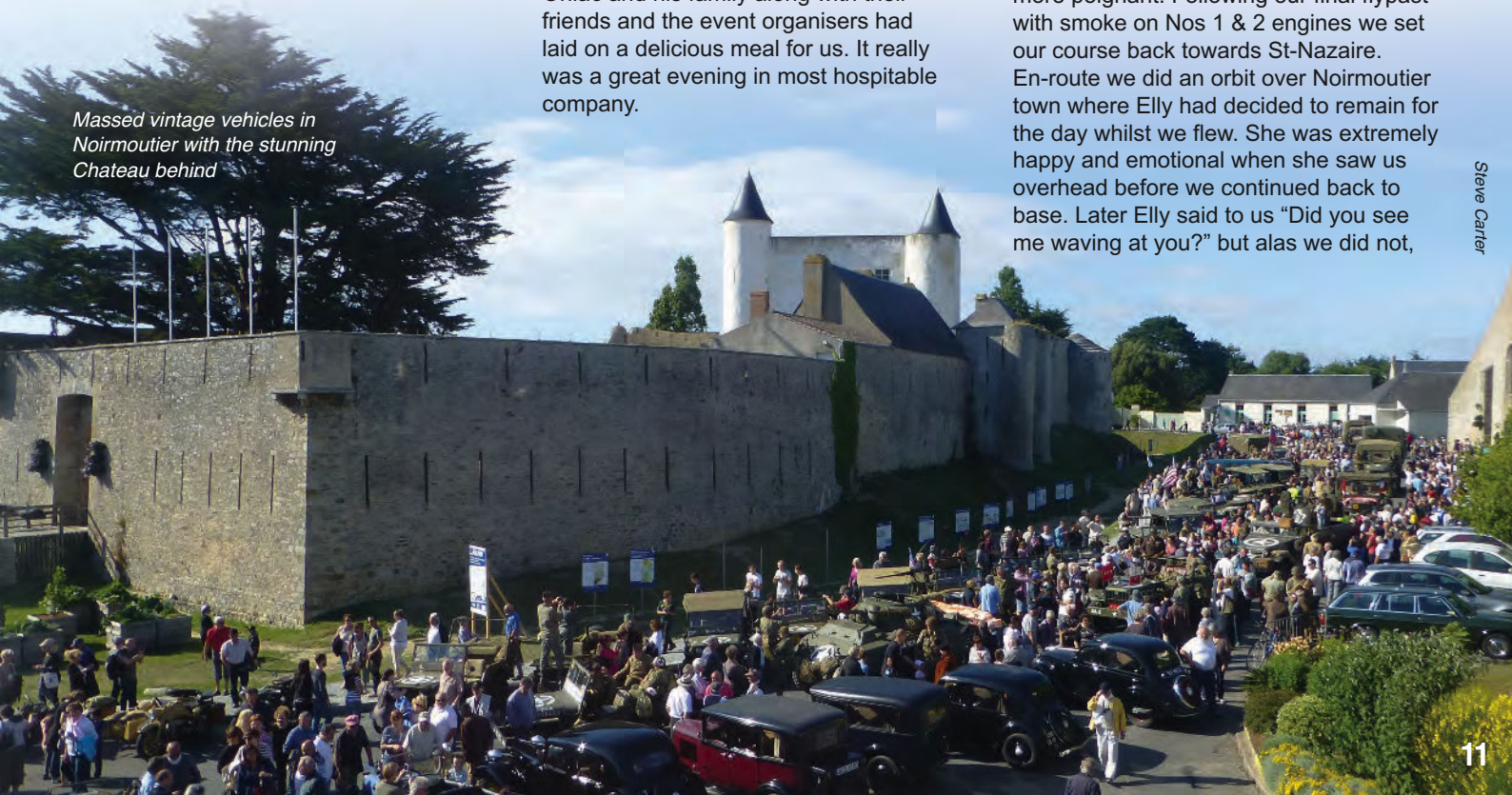
Open Day at the Airbus factory

On Saturday morning we headed back to the factory where many people were visiting the site on open day, and of course, they all wanted to know about *Sally B!* We took turns to man the post, allowing each of us an opportunity to look around the factory complex. There were dozens of Airbus aircraft under

construction from the complete range that they build: A320s, A330s, A340s, the new A350s and A400 military transports, and finally the gargantuan A380 superjumbo. I would never have imagined that so many aircraft, let alone so many different types, could be built in one place. It is very impressive. The day also included a special visit from the relatives of the B-17 crew who ditched in the sea off the beach at Noirmoutier and it was a great honour for us to be able to show them a live B-17 up close. It certainly brought a lump to the throat.

That evening we headed down the coast road to Noirmoutier, our home for the next two nights. We stayed in a fantastic hotel Du General d’Elbee right next to a French chateau in this beautiful little town. There was a lot of hustle and bustle outside thanks to a huge gathering of vintage military vehicles and cars. It was an amazing sight, and all in aid of the next day’s memorial events. Later on we were invited to a French home where Bernard Orliac and his family along with their friends and the event organisers had laid on a delicious meal for us. It really was a great evening in most hospitable company.

