

# Sally B

# NEWS



Incorporating USAAF WWII Memorial Flight

Issue 53 • Winter/Spring 2015/16



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# Have your name on

# Sally B

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 14th AUGUST 2016**.

We will recognise your generous support by:

- adding your chosen name to the Roll of Honour for **one 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...
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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, go to our website [www.sallyb.org.uk](http://www.sallyb.org.uk) under 'Have your name on *Sally B*' or telephone (01638) 721304 or e-mail [b-17preservation@sallyb.org.uk](mailto:b-17preservation@sallyb.org.uk)

You can also send your donation to: The B-17 Charitable Trust, PO Box 92, Bury St Edmunds, Suffolk IP28 8RR

\* Participants must be 18 or over

## SALLY B ROLL OF HONOUR 2015-2016

Alan Ashby	Richard Gale	Kearsley Airways	Jo Redfern
Sally Beal	Bill & Phil Glover	Gerry King	The Redfern Family
Mike Blackburn	Fran & Andy Goodwin	Norman Knock	Rosemary Renton 95F
Andrew Raymond Bright	Mike Hankey	Kurt Lang	Sam Salmons
Jon Bruce (1959 - 2009)	Christine & Peter Harrison	John Littleton	Peter Shepherd
Mr & Mrs RS Burgess	Ceoffrey Hart	Paul Nakin	Derek F Sissenman
Laurence G Chandler FCA	Pam Hayes	Julia Martinez	Philip Spielt PPL
Paul Cooper	James Healey	Terry & Eileen Mason	Alan & Mrs Taylor
William Creasey	John & Anne Higgs	Heather Teresa McCrossan	Egbert Theune
The Dance Place	Dennis Reginald Hill (1929 - 2015)	Keith Nicks	DS Thompson
The Denney Family	Simon Howell	David & Marion Mills	Glen & Jun Towndrow
Clarc Edgar	Mireille & Dominic Ivaldi	Derek P Moss QFI	Stephen Towsey
Paul Edwards	Stephen Johnson	Alf Newcombe	Martin Travers
Ray S. Carol Zules	Denise Jones (1950 - 2015)	Boh Nye	Trig Avionics
Wlad Edus	Keith Jones	John Owen	Beverley J Tyler
Dionys 'Seb' Eusebio	Elliot, Philippe & Christophe Joye	Neil Peacock	James Walker
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## BERTIE WALTER ASHBY

B-17 Team Leaders - for 30 years true dedication  
Derek Smith - Mike Stapley - Andrew Jackson - Steve Carter



Edel Patterson

Steve Carter

# 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@sallyb.org.uk

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**TED WHITE – FOUNDER OF B-17 PRESERVATION**

**Aircraft Operator & Administrator** Elly Sallingboe

**Chief Engineer** Peter Brown

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

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Deputy Engineering Supervisor	Steve Carter
Sales Team Leader	John Owen
Walk Through Team Leader	Andy Jackson
Sales Team Liaison	Jo Redfarn

Honorary Team Member Bertie Ashby

Cover: 40th Anniversary Artwork donated by artist Eloise Varin

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Air Chief Marshal Sir John Allison (Patron), Elly Sallingboe (Chairman), Edward Inman OBE, Laurence G Chandler, Peter H Kuypers

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## Dear Friends

Mission accomplished – yes, we made it to and through *Sally B*'s huge anniversary year. It was wet, it was busy but it was an excellent season for our aircraft: much more on this over the following pages.

On a cold and murky October morning, *Sally B* moved into Hangar T2 for annual maintenance, and as I am writing this her winter maintenance has begun in earnest. Do please remember that for health and safety reasons there will be no access for members to view inside the aircraft until she is back in her enclosure on the flight line in early spring.

In this anniversary issue the main focus is on the ups and downs of the past four decades of Europe's only airworthy B-17 – and yes, incredible does not even come close, when you consider all the obstacles encountered over those many years. Family and teamwork also features in this issue, because what keeps *Sally B* going is the strong bond between me, the crew and team, our friends, sponsors and not least you, our members. That *is* what has kept this B-17 flying *and* in this country for all these years.

You may recall reading in the last issue of *Sally B* News that our plan was to join forces with Action Stations – a company that provided unique air-to-air flights in historic aircraft – but unfortunately as this coincided with flying passengers in vintage fighters, the competition proved too much and the photo flights were cancelled, so it never happened.

As this goes to press, the 2015 *Sally B* anniversary appeal has reached **£77,974.50**. Your response has yet again been phenomenal and we THANK YOU so very much for your continuous and most generous support.

With yet another increase in postage, I would like to ask if you would be happy to receive your renewal notices and other news by email. For UK members, the magazine and bulletin always goes by post, unless you tell us otherwise. Please forward your email to [b-17preservation@sallyb.org.uk](mailto:b-17preservation@sallyb.org.uk) quoting your name and if possible your membership number.

On that subject, if you think the paper we have used for this issue is lighter than before, you are absolutely right! The lighter weight is much more economical and means we can spend your valued contributions on *Sally B* rather than on postage.

Club member Richard Davis has created a special dahlia by cross breeding. He will call it *Sally B* and donate any profit from it to help keep our girl flying – marvellous!

In closing, THANK YOU ALL for your contribution towards keeping *Sally B* flying, it shows clearly that together there is nothing that cannot be accomplished with determination, goodwill and passion.

*Elly Sallingboe*





# A most fitting Landmark season

By B-17 Operator  
Elly Sallingboe

As *Sally B's* special landmark year comes to a close, I reflect on the season that for our aircraft can only be described as enormously successful. It was one of the busiest seasons for many years, and we celebrated wherever we went, from Bournemouth in the south to Ayr and Portrush in the north. Hundreds of thousands of spectators saw *Sally B* display across the land and everywhere she went she was welcomed with overwhelming enthusiasm and goodwill; applause was never far away wherever our B-17 displayed.

All photos by Steve Carter unless stated otherwise



We had some very interesting flights and displayed at several new venues, and yes, it was a very wet summer, but overall we were lucky with the weather. We did encounter a few mechanical issues during the season – but with amazing work by an extraordinary team, these were soon fixed. More about this elsewhere in this magazine.

## Our Aerial Salute to Duxford

You will have read in the summer bulletin that, most fittingly, our landmark season began at IWM Duxford at the VE-Day Air Show in May when our B-17 led a poignant commemorative salute in a mass formation of heavy aircraft and fighters to honour the 70th anniversary of VE Day and *Sally B's* 70th birthday. This great spectacle was re-enacted exclusively at Duxford in recognition of B-17 Preservation's 40 year partnership with the IWM Duxford, carried out in true Great Warbirds air display style. The VE and VJ segments of the flying were closed by an emotive solo display from *Sally B* – all pure magic. Great work from Peter Kuypers and the fighter pilots and from Flying Display Director Jeanne Frazer who always gathers wonderful

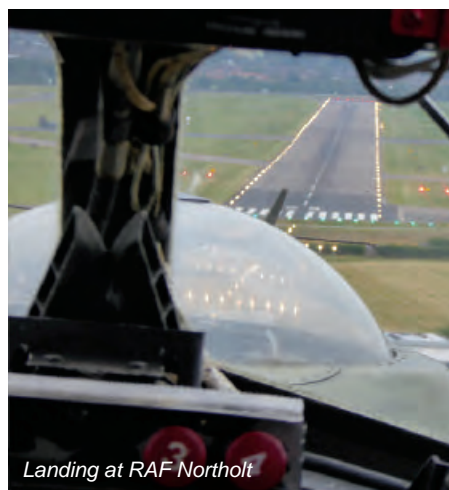
aircraft for the displays at Duxford.

