



Dear Friends

I am absolutely delighted to tell you that thanks to your tremendous support we have made it to *Sally B's* 39th display season! In the 2004 Bulletin I wrote the following:

“Watching her emerge from the hangar at Duxford on the 14th April, it occurred to me how easy it would be, for those not closely involved with the aircraft, to take for granted Sally B's state of readiness each spring. Perhaps they simply presume that all will once again be as it was last year. But you and I know that so much goes on behind the scenes to ensure that the aircraft can once again leave the hangar and fly for another season – and I'm not just talking about the all-important engineering work carried out by Peter Brown and his team during the winter, but also my own work and the vital ingredient – your loyal support. Without this, Sally B would have disappeared from our skies long ago...”

And here we are, 10 years on, watching another miracle take place as our aircraft is readied for the first flight of yet another season – fingers crossed that it will be a good one and not her last.

The season began at Duxford and Cambridge Airport on the 15th May, first with a test flight, then training of all *Sally B's* five pilots. This all went

superbly and our *Sally B* flew, if at all possible, better than ever before!

Soon after, *Sally B* was back in her enclosure on the flight line ready for another season.

The winter's maintenance has not been easy for Chief Engineer Peter Brown and his team, but extremely successful – and they got it all done in time! Peter tells all in his write up on this very special, if most difficult, winter's maintenance on our aircraft.

Derek Smith

On the 1st March, *Sally B's* greatest supporter, Derek Smith, passed away after a long illness. I simply cannot tell you how deeply saddened we were to receive this devastating news. Derek was my dearest friend and as Trustee and Sales Team Leader his dedication to our aircraft and indeed to me and to his team was awe-inspiring. Words cannot describe just how much he did to keep *Sally B* flying, and this he did for more than three decades. He will be sorely missed and I can tell you that we would not be here today without Derek's huge heart and massive input.

There will be a special tribute to Derek and all he meant to the *Sally B* family in *Sally B* News later in the year.

The first display

Sally B's first display was at the D-Day Anniversary Show at her home IWM Duxford on the 24th and 25th



May. What a superb show it was! Flying director Jeanne Frazer and team made this event a true flying commemoration of history in the air and it was a great success: four DC3s – wow! This was the first time Duxford had put on a two day spring event – long may it continue.

Madingley and D-Day

Monday the 26th May (Memorial Day in the USA) saw our annual pilgrimage to the American Military Cemetery at Madingley, Cambridge to pay our respects to the thousands of American airmen who gave their lives for our freedom. We were not invited in the main ceremony, but paid our tribute with two circuits over the graves after the officialdom had ended.

There was *no way* we were not going to fly *Sally B* over the final resting place of more than 3,800 men and women who gave their lives in WW2 on this special day, officialdom precluding or not!

Why they should not want *Sally B* there is anyone's guess, especially in this special D-Day 70th anniversary year, highlighting as it does the sad reality that fewer and fewer of those servicemen who survived the war remain with us. It was offered to the Grave Commission at Madingley at no cost, but was declined – I rather suspect that the officer in charge did not know what a B-17 was – but, of course, I could be mistaken...!!



Biggin Hill – back to our roots

We flew to Biggin Hill to take part in the Festival of Flight, the first show there since the last Air Fair in 2010. It was absolutely brilliant to have *Sally B* back at Biggin Hill. The show was most enjoyable; almost the show of old, and hopefully this will again become a regular feature on the calendar.

Biggin Hill is, of course, where it all began in 1975 when our B-17 arrived in the UK for the very first time. Here is just a short history of that important day when it all began...

I had begun to move into different areas of aviation and it was at Euroworld where I first met and became a good friend of Ted White, about whom you already know so much from the famous *Sally B* story. Just to recap the sentimental bit for those new readers amongst you...Ted took me to Biggin Hill to

show me an aircraft he had just brought back from France – a huge bomber with four engines, B-17 Flying Fortress – and there, painted on the side of the nose of the aircraft, was a reposing nude with the name “*Sally B*” inscribed beneath it. Ted had wanted to surprise me by calling the aircraft “*Salli B*”, my nickname at that time, which was short for Sallingboe, but Ted somehow got it wrong and *Sally B* it was... and has, of course, remained so ever since.

By the time you read this we will have displayed at Snetterton, Weston-super-Mare and *Sally B* will have used up more than 200 litres of oil and 6000 litres of fuel already this season – she is an expensive lady!