Massed vintage vehicles in Noirmoutier with the stunning Chateau behind



Steve Carter

The B-17 crew all survived the crash

The next morning was beautiful: so much so that Peter Kuypers and I made early use of the hotel’s outdoor swimming pool. It looked fantastic, and while it did seem rather cold at first, that didn’t stop us. After this we set off for the beach where the day’s memorial celebrations were to take place. At the beach we had pointed out to us the marker buoy in the bay that indicates the location of the wreck of B-17 42-29967 that had been shot down and ditched on the 4th July 1943. The ten man 8th Air Force crew from the 92nd Bomb Group comprised Pilot J J Campbell, Co-pilot H V Stephenson, Bombardier B A Kilgrew Jr, Navigator B P Hereford Jr, Top Turret R H Hetrick, Radio C D Chenoweth, Ball Turret R K Rasdall, Left Waist L M Arlington, Right Waist J M Guymon Sr and Tail Gunner H L Burton. All survived the crash, only to be picked up by the occupying German forces and taken prisoner before the local French resistance had a chance to intercept them.

We had lunch with the relatives of the B-17 crew whom we had met the previous day; it was a really special occasion for all of us involved with *Sally B.* Afterwards we walked along the beach that was packed with re-enactors, other visitors and all the vehicles we had seen the previous evening.

Flypast at L’Île de Noirmoutier

Soon it was time to head back to St-Nazaire to prepare the aeroplane for our display at Noirmoutier. Our flight south was in lovely weather and on arriving over the beach we commenced our display. It felt like a very personal occasion for us all and it was a great privilege to be a part of it. During the display, we could see the B-17 wreck in the bay which made it even more poignant. Following our final flypast with smoke on Nos 1 & 2 engines we set our course back towards St-Nazaire. En-route we did an orbit over Noirmoutier town where Elly had decided to remain for the day whilst we flew. She was extremely happy and emotional when she saw us overhead before we continued back to base. Later Elly said to us “Did you see me waving at you?” but alas we did not,



The Noirmoutier beach with many people attending the memorial

Relatives of the B-17 that ditched at Noirmoutier



Steve Carter

although it did allow us all to chuckle a little. We quickly parked and put the aircraft to bed, for we had a 50-mile drive back to Noirmoutier.

That is what *Sally B* is all about

We arrived back at the hotel and then walked through the town to the civic centre hall where we had been invited for dinner. As we walked along, still in our flying suits, we were greeted to generous applause from the locals at the various cafés on the way. This was something we had never experienced before and was a very pleasant surprise. Arriving in the main hall we were surprised to see some 200 people who suddenly broke out into a rapturous applause. We were absolutely dumbfounded by this humbling but pleasant experience. During the course of the evening, we took the opportunity to speak to as many of the locals as we could including an elderly French lady who, as a young girl, had watched the B-17 come down in the sea. It was wonderful to hear so many people thank us for making it such a special and memorable day for all of them. It is exactly this kind of occasion that *Sally B* is all about and makes being part of the *Sally B* family so worthwhile and such a privilege.



Farewell to our host at the lovely hotel Du General d'Elbee in Noirmoutier

A personal *Sally B* tribute at Omaha Beach

Our final morning arrived with sunshine and blue skies. Back at Airbus, we prepared the aircraft, said our goodbyes to our excellent hosts and departed the St-Nazaire runway for the last time. Once airborne we had one little 'extra' task to carry out. Having visited the U-boat pens three days earlier and their being so close to the airfield where we were based, it seemed too good an opportunity to miss. So without further ado, albeit some 70 years later on, a B-17 conducted one final 'bombing run' directly over the massive

U-boat pens. Fortunately, we were not being shot at and dropped no bombs. Having completed the run, we still did not head home quite yet, as we had to fly across to the airport at Nantes to refuel. Elly and Peter wanted us to carry out one more important memorial flypast, but not one that had been requested. As *Sally B* represents a flying memorial to the 79,000 airmen that paid the ultimate price so that we can all enjoy the freedom we have today, they decided that we would fly over the American Military Cemetery at Omaha Beach. This was a fantastic idea and so we made one pass, pretty well unannounced, straight over the top of the Cemetery. A fitting, personal *Sally B* tribute to all those interred there. I would just love to have seen some of the visitors' faces as we went over! Having flown over Madingley many times in *Sally B*, to fly over Omaha Cemetery was a special first for me. So, after a rewarding few days, finally we were homeward bound. The flight was without incident and we landed safely back at Duxford late in the afternoon, mission accomplished.

A big thank you to Elly for making this happen and a thank you to Elly, Peter, Bill and Jeff for helping make this a memorable trip.



