

Sally B

NEWS



Incorporating USAAF WWII Memorial Flight

Issue 50 • Winter/Spring 2012/13



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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 18th AUGUST 2013**.

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 on a 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 that *Sally B* will continue to fly.

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



Paul Saunders

SALLY B ROLL OF HONOUR 2012-2014

- | | |
|--------------------------|--------------------------|
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| Robert Bateman | Kearsley Airways |
| Ken Beard | Mrs Yvonne Vivian King |
| Ada Beattie | Norman Knock |
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| Robert David Jackson | Betty Woodrow |

B-17 Team Leaders - for an amazing experience
Derek Smith - Mike Peacock - Paul Peacock - Paul Peacock



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: Sally with Snafu. Credit: Simon Reeves.

Editor Elly Sallingboe

For advertising rates in Sally B News contact Elly Sallingboe

Origination and Print: Cambridge Marketing Limited
Tel 01638 724100. www.cambridgemarketing.co.uk

Sally B is supported by its own registered charity, The B-17 Charitable Trust. Trustees of the B-17 Charitable Trust:
Air Chief Marshal Sir John Allison (Patron), Elly Sallingboe (Chairman), Edward Inman OBE, Laurence G Chandler, Derek Smith

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Dear Friends

As you receive your copy of your favourite magazine, Sally B will have completed her 37th successful display season. It all began and ended at Duxford where our aircraft is now tucked up, warm and cosy in her safe winter hangar, where she will remain until spring is here again.

Do remember, that while Sally B is under cover, you can still visit on any Sunday between 11am and 3pm when a team member will show you around the ongoing maintenance on Sally B. That is, unless she is supported by jacks, when the interior will be completely off limits for obvious health and safety reasons.

The 2012 season – well, you will read much more about this elsewhere, but, in spite of having a fully serviceable and insured aircraft, it was most certainly not the best season we have ever had. With the economy in recession there were fewer shows for Sally B – and of those, we lost quite a few due to the Olympics air space restrictions and the unkindest weather imaginable.

IWM Duxford has just released their show dates for 2013 and as Sally B is likely to be flying at these, I thought you would appreciate this early notice:

Duxford will start the air show season in spectacular style at the Spring air show on the 26 May, remembering the Mighty Eighth. The show commemorates the 70th anniversary of the United States Army Air Force arriving at RAF Duxford in April 1943 and will feature Historic US Warbirds as we remember the time when the stars and stripes flew at Duxford... This is one NOT to be missed! Flying Legends is on the 13 and 14 July and The Duxford Show on the 7 and 8 September. The season ends with the Autumn Air show on the 13 October.

In the B-17 office there have been a few changes. We said goodbye to Cathy Wecke, who has decided to return to her native South Africa, and we say a big "hello" and welcome to Karen Irons, your new membership secretary.

Five Sally B team leaders have now reached the amazing milestone of 30 years with Sally B. They are Our Big Chief Peter Brown, Derek Smith, Mike Stapley, Steve Carter and Andy Jackson. In recognition of their professional enthusiasm and long term dedication, their names have gone onto the Roll of Honour and will remain there for as long as we fly.

This kind of team spirit together with your trusted continued support is what keeps Sally B flying. Thank you all.

Elly Sallingboe

Sally B's 2012

By B-17 Operator Elly Sallingboe

DISPLAY SEASON



In my 37 years of operating, I have never known a season like this one. We lost quite a number of venues because of weather or the Olympics and during the entire season flew only eleven hours – ELEVEN hours, which is the least we have ever flown with a fully insured and serviceable aircraft.



Sally B over Madingley Cemetery



Captain Peter Kuypers prepares to position Sally B for another pass for the crowds at the Lowestoft Seafront Air Display

On reflection, in spite of the greatly reduced number of appearances by Sally B and the blow of not being invited to participate at Madingley, we did fly some memorable displays and paid some iconic tributes – and Sally B was, as always, worthy of a gold medal in her own right.

Sally B's first flight of 2012 was at Duxford on 5th May with a combined crew training and test flight...

On board were Andrew Dixon, Peter Kuypers, Daryl Taplin and Peter Brown. A few days earlier, Peter Brown had carried out engine ground test runs, checked the aircraft over and replenished the oil tanks. Sally B was now ready to take to the skies for the start of the 2012 season.

The test flight sees the pilots checking various systems on the aircraft as well as performance such as the three engine climb rate. Going through all the required test items took a little while but it soon became clear that Sally B was a healthy lady even at 68 years of age!

With the test flight completed it was on

to Cambridge for the mandatory crew training. At 1500 metres, while the runway at Duxford is long enough for a normal takeoff and landing, it is too short for training. That is why we train at Cambridge, where the runway is much longer, and where Marshalls – the owners of Cambridge Airport – look after us very well indeed.

After training circuits, it was back to Duxford for a display rehearsal, whereupon Sally B was ready to start the 2012 display season!

SALLY B HONOURS THE FALLEN AT MADINGLEY

Our first show was at Duxford on 27th May. In brilliant sunshine the massive crowd watched Sally B fly in the skilful hands of Andrew Dixon and Peter Kuypers. On the 28th it was on to the American Military Cemetery at Madingley for our annual tribute there...

For 30 years, Sally B has been an integral part of the official Memorial Day Ceremony at Madingley. Indeed, this has been our foremost annual engagement. So I was astonished when we were not invited to participate this year – the 70th Anniversary of the B-17 coming to the UK! On enquiring with the Commanding Officers at Mildenhall and Lakenheath, I was informed that spending cuts were to blame (even though we had asked for neither money nor fuel). You can imagine my extreme disappointment at this news, and yet I was determined that Sally B would pay her own independent tribute – after the official flypast.

At 12.30 on Monday 28th May I watched from among the immaculate white crosses as Peter Kuypers, with Daryl Taplin, made three circuits over the graves in honour of the fallen, and I was moved beyond words...

Today, our young servicemen and women still put their lives on the line for



Sally B flies at one of her many tributes at Madingley, here for President Bill Clinton and Prime Minister John Major in 1994

us all. But it is some consolation that we are no longer losing them in the tens of thousands – 79,000 airmen in the war in Europe. **Thank goodness that our lone B-17, Sally B, is still flying to keep their memory alive.**

On 1st June we were pleased to land and display at RAF Odiham, and on the 23rd and 24th we displayed at the Lowestoft Seafront Air Display. To save on flying time, we had to find somewhere to land and stay overnight. Norwich Airport came to our rescue by waiving landing, handling and parking fees on both days, which saved us a considerable amount in flying time and therefore money. Many thanks to Norwich Airport Operations Director Richard Page and his staff, who looked after us very well indeed. It was great to display at Lowestoft after many years' absence.

FORMATION WITH P-47 "SNAFU"

Next on the agenda was our absolute favourite show of the season – Flying Legends at Duxford. Here, we were privileged to display with The Fighter Collection's P-47 "SNAFU". The plan was for Stu Goldspink, in the P-47, to join us for a formation flypast, but for safety reasons the P-47 was unable to slow down to our airspeed. All the same, for Sally B to be in the same part of the sky with a P-47, our "little friend", over East Anglia was a sight not seen for a long time, and it was extremely special. On 4th July we were pleased to display for the American servicemen and their families at RAF Feltwell.