The 2014 *Sally B* Appeal

This spring, you have again come up trumps for *Sally B* with your most

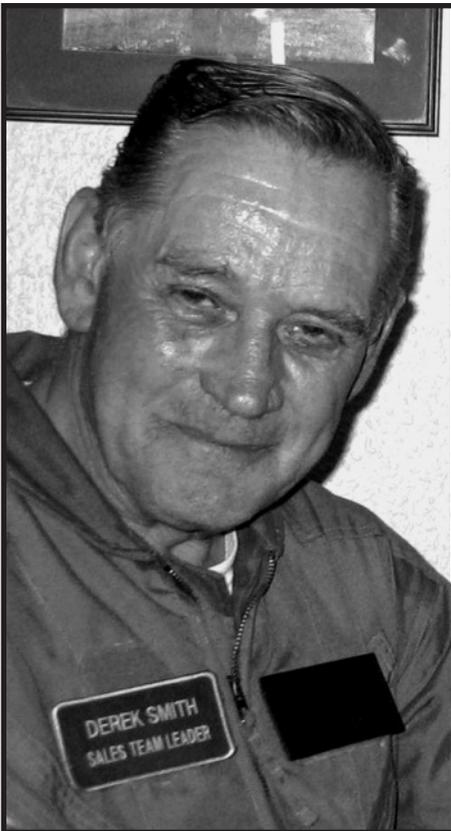
kind and generous response to our latest appeal. As you know, we are struggling finding the money to keep *Sally B* flying and the start of the season is always a difficult time; with funds short, we need all the help we can get. That’s why I find it hard to express just how grateful I am to each and every one of you who have supported the 2014 *Sally B* Appeal, raising £35,305 for our charity The B-17 Charitable Trust by the time this went to print. This has quite literally given *Sally B* a fantastic flying start to the 2014 season, and more importantly has ensured that we will continue to fly for this, *Sally B*’s 39th display season. From all of us, thank you all so very, very much.

Elly Sallingboe

B-17 Operator

Derek Smith – A tribute to *Sally B*’s greatest supporter

by B-17 Operator and Team Leader Elly Sallingboe



The close knit *Sally B* family was deeply saddened by news of the untimely death of Trustee and Sales Team Leader Derek Smith, who passed away on the evening of the 1st of March following a long illness.

Derek had been involved with *Sally B* for almost as long as she has been in the UK. It all began at Great Leigh’s, Chelmsford in 1984 when he first saw the aircraft fly. He joined the *Sally B* Supporters Club there and then and immediately began helping the late Betty Robert and her husband David running what was then a small support stall. From then on, Derek’s involvement rapidly increased – from dedicated member to heading the sales team. In 2000 he was invited to become a Trustee of the B-17 Charitable Trust in appreciation of his absolute dedication to *Sally B* and all she stands for.

With inspiration, vision and tenacity Derek kept the sales team together for almost three decades. No one has a better team than *Sally B* and that was very much thanks to Derek’s superb leadership. His zeal for keeping *Sally B* flying took him away from home most weekends but he was fortunate to have a strong and loving family who supported his passion.

His knowledge of the history of aviation in the Second World War, particularly the various Bomb Groups of the US 8th Army Air Force, was

vast. In 2007 Derek, with the help of Cliff Bishop, wrote the book “Pictorial Tribute to the Men and Aircraft of the 447th Bombardment Group (H) 1943-1945”. A second book followed in 2012 with co-author Malcolm Osborn “A Photo History of the 486th Bombardment Group (Heavy)”. Derek was always held in great esteem by fellow *Sally B* volunteers as a much loved and dedicated team leader. He adored his team and through sickness and health he was always there for all of us, and gave his all to keeping *Sally B* flying. Our aircraft could not have had a better ambassador, nor could it have been better represented. Derek was an inspiration and a huge part of *Sally B*.

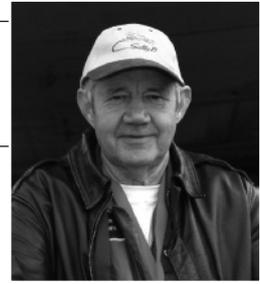
Those of you who knew Derek will understand just how dreadfully he will be missed and we will cherish his memory – always!

Our hearts go out to Derek’s amazing wife June, daughters Carol and Teresa and grandchildren Carly, Genna, Sam, Lorren and Conner whose loss is by far the greatest.

We raise our heads, scan the sky and salute you Derek

A Word from the Engineer's Toolbox

By Chief Engineer Peter Brown



As you will have read in *Sally B* News after having flown some 34 hours in another successful season and once more back on home ground at IWM Duxford, on the 23rd October 2013 we pulled our aircraft into a warm, well lit Hangar T2 North – thank you IWM! With a good team at Duxford, the toolboxes were opened on the following Sunday and we were ready to give *Sally B* some well deserved maintenance.

The yearly maintenance is always a challenge as we never know what the annual inspection will throw up and this year was no exception, but I am delighted to report that *Sally B* is in good shape. I will not go into the small defects we found and rectified but will focus on the items that caused us the most problems.