## Great teamwork at RAF Northolt

Pilots Peter Kuypers and Daryl Taplin, engineers Steve Carter and Mike Butcher and I had arranged to arrive at RAF Northolt the day before the show. We arrived just as the first raindrops hit the tarmac, but the weather turned even worse on the Saturday and prevented most of the other participating aircraft from arriving. The low cloud base also put

paid to the Queen's Birthday flypast over the airfield. Therefore, the Duxford-based aircraft helped save the flying show. Mark Miller in the *Rapide* was the first display act up in the afternoon and had a round of applause from the crowd just for taking off and an even bigger one on landing for having displayed, but the cloud base had lifted when *Sally B* performed to great enthusiasm from the crowd. On landing, however we found an oil leak on the number three engine. With great teamwork this was quickly repaired, but it meant that we had to cancel our planned display at Biggin Hill.

Back in the office, I received this email from Squadron Leader Mark Bullivant, the organiser at RAF Northolt, who commented: "*Dear Elly and Peter, I just wanted to pass on my personal thanks for all your efforts to display for us at RAF Northolt. It was a difficult weekend and the show definitely suffered but, without doubt, your beautiful aircraft and very professional team were the saviours! Peter, an impressive display in restrictive airspace and weather; a great effort for which I am very grateful (and I have no doubt so were spectators). I trust you managed to get home on*



Landing at RAF Northolt





Teamwork at RAF Northolt fixes the oil leak



Flying over London

*Sunday without further complications and Sally B is 'healthy' again; there is a nice dark patch on the 25 Threshold that will always bring a smile to my face as it will hold fond memories of working with you all and the privilege of seeing Sally B".*

### The rest of the season's flying

Despite this summer's dreadful weather, we had relatively few cancellations. Weston-super-Mare was one, where we had to abandon the display on the Saturday, but made it on the Sunday to a packed seafront at this friendly venue.

Following Cleethorpes in July was Flying Legends at Duxford, and then in August we displayed at Damyns Hall, Blackpool, Bournemouth, Clacton and Dunsfold and for the Roll of Honour participants at Duxford on 16 August.

On Friday 21 August, we landed at Bournemouth for our annual display there and at Shoreham.

On Saturday morning, Peter Kuypers, Roger Mills, Steve Carter and Jeff Lawton drove to the airport to ready Sally B for the displays at Shoreham and Bournemouth. Peter Kuypers recalls: *"Whilst preparing for our display flights I was called by the Bournemouth display director Ian Sheeley saying that there had been an accident at Shoreham, after some phone calls I found out that it was a major accident and that the display at Shoreham had been cancelled. I immediately called Elly to let her know about the accident and that we had to cancel the Shoreham display, we had to*

TF-51D Mustang Miss Velma flying alongside Sally B at Duxford



*start our engines shortly after to do our display at Bournemouth".*

After our display the four Sally B crew returned to the hotel where everyone felt the sombreness of the situation. Later it became clear just how devastating this tragic accident had been. For so many people to lose their lives, especially people in no way connected to the airshow, is incredibly painful. Our thoughts go out to the families of those caught up in this most unfortunate tragedy.

We finished our last display at Bournemouth on Sunday afternoon and, subdued and saddened, flew back to Duxford.

Four days later, it was on to Clacton where we displayed on both days. Here the press attended in great numbers as it was the first air show after the Shoreham

accident and Sally B was subject to some nasty media attacks for her final tribute run with smoke. I will not dwell on this here, as I am sure you will all have heard about this utterly unbelievable treatment by some of the more sensational press.

The following weekend we displayed at Dunsfold. On our return flight on the Sunday, we were supposed to display at the Children In Need event at Little Gransden, but we had to abandon because of low cloud and poor visibility in the Cambridge area. This also meant that we could not land at Duxford, and instead had to divert into North Weald. Here we were looked after superbly by Weald Aviation until Friday 4 September, when our girl was flown back home to Duxford.

September saw Sally B's longest flight of the season, to Scotland and Northern Ireland. Much more about this elsewhere.



Clacton Pier from Sally B



The friendly support team at Bournemouth with the Sally B crew





Sally B and P-51 Ferocious Frankie at Old Sarum

Photo: Paul Langford

## Old Sarum and the Vulcan

Following our longest flight, it was on to Old Sarum where I had arranged with good friend Robert Fleming that we fly in formation with the Vulcan. The two bombers were to arrive overhead in line astern and fly two formation passes for the expectant crowd, all carefully planned and briefed by Peter Kuypers and the Vulcan pilot Bill Ramsey.

Sally B was on her way to Old Sarum when Peter received a call on the radio that the Vulcan had a problem and was unable to make it. There was an understandable wave of disappointment from the crowd when they heard, however as soon as Sally B ran in the mood changed, the focus switched back to the display line. Peter Kuypers recounts:

*"As I was flying around the Porton Down restricted airspace towards Old Sarum I heard the Vulcan checking in on the Farnborough air-traffic control*

*frequency. After a short time, however, the Vulcan declared a technical problem and informed air-traffic control that they were aborting and diverting back to base. This meant that our formation flight was now not going to happen; I then changed frequency to Old Sarum Display and informed them that Sally B would be on her own for the display. At that moment, Nigel Lamb was taxiing out for his display in the P-51 Ferocious Frankie. To try to help the show I asked Nigel if he would do a formation pass with us...! Nigel agreed, and as we had flown together before, we were able to brief this one pass on the radio. Minutes later, I was running in with the formation, not with the Vulcan but with a P-51, it was the best we could do under the circumstances and hoped it helped just a little.*

*"Steve Carter, who was in the tail compartment expecting to film the Vulcan, must have had a surprise when he*

*suddenly saw the Mustang appearing instead"*

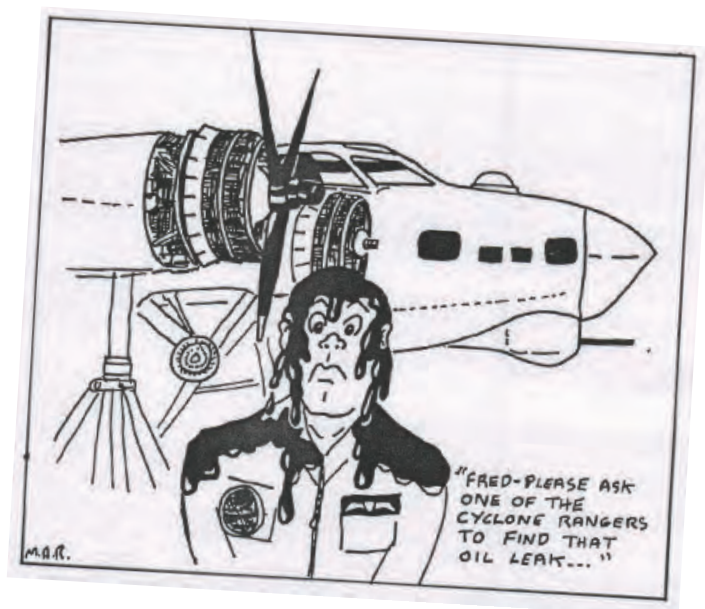
On Sally B's last pass there was a big round of applause and most people went home with a smile on their faces. We found out later why the Vulcan had to cancel – they had a fuel leak.

Our Anniversary season ended where it began, at IWM Duxford's last show of the season, the Battle of Britain Air Show and Sally B went under cover for her winter maintenance on 15 October.

I hope you have seen our aircraft fly at some of the many venues we displayed at this summer and that you appreciate what a huge part you have played in our reaching this incredible milestone for our aircraft. 2015 would not have seen us celebrating these significant anniversaries without your membership, donations, loyalty, continuous support and goodwill.

**We thank you.**

## Congratulations Peter Kuypers on your 25 years as a KLM Pilot





# The longest flight

By Captain  
Peter Kuypers

All photos by Steve Carter unless stated otherwise

Our longest flight this season was going to take *Sally B* to Scotland. The plan was that on Saturday 5 September we would display at Santa Pod Raceway, Portrush in Northern Ireland and Ayr in Scotland. On our return on the 6th, we would be on static display at Prestwick during the morning and display at Cosby and Seething before landing back at Duxford. Five displays in two days with a total flying of seven hours is not the average weekend for *Sally B*. This was going to be a big weekend and needed some very careful planning.