“ For Sally B to be in the same part of the sky with a P-47, our "little friend", over East Anglia was a sight not seen for a long time, and it was extremely special. ”



Sally B flies with The Fighter Collections's P-47 "Snafu"

Rededication of the 306 BG Memorial at Thurleigh, Sally B's tribute was cancelled due to bad weather



TRIBUTE TO THE MIGHTY EIGHTH

July saw the 70th anniversary of the arrival of the United States 8th Air Force in the UK. To commemorate this remarkable landmark, we were scheduled to display in a series of commemorative events. On 8th July we were to display at Thurleigh for the rededication of the 306th Bomb Group memorial and at the Tibenham Heritage Air Show. Unfortunately, on the day East Anglia was shrouded in rain and low cloud which was clearly going nowhere. Regrettably, having waited at Duxford all day, we eventually had to cancel both displays.

On the bright side, on the 14th –

in fairer weather – we were pleased to fly for the 388th Bomb Group Memorial Dedication at Knettishall Airfield: they were delighted to see Sally B!

ARRIVAL OF OLYMPIC RESTRICTIONS

The London 2012 Olympic Games meant that air shows taking place in the surrounding area had to be staged outside the Olympic airspace restriction period and as such the display season came almost to a complete halt! Sally B's scheduled appearance at Damyns Hall involved taking off from Duxford, displaying, and then returning to Duxford. However, under the strict policing, this was deemed to be "loitering" so we were unable to take part in the show. We were also booked to display at Eastbourne during this period but again were unable to do so. There was one law for the military and one for civilians: it really did not make any sense at all and cost us dearly.

It was then flying at the American Air Day at Duxford on the 17th August followed on the 19th by a display at Sywell.

DISPLAY BY ALL THREE FOUR ENGINED BOMBERS

Back in 2011, Mark Jefferies had done an amazing aerobatic display in his Extra 330 at the "Sally B and Friends" day at Duxford; we were delighted to reciprocate with a display at Mark's airfield, Little Gransden, on 26th August. This is a fabulous air show with a great atmosphere, reminiscent of the *Great Warbirds Air Display*. The organising team had managed to secure displays by **all three** four engined bombers operating in the UK (Sally B, the Lancaster and the Vulcan) – definitely a first for the 2012 season!

Phil Whalley

FITTING TRIBUTES TO TWO SPECIAL FRIENDS

Shoreham was next on 1st & 2nd September. As the runway at Shoreham is too short for *Sally B* to land and going back to Duxford is too costly, we again had to find somewhere else to land. Over the last few years we have night stopped at Bournemouth Airport as part of their air festival but this year they wanted a change. I opted for Biggin Hill, so that the B-17 could pay tribute on the 30th anniversary of the death of Ted White, who brought *Sally B* to Biggin Hill on her arrival in the UK from France in 1975. Following his untimely and tragic death in Malta in his Harvard G-ELLY, he was buried in the Biggin Hill village cemetery.

On 1st September we flew from Duxford to Biggin where we were warmly greeted by the airport staff, many of whom still remember Ted. Biggin Hill Airport had kindly waived all landing and parking charges, which was greatly appreciated – every little helps! After refuelling we were on our way to Shoreham.

Shoreham is a difficult venue because of all the surrounding built-up areas and hills. It is also notorious for bad weather. Fortunately, all went well and after showing *Sally B* to her fans it was back to Biggin to pay our respects to Ted White by circling his grave: a fitting tribute to the man who started it all.

On Sunday the day dawned with the low cloud that Shoreham is renowned for but when the time came for *Sally B*'s slot the clouds had lifted enough for her display. I had arranged for a smoke



trailing flypast at the beginning of *Sally B*'s display in honour of our friend show organiser Peter Eager who was gravely ill at the time.

The season ended where it had begun – at Duxford – on October 14th and as I write this, *Sally B* is tucked up snugly in her winter home, Hangar T2 North at IWM Duxford.

WE MUST RAISE MORE FUNDS

With *Sally B* safely installed in her winter home at Duxford, looked after lovingly by her engineering team, I look back over the year and reflect on what a strange season it has been, and on our not too rosy

finances which have been steadily deteriorating over the past few years – to the point where we now desperately need more help if we are to continue.

On a positive note, I am determined, as always, to do everything to keep *Sally B* flying for as long as humanly possible. With this in mind I am going to be working hard over the winter to put together a fund raising and awareness programme to go out in the spring.

We will of course still have our own Members Appeal which is always generously supported, and I thank everyone who makes a donation from the bottom of my heart. But the basic truth is that unless we get a lot more money in to meet the massive costs of keeping our B-17 going – next year will be her last.



Sally B arrives at Biggin Hill on her way to her new home IWM Duxford in 1975

FANTASTIC PERKS – EXCLUSIVE TO SALLY B MEMBERS!

FREE admission to the Imperial War Museum Duxford all year round (except for air shows)

Visit the Museum and come and see our B-17 whenever you wish, (so long as she isn't flying). This is the Museum's gift to you for supporting *Sally B*. A huge thank you to the IWM Duxford.

FREE access to the inside of *Sally B*

Visit on **any Sunday** all year round, (unless flying or undergoing essential internal maintenance), and one of our team members will show you inside the aircraft between **11am and 3pm**. You can also look round *Sally B* during the summer when we are at other venues. *Sally B* is now Europe's only airworthy B-17 so this is really something special! Remember – the general public cannot go inside!

These really are incredible perks, so please do take advantage of them!



Concorde to *Sally B*

By Training Captain Roger Mills



You may well think that the title of this article should be reversed, but no, it is correct and this is how it happened.

My late father had been a Glider Pilot during World War Two and had taken part in the invasion of Sicily where unfortunately his glider was released early and he ditched in the sea qualifying him for membership of the "Goldfish Club". He was even more unfortunate on his second operation to Arnhem where, after a successful landing this time, he was subsequently captured and became a Prisoner of War. After the war he flew with the Royal Air Force Volunteer Reserve (RAFVR) until its disbandment in 1952. He then continued flying privately until the age of 75.

So, it is little wonder that as a young boy I became interested in aeroplanes, particularly those of WW2. My father, in civilian life, worked for an Iron Foundry eventually retiring as General Manager. He had a model toy aeroplane cast for me at the factory when

I was a few years old and yes, you have guessed, it was a B-17. Was that a prophecy?

I flew with my father in the 1950s and 1960s and

joined both the Air Training Corps (ATC) and the Royal Air Force section of my school Combined Cadet Force (CCF). In 1961 I learned to glide with the ATC at RAF Meir and soloed a T31 Cadet glider. In 1963 I won an RAF Flying Scholarship through the CCF and learned to fly at Birmingham Airport on Piper Colt aeroplanes. On my first solo I followed a British European Airways (BEA) Viscount around the circuit – more of that later.

In 1964 I went to the College of Air Training at Hamble to undergo commercial pilot training. I flew the Chipmunk and Apache at Hamble and graduated at the end of 1965. I then joined BEA as a co-pilot on the Vanguard and subsequently transferred to the Trident. In 1974 I did my command training in what had now become British Airways (BA) on the Viscount at Birmingham. I had finally caught up with that Viscount. In 1979 I was involved with the introduction of the Boeing B737 (I am



Roger Mills taxiing in the snow in Rovaniemi, Finnish Lapland

now getting closer to a Boeing B-17) to BA. Finally, in 1987 I was selected to fly the Concorde which I did until my retirement from BA in 2000.