The English coast, a sight that must have been very welcome for many returning crews



Fears regarding water in the fuel seem to be well founded

Steve Carter

The 2013 Roll of Honour

By Colette Byatt



The 2013 Roll of Honour participants

Dominic Ivardi

The great day started warm and breezy, with some sunshine breaking through low, grey cloud, as Roll of Honour participants and their guests began to arrive at Duxford's AirSpace conference centre. Team members Jo Redfarn and Danni Keeble welcomed guests as they arrived and tea and coffee were being served upstairs in the Airside Suite with its panoramic view of the airfield. Star of the show *Sally B* was parked close by, open for viewing for most of the day (but only for our VIP guests!) and ready for the new Roll of Honour to be unveiled.

At 11 o'clock we all gathered in the state of the art lecture theatre, where Elly Sallingboe welcomed everyone and thanked all Roll of Honour guests for their support. We then enjoyed a short talk by Training Captain Andrew Dixon about his 20 years flying *Sally B* (see page 14) then Captain Peter Kuypers and Pilot Daryl Taplin on their memorial flypast over East Anglia with the Eagle Squadron, followed by "Big Chief" – Chief Engineer Peter Brown on the important subject of maintenance. These talks were highly informative and not short on humour. It was such a privilege to get a real insight into the nuances of flying a B-17, the reality of planning and executing a complicated flypast and, of course, how much work is involved in keeping this amazing aircraft flying.

Somehow they managed to fit all this into an hour, and then it was off to *Sally B* for the grand unveiling. Sales Team Leader Derek Smith unveiled the plaque, then all those with names on the aircraft gathered for the official photographs

At lunchtime, Chef Glyn and his team once again served a sumptuous and delicious buffet lunch and each table was hosted by a pilot, team leader or team member. Elly made the grand draw for one lucky participant to be trained as a crew member. Paul Edwards was the winner and his face was a picture when he heard his name read out. A little later I asked him how he had felt at that moment. "Shocked and delighted" came his reply. It was a joy to see how happy he was! Bertrand Martineau won second prize of a taxi ride in *Sally B* – but Elly had another surprise in store, upgrading his prize to be trained as a crew member.

Later that afternoon, when *Sally B* flew just for us, the weather had changed for the better; the sun was beating down and those brooding grey clouds had turned to white on a beautiful blue background. Very fitting for this grand old lady of the skies. It had been a fantastic day.

2013-2014

JJ Bamford	Paul Makin
Robert Bateman	Ian Mantel
Ken Beard	Marshall Van Centre
Brian Bennett	Martineau Bertrand
Mike Blackburn	Mary & Colin Minshull
Ted Blackman	Derek P Moss GFI
Jon Bruce (1959-2009)	Bob Nye
Mr & Mrs RS Burgess	Hugh N Pelmore
Cambridge Airport	Mike Phillips
William Creasay	Egor Plouzhnikov
The Denney Family	Sam Salmons
Paul Dodgson	Audrey Scott
Alfred Dorrington	Martin D Shaw
Paul Edwards	Derek F Siseman
Richard Gale	Geoffrey Smith
Mike Hankey	William N Smith
Geoffrey Hart	Wendy Stewart
James Healey	Egbert Theune
www.hostinfra.com	DS Thompsett
Austin Franklin Jeffries	Andrew Tomlin
Stephen Johnson	Glen & Jen Towndrow
Grant & Janet Jukes	Stephen Towsey
Peter Kindred	Martin Travers
Yvonne Vivian King	Beverley J Tyler
Kurt Lang	Rodney West
John Littleton	Bjarne Zimling
Leonard Logan	

BERTIE WALTER ASHBY

Flying Sally B

Extracts from Training Captain Andrew Dixon's presentation on flying *Sally B*, Airspace Auditorium, Sunday 18 August 2013
Compiled by Colette Byatt

First of all, I have to say that flying the B-17 is an honour and a privilege. I was fortunate enough to be asked to join the team some 20 years ago, coming from a background of flying DC3s and DC6s. I was used to big heavy aeroplanes with tail wheels like the DC3 and with four engines like the DC6 and all of a sudden you have to combine the two!

Smoke on for Members



Peter Green

Fortunately, at the time *Sally B* had a very experienced pilot and instructor, Keith Sissons, who asked me to come along as an observer to the Yorkshire Air Museum at Elvington for the weekend to find out what it was all about. After the display was over I got thrown into the right hand seat – you always start in the right hand seat, whatever else you fly. I found the B-17 a wonderful aeroplane; what would you expect? A nice hot day, and a very experienced pilot with an aeroplane that's in tip top condition. Plus we're not 19-year-olds who have just learned to fly, and we're not being shot at!