My main concern for this long flight was the weather, as we can only fly *Sally B* in Visual Flight Rules (VFR) conditions. However, about one week before the flight, I could see a nice high-pressure area approaching which was finally driving away the rain that seemed to have been with us the whole summer. Very lucky for us, it looked like we would have good weather for this long flight.

On Friday, I finished the last preparations, filed the flight plans, studied the Notams and plotted my aviation maps. Saturday dawned with – yes, you guessed it, beautiful clear weather, the flight was on and we were ready and raring to go.

My crew on this flight were co-pilot Bill Tollett and flight engineers Steve Carter and Geoff Smith. Elly Sallingboe was going with us as part of the crew but she was taking a commercial flight to Prestwick, as we can only carry the minimum crew of four during display flights.

Engine start-up time is very carefully coordinated not to waste any fuel and still have enough time to warm up the engines.

At 1300 hours, the first engine started without any problem. It was when we tried to start the second engine (starboard outer) that the problem occurred – the

propeller turned much too slowly and then stopped completely! The starter motor had burned out and there was no way we could get this engine started. I thought that all was lost and that I would have to cancel this longest flight of the year.

My first phone call was to Elly, who at that time was on board Ryanair taxiing out for her flight to Prestwick, I explained what had happened and that we would have to cancel. Minutes later I got a text message back which she had managed to send just before take-off: *"I have an idea – don't cancel till we speak"*. I tried to figure out what she meant; did she mean

there was a way of changing things around so it could work if we managed to get the aircraft fixed? Maybe all was not lost and there was a way.

In the meantime, Steve Cater had called Chief Engineer Peter Brown who was shopping in Waitrose; Peter dropped his trolley and sped to Duxford to take charge of the repair. Before long Peter found our spare starter motor and was working on the repair, he informed me that it would take about two hours to change it.

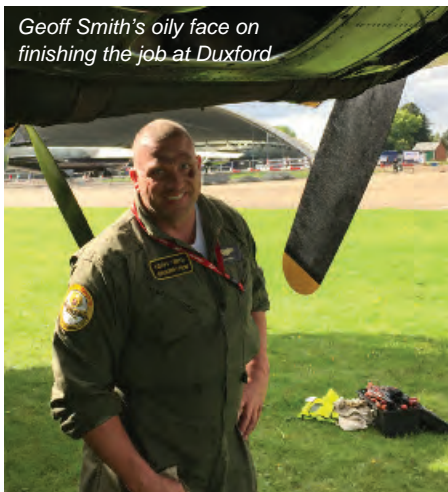
## What Great Teamwork!

Now, with a timescale I could work with, maybe a new plan was possible after all, was that what Elly had meant? I started calling the airshow organisers and tried to reschedule while Bill was going to look at flight planning and the engineering team were working flat out on the repair.

My first call was to Flying Display Director Stuart Luck at Portrush in Northern Ireland, asking if we could reschedule their display from Saturday to Sunday. He agreed (thanks Stuart).

Then I called Ross Anderson at the Scottish Airshow who agreed to have us on as the very last item instead of earlier on. My last call was to Santa Pod to ask if they would reschedule to Sunday, which they gladly did. So now we really *did* have

*Geoff Smith's oily face on finishing the job at Duxford*



*In a sea of people at Prestwick airport*



a plan, but we had to get the aircraft ready in time to make the last slot on Saturday at the Scottish Airshow or lose it all. This did put pressure on the engineering team but they were victorious and closed the engine cowlings with just minutes to spare. Elly was by then on the ground in Scotland and on the phone, it felt good to be able to tell her that I had worked out what her idea was and that we would be ready to start engines soon – what great teamwork!

Bill and I were in the cockpit reading our checklist before the engine cowlings were even closed, Geoff with his oil covered face was fetching the fire extinguisher and after thumbs up from Peter Brown we started all four engines successfully - we were on our way!

Take-off was uneventful and I set course straight for Ayr. The new route took us in between Manchester and Leeds, via the Lake District and Lake Windermere. After a two hour flight, we were cleared to enter the display arena and closed the Scottish airshow before landing at Prestwick Airport.

After parking the aircraft ready for static display the following morning, we met up with Elly and went to the hotel for some well-deserved drinks and food. When arriving at the hotel we discovered that other crews had taken our rooms, probably because someone thought we were not arriving after all. As the hotel was full, we had to find another place to sleep, Elly spoke to the organisers and before long, they had us booked into the 'Trump Turnberry', a very posh golf resort owned by Donald Trump, and after a traumatic day we were now living it up in real splendour...

Sunday was going to be a long day of flying with the rescheduled shows; we now had four displays instead of the originally planned two. We were on a tight schedule and had to start engines just before noon to make it possible.

As we arrived at Prestwick, I found Sally B in a sea of people who had all come for the static show and I was slightly



*Smoke on for the Red Arrows*

concerned about getting out. The organisation however had everything under control and as start-up time approached airport staff came along, rearranged the fences and I had enough space to start engines and taxi out.

### **The Red Arrows smoked back!**

We took off and flew at high speed to Portrush for our first show of the day. About 20 minutes into the flight ATC informed us that the Red Arrows were coming back from Portrush and were at 12 o'clock, in opposite direction and at 500 feet below us.

Flight engineer Steve Carter recalls:

*"At about 1pm local time, we took off from Prestwick and headed out over the Firth of Clyde towards our first display at the seaside town of Portrush in Northern Ireland."*

*A little while later as we approached the Isle of Arran, radio traffic informed us that the RAF's aerobatic team The Red Arrows were in transit from their display at Portrush back towards Prestwick. This meant they were headed in the opposite direction to us and that we were likely to meet somewhere en route.*

*We were at about 2000 feet and knew that the Reds were at 1500 feet so it was a case of trying to spot them.*

*Then, just south of the Isle of Arran, we spotted them and quickly put the smoke on our two left engines so they could see us.*

*No sooner had I done this, than I noticed that the Red Arrows Team leader had put his smoke on in return.*

*I thought this was a nice 'special acknowledgement' between our two teams, especially in Sally B's 40th*



*The Red Arrows smoke back to Sally B*







anniversary year.”

Portrush was a first for me and for *Sally B*; it is an interesting venue as we fly over the sea in a small bay. I was able to manoeuvre to give some good photo opportunities to the public.

Next was Cosby. Our routing was via the Isle of Man and Liverpool and because we had a bit of time to spare, I reduced our speed to conserve fuel. Bill took the controls for this part of the flight to give me some rest as we had plenty of flying ahead of us.

On approaching Cosby, I took the controls and Bill started reading the “Display Entry Checklist” which we go through before every display. It contains safety items like mixture controls to rich and fuel booster pumps on.

Maurice Hammond was finishing his P-51 Mustang display and landing while we were running in – we were on a tight schedule again so I kept close behind.

The Cosby Victory Show is not your standard air show, there is no airfield, but many villages around and lots of military ground activity, which are to be avoided. When I was doing my telephone briefing with Flying Display Director Rod Dean we

had to stop talking for a minute due to the noise of machine gun fire! I had flown Cosby before with *Sally B* and with the Dutch B-25, which helped with the manoeuvring and staying away from the built up areas.

Then we flew to Santa Pod Raceway at the old USAAF base Podington. We flew at high speed now to make our agreed time, I got 170 knots cruising speed, which is fast for our B-17. This speed check was done because we were planning a formation flight with the Vulcan the following weekend at Old Sarum, this flight however never happened due to the Vulcan going tech at the last moment.

Podington was easy to find as they had a Drag Race championship going on, our display however had to be limited to flypast only at a higher altitude to stay legal at this venue.

After displaying at Podington we set course due east to Seething where the local Aero Club had its annual airshow. Their flying programme was running slightly late but the order of things was quickly changed around to allow us to run in without holding. After our standard eight minute display, our work was now done

Approaching Santa Pod Racecourse at Podington



and we flew back to our home base at the IWM Duxford where we landed after a four and a half hour flight.

This was my longest flight in *Sally B* and it gave me great satisfaction that teamwork, good weather, flexibility and a great aircraft all came together to make this weekend such a big success.