CONCORDE WAS A SUPERB AEROPLANE

Concorde was a superb aeroplane to fly with crisp light controls. The control surfaces were moved hydraulically by electronic signalling from the control column and rudder pedals. It was early fly

by wire, not as sophisticated as aeroplanes today but nevertheless ahead of its time for its first flight in 1969. Its operating regime was very different to any other commercial

aeroplane either then or now. A conventional aeroplane flies safely in the middle of the flight envelope but on Concorde we flew on the forward edge at maximum speed whenever possible and also allowed the aeroplane to cruise climb as we burnt fuel and the aeroplane became lighter. Typically across the North Atlantic we would cruise between 50,000 and 58,000 feet and further south travelling to Barbados we would make the aircraft ceiling of 60,000 feet. This is because as you approach the tropics the upper air is colder. For those of you interested "Google" it for an explanation. Flying as high and as fast as possible was the most efficient way to operate Concorde. At 60,000 feet the horizon is 300 statute miles away so, with a view from the cockpit of 270 degrees, it was possible to see ¼ million square miles.

“ Flying as high and as fast as possible was the most efficient way to operate Concorde ”



Roger Mills and crew on Concorde

The aeroplane was built of conventional materials and that limited the top speed to Mach 2.02 and a temperature of 127 degrees on the nose. These were carefully controlled by the autopilot and auto throttle systems. To give you some idea of these numbers, the world record for a Marathon course of 26 miles 365 yds was in Concorde's time 2hrs 12 secs. Concorde could fly it in 1min 15 secs. The high temperature would stretch the airframe 10 inches in flight, a gap appearing between the rear of the engineer's panel and the cockpit bulkhead. On delivering one of the last Concorde's to a museum one of the Flight Engineers placed his cap in the gap during cruise to demonstrate the effect and left it there for posterity when they decelerated. Not realising the significance on a recent tidy up someone cut away the cap. It will be impossible to put one back.



Concorde format on Sally B Vaasteraas, Sweden in 1987

In addition to flying our regular routes to New York, Washington and Miami and our seasonal routes to Barbados and Toronto we also flew many charters throughout the world which raised many opportunities and the meeting of interesting people. Two anecdotes I remember that amused me at the time are as follows. I found one day that I was bringing a celebrated actress back from New York. During cruise I sent a message back to Miss "X" inviting her to visit the cockpit (in the days when this was allowed). After our chat as she was leaving the cockpit I heard her say to the stewardess in the galley and I quote –

"The Captain is rather a sweetie isn't he." So when I got into trouble with my wife at home I would retort – "Well Miss "X" thinks I am a sweetie" to which my wife would reply "She doesn't have to live with you." On another occasion I was told that a member of Royalty, and I won't say who or which Royal family was travelling, again out of New York, with us and that we would have to wait for her. As departure time approached my Flight Engineer was getting a little tetchy as he wanted, as we all did, an on-time departure. Hearing someone behind him and thinking it was the dispatcher he asked "Is that b——y woman on board yet" to which "she" replied "Yes she b——y well is."

HOW MY WARBIRD FLYING BEGAN

We are now closing the "gap" – Concorde to Sally B that is. In 1990 I flew a charter to Oshkosh in the USA to the great Experimental Aircraft Association (EAA) convention. This was and still is the largest gathering of aviation enthusiasts in the world. Here I met the "Six of Diamonds" aerobatic team. This was a play on words as part of their routine was to fly a diamond formation with their T6's (US version of the Harvard). They took my crew for a practice display and that is how my "Warbird" flying began. I was invited on my night stops in New York to visit them and fly their aeroplanes as they were based in nearby New Jersey. I subsequently bought a half share in an SNJ4 (US Navy version of the Harvard) and used my "supersonic" job to allow me to commute to my new toy. In 1991, with my new friends, I visited the National Warplane Museum in New York State and amongst other aeroplanes I flew and became licensed on was their B-17 *Fuddy Duddy*. I went to the air shows each year initially at Geneseo, then Batavia and then finally Elmira. I flew a number of aeroplanes and finally became involved with the MATS Constellation which I "barn-stormed" around the USA with my wife and two of my Concorde Flight Engineers "chums" until it was sold to a museum in Korea in 2003.

THANK YOU

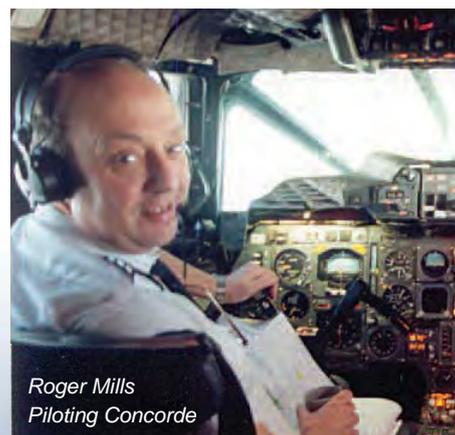
Thanks to the following companies and individuals for their invaluable help and support in 2012

- Richard Ashton and staff of the IWM Duxford
- Algar Signcraft Services (Cambridge)
- Biggin Hill Airport
- Kearsley Airways
- Marshalls Cambridge Airport
- Norwich Airport
- The Boeing Company
- The Swinging Sweethearts

CONCORDE TO SALLY B

Back in the UK I had flown the Red Devils Free Fall Team since 1971. In 1995 the Parachute Regiment was given a DC3 by the South African Air Force which I was asked to fly. I needed converting to the aeroplane and prevailed on Andrew Dixon to do so. I flew Dakotas with Andrew for a number of years and still fly them today when the opportunity arises. In 2002 Andrew, who was already flying Sally B, introduced me to Elly who was looking for a new pilot. I was invited to join, gave the idea ten seconds thought, said yes and have enjoyed my time flying Sally B since then both in the UK and Europe.

So as you can now see it was – **Concorde to Sally B.**



Roger Mills
Piloting Concorde



The MATS Constellation Roger barnstormed in the USA

Lowrie's Dad and the STAG PARTY

A True Life Story

Lowrie Kuhn, the eldest daughter of L. Glenn Simms (1919-2010), has lived in the UK with her husband Lance – a field service representative for The Boeing Company at London Heathrow – for the past four years. Lowrie and Lance (both from Illinois) cheer on Sally B at every opportunity! She holds a special place in Lowrie's heart because her father was a ball turret gunner in "Stag Party", a B-17G based at Chelveston, England. Here, Lowrie tells us of her Dad's experiences.

When Elly Sallingboe asked me to write about my father's war experiences, I was delighted – it is a subject very near and dear to my heart! My Dad survived the war, married Mom, and started a family. Thus, I am here to share my Dad's World War II experiences in his "48 inch (diameter) office" – perhaps better known to you as the ball turret of a B-17.

Dad quit university in 1943 having been called to active duty and joined the US Army Air Corps. He hoped to pilot a P-38 but was not selected for pilot training and became a skilled gunner. He was assigned to the 305th Bomb Group, 422nd Bomb Squadron, and would occupy the B-17 ball turret position. On 5 October 1944, aged nearly 25, he arrived in Chelveston, Bedfordshire – his home for the next four and a half months.

Dad spoke little of war when I was a child. He had kept a diary during those frightening months of his "personal war with Hitler." It stayed in a "secret hiding place" in his drawer for over 50 years. In adulthood, I began asking him about the war. Eventually, at my urging, he wrote his story. He went to meet his Maker some two and a half years ago aged 90, but we have his personal accounts of his 35 missions.

DAD, IN HIS "OFFICE"

Many of Dad's fellow airmen carried out superstitious rituals, but he had a strong faith in God. Growing up in a religious family I knew this but, on reading his diary, the depth of his faith at age 25 astounded me. *His* ritual was, once airborne, to sit on the floor in the radio room and read the 91st Psalm from his Bible – *THE* perfect reading for flying over enemy territory! Read it sometime and



Poppy Ball Turret

think about Dad in his "office".