It has no nasty vices

Like the DC3 and the Spitfire, the B-17 has no nasty vices and doesn't try to catch you out and bite you. It is a typical 1930s design, one in which the young pilots flying in the 40s managed to survive. The issue a modern aviator faces is that the third wheel is at the back. I think that after the Wright Brothers somebody decided they had to design an aeroplane with the nose pointing up into the air, so when you put the power on and went down the runway it pointed upwards, allowing you to take off! Therefore, the third wheel was put at the back. The problem with this is that on a tail wheel aeroplane the centre of gravity is behind the main gear. This means that if the aeroplane starts to deviate from a straight line when it's going down the runway, the centre of gravity is going to make it continue to deviate. It's probably not such a problem in something like a Tiger Moth or a Piper Cub as they

are fairly light, but get close to 42,000 pounds of aeroplane and it starts deviating from a straight line, it's going to keep deviating and it's going to need a firm hand to stop it.

The early B-17s had a small fin, but thankfully on the later models like *Sally B*, Boeing decided to put a great big fin on the back, causing these aircraft to be referred to by the Americans as a "big-assed bird". The main advantage of a big fin is that you have a nice big tail rudder which helps you keep the aeroplane in a straight line. The other thing we have is of course four engines; here you use the outboard engines to help keep the aeroplane going in a straight line. That's how we work. It's very much a multi-crew aeroplane. Fortunately Boeing came up with the ingenious three bar gate throttle system so it's really easy for one guy to operate one set of throttles and for the other guy to operate the other set.

it's so heavy you would never, ever be able to fly it manually in formation for nine to ten hours. The autopilot on *Sally B* probably stopped working in the 1950s so we don't have fly-by-wire; we have to use our heads and hands instead.

The elevator response is heavy but firm. The other great thing about the B-17 in comparison to the DC3 is that you can see out of the cockpit. When we display the DC3 at low level we lose sight of the airfield and the crowd line. The B-17 has those great big windows that go all the way back and we can see what's going on, which makes life easy.

The B-17 has big radial engines which have to be treated very carefully and differently from a modern flat cylinder engine. It is possible to destroy them in forty five seconds by mishandling!

Landing is relatively simple

You'll see that we always land *Sally B* on the main wheels – we never three point. Three pointing is something you do with light aircraft with tail wheels. With a B-17 you would lose a lot of the air flow over the rudder. We put it down on the main wheels, get it straightened up, settled down and only then do we bring the tail down. But cross winds are a problem. That big tail is useful for keeping the aeroplane straight on a normal take-off but also for getting blown around in a crosswind, so we have to avoid crosswinds. Airfields in the 1930s were big fields so there was no crosswind but now we have these straight things called runways and we do have crosswind problems. Interestingly enough, compared to most aircraft the B-17 has more issues with crosswinds on take-off and I've never understood why that is the case.

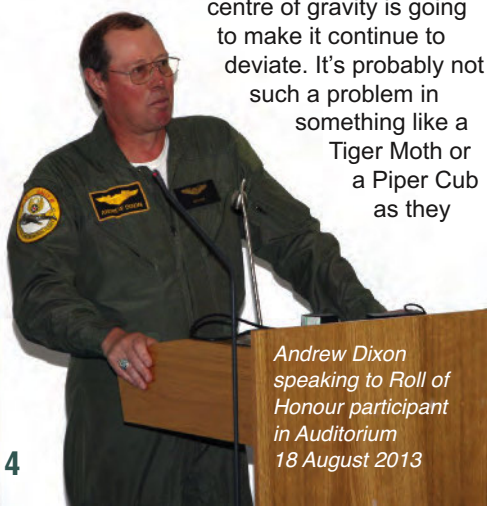
The B-17 is a lovely aeroplane. I have great fun flying it and hope we can continue to fly it for as long as possible. It's great for us, it's wonderful for the people on the ground to see and it is a flying memorial to those brave lads who flew it under very different circumstances than we do today.



Talks for members in the Auditorium

The B-17 the first fly-by-wire aeroplane

So when I first had a go at flying *Sally B* in 1986 it was great; it was lovely – but it was *heavy*. The B-17 was in fact the first fly-by-wire aeroplane. The system was devised to operate the autopilot through a little side stick down by the pilot's seat. That's how they managed to fly in formation for nine to ten hours at a time. Anybody who's flown the B-17 knows that

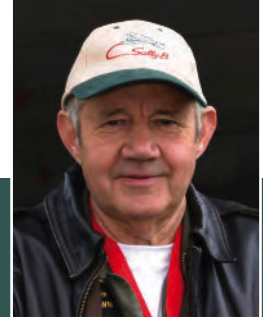


Andrew Dixon speaking to Roll of Honour participant in Auditorium 18 August 2013

Out of the wind and rain – and into the warm!

Report on the winter's maintenance by Chief Engineer Peter Brown

Our *Sally B* is now under cover in hangar T2 North. Thanks to IWM Duxford we can now get on with the winter maintenance, which is quite substantial this year, in the comfort of a warm hangar.