Victory show at Cosby

“

Teamwork, good weather, flexibility and a great aircraft all came together to make this weekend such a big success.

”



Photo: Paul Langford



# My Time with Sally B

by Chief Engineer Peter Brown

Chief Engineer Peter Brown looks back over more than three decades in charge of the engineering of our B-17 – here are some of his highlights or rather ups and downs of his time with Sally B



Peter Brown at the Great Warbirds Air display 1988



**My time with B-17G Sally B started with a phone call from Elly Sallingboe on a cold and windy day in April 1983. I had heard about Elly, as at that time I was working with the same airline as Captain Keith Sissons, Heavylift. Keith was then the training Captain on Sally B and had often mentioned that they could do with my expertise as I had worked on big piston engines, at that time for over thirty years.**

So back to the phone call which went something like this: "My engineers have changed an engine on Sally B but it won't start, can you help? I have one of my engineers at Duxford he will help you". Being one for a challenge, I drove to Duxford but as I introduced myself to the engineer he said, "I have a flying lesson this afternoon", and with that a Tiger Moth landed, he got in it, and off he went. Not a good start as I was now on my own with a sick aircraft I did not know much about. But, after thirty years on big piston engines, this engine was not that big and really quite a simple one. I got myself into the piston engine mode and out of the jet age and after a bit of troubleshooting I found it was a spray nozzle in the carburettor which was not working as it should. When the engineer returned from his flying, I gave him this information so he could fix it, which he then did and all was fine.

The Chief Engineer at that time, Fred Hanson, was a work colleague of mine from our days at Aviation Traders. He was a well-respected and very experienced engineer, but had too many commitments so needed to delegate some of his work. He was a hard act to follow but with my experience on large piston aircraft such

as the DC4/6/ and 7 the CAA granted me the full approval on the B-17 to carry out all the required maintenance.

That was the beginning and life would never be the same again. Little did I know then that in 2015 I would still be the Chief Engineer on the B-17 Sally B.



## My first adventure with Sally B

My first flight was from RAF Lakenheath back to Duxford where the aircraft had been for a hangar dance the week before. On our return flight, we did a small display at Great Ashfield, a former USAAF 385 Bomb Group B-17 base. A small section of the runway was all that was left of the base, where a group of veterans were waving at us. This had been their home during the Second World War and to see a Flying Fortress overhead must have meant a lot to them. At that very moment, I realised what Sally B was all about, why Elly and the rest of the team put so much effort into keeping her flying.

The next adventure was my first overseas air show in Holland to celebrate

the liberation after five years under Nazi rule. What a great time we all had and I was very honoured to be there.

The daytime events went well; we did our display - always a major part of a weekend and in the evening a TV show was organised involving a clog dancing competition, with flowers in clogs and clogs in the shape of aircraft. Good fun and the crew of the Sally B won the competition - I think they were being kind to us! As the evening wore on things got a bit merry. The guests on our table started to write bits of wisdom on the clogs. John Littleton, our crew chief, claimed ownership of the clog and hung on to it throughout the night; even when he went to the little boys room he tucked his prized possession under his arm and off he went. Now being a TV show there were cables everywhere and John being a bit unsteady on his feet tripped over and with the clog under his arm broke his ribs. We shared a room that night with John moaning with pain every time he moved, I did not get any sleep either.

Over the years we have taken part in many great air shows, far too many to mention, but not forgetting our own Great Warbirds Air Display at West Malling, the best and the forerunner of many air shows held today.

## To Italy and Poland

We have taken Sally B to wonderful places and it has been a great privilege for me to be involved. The longest flight was to Forlì in Northern Italy. It took some seven hours five minutes to get there. The welcome from the crowd both young and old was amazing.

One of the most rewarding and enjoyable flights was our flight to Poland to help the brave Polish people celebrate the 62nd anniversary of the Warsaw uprising in 1944. They were so pleased to see us and gave us a real VIP welcome. Sally B was the first B-17 to land in Poland since the end of the Second World War.

On the way home, we flew over the top of Tempelhof Airport: this was really something - a B-17 over Berlin! I had worked there in the mid 1950s when Air Charter was operating DC4's up and down the corridor during the Cold War.





*Stranded on Guernsey*

## The ups and the downs

The maintenance of the *Sally B* operation has its ups and downs. The ups are when after all the effort and cost that has been put in over the winter months, the aircraft goes outside in the sun after the maintenance is completed; the engines have been ground run and all is well. I hand the aircraft over to the pilots; they carry out the air test; do the training and the aircraft returns to Duxford serviceable and ready for the season – then I am happy.

There have been a few downs during my time with *Sally B*, mainly engine problems; one was when the aircraft had an engine failure on Guernsey. On landing for their annual air show our number two engine did not look too healthy and on investigation, it was far from good. To return to Duxford was out of the question, this was the first time with *Sally B* that I had an unserviceable aircraft to deal with. I knew a few people on the island and soon help came our way from many sources. The Aircraft Services Guernsey (ASG) provided the engineering help we needed to build a replacement engine. Their hangar was too small to house *Sally B*, so the aircraft had to spend the winter outside. A local firm did a corrosion preventive treatment on the entire aircraft to help it survive



*Mock up tail goes on for the filming of Memphis Belle*

*Peter Brown during filming Over Here, 1995*



being outside in the bad salty conditions. We did not get *Sally B* home until the following spring after nine months on the island.

I have had the pleasure of being involved in a few films and TV programmes; the prime one was the filming of *Memphis Belle* in 1990 where I was the Aeronautical consultant for all the aircraft. There was also the TV mini-series *Over Here*, filmed at West Raynham, Norfolk and the WWII drama *Black Book* when we spent a few days in Holland, and many more.

That is my short resume of my time with *Sally B*. It has had its problems, but overall the vast majority of the time it has been very rewarding and enjoyable. The main satisfaction for me has always been to be part of the team that keeps this iconic aircraft in the air. I hope that we, the sales team, pilots, engineers and support crew, led by our Leader Elly Sallingboe, have given the world the joy of seeing a B-17 in the air and listening to the great sound of four Wright Cyclones R1820-97 engines.

*The tail is on – filming of Memphis Belle*



## An update on this winter's maintenance

Aside from the Standard Annual inspection and the CAA maintenance schedule we need to complete the following this winter:

- Remove the wing bolts to the centre section to inspect the holes and crack test the bolts.
- Remove the wheels to check the brakes for wear and replace any brake pads worn to the limit.
- After completion of the landing gear work, put the aircraft on jacks and complete normal and emergency operations.
- Carry out a five-year inspection on one propeller, strip and replace all seals.
- Continue the restoration of the paintwork in the rear internal fuselage.

Most of our other work will be rectifying defects found during the Annual Inspection.





# 40 YEARS OF JOY AND TEARS

by Ben Dunnell

The operator of B-17G Flying Fortress *Sally B* looks back on the highs and lows of the bomber's 40 years on the display circuit

*Abstracts from an article in the June 2015 edition of the aviation magazine Aeroplane titled "Aeroplane Meets Elly Sallingboe", appears here with the kind permission of the author.*



Elly Sallingboe

**What does it take to keep a four-engined bomber on the display circuit, all the while with no official support? A lot of determination, for one thing. In that Elly Sallingboe is hardly lacking. B-17G Flying Fortress *Sally B* this year celebrates its 40th anniversary on the display circuit, and for most of that time Elly has been its operator, overcoming setbacks that for many would have been insurmountable.**

Some have been personal, others financial, technical and bureaucratic, but still *Sally B* remains on British shores. What is now Europe's only airworthy B-17 continues to act as a flying memorial to the Allied airmen who lost their lives in the European theatre during World War Two, and especially the bomber crews of the US Eighth Air Force. That it should be



The first colour scheme in which Sally B was painted was the 457BG

seen over East Anglia, operating – as it has for almost all of those 40 years – from IWM Duxford, is of course fitting. Once where hundreds of Flying Fortresses were in the skies, now there is only one. Elly lives in these parts, and following an excellent lunch at her home near Newmarket we talked through the ups and downs of the past four decades, a story among the more absorbing of British historic aircraft history.