Of course, the ball is not spacious. At 5' 8", Dad was about as tall as one could be and fit inside. He wore felt boots, partly to protect the Plexiglas and because they had electric connectors that helped warm his feet. His "GIs" were left in the radio room near the only heater, with a candy bar waiting inside the shoe!

Crossing the English Channel, Dad placed his parachute near the turret opening so he could grab it in an emergency – there was no room for it in the ball! He would spin the ball around to point the guns down, open the hatch door, then step onto the tiny seat and slide into position. He sat on half of his flak suit; his buddy, Blackie, would put the other half across his shoulders before closing the hatch door and locking him in. He then rotated the turret to its

proper location. On his back in a fetal position, his knees up by his shoulders, he could look out the window between his feet. He had "the best views in the house – views many times better than I wanted to see". With handgrips, he could control the ball horizontally and vertically and fire the two 50-caliber machine guns. Next to him were 3,500 rounds of ammunition. Very tight quarters!

I remember him telling me how at times it was as cold as -50°C. Cold came in through a number of openings in his ball; even with a heated suit, staying warm was a task. Breathing was even more difficult – moisture from his breath would freeze in his oxygen mask forming ice crystals that clogged the mask. To breathe again he would have to remove the mask and scrunch it with his hand to break up the ice. When things were scary he would "break out in a cold sweat, literally dripping perspiration" despite the freezing temperatures. He would have to remove his gloves to fix his frozen gun solenoids. For the rest of his life, he struggled to keep his fingers warm in cold weather.

FLAK AND THE FW-190

Another time, flak knocked out the hydraulic system and oxygen supply. Without hydraulics, he could not move the ball to a position to get out and, obviously, his life depended on oxygen. Fortunately, his waist gunner, Bernie, moved the ball manually to unlock the hatch and dropped a portable bottle of oxygen down to Dad, saving his life!

Flying back over the Channel after a mission, he would crawl out of the ball and head for his GIs – frozen stiff despite the heater – with the candy bar awaiting him! I



cannot begin to comprehend what he must have felt while eating that sweet!

The longest time he spent in the ball was about six hours – locked away from the rest of his crew while suspended under the fuselage, knees up near his ears, on alert for impending disaster. Three years ago, my husband, Lance, asked Dad what he feared most while flying. Without hesitation, Dad said “Two things: Flak and the FW-190.”

MOST OF DAD'S MISSIONS WERE IN A B-17

Most of Dad's missions were in a B-17 that he and his crew loved, “*Stag Party*”. Then, on 1 January 1945, Dad and most of his regular crew left the base in a different plane. *Stag Party* was already on her way with a make-up crew that included two of Dad's crew members.

One of those two had longed to pilot his own plane. Tragically, while he was flying *Stag Party*, they were shot down near Croechern, Germany. The pilot was killed and Dad's other friend became a PoW. But Dad did see *Stag Party* (the remains at least) 52 years later, where she came to rest. He and Mom travelled to find her; it was an emotional reunion. He brought home a few scraps of aluminum that he



had molded into a small replica of *Stag Party*. So, she lives on.

By 10 February 1945, Dad had flown 34 missions. On 19 other occasions they were up only to be scrubbed before completing the mission. His 35th and final mission came on 14 February 1945, a date Dad celebrated for the rest of his life. This date in his war diary reads: “*Only those who have flown combat will ever*

fully realise what a load has been lifted and how relieved one feels when he has finished his tour. Now I can plan for tomorrow, and tomorrow, and tomorrow. All I can say is THANK YOU, LORD!” Several weeks later, he was on a ship heading home!

For the next 65 years, Dad remained exceedingly proud of the combined efforts of our countries to ensure the freedom and lifestyle we enjoy. He endured combat missions in his “office” and was willing to die in order to save a world he loved.

Thirty-four years passed before the old *Stag Party* crew was reunited, and thereafter they stayed connected. Whenever a B-17 was anywhere near home, Dad and Mom were there to greet her. She was always his “Queen of the Skies!”

One of the pictures taken by Lowrie's Dad and given to Lance and Lowrie before his death. Some of these photographs were included in Bill Donald's book, 'John Burn One-Zero-Five...' The Story of Chelveston Airfield and the 305th Bomb Group in Pictures.



View from the Ball Turret 14 Feb 1945

SALLY B NEEDS VOLUNTEERS

Mechanics needed to work on *Sally B* at Duxford

Chief Engineer Peter Brown needs help with the winter maintenance on *Sally B* at Duxford on Sundays from now til May.

If you have good mechanical knowledge (engineering experience would be a huge advantage, but is not essential), a keen interest in working on *Sally B*, can volunteer three Sundays out of five and live within driving distance of Duxford we would love to hear from you.

Help needed next season on the Exhibition Unit

A keen volunteer is urgently needed to help Sales Team leader Derek Smith and his team on the Exhibition Unit on certain weekend days during the summer season.

If you are an experienced driver and are used to towing either a caravan or a trailer; not afraid of early morning starts and can volunteer a few days a month from May till the end of September we would love to hear from you..

Contact Elly Sallingboe on 01638 721304 or email b-17preservation@btconnect.com
If emailing please also leave a contact telephone number.

The fondest farewell of all

*A tribute to
dear friends
we have lost
in 2012*

Elisabeth Dinesen

My dearest sister and co-director of B-17 Preservation, Elisabeth Dinesen passed away on 5th April after a long illness. The loss to me personally is beyond words. She was my beloved sister, best friend and true confidante.

To the *Sally B* family she was a genuine advocate, and nothing was too much when it came to me, her family or *Sally B*. She gave her entire life: to me the inspiration and strength to carry on when things got too much, for example when our B-17 was grounded for almost a year and during the horrendous battle with the Government over the massive insurance increases.

She was generous with her time, her love, her compassion. Without Elisabeth in my life I would not have been able to carry on with the many battles over the years to keep *Sally B* flying.

I miss her dreadfully.



Squadron Leader Jock Maitland DFC MBE

Founder of the Biggin Hill Air Fair, Jock Maitland passed away on 16th March. Jock was my true friend over the past 30 years and a great supporter of *Sally B*. His help and loyalty throughout these many years was phenomenal – he would not have a Biggin Hill Air Fair without *Sally B*.

The air show fraternity is a much sadder place without him.

Peter Eager

Shoreham and Rougham Air Show Commentator and Display Director Peter Eager passed away on Friday 5th October after a short illness.

Peter was the kindest, most knowledgeable person and a thoroughly sincere gentleman – a giant among human beings. It is hard to think of a more genuine or loyal friend of *Sally B*, her team and all she stands for. He will be sadly missed but leaves a legacy for all!

Our deepest love, condolences and sympathy to his wife Michelle and children, Catherine and James.



High Flight

*Oh! I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the
tumbling mirth
Of sun-split clouds - and done a hundred things
You have not dreamed of - wheeled and soared
and swung*

*High in the sunlit silence. Hov'ring there
I've chased the shouting wind along, and flung
My eager craft through footless halls of air.
Up, up the long delirious, burning blue,
I've topped the windswept heights with
easy grace*

*Where never lark, or even eagle flew –
And, while with silent lifting mind I've trod
The high untresspassed sanctity of space,
Put out my hand and touched the face of God*

*Pilot Officer Gillespie Magee
No 412 Squadron, RCAF
Killed 11 December 1941*

Elisabeth, Jock and Peter, may you fly with friends among the stars.