We took *Sally B* into the hangar on the 23rd October. This time she went in relatively easily because we used a different system to get her in; it's never too late to learn, as they say. I was relieved to get her under cover before the bad weather hit.

Having poured thousands of gallons of very expensive fuel and hundreds of gallons of oil into the tanks, I would say we had a very good flying season. However, we did have a couple of defects – one being a fuel pressure indicator which was fixed with a new gauge, the other a magneto drop on No 1 engine which needed a new set of spark plugs.

Carburettor needs replacing

Now, onto this winter's maintenance. During the last air show at Duxford you might have heard, rather than seen, our No 3 engine misbehaving. We suspected that the carburettor would need replacing and it will be done this winter. But, as this is our only spare carburettor, we will have to find a replacement so that we have a spare for the coming season.

The compass will also need replacing or overhauling as it is becoming difficult to read in certain conditions. Our Captain Peter Kuypers has volunteered to try and find a B-16 compass and once found and replaced, we will have to do a compass

swing. I can do this myself, but we have to borrow a master hand-held certified compass to do the check on the newly installed one.

The floor needs removing

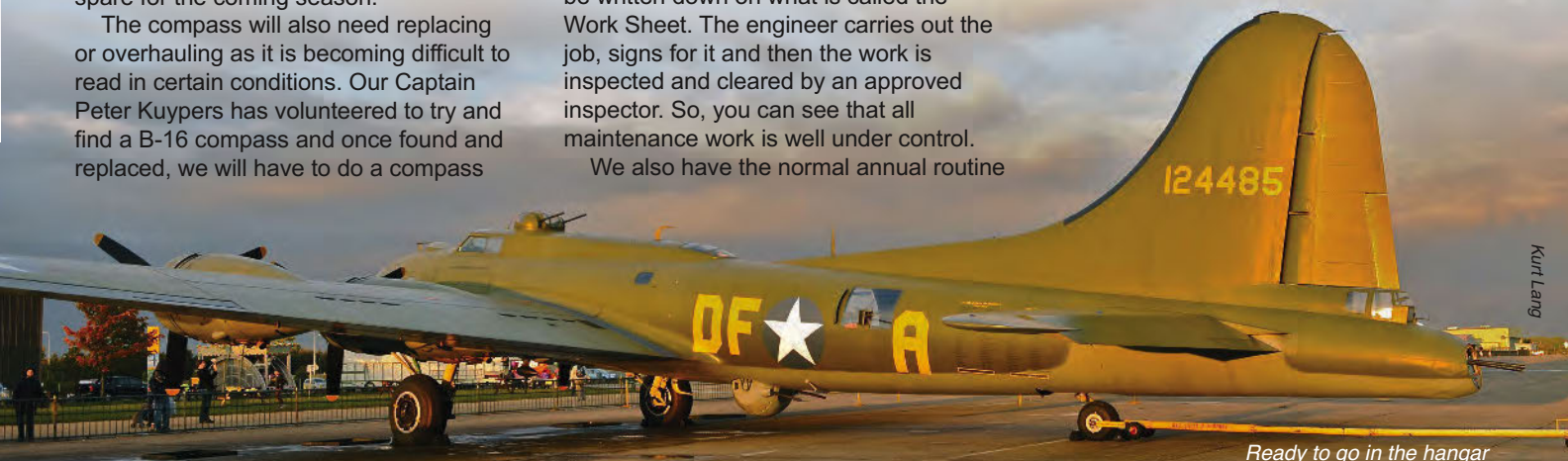
This winter we also have to remove the floor in the radio room to do a full structural inspection for damage and corrosion. When I was working for HeavyLift some years ago, I went on a training course at the Boeing Commercial Airplane Group in Seattle to learn about corrosion prevention and control. It was an excellent course and very handy for our own Boeing! Corrosion on aircraft is a major problem and we must keep an eye on it all the time and take every precaution to control it. Once we are happy with the state of the radio room's under floor structure and all the repairs and cleaning have been done, we give it a good coat of a magic corrosion preventive treatment, refit the floor and seats, clear the work sheets and – job done!

Every job we do on the aircraft has to be written down on what is called the Work Sheet. The engineer carries out the job, signs for it and then the work is inspected and cleared by an approved inspector. So, you can see that all maintenance work is well under control.

We also have the normal annual routine

maintenance to do and, this year, the Spar AD inspection on the right hand wing. This is the main item on our schedule and the only one that causes us any concern. But looking on the positive side, all will be well, and before you know it *Sally B* will be back out in the sunshine, ready for another season.

All that is left to say is thank you to every one of you for your support and to all of you who help the engineering team keep our aircraft serviceable and clean. And lastly we all thank Elly our leader for holding the whole operation together. Merry Christmas to all and see you in 2014.



Kurt Lang

Ready to go in the hangar

Information for Members *from Elly Sallingboe*

Guided tours of *Sally B* is an **exclusive** 'perk' for members of the supporters club and I am delighted that so many of you have been able to visit and enjoy these very special privilege over the past year.