Elly met businessman Ted White, and together they went to the US, where Elly obtained her commercial licence and instrument rating, and Ted his air transport pilot's licence. Ted White and Don Bullock, had set up an aircraft ferrying company called Euroworld. In early 1975 there arose an especially interesting opportunity. France's Institut Géographique National was disposing of some B-17Gs it had used for aerial survey and mapping work. Euroworld bought two – 44-85784/F-BGSR was in airworthy condition and re-registered N17TE by its new owners, while the airframe of 44-83735/F-BDRS had already been plundered for spares. On 15 March 1975, N17TE was ferried from France to Biggin Hill, and began the next

phase of its flying life.

Euroworld's initial intention was not, in fact, to retain the B-17. "Someone had bought it, but they were going to keep it for a few weeks and fly it around", Elly recalls. Indeed, *Flight's* preview of the 1975 Biggin Hill Air Fair, at which the aircraft was to make its British public debut, records that it was due to "depart for the USA" on the Sunday of that show weekend. In the meantime, Ted White painted the aircraft in honour of his close companion. "One day Ted said I should come down to Biggin Hill, because they'd got this big four-engined bomber that they were selling on, and he wanted me to see it. There it was, with this naked lady painted on it, and it was called *Sally B*. I said, "You've spelled it wrong! It should be *Salli B* with an 'i'." But he'd named it after me, which was so sweet."

## Duxford Fortress

Very soon developed one of the key associations in *Sally B's* history: that with the Imperial War Museum. Arrangements had been made for the B-17 to be based at Duxford, then in the fledgling stages of its development as a centre of both static and airworthy aircraft preservation. There it moved almost immediately after its arrival on these shores in 1975.

Part of the longer-term deal was the sale to the museum of the spares source B-17, later restored for static display as *Mary Alice*. The bond between *Sally B* and IWM Duxford remains unbroken, something for which Elly is hugely grateful. It was reflected in the B-17's transfer to the UK civil register in 1976 as G-BEDF, the last two letters fortuitously standing for 'Duxford Fortress'.

Everything about the air display scene was more informal in the 1970s. As Elly



Not yet named *Sally B*, the B-17 then registered N17TE taxis in on her arrival at Duxford in 1975





Duxford 1979: Don Bullock's A-26, Sally B and B-25

Photo: Barry Jones

Official titled USAAF Memorial Flight, at a special ceremony



recalls, "you put all your mates on board, you went off and flew, and you did what you liked". Regulation at many shows was of the 'light touch' variety, if it existed at all. The need for certain stricter controls was highlighted by the death of Don Bullock, who from 1978 had concentrated more on displaying his newly-acquired A-26C Invader. He and six passengers were killed in that aircraft during a display at Biggin Hill in September 1980.

Now acting as a flying memorial to fallen American airmen, *Sally B* was a regular fixture at events across Britain and mainland Europe. To that end, in 1979 Ted White formed B-17 Limited to operate the aircraft, and Elly established the *Sally B* Supporters' Club the following year. Even then, keeping a privately owned Flying Fortress going was no inexpensive business.

Elly Sallingboe with the cast of *We'll meet again* at the first Great Warbirds Air Display in 1982



## We'll Meet Again

Welcome exposure came courtesy of London Weekend Television. In 1981 it used the aircraft for the making of 'We'll Meet Again', a wartime drama series starring Susannah York. For this *Sally B* was re-named as *Ginger Rogers*, and captained by Keith Sissons. Much of the filming took place at West Malling in Kent, the former RAF fighter station having largely gone unused since the late 1960s. It helped solidify in the minds of Ted and Elly an idea largely new to Britain: an airshow based around warbirds, with *Sally B* as its centrepiece. "We wanted to copy the Confederate Air Force show", says Elly, "which I'd never seen in my life, but I'd read all about it". Enough, certainly, to know the side of the CAF Airshow that it would be inappropriate to emulate – as she wrote, it was to be: "An aviation spectacular along the lines of the Confederates... only without the political overtones."

Spending time at West Malling in connection with 'We'll Meet Again' led to the realisation that it was, Elly recalls today, "the perfect airfield. We went to speak to Kent County Council, to see if they would have us and if we could do our airshow there. They loved it". As flying display director was secured John Cuthbertson, then the chief air traffic controller at Birmingham Airport, who for some years had run a number of very successful events at Coventry. Scenarios involving multiple historic aircraft, and warbird formation flypasts led by *Sally B*,

would be the order of the day. It was not to be a cheap undertaking, but, when no major sponsor was forthcoming, "Ted offered his own house as security for a loan, which was accepted by our bank."

## The Great Warbirds Air Display

Thus, the Great Warbirds Air Display was born. The first edition took place at West Malling on 19 September 1982. Alas, Ted White was not to be there. Euroworld had disposed of a number of ex-Portuguese Air Force Harvards, and in 1979 Ted received one as payment. This AT-6D Harvard III he set about restoring to airworthiness, its registration G-ELLY. The result started appearing on the 1982 airshow circuit – it was immaculate, set off by a black-and-yellow chequered engine cowling. Ted participated regularly in the Malta Air Rally, and he took his newly-restored mount to that year's edition. However, the trip ended tragically. On 22 June, the Harvard crashed on a local flight near the Maltese village of Rabat. Both on board, Ted and his friend Mark Campbell, were killed.

Elly was naturally stricken by grief. She also faced some very difficult decisions – could *Sally B*, and Great Warbirds, go on? In both cases, the answer was yes. Ted White would have wished it no other way. Friends rallied around and even though the weather on the day was dire, some 30,000 people made the trip. Somehow, Great Warbirds had won through.

Visitors to West Malling that damp September day will have noticed that the B-17 – still named *Ginger Rogers* in view of the interest in 'We'll Meet Again', but



*Sally B* attracts a crowd of admirers during the filming of *We'll Meet Again* at West Malling, 1981. Photo: Flypast





New chequered cowling in memory of Ted White, 1983



Ray Hanna at the 1984 Great Warbirds Air Display

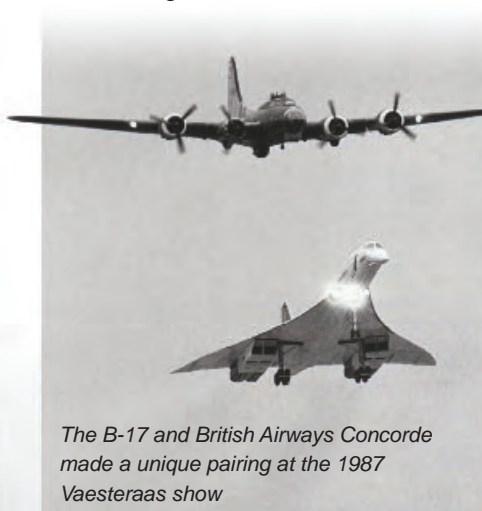
soon to revert to *Sally B* – looked slightly different. The cowling of the starboard inner engine was painted in a black-and-yellow chequered pattern, this a subtle tribute to Ted White. So it has remained ever since.

Now Elly headed up the operation of *Sally B* and the organisation of Great Warbirds by herself.

Through the 1980s there was seldom a major British airshow that didn't feature *Sally B*. There were memorable excursions into mainland Europe, too, including one to Västerås, Sweden in 1987 that witnessed a formation never repeated. In an event featuring significant warbird involvement, *Sally B* flew with a British Airways Concorde. "The organiser at Västerås 'phoned up, saying he'd got a Concorde coming, it was empty, and if we could sell some seats we'd get them for £100 each. I spent all evening on the 'phone calling the whole the B-17 and Great Warbirds team, asking if they wanted to fly on Concorde. Off we went from Heathrow, this aircraft full of Great Warbirds volunteers and B-17 crew with me as the stewardess. It was amazing. So, we got to Västerås, and asked Concorde pilot David Leney if we could fly in formation?" He said yes – he could fly behind *Sally B* with everything down, and just manage to get down to 150kt... So it was done!"