2012 Roll of Honour Unveiling at

By David Mills



The author David Mills with his wife Marion on the balcony in Airspace

We all assembled in the AirSpace Conference Centre on a beautiful sunny Sunday morning in anticipation of the unveiling of the latest 'Names' which have been added to the fuselage of *Sally B* thanks to the generosity of *Sally B* Members and Friends. As always, this was the opportunity for Elly Sallingboe and the Crew of *Sally B* to say a big 'Thank you' to those who support this wonderful aircraft by doing just that bit extra!



A warm welcome!

Dominic Ivaldi

After a refreshing coffee we all moved to the AirSpace Auditorium where Elly welcomed everyone with an update on the season, in particular the fallout from the Olympic Games, which caused more than half the season's shows to be cancelled and resulted in a great loss of revenue for *Sally B*. The aircraft flew for only 11.5 hours – well below normal.

Elly welcomed representatives of Boeing who recently donated £5000, which was very much appreciated. Then she introduced the three speakers – Captain Roger Mills, Captain Peter Kuypers and Chief Engineer Peter Brown, and then the rest of the team.

Roger Mills told of his entry into aviation whilst an Air Cadet when he learned to fly a Glider; obtaining his PPL within two years and later his CPL after which he flew such distinguished aircraft as the

Vanguard, Trident and Boeing 737, ultimately graduating to every pilot's and would be pilot's dream aircraft, Concorde! He flew Concorde for 13 years. Read more about Roger's flying adventures elsewhere in this issue.

FLYING *SALLY B* IS AWESOME!

Next to speak was Peter Kuypers, who is from the Netherlands and I decided, affectionately, to call him 'The Flying Dutchman'. Whilst his day job is flying with KLM in Boeing 737s, Peter is qualified on both the B-25 Mitchell and DC3, having recently become a Captain on *Sally B*. "What is it like to display *Sally B*?" asked Peter rhetorically – "It's AWESOME – I'm very lucky!" I think we may all share those sentiments.

Peter explained that Boeing design their aircraft to be simple and for a purpose: in the case of the B-17, to fly straight and level and drop bombs from 25,000 feet; in the case of the 737 to carry passengers comfortably at 35,000 feet.

He went on to say that displaying *Sally B* differs greatly from the B-17's intended role. As a display aircraft making turns at 200 feet, while ensuring that you fly safely and do not overstress the aircraft!

As spectators, we might think it is easy and relaxed, but the pilot must always think ahead, taking into account the wind

and at all times avoiding overflying the crowd line. If you did, you would fall foul of the Safety Committee who are always watching!

Our final speaker, Chief Engineer Peter Brown, has been with *Sally B* for 30 years. He joined the RAF in 1950 and later moved to Marshalls at Cambridge then on to Freddy Laker Airways. His introduction to *Sally B* came through work on the DC4 which in many aspects is similar, being a four engine radial piston aircraft. He told us that *Sally B* is maintained to the same standards as an airliner in spite of very few flying hours.

In addition to ongoing maintenance schedules including changing propellers at three year intervals, Peter outlined the increasing regulations and paperwork required by the CAA when compared to the less formalised procedures of the past.



The Swinging Sweethearts

Dominic Ivaldi

EXCELLENT LUNCH AND SWINGING SWEETHEARTS

We were all then invited to proceed to *Sally B* for the unveiling ceremony, then back to AirSpace for what turned out to be an excellent buffet lunch and a chat, with each table hosted by a member of the *Sally B* Team. As lunch came to an end we were entertained by "The Swinging Sweethearts" a duo who gave an excellent performance of 40s style music ranging from popular British songs to those of the legendary Glen Miller, complete with

Elly talks to the guests in the Auditorium



Dominic Ivaldi

Duxford – A Great Get-together!

The 2012 Roll of Honour participants



Sally B Roll of Honour 2012-2014

audience participation! They ended with a rendition of "Land of Hope and Glory". I do hope they decide to adopt *Sally B* as their mascot and come back on future occasions.

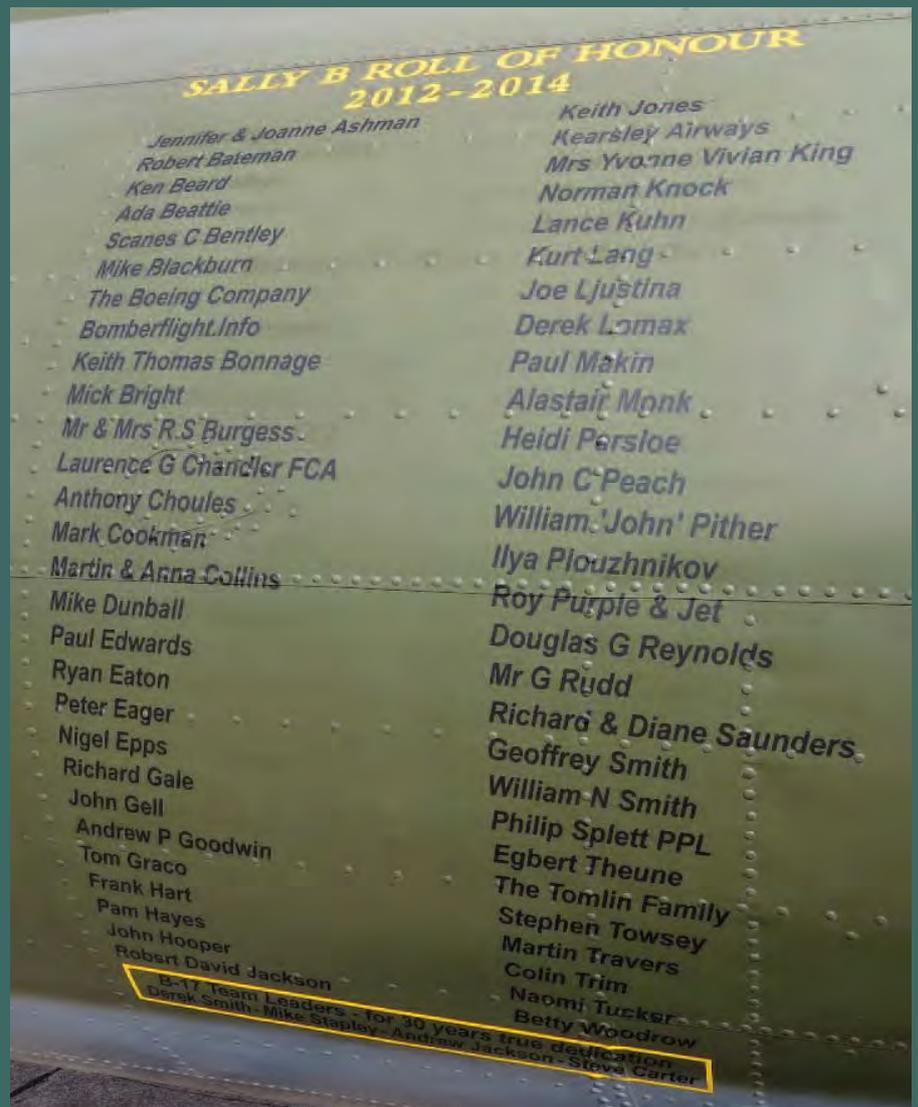
It was now time for the ultimate presentation of the day by no less than the lady herself...B-17G Flying Fortress *Sally B*! Roger Mills, assisted by Bill Tollett, treated us all to a very special display, the like of which you will not see at any air show, concluding as always with the traditional smoke-on tribute to all *Sally B* Supporters. What a day...something to remember... Thank You Elly and Team *Sally B*!