During the 2012 winter maintenance members were given access to *Sally B* (escorted) on almost every Sunday, even when the engineering team were working inside or around the aircraft. However, due to health and Safety reasons this will not be possibly this winter.

But, all is not lost; members can **still** visit *Sally B* but now on the **first** Sunday **of each month**. From November to April from 1030-1500, two of our loyal team will be at Duxford to escort you around and whenever possible inside *Sally B*. There may be times when for health and safety reasons you cannot go **inside**, but the team will show you around and tell you what Peter Brown and the team are up to. Do please note that during the winter maintenance **children will not** be allowed in the maintenance area, they will have to wait till spring when the aircraft is outside again. You can, of course still visit on all other days but there will be no one to show you around or inside *Sally B*.

Your Letters

To all involved with Sally B,

Thank you all for an amazing 70th Anniversary flypast. We attended Thorpe Abbots and we can honestly say, the view of Sally B from the top of the Control Tower coming 'flat' over the top of us was excellent. Low, slow and very majestic. The Eagle Sqd fighters with Miss Velma joining in was magic...the sound and sight of these wonderful aircraft was just amazing.

It was strange... when Sally B appeared on the horizon and as we watched her approaching the feeling of 'this is what it would have been like in those dark days, waiting for them to return safely' came over us. The gasps of sheer amazement as she passed by...fantastic!

A fitting tribute to the young airmen of the USAAF in the UK.

We have been to Flying Legends for many years now and have become accustomed to seeing fantastic sights but this was just so special! Well done to all.

Paul and Karen Blyth



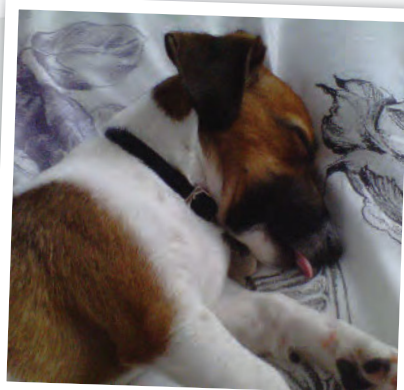
B-17 Sally B flies over the 100th Bomb Group Thorpe Abbots tower on 27th May 2013

Paul Bennett

Hello

My name is Jake Clipstone, I just wanted to send you a picture of my puppy I got for my 14th Birthday... I named her after my favourite plane, Miss Sally B.

Jake Clipstone



Hi Eily

We would just like to say a big thank you to all involved in getting Sally B up in the air again after her winter break.

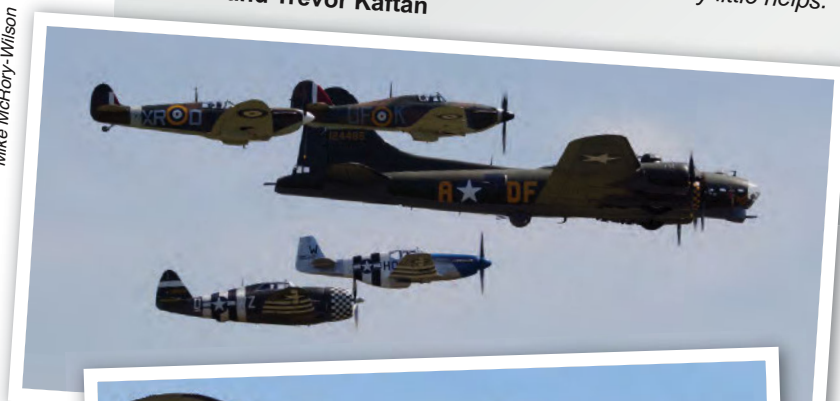
She behaved superbly and the flying was fantastic especially with the Eagle Squadron.

Today we have once again been to the Memorial service at Madingley Cemetery where we had another two fabulous passes with all the planes.

Long may this last. We feel proud to be a part of trying to keep her flying even if our contributions are small, but every little helps.

Sandra and Trevor Kaftan

Mike McRory-Wilson



Phil Whalley

Dear Team

For the last 35 years and more, as a member of the Ulster Aviation Society (www.ulsteraviationsociety.org), I have been researching the history of the USAAF in Northern Ireland during the Second World War.

This afternoon, at the site of the former US Military Cemetery at Lisnabreeny on the southern edge of Belfast, a ceremony to unveil and dedicate a Memorial placed at the site a few months ago was brought to a most fitting and memorable conclusion by the appearance of Sally B, which was a wonderful and moving tribute to the memory of the 148 US servicemen who were buried there during the Second World War, about half of whom were airmen.

I was privileged to have been present on the occasion and am writing to thank you Eily and the crew of the aircraft for their enthusiastic support of the event, organized by the Administration Manager of Castlereagh Borough Council, Mrs Edel Patterson. The USAAF presence in Northern Ireland during WW2 was extensive, hence the significance of Sally B's presence. Thank you again.