All the while, even as other historic aircraft displays like North Weald's Fighter Meet entered the scene, Great Warbirds blazed its own trail of innovation. From France in 1985 came B-17G *Lucky Lady*, just acquired by the Forteresse Toujours Volante association. It flew with *Sally B* and the Battle of Britain Memorial Flight's Lancaster. "We didn't have much money,

so we begged and borrowed aeroplanes", Elly remembers. "Once we had them, John Cuthbertson and I started doing the programme – putting the aircraft into historical pieces, thinking about who we trusted to fly together". Rare participants came thick and fast, Edward Hulton's Sunderland in 1989 for one. Events had tried for years to secure it, yet at West Malling the majestic flying boat made its public airshow debut. As Elly says, "That was the magic of Great Warbirds."



The B-17 and British Airways Concorde made a unique pairing at the 1987 Vaesterås show

## The filming of *Memphis Belle*

By then, *Sally B* had achieved lasting fame on the big screen, courtesy David Puttnam and Catherine Wyler's adaptation of 'Memphis Belle'. Of the five B-17s that took part in filming during the summer of 1989, *Sally B* saw the heaviest involvement. "It was very good for us", Elly told me: "the best thing that happened for years."

Key to this was associate producer Eric Rattray, whom she describes as "so

honest, so professional. He paid us what we wanted, he covered all our costs, he helped us get it through the CAA, he gave us the credit, he got our chief engineer Peter Brown in as the chief engineer for all the aeroplanes — it was such a joy. In turn, we tried to live up to everything they wanted, including taking off the tail". This was so it could be replaced with a mock-up of a damaged unit, shown in the final scene when *Memphis Belle* returns from its last mission, badly shot-up.

During 'Memphis Belle', the dedication, then as now, of Peter Brown was much to the fore. When Bob Richardson's B-17F blew an engine, it was replaced with *Sally B*'s spare, then attached to the IWM's static *Mary Alice*. Peter and his team helped fix *Lucky Lady* when it lost a motor, to say nothing of the many smaller defects that inevitably cropped up among the 'fleet'. Despite a rigorous schedule, *Sally B* remained very serviceable, though there was cause to change its glazed nose after one of the French B-17s taxied into it at Binbrook. All the while, Elly told the author in an earlier interview, "The crew were fantastic, and the filming was so well-done... You could ask any of the guys in it and they would say the same."

First ever Red Arrows Vulcan formation at the last Great Warbirds Air Display at West Malling





A Great Warbirds highlight was 1985's formation of the BBMF's Lancaster and two B-17s, Sally B and Lucky Lady



Photo: Kurt Lang

Through several repaints, *Sally B* has retained the *Memphis Belle* movie nose art on one side of its nose as a useful marketing device. "It was the most famous B-17 of all", says Elly, "and it is the biggest film we've been in". Naturally a re-enactment of the filming took centre stage at Great Warbirds in 1989, but even then the team knew that the show's time at West Malling was up. The airfield was earmarked to become a business park, and 1991's event proved to be the final farewell. As if a display from a HeavyLift Shorts Belfast en route back from Bangor, Maine, wasn't enough, the Red Arrows joined up with Vulcan XH558 for a first-time flypast. Arranged by commentator Trevor Graham and the then Reds manager Andy Stewart, to Elly it was a complete surprise, as well as a great honour.

*Sally B comes in low over Binbrook Tower*



Photo: Steve Carter

## Where to go next?

The choice fell upon the Science Museum's airfield at Wroughton near Swindon, but it never really worked. With an insufficient catchment area, Great Warbirds struggled to pull in the crowds. Given that most people only go to one local airshow a year, having the International Air Tattoo well-established close by at Fairford probably didn't help. Says Elly, "I'd done enough to realise that I risked losing everything. It was so hard getting established at Wroughton, and after the third really not very successful year I thought, "Where do we go from here?"

1994's Great Warbirds was therefore the last in a memorable run, and it wasn't the sole casualty during a decade of transition for the British airshow business. The Cold War over, military displays dwindled – of those staged by USAF

bases at which *Sally B* was such a regular, just Mildenhall remained, only to bite the dust after 2001. Big civilian shows like Leicester and North Weald also fell by the wayside. Despite high-profile commitments such as the VE Day 50th anniversary flypast over Buckingham Palace in May 1995, financing the B-17's operation was becoming a greater struggle.

Therefore, the engine problems suffered by *Sally B* during 1998, culminating in a failure in Guernsey that September, nearly dealt a knockout blow, but she was as determined as ever to ensure *Sally B's* flying future. All sorts of companies, in Guernsey or otherwise, did their bit to help, but after a nine-month stay on the island the repaired B-17 arrived back at Duxford with an uncertain future ahead.

"I remember when it arrived back home", Elly says. "I was sitting on top of the tower at Duxford – and I know it's only an aeroplane, but I sat there crying". Such are the emotions she has invested in *Sally B*. Things looked bleak, for the money had literally run out, but establishment of the B-17 Charitable Trust helped put the situation on a more even keel.

After no flying at all in the 1999 season, *Sally B* returned to the circuit in 2000, resuming its all-important role of paying tribute to the 'Mighty Eighth'. Again a flypast over London was a great occasion, this time in July 2005 to mark 60 years since both VE and VJ Days. Yet still there came new difficulties, most seriously the aircraft's worst ever run of engine failures – four in all – that kept it grounded for the whole of 2008 and much of 2009. The hugely generous donation of £360,000 by Norfolk builder Bertie Ashby could hardly have been better-timed. Even so, with airshow budgets increasingly tight and cheaper, sponsored acts all the more attractive to organisers, things remained tough.

## The family that is *Sally B*

The last couple of years have seen a welcome upturn in fortunes. In 2014 *Sally B* was engaged somewhere on most weekends, and during September attended what Elly describes as "the best show I've ever been to": the Swiss Air

Welcome home *Memphis Belle*, alias *Sally B*

Photo: David Appleby



Force's AIR 14 at Payerne.

Into its 40th anniversary season goes *Sally B* in good health, thanks to the expertise of chief engineer Peter Brown and his volunteer helpers. At the controls once again will be captains Andrew Dixon, Roger Mills and Peter Kuypers, backed up by first officers Bill Tollett and Daryl Taplin, handling the bomber in a manner befitting its age and status. The recent loss of sales team leader Derek Smith was a great blow, but in his stead has come John Owen. As Elly stresses, "Nothing could have been achieved without the family that is *Sally B* – the pilots, engineers, sales team, members and so forth. I would be nowhere without this support."

There lie ahead interesting times, for new opportunities to raise revenue, and the profile of the B-17. And although the CAA's new rules on passenger flights in historic aircraft will not permit the buying of rides in a heavy multi-engined type like the Flying Fortress, it may be possible, Elly reports, "to do training flights, and, if we can, to charge for them. But that's for the future – we still have to look into it."

For *Sally B* to have notched up 40 years on the display circuit represents, by any standards, a remarkable run. Several times its sale overseas has been threatened – potential purchasers have come forward, but, even at some of the lowest moments, always they have been rebuffed, and Britain still has a flying B-17. Without Elly Sallingboe at the helm, it would have been a very different story.



Steve Carter



# 2015 Roll Of Honour Day, marking a Landmark Year!

By David Mills



"Incredible" I thought as I looked from the Airspace balcony across to B-17G Flying Fortress, *Sally B*, parked silently on the hard standing. Five years ago we were excited at celebrating her 65th Birthday and speculating as to whether she would still be flying on her 70th. Today, Sunday 16 August 2015, *Sally B* is still with us – and still flying as we celebrate her 70 years and 40 in the UK.

With this in mind, 'Names' and guests assembled in the Airspace auditorium where the proceedings are opened by Elly Sallingboe herself, introducing the Pilots, Engineers and the Ground Team. It was noted that some 75% of those participating in the Roll of Honour day are return donors, which is encouraging and is an example of the strong following that the aircraft enjoys. It goes without saying how important this is and how very much their generosity is appreciated, as with all *Sally B* Supporters.