HELP SALLY B CONTINUE TO FLY

Having enjoyed such a day and as a Life Member of the *Sally B* Supporters Club I would personally like to make an appeal to all Members, friends and family. It is important for our heritage and the memory of those who gave of their lives that *Sally B* continues to fly. As Members you already share my passion for this unique aircraft and the preservation of historic aviation therefore, I would like to offer this suggestion. I know times are hard and I know Elly values your support so would not ask this of you but, just think...with your Membership Card you are now able to get into **Duxford FREE all year round, except for air shows**. Could I suggest that just this once you consider offering the price of a single Duxford entry ticket to the *Sally B* Fund? It's only £17, but if we all did this just think what it would do for *Sally B*'s coffers... please think about it!

The official unveiling of the names on the 2012 Roll of Honour panel took place at Duxford on the *Sally B* and Friends Day, Sunday 31st July. The Roll of Honour was unveiled by *Sally B* Captain and B-17 Liaison Peter Kuypers in the company of operator Elly Sallingboe and *Sally B*'s crew and team leaders. This was followed by lunch in the AirSpace Museum. A brilliant time was had by all.

Our most sincere and grateful thanks to all who supported this important fundraising scheme to help keep *Sally B* flying



The 2013 Roll of Honour unveiling will be on Sunday 18th August 2013

Dominic Ivaldi

Peter Green

Peter Green

SPANNER TIME IS HERE AGAIN

Engineering Update
By Chief Engineer Peter Brown



Since our *Sally B* was built in 1944 she has flown some 6500 hours during 3200 flights. In my time as Chief Engineer we have flown well over 1000 hours, changed a few engines and had our good times and a few not so good times, but overall it has been a privilege to have been part of the *Sally B* team and in some way helped to keep her up to the maintenance standard she has today.

SPARE A THOUGHT FOR THE AIRFRAME

Over the years much has been said about the engines and the problems they have caused us – especially for Elly, and they've given me a few headaches and sleepless nights as well. But engines can be changed and we get there in the end, but spare a thought for the airframe that is 68 years old and where the in depth inspections must take place. The B-17 was an extremely well built aircraft as you have all seen from the photographs from World War Two and the damage they could take and still make it back to base. That was when they were a few hours old – I don't think that in 1936 Mr William E Boeing ever thought B-17s would still be flying in 2012!

Part of our maintenance schedule is to ensure that the airframe is well inspected. Any defects are rectified in accordance with the Boeing Structural Repair Manual. Once the inspection is completed we carry out a corrosion prevention treatment. Today there are some very good treatments available – expensive



but necessary. Over the years I have found only two defects worth talking about and these were when I first was involved with maintenance; both were rectified and when reinspected over the years, found fully satisfactory each time so no worries on that front.

MAIN SPAR INSPECTION TIME AGAIN

With the normal maintenance work this

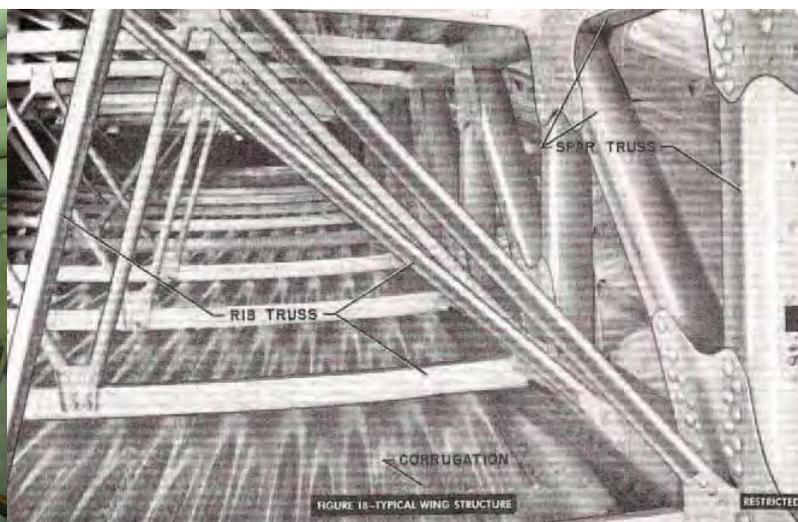
winter, we have the main FAA (Federal Aviation Administration) Airworthiness Directives AD's on the main spar to carry out. This is a big job (done every four years) and takes quite a lot of time as we first have to support the wings with jacks; we then remove the large stress panels under the wings to gain access to the fuel tanks, which are also removed. Then we remove the bolts holding the wings to the fuselage, call in Kearsley Airways to check the spars and crack test the bolts.

With the panel removed, we do a detailed inspection of the wing using all

You can see from the picture below what a strong wing the B-17's have. This is the internal structure of a B17 wing showing the spars and the rib trusses. They run from front to the rear spar. Note the corrugation of the skin, it is the same top and bottom and form fuselage to wing tip,



Peter Brown inspects the wing spar bolt holes with a borescope



*An **Airworthiness Directive** (commonly abbreviated as **AD**) is a notification to owners and operators that a known safety deficiency with a particular model of aircraft, engine, avionics or other system exists and must be corrected. If an aircraft has outstanding airworthiness directives that have not been complied with, the aircraft is not considered airworthy. Thus, it is mandatory for an aircraft operator to comply with an AD.



the inspection tools available – torch, mirror, magnifying glass and a good borescope, good eyesight and a bit of experience. If all the findings are satisfactory we give a good spray with the

magic corrosion treatment, put it all back together and go for a cup of tea.

I have worked out that for every hour of flying we spend around 80 maintenance hours to achieve it.

Kearsley Airways, after which it will be reassembled with expensive new seals. Not long ago they were only a few pounds but now they are over £50 each and we need six each time we carry out the prop inspection. The cost is always increasing and spares are harder to find.

When the dark winter is over and the maintenance complete *Sally B* will once again be ready to grace the skies in all her glory, paying tribute to those who gave their all during World War Two. Keeping *Sally B* flying has given many, young and old, a chance to see one of the greatest aircraft in the air and the sound of those Wright Cyclone R-1820-97 is never to be forgotten.

We have all done our part in achieving that, and none more than our leader Elly so I don't think I am alone in saying Thanks Elly – what an achievement!

COST INCREASING, SPARES HARDER TO FIND

Before the last show of the season we changed another propeller, this time on the number one engine, for two reasons: first, once we are in the hangar it is impossible to get the crane near the front of the aircraft, and second we can do the required maintenance on the removed prop so we have a spare for next year. The prop will require a complete strip down. All the parts that require testing will also be sent to our great support



Steve Carter

With the expert help of the DAS military vehicle wing we removed the propellor



Sally B under cover for the winter.

A TRIP DOWN MEMORY LANE – a brief history of *Sally B*

By Colette Byatt

If asked to name a Second World War aircraft, we might think of the Spitfire, or perhaps the Lancaster bomber of the famous “Dambusters” raid. But another rather less well known aircraft was also vital to the air war against Germany: the Boeing B-17 Flying Fortress, whose crews flew thousands of daylight missions – and paid a very high price for doing so.

Over 12,600 B-17s were built and nearly 250,000 Americans flew in them. In 1943, it was estimated that a third of all B-17 crews would not survive the war. 46,500 were either killed or wounded and half the 36 awards of the Medal of Honour in the Second World War were to men serving in B-17 crews.