Ernie Cromie

Dear all

I was fortunate enough to see the flypast on Monday and our Captain at Royston Golf Club, Keith Wood took this photograph.

It has somehow captured a sort of sun/cloudburst and together with the aeroplanes looks amazing.

We thoroughly enjoyed the flypast and it made our day playing golf so much better.

Thank you.

Elizabeth Toby, Royston Golf Club player



Today was the first chance I have had to see Sally B since I joined the supporters' club in the summer.

As anyone who was on the ground at Seething this afternoon will know it turned extremely wet and cold when the B-17's display was due. The thunderstorm lingered and I was expecting that Sally B would have had to turn for home. To see her appearing out of the gloom and putting in a typically spirited display in front of a rainbow was a superb moment. Many thanks to the crew for staying and gracing the show with her presence. Spectacular and very moving as always.

Kev Hasler

Alan Betts



Dear Team

I was at the Bournemouth Air Show last week to celebrate my fiftieth birthday. It was the first time I have ever been to one and I was completely smitten. I also fell in love with one aircraft in particular – the gorgeous and magnificent Sally B. Along with the wonderful Battle of Britain Memorial Flight (my other favourites), I found Sally B's display incredibly moving and I could not bear to think that she should ever have to stop flying. I am definitely going to make a donation or join the supporters club and hope to encourage others to do so.

In the meantime I just wanted to say thank you to all of you for the dedication and hard work that keeps her flying, bringing so much joy to so many people but, more importantly, serving to remind us all...

Maranna Dear

Yesterday I was at Seething Charity Day and watched Sally B and her crew negotiate a wicked thunderstorm and then put on a magnificent flypast. I know you probably get sent hundreds of photos but thought this one was a little different; obviously the crew were looking for their pot of gold. Keep up the good work and best wishes, lest we forget.

Mike Pollard

Real Allied History Re-enactment Group

JOIN THE SALLY B SUPPORTER'S CLUB and help keep the Europe's only flying B-17 in the air



What has over 6,500 members, a full-colour magazine, its own B-17 Bomber and significant exclusive access to Sally B? It is of course the **Sally B Supporters Club**, one of the largest club of its kind in the world. Keeping the aircraft flying has been a continuous struggle against impossible odds but, with the help of its members, this has been achieved for over 38 years! Following a series of setbacks that grounded the aircraft for nearly two years, the B-17 Charitable Trust, a registered charity, was formed in 1999 to support the B-17. Sally B is now flying again and more than ever, help is needed to secure the future of this flying memorial for generations to come.

You can help by joining a group of friendly, like-minded people, playing an important role in preserving a rare and educational part of our aviation heritage.

Help keep Sally B flying and become a member today.

Membership starts from only £35

For further information write to:

**B-17 Preservation, PO Box 92, Bury St Edmunds, IP28 8RR, UK.
Email: B-17preservation@btconnect.com Tel 01638 721304
or visit our website: www.sallyb.org.uk**

DM Halford



Over HMS Northumberland, Bournemouth Air Festival, 31-08-2013

A million THANK YOUs – to YOU ALL!

Our most sincere, heartfelt and warm “thank you” to all members and friends listed here who have donated to *Sally B* over the past year.

Since the last issue of *Sally B News* our charity has received a total of £63,895 in donations, the majority from our annual Members Appeal.

A special mention must go to: Bertie Ashby, Mike Blackburn, John Denney, Paul Edwards, Margaret Logan, Paul Makin, Vladimir Plouzhnikov, RAFA Shoreham, Ian Salmons, Seething Air Show, Andrew Tomlin, Stephen Towsey and David Whitworth