Elly reminded everyone that she could not have kept this aircraft flying for all these years without her team, but most especially Peter Brown, recalling the devastating time when *Sally B* was stuck on Guernsey and Peter had been there with her and their desperate efforts to get her airborne once again; which of course they succeeding in doing. She also thanked Mike Stapley for his hard work in producing the new documentation required by the CAA.

It was now the turn of the Pilots to update us on their special recollections. Roger Mills started by informing us that he too was celebrating a milestone year and has an empathy with the aircraft on the need for maintenance, although he felt *Sally B* had fewer creaks than he did. His wife Lorna is his only maintenance team but is lucky enough not to have to source spare parts. He then went on to relate highlights such as flying *Sally B* in Northern Ireland, Denmark, the

## SALLY B ROLL OF HONOUR 2015-2016

Alan Ashby	Richard Gale	Kearsley Airways	Jo Redfarn
Sally Beal	Bill & Phil Glover	Gerry King	The Redfarn Family
Mike Blackburn	Fran & Andy Goodwin	Norman Knock	Rosemary Renton 96F
Andrew Raymond Bright	Mike Hankey	Kurt Lang	Sam Salmons
Jon Bruce (1959 - 2009)	Christine & Peter Harrison	John Littleton	Peter Shepherd
Mr & Mrs RS Burgess	Geoffrey Hart	Paul Makin	Derek F Siseman
Laurence G Chandler FCA	Pam Hayes	Julia Martinez	Philip Spiett PPL
Paul Cooper	James Healey	Terry & Eileen Mason	Alan & Iris Taylor
William Creasey	John & Anne Higgs	Heather Teresa McCrossan	Egbert Thieune
The Dance Place	Dennis Reginald Hill (1929 - 2015)	Keith Mews	DS Thompson
The Denney Family	Simon Howell	David & Marion Mills	Glen & Jun Towndrow
Clare Edgar	Mireille & Dominic Ivaldi	Derek P Moss QFI	Stephen Towsey
Paul Edwards	Stephen Johnson	Alf Newcombe	Martin Travers
Ray & Carol Eales	Denise Jones (1950 - 2015)	Boh Nye	Trig Avionics
Higul Epps	Keith Jones	John Owen	Beverley J Tyler
Dionys 'Seb' Eusebio	Elliot, Philippe & Christophe Joye	Neil Peacock	James Walker
Expertica Services Ltd	Mr & Mrs G Jukes	William 'John' Pither	Jacqueline Whitehead
Tony Francis	Sandra Kaftan	Ilya & Egor Plouchnikov	Roy Henry Woodgate

Netherlands, Belgium and Poland: 'encounters' with an FW190 and ME109: finally gaining permission to overfly Berlin: flight delays caused by the filming of Downton Abbey and his experiences of flying Concorde.

Peter Kuypers went on to explain in detail the planning and execution of the special *Sally B* and friends massed formation at the VE Day air show at Duxford and how this was modelled on the Great Warbirds Air Displays of the past.

Peter Brown now took a turn to talk about the maintenance of *Sally B* over the years and how costly and scarce it is finding spare parts. He informed us that his first sight of a B-17 was when they arrived in June 1943 close to where he lived as a young boy. This was 214 Squadron RAF, one of the first RAF squadrons to operate the B-17.

Elly then invited all present to walk to the aircraft for the Roll of Honour unveiling for which, thankfully, we again had excellent weather. The honour of unveiling the plaque went to Martin Bowman, Managing Director of Kearsley Airways, whose support over the years has been invaluable. We were then invited to return

to Airspace for a buffet lunch, with tables hosted by members of the team. The highlight of lunch was the presentation and cutting of the Anniversary Cake; the honour of making the first cut went to Simon Howell.

With lunch over, it was time for 'The' event of the day, a display by *Sally B*. Blessed with good weather, this turned out to be as spectacular as ever with the final pass, with smoke on, paying tribute to both those who gave of their lives and to the *Sally B* Supporters, who help to keep this flying memorial real and ever present in our skies: a fitting ending to an informative and enjoyable day.





# We THANK YOU, for your incredible support

A huge big "thank you" to all the names listed below who have donated to **Sally B** since the last issue of **Sally B News**. Since then our charity has received a total of £76,974.50 the majority from our annual Members Appeal.

A very special mention must go to Robin Bailey, Paul Edwards, Richard and Rachel Gower, Geoffrey Hart, Kurt Lang, Cathryn Laxton, Paul Makin, Karen Munton, Vladimir Plouzhnikov, Stephen Towsey, and David Whitworth.

Also Legacies from the late Norman Feltwell and Martin Travers.

## Donations received by The B-17 Charitable Trust

Alan Ashby	Mr & Mrs R Eeles	David G Jones	R Money & G James	Eddie Taylor
Mike Blackburn	Brenda Epps	Philippe Joye	Derek P Moss	Alan Taylor
John E Bolton	Dionys Eusebio	Janet Jukes	Jayne Newcombe	Egbert Theune
Geoffrey Boyes	Anthony J Francis	Sandra Kaftan	Bob Nye	Jenifer Towndrow
Andrew Bright	Richard Gale	Gerald King	Carolyn Pither	Susan Travers
Gordon Bruce	G W Glover	Lance Kuhn	Nigel Plumley	B Tyler in Memory
John Buchan	Mike Hankey	K J Lack	Jo Redfarn	Geoffrey R Warhurst
Brian Burgess	Trevor Hanna	Terence Last	John Renton	John White
Michael Callaghan	Peter Harrison	Jim Loveridge	Ian Salmons	Steven Whitehead
Sally J Chadwick	Dennis Hayes	Terence Mason	Peter Shepherd	Ian Wray
Paul Cooper	Peter Healey	Don McNaught	Derek Siseman	
John Denney	John Higgs	Keith Mews	Philip Splett	
Simon Edgar	Barry Hill	David & Marion Mills	Mrs R Spriggs in memory	

John Abbott	Derek J Britt	P C Dimmack	A Gore	Olive Hubball	Colin Mackay	J Gregory Quinn	Stephen R Taylor
Mr G Alexander	Alan Brooks	Thomas Dobson	Eugene Goser	Ronald Hubbard	CC Mackenzie	ME Rayner	Fred & Liz Taylor
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Simon Amyes	Bernard F Brown	Peter Dooley	Frank Green	R Jack	David Mayhew	Douglas G Reynolds	RC Tomkins
Mr DR Anderson	Anna Buckett	Michael E Drewery	Pamela Greenbury	Gordon C Jackson	Andrew McVeety	Stephen Rhodes	John Tompson
John Anderson	Graham Bull	Thomas Driver	Robert Greenhead	Guy Jacquemin	Stewart Mead	Brian Richards	Graham C Tooth
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Hugh & Lucille Barnes	Keith R Claridge	Andrew Endean	KN Hasler	C Jones	David Moss	Paul Scarbro	Ruud Venema
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Ian F Bell	Derek Cookman	Alan Freestone	Ronald Hills	Jeffrey M Lambert	D & C Paffard	William N Smith	Christine Whiffen
Nicola J Bennington	Michael J Cooper	D French	Peter Hilton	Ruth Lambillion	Keith Parker	Torry Soerensen	Tina Whiffeld
Martin Betts	Robin Crockford	Andrew J French	Dennis Hing	Keith Lawrence	Nick Parkin	Christopher Speed	Anne Wiggins
David Birch	Charles Crooks	Vic Gackowski	Peter Hipworth	Mr & Mrs Lee	Simon Peachey	Clive R Stokes	Dr Janet Wilkins
John C Bishop	Jennifer Crumpton	Roger Gale	Brian Hitch	PC Lee	R A Peers	Anders Stomberg	John William
Mr Denis Bishop	Brian Crysell	Michael Gardiner	Paul Hodgetts	Charles E Lewis	Barry Pelmore	Paul Strange	Gareth Williams
Dennis Blanchard	PA Culley	Harry Gardiner	David Hodgson	Carolyn Lewis	Mr & Mrs Pennington	David Strangeway	Mark Willis
Rene Blesi	Gordon Dakin	Paul Garratt	Daniel Holdener	Peter Lister	Graham Petifer	David Stubbington	Mollie Wood
Peter Bliss	R D'Arcy	Mark Giddings	Casimir F Hollack	Andrew Little	Mike Phillips	Ruairi Sweeney	RJ Wootley
Peter Bolton	Andrew Darron	Richard J Gleaves	Michael Hood	Stephen Littleboy	Martin Plater	KW Tatham	Alan Wort
Alan Boot	John Davenport	Bill & Phil Glover	John Hooper	Clifford Lovell	Madeleine Poll	Mick Taviner	Les Wright
Colin Botwright	Peter Davies	Lynda Glue	Peter Horstead	Stephen Lovell	Eleanor Porteous	Peter Taylor	Tony Wright
Konstantinos Boulias	Brian Davis	RE Godfree	Christine Howard	Ian Lowe	Ole Poulsen	Geoff Taylor	Bryan Yates
Sheila M Bourne	Ronald H Davis	John Goodfrey	Josie Howe	Ken Lucas	Anne Powell	JA Taylor	Valerie Yeoman
Kevin Briggshaw	Chris Davis	Fran & Andy Goodwin	Bevan K Howe	Rod & Pam Lucas	Percy J Prentice	Keith Taylor	
Lou Bristow	Ian Day	Frederick Gordon	Stephen Hoy	Ken Lucking	JH Prescott	Terence Taylor	