The B-17 known as *Sally B*, operated by Danish-born Elly Sallingboe, is now the only flying example of this aircraft in Europe. And while this particular B-17 did not actually fly in the war, both Elly and the aircraft have an amazing story of their own....

In early 1975 aviator Ted White brought a B-17G that had been used for photo-survey work, from France’s Institut Geographique National to the UK. Ted named the aircraft “*Sally B*” after his close companion Elly, and had the B-17 painted in the bold and colourful tradition of American-style wartime nose art – complete with naked lady!

On 15 March 1975, *Sally B* arrived in the UK and Ted announced that she would be flown as a memorial to the thousands of US airmen who gave their lives during the Second World War.

In 1981, he and Elly began organising a pure vintage air show which included magnificent massed flypasts led by *Sally B* – this became the Great Warbirds Air Display. Tragically, Ted was killed not long after, just before the first show along with his close friend Mark Campbell, when Ted’s Harvard G-ELLY crashed in Malta.

Completely devastated by Ted’s death, Elly and her team bravely pulled themselves together to carry on and dedicate themselves to the continued flying of *Sally B*, as Ted would have wished. Elly kept the Great Warbirds Air Display going for thirteen years.

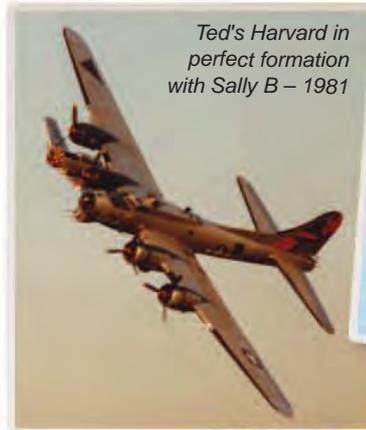
The B-17 Charitable Trust (Registered Charity no. 1079007) was established in January 2000 with the aim of raising funds to keep *Sally B* in this country for all time.

The importance of this aircraft as part of our national heritage should not be underestimated and has been officially recognised through appearances at high profile events:

1994 D-Day commemorations, 1995 City of London VE Day flypast, 2005 Buckingham Palace flypast and VE Day 60th Anniversary.

Sally B has also played a major part in the following films and TV shows: Memphis Belle, Black Book (Warner Brothers), Noah’s Ark (Disney), Bomber Crew (Channel 4), It Ain’t Half Hot Mum, Over Here (BBC), Walter Cronkite (Discovery), We’ll Meet Again (LWT)

It is little short of a miracle that, with no official help whatsoever, for 37 years Elly and her team of volunteer pilots, crew and ground crew, with the loyal dedication of the *Sally B* Supporters Club, have kept Europe’s only remaining airworthy B-17 Flying Fortress flying as a memorial to the 79,000 Allied airmen who lost their lives in Europe during the Second World War.



Ted’s Harvard in perfect formation with *Sally B* – 1981



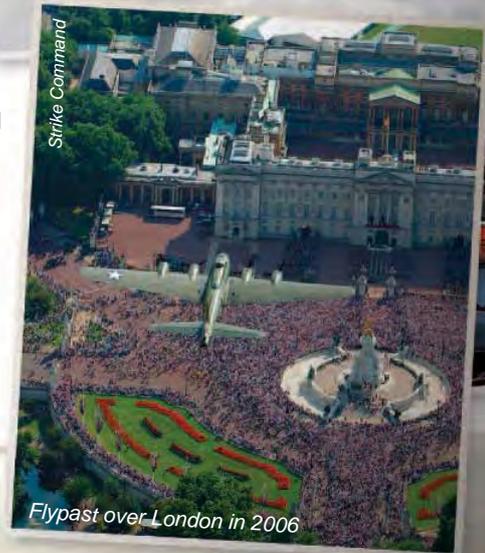
Ginger Rogers 1981



Sally B at the First Great Warbirds Air Display in 1982



Formation with BBMF Lancaster and French B-17 at the 1985 Great Warbirds



Flypast over London in 2006

Sally B with damaged tail during filming *Memphis Belle*



Kurt Lang

THANK YOU – ALL OF YOU – SO VERY MUCH!

Our most heartfelt and warm “thank you” to all 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 **£61,645** in donations, the majority from our annual Members Appeal.

A special mention must go to: Vladimir Plouzhnikov, Mike Blackburn, John Hooper, Paul Edwards, Denis Hayes, Paul Makin, Kurt Lang, Roger Tapping, The Tomlin Family and RAFA Shoreham.

Also to the following Charitable Trusts: Belsize Charitable Trust, RG Hills Charitable Trust and Lion Wigram Memorial Trust