Donations received by The B-17 Charitable Trust

John & Priscilla Anderson	MP Callaghan	Ray Kerridge	Rory McGregor	Derek F Siseman			
Peter Bamford	Miss S Comber	Peter W Kindred	Don McNaught	Geoffrey Smith			
Robert Bateman	John Denney	Charles A King	Sue Miles	William N Smith			
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Brian Bennett	Irene Dorrington	M J Knock	R Money & G James	Egbert Theune			
Martineau Bertrand	Richard Gale	Lance Kuhn	Derek P Moss	Jenifer Towndrow			
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Geoffrey Boyes	Geoffrey J Hart	Cathryn Laxton	Nigel Plumley	Martin Travers			
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Matthew Alexander	Ronald Burling	Roland C Day	A Gore	Robert Jack	David Mayhew	Gary Prutton	Alan D Taylor
Nigel Allen	Wilf Burton	Rob Day	Eugene Goser	AF Jeckells	Steve McCulla	Greg Quinn	Fred & Liz Taylor
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EA Allison	Anthony Byrne	Kathleen W Dixon	Frank Green	Anton JW Jones	John McRitchie	Mark Redgrove	Ian Toddington
Mark Ansell	Ian Callender	Michael Donovan	Pamela Greenbury	David Jones	Mike McRory-Wilson	Bernard Reid	RC Tomkins
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SJA Beaumont	David Emmerson	David Emmerson	Gary King	Gerry King	William Morris	Alan Sanderson	Victor Walton
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Ian Bell	Charities Trust	Richard Ewing	Margery Hazell	Andrew Kingston	Dmitry Moskalenko	Paul Scarbro	AJ Warren
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Thomas Bisson	Peter Coleman	Bruce Ferguson	Rev JC Hibberd	Stuart Lambert	Eddy Nelson	Barry Sheridan	David Webster
Doug Blake	Gary J Collins	Philip R Fewkes	Roger Hiffiker	Keith Lawrence	Mark Newman	Peter Sherwood	D Welchman
Dennis Blanchard	John Collier	PM Flowers	Major AS Hill	Allan Joseph Lee	Betty L Newton	CJ Smith	Thomas A Wells
Rene Blesi	Martin Collins	Peter Foster	Gordon Hillier	David Lee	Chris Nunn	Edward Smith	Michael A Wells
Peter Bliss	Dr Matthew Conroy	Geraldine Foy	Peter Hilton	Lin Lemmon	Mr & Mrs D Oldham	Neil Smith	Tina Whitfield
Keith Bolton	Olivia Cook	Daniel Francis	Andrew Hinchliffe	Steven Lindon	Brian Olle	Dave M Smith	P Whitlam
Peter Bolton	Russ Cook	Anthony Francis	Moses Hindley	Peter R Lister	Roy Osmond	Stephen C Smith	AC Whitley
John E Bolton	Mark Cookman	T Franey	Peter Hipworth	Garey Little	Eirik Ostensjo	Peter Smith	John Wilde
Ed Bonza	Derek Cookman	Alan Freestone	Paul Hodgetts	Andrew W Little	CN Paffard	James Snelling	Jean-Pierre Wilhelm
Alan Boot	Christopher Cooksey	Andrew French	David Hodgson	David Littleboy	Doreen Palmer	Torry Sorensen	Mr & Mrs Wilkinson
Colin Botwright	Colin W Cooper	John E Friston	Daniel Holdener	Steve Lovell	Keith Parker	Alan Sorrell	Gareth Williams
Sheila Bourne	Michael Cooper	Brian Fulcher	Casimir Hollack	Ian Lowe	Nick Parkin	John Speller	JE Williamson
Virginia L Bourne	Paul Cooper	Vic Gackowski	Gary Holness	Ken Lucas	Simon Peachey	Philip Splett	Mark Willis
Sally Bridges	Jean-Baptiste Cottus	Roger Gale	John M Hooper	Rob & Pam Lucas	Mark Peacock	Neville R Sprigg	Gary Wilson
Robert Brindley	Alan Cowland	Michael Gardiner	Ernest A Hope	Colin Mackenzie	RA Peers	Soeren Stampe	MD Wintle
Lou Bristow	James R Craw	Lawrence Gardner	Michael P Horner	John Macklin	Gerry Penston	Desmond Starbuck	Werner Wittwer
Derek Britt	Robin Crockford	Paul Garratt	Peter Horstead	Peter Horstead	Graham R Petifer	Anders Straarup	Andrew Wivell
David Brooks	Charles Crooks	Keith Gayton	Clifford Howcroft	CE Maidment	Martin Plater	Paul Strange	Jess Wood
Mr & Mrs Broomhead	P Crouch	Graham George	Josie Howe	John Mansfield	Olive Pompa	David Strangeway	Alan Wort
Bernard F Brown	Jennifer Crumpton	Allen Gilbey	Stephen Hoy	Stephen Marsden	Jo Potter	Michael Spurling	Ian Wray
Richard F Brown	Pamela A Culley	Wendy Gilham	DE Hudson	Neil Marsh	Ole Poulsen	Surbiton Probus Club	Steve Wright
RJ Brown	Alan Dalley	DA Girdwood	David G Hughes	Howard Martin	Rebecca Powell	Gary Swann	Tony Wright
Roger Brown	Andrew Daly	Richard Gleaves	Reginald Humphrey	Martlesham Heath	Darren Pratt	David J Symonds	Valerie Yeoman
Clive Brown	John Davenport	Alan Glover	Stephen Humphrey	Avition	Mike W Pratt	Nicolas Tapp	
Graham Brown	Thomas Davidson	Bill & Phil Glover	David Liott	Richard Martyn	Percy Prentice	KW Tatham	

Sally B with the Eagle Squadron over the American Cemetery at Madingley on 27 May 2013





Sally B

The Flying Memorial
HELP KEEP HER FLYING



Flypast over the Lisnabreeny American Military Cemetery, nr Belfast, which has recently been restored. It was used as a burial ground for 148 US personnel between 1943 and 1948. Photo courtesy of Edel Patterson