# This and that

Dear *Sally B* Team

We just felt we had to write as someone who is very proud to be fully paid up supporters of your wonderful aircraft. We wanted to say how sorry we are that two journalists took it upon themselves to exploit people and sensationalise recent tragedies for their own effect.

I was at Little Gransden yesterday and made a point of catching up with Jo Redfarn to ask her to pass on our thanks to everyone for a fantastic display at Clacton. It was breathtaking and poignant, just the way it should be. The commentator did a wonderful job and everyone around us (who did not know already) loved the explanation about the smoke.

The support shown to *Sally B* and all of you on social media today warms our hearts and makes us proud to be part of such a great community and, we hope, will reiterate how much she means to all of us.

**Kelly & Andy Bennett**

Dear Elly,

Just a brief mail to say how much my guest and I enjoyed the Roll of Honour day on Sunday. Although I have been a member for many years, I didn't realise what I had been missing and I will certainly return next year. Everyone on your team seemed determined to make it a memorable day, but I must pick out particularly your colleague who rushed off to obtain a wheel chair for me which made my day so much easier and John at lunchtime who enthusiastically answered my interminable questions. They are a great credit to your organisation and I would ask that you pass on my personal thanks to all concerned.

You are also to be congratulated on all the work and effort which must go into such an event, even to the extent of organising the weather as we arrived back in Kent to be told that they had suffered low cloud and rain for most of the afternoon!

**Peter Shepherd**

Dear Elly & everyone else at B17

I just wanted to say HUGE congratulations to you all for reaching 40 amazing years of keeping *Sally B* up in the air where she belongs. Having been a member for 30 wonderful years, I fully understand how hard and troublesome it has been to keep her operational. It really is rewarding to see her both on the ground looking amazing and having access to her but it's even better once she is up in the air flying, long may that continue.

**Paul Jackson**

Good Morning Elly,

Trevor and I would like to give you, and all the crew members involved, a huge thank you for a fabulous memorable day on Sunday. We were looked after so well and it was so nice to be able to chat with all involved. Congratulations also to the Star of the day, our gorgeous *Sally B*, she was wonderful and the crew showed her off brilliantly as usual. Thanks again to everybody".

**Sandra and Trevor Kaftan**

Dear Elly

This summer I took my Father-in-law Peter Jowett to Duxford to see *Sally B*. He was a radio operator on an RAF B-17 214 Squadron and flew a number of 'electronic countermeasures' operations. They were flying B-17s because of the dimensions of the Bomb Bay. The large radio transmitter they had to carry was too 'square' to fit in the bomb bay of a Lancaster but the B-17 (on lend lease) fitted the bill perfectly.

We were met by Jo Redfarn who I have to say was absolutely a perfect host. If you could please pass on our sincere thanks to her and to Ken Reed, who very kindly drove us to see the B-52.

He and Jo discussed the trailing antenna – obviously critical to wind it in before landing. Peter said in his squadron if you forgot it was a £3 fine!

Peter was last here over 70 years ago, on a mission to Munich Here he is standing by the waist gun.

Please pass on our thanks to the entire crew – really made it a fantastic day out. We will most certainly be back!

**Kevin Smith**



*Peter Jowett with  
Jo Redfarn*





## THANK YOU

The following have contributed extensively to *Sally B's* upkeep in 2015, so here is a very deserved THANK YOU

Friends and staff of IWM Duxford  
Algar Signcraft Services (Cambridge)  
Cambridge Marketing  
Expertica Services Ltd  
Simon Howell  
Kearsley Airways  
Wim Van Malcot - Bella Services BVBA  
Marshalls Cambridge Airport  
James Thompsett  
James Walker  
Weald Aviation Services Ltd

## Gigantic 'land art' tribute in Eye honours airmen of 490th Bomb Group

Eye residents Stefan Fulcher and Carlo Roberts marked the 70th anniversary of the Second World War's conclusion earlier this year, by creating a gigantic artwork called the 'Flying Fortress' – depicting a war-era B17 bomber plane – in memory of the 184 US airmen who lost their lives while serving at Eye Airfield during the war.

The work, which was in place for around two months, at the permission of land owner Tom Baldwin, was created over several days using a tractor pulling a set of discs that marked the field after it had been harvested, in conjunction with a reference drawing.

The art, which was in place for six weeks, has now been planted with wheat.



## PAST REFLECTIONS *By Charles W Halper*

As a bomber Pilot flying out of a field near Elmswell called Great Ashfield, I soon discovered that in the winter months one would not be inclined to describe England as the land of endless sunshine.

Yet the weather, however unpleasant, never seemed to dampen the spirit of the people. And they had so much more to be concerned about other than the weather.

For example, while we assembled our bomber formations at altitude over East Anglia in the early morning hours, I watched the contrails of the V-2 Rockets which seemed like long vertical chalk marks on a blackboard, as they left their launch pad. By timing them, one could see the flash of their explosions somewhere in London while the city still lay in darkness.

The observations became very personal when one day while on leave in London: a V-2 with no advance sound came down on a street about a block away. The concussion knocked me to my knees, deafened me, and took my breath away. The experience left me fearful and disoriented.

So, besides the aforementioned weather, the English had to live with those V-2s, Buzz-Bombs, (V-1s), firestorms, bomb shelters, rationing, blackouts, etc. plus endless worry about their loved ones.

And if this were not bad enough, they also had to put up with the invasion of us Americans. To absorb all of these traumatic events and still keep their emotional balance and sense of humour was truly incredible. But then the English are a truly incredible people. I have been reminded of this fact each and every day for the past 60 years since I married one of them.

## 70 Years On

They came from far away to help

In a war that was not theirs,

They strengthened us through conflict

The shared our hopes and fears.

Not the last of all on Britain's "Wash"

Their mark can still be seen

Where gunners came to test their aim

And learn to be a team.

Though time has passed since training days

Their imprint still remains,

The presence of these brave young men

Lies stamped on our terrain.

**Sonia Gifkins**

Snettisham, England

## MEMBERS PLEASE NOTE

As a special perk, **only members** can enjoy **exclusive, free access to the inside of Sally B**. The general public cannot go inside unless they join up! You can visit *Sally B* at Duxford **on any Sunday during the summer months from May to end September** (unless she is flying) where a team member will show you inside the aircraft between 11am and 3pm. You can sometimes also visit when at other venues, when conditions allow. Do please note that young children **will not be allowed** through or around the aircraft; they must be at least 8 years of age and **must** be escorted by an adult.

For health and safety reasons, there will be **no access to Sally B while she is undergoing winter maintenance**, but you are more than welcome to watch her from the gangway.





# Sally B