Donations received by The B-17 Charitable Trust

Alan Ashman	Cherry Choules	W A Headde	T J Pither	E T Taylor
Steve Banashek	Martin Collins	G E James	Roy Purple	Egbert Theune
Robert Bateman	Shirley Comber	Charles King	Douglas G Reynolds	Ernest N Thorp
Ken Beard	Mark Cookman	Norman Knock	G Rudd	Stephen Towsey
Scanes C Bentley	Barbara Dunball	P C Lee	Richard & Diane	Martin Travers
Keith T Bonnage	Nigel Epps	Joe Ljustina	Saunders	Paul Tucker
G W Boyes	Richard Gale	R Money	Sigma Exploration Ltd	Bob Turner
Janice Bright	Andrew Gell	Alastair Monk	Geoffrey Smith	Keith B Waller
John Buchan	Frances Goodwin	Derek P Moss	William N Smith	
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AP Ackland	Charles Brown	Chris Davis	John Godfrey	Kenneth Issac	Don McNaught	H Relf	Roger Traveller
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Nick Aldridge	Graham Brown	P F Davis	Frederick Gordon	Robert Jack	B Meakes	Karl Renouf	Paul Trickey
Raymond Aldridge	J de la Bruyere Vincent	Ron Day	A Gore	Ken Jefferies	Leon Mehring	Stephen Rhodes	John D Trueman
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Frank Allfrey	A P Bunten	J J Dinnis	R S Gostling	Anton J Jones	Mary Mephram	L Robertson	J A Turner
R Alsop	B K Burgess	Paul C Donovan	John C Graham	Colin F Jones	K W Mews	Michael Robinson	Simon P Tyler
S J G Amyes	Ron C Burling	MP Donovan	F C Green	David Jones	Keith Mews	M A Rook	Peter Underwood
John & Pricilla Anderson	Wilf Burton	Simon Dorest	Paul Gregg	Don Jones	David & Marion Mills	Aubrey Roots	R J Veal
J W Ansell	John Buswell	Jennifer Douglass	Pamela Greenbury	Mark Jones	E Mitchell	T A Rowe	Bruce Wall
M R Ansell	John H Butcher	Michael Drewery	Bob Greenhead	Maurice W Jones	M D R Mitchell	Eric B Rowlands	Victor Walton
Simon Archdale	M P Callaghan	Thomas Driver	Richard Greening	M W Jones	Molecular Products	JK Rowlands	Geoffrey Warhurst
Anthony Atkinson	Ian Callender	Trevor Drury	Richard Greenwood	Robert Jones	R Money	S Rudy	K P Warren
L J Bachelor	T A Cann	H B Dufeu	S Grice	Peter Kelly	B H Morris	Ian Salmons	L J Watkins
J P Banford	Sid Cannel	Eddie Duffy	F G Guant	Kave Kendall	W J Morris	Mrs Salmons	Ian Watson
J W E Banford	N L Carter	Roger Dunning	Carole Gurney	S Kennedy Smith	Darren Mudd	Alan Sanderson	Daphne Weiss
Peter Banford	Nigel Carver	Dennis Dyer	Patricia Gwilliams	Ray Kerridge	Rachel Muir	Patrick Schols	Rachel Welchman
Lt Col MPC Banks	Derek Casey	Ken Earney	John E Hall	Anne Kerswell	J A Murphy	Graham Scott	Michael A Wells
PC Banks	Roy Casson	Simon Edgar	M T Hall	Mark J Kimberley	Jean Mustoe	Kevin Seaman	Thomas Wells
Beryl R Barber	Sally J Chadwick	Martin Edgeworth	Mike Hankey	Martin King	Cheryl Naclerio	Roger Senior	James White
Chris & Fran Barley	John A Chaldecott	William Ellison	John M Hanmore	TL King	Mark Newman	J S Sharman	Dan Whitelock
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J E Basnett	Mr & Mrs Chapman	David C Emmerson	I M Hanson	Alan Kirk	Frank Norval	I M Shaw	Tina Whitfield
Mike Baxter	K R Claridge	Andrew Endean	S Harper	John Knightley	David Nowell	Barry Sheridan	Joan Wilde
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N J E Beale	N Clark	Richard Ewing	Bruce H Hayes	Paul A Laedlein	T C Nunn	Philip Simmonds	M Willis
S J A Beaumont	Norman Clarke	Edward Fairchild	Antony Hayman	R C Lambillion	William Oliver	Derek F Siseman	Gary Wilson
Hartwig Beckman	P Clarke	G W Faircloth	Keith Hayward	Keith Lawrence	Brian Olle	Tony Slatter	R G Wilson
Ian Bell	Raymond Clarkler	R E G Farbrother	M Hazell	David Lee	B Roy Osmond	N P & J B Slegg	David Winter
N J Bennington	Richards Clarkson	A W Farmer	Dr M Heappey	C Allyn Lewis	D C Paffard	Anthony Smith	Kenneth Wishart
Martin D Betts	Jane Cobb	Terry & June Fassenfelt	Robert John Heard	C E Lewis	Valerie Page	Chris Smith	Andrew Wivell
Peggy Betts	Peter M Coleman	D J Faulks	A P Hearn	Chris Liddle	John Paige	Dave Smith	Dr R Wood
D B Birch	Gary J Collier	Robert Feeley	Robert Hepworth	Lincolnshire co-op	Keith Parker	E L Smith	Jess Wood
D Bishop	John Collins	BT Ferguson	David Hewings	Peter R Lister	Nick Parkin	John Smoothy	Ashley Woods
M Blackie	Shirley Comber	P R Fewkes	A S Hill	Andrew W Little	R A Peers	James Snelling	John Wooley
Mike Blackburn	J D Conneely	Peter Foster	Major Hill	Bernadette Little	Michael Pennington	Torry Soerensen	Alan Wort
D F Blanchard	Russell Cook	Geraldine Foy	Rebecca Hill	Stephen Littlebooy	Graham Petifer	John Speller	Geoff Worthington
Rene Blesi	Denis Cookman	Graham Foy	Gordon H Hillier	Stephen Lovell	Michael Phillips	Phil Splett	Ian Wray
J E Bolton	Alan Cooper	Anthony Francis	Peter Hilton	Ken Lucking	Norbert Poos	D R Spriggs	L J Wright
Keith Bolton	C W Cooper	Alan Freestone	Peter R Hipworth	Andy Ludlow	A A Pot	Michael Spurling	Brian Yates
P Bolton	Micheal J Cooper	A J French	Brian Hitch	Terence Lyddon	J M J Potter	Martin Stevens	V E Yeoman
Alan Boot	Paul Cooper	Brian Fulcher	Paul Hodgetts	Donald Mackinnon	J Potworowski	Richard P Stewart	D S Young
S M Bourne	J R Crow	Anne Fuller	David Hodgson	C E Maidment	Ole Poulsen	David Strangeway	Colin J Young
Colin Bowright	Robin Crockford	Vic J Gackowski	Daniel Holdener	Paul Makin	Rebecca Powell	J R Swihart	Simon Young
GW Boyes	Charles Crooks	Roger Gale	Casimir Hollack	David Mallam	John Pratt	David J Symonds	Bjarne Zimling
Keith Bradshaw	J R Crumpton	P Garratt	Terry J Hollick	Mr & Mrs Marlowe	M W Pratt	K W Tatham	
Christopher Bridgman	Brian Crysell	Keith Gayton	M P Homer	Neil Marsh	J H Prescott	Geoff Taylor	
Mrs Bright	Pamela A Culey	Wendy J Gilham	Ernest A Hope	R H W Martyn	R E Prett	JA Taylor	
Lou Bristow	Alan Dalley	D A Girdwood	Peter Horstead	P M Maslen	D J Pritt	Keith Taylor	
D J Brooks	Andrew Daly	G A Gladwin	Clifford Howcroft	Terry & Eileen Mason	Thomas Probert	P D Taylor	
R Brooks	R D'arcy	Alan Glover	Josie Howe	Mary Matthews	James G Quinn	P A Thelwell	

Your Letters

Hi Elly,

Back in 1995 my Dad got me my first Sally B hat at the old members enclosure at the North Weald Fighter Meet airshow, now some 17 years later and after years of airshow wear (including shows in Canada and Germany!) it's really just become too tatty so I decided it was about time to get a new one. Of course, I once again got my Dad to buy it for me!

So here I am wearing my original hat for the last time at the end of the 2012 season, I was pleased to see the old design is back for my replacement!

Phil & Bill Glover
Tonbridge, Kent



Member Phil Glover with his Sally B hats

Hi

Thank you very much for allowing us on board the Sally B today, myself and my Dad had a great time and took plenty of photos! Cathy was brilliant and helped make the day even better.

I've attached a couple of pictures, one from today and one from the first time I saw Sally B back at the Flying Legends show in 1996 when I was about 11 or 12! I've grown a little bit, but she's still my favourite plane!

Tomas Kelly.



Dear Elly,

I'm so proud you're keeping Sally B operating, as the years go by it becomes ever more important to remember those brave young lads of the USAAF who left their homes to help defend our freedom with our Allies.

As a young lad I used to cycle out to the Boreham Airfield USAAF memorial and could sense the history and sacrifices made flying out from there.

Dave Perry



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 37 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 £30

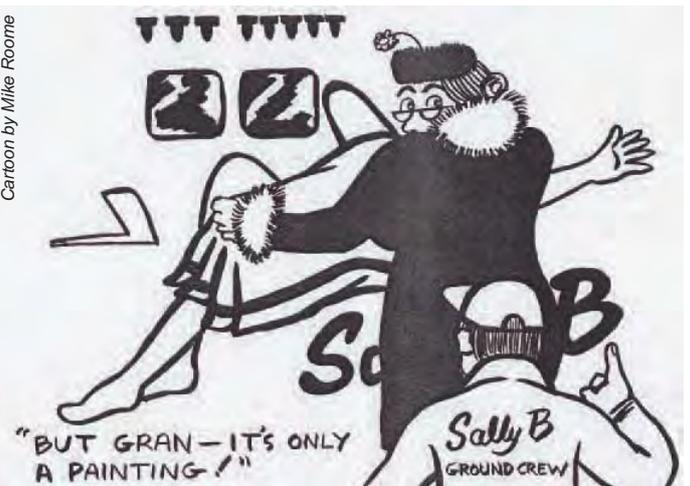
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Sally B

B-17 Flying Fortress
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