A long hard and difficult task

As previously reported, we needed to change the carburettor on the no 3 engine this winter and that went without a hitch, but during the flying season we had high manifold pressure during take-off on that same engine and this also needed sorting. I had a good idea what the problem was and how it could be rectified, and as we needed to remove the fuel tank anyway for the spar AD, I did not anticipate any great problem as I reckoned I could access the offending duct, which had come adrift, and replace it with a new one. Fortunately, we had a spare duct, so it seemed as though this would be a pretty straightforward task.

Unfortunately, when it came to actually removing the no 3 fuel tank we could not get anywhere *near* the problem; we could just about see the duct, but getting close enough to change it was impossible. The maintenance manual states that to get to the duct the turbo charger must be removed – a huge job. Consequently, we had to find another way: in short, we would have to remove the no 4 fuel tank! You know that feeling when; just as you think you are getting somewhere, another problem pops up. Well, to get on with replacing the

duct, we first had to complete the inspection on number 3 fuel tank – then replace the stress panel, and only then, could we remove number 4 tank panel to get to the duct! Incidentally, the no 4 fuel tank is the largest, holding 425 US gallons. Removing the tank panel was a long and hard task as it had not been removed for years! With the panel removed it was now easy to replace the broken duct. We lowered the tank just enough to gain access and all that was left to do was to put everything back, fill the tank with fuel and check for leaks. Finally we carried out fuel flow checks to make sure there was no obstruction in any part of the fuel system. Job done – time for tea! Now for some lighter maintenance information. The crew seats and control column hand wheels were re-upholstered with leather and how very splendid they now look, almost like the Concorde – ex-Concorde pilot Roger Mills should now feel quite at home! Many, many thanks indeed to James Thompsett for your amazing handiwork. On the 30th April, the aircraft was back on the ramp where the engines were primed with hot oil and a full engine ground run was carried out. I am pleased to report that all went very well and we found no defects whatsoever. Now all we had to do was get *Sally B* back in the air where she belongs, looking and sounding great!

***Sally B* was “fit to fly”**

We all met up at Duxford for the first flight on the 12th May. Operator Elly Sallingboe, Captains Andrew Dixon, Roger Mills and Peter Kuypers and our two Co-pilots Bill Tollett and Daryl Taplin; Engineers Mike Stapley, Steve Carter and myself. With all the documentation

in order, following a thorough check of the aircraft and once I was satisfied with everything engineering-wise, I signed off the maintenance, stating that *Sally B* was “fit to fly”. I handed the aircraft over to the flight crew and Captain Andrew Dixon signed the technical log confirming that he too was satisfied with the aircraft.

With Andrew, Roger, Peter, Steve and myself on board, we lifted off from Duxford at around midday and the aircraft seemed in perfect order; even after all these years, it is still a great relief to be back in the air with everything working. After a few circuits just to make sure everything was working, it was off to Cambridge airport to complete the first training detail of the day; then, back to Duxford for a crew change and the second detail with Bill and Daryl plus Andrew, Steve and myself. That also went without any defect and we landed back at Duxford with the aircraft fully serviceable and ready for another season.

During the first detail we did the yearly emergency lowering of the landing gear. Peter Kuypers gave us a hand and all went well so it was all systems go! All together a very successful day and I think the boss was pleased...

One thing I must add is how much we all miss our Derek Smith. What a great *Sally B* man he was and he is such a great loss to the support of the aircraft: in my view, irreplaceable. Finally, thank you very much, all of you who helped the engineering team during our winter maintenance and a warm welcome to new members of the engineering team.

Returning to her summer enclosure at IWM Duxford



Displays and venues for *Sally B* – 2014

Venues listed here are ALL CONFIRMED and subject to unforeseen circumstances such as aircraft unserviceability etc., our B-17 ***should*** appear. Training dates may change due to weather or unforeseen circumstances. Changes will be posted on our website www.sallyb.org.uk under "Flying Programme" or you can call us on (01638) 721304.



MAY

15	Thu	Duxford	& Cambridge – Crew training
24	Sat	Duxford	D-Day Anniversary Show
25	Sun	Duxford	D-Day Anniversary Show
26	Mon	Madingley	Memorial Flyby during afternoon
26	Mon	East Kirkby	American Air Day – not landing

JUNE

14	Sat	Biggin Hill	Landing around 1300
15	Sun	Snetterton	Race Circuit, Norfolk – not landing
21	Sat	Weston-super-Mare	Night Stop Bristol
22	Sun	Weston-super-Mare	Not landing
28	Sat	Chalke Valley	Not landing
29	Sun	Chalke Valley	Not landing

JULY

5	Sat	Waddington	Arrive Friday
6	Sun	Waddington	Depart after show
12	Sat	Duxford	Flying Legends Air Show
13	Sun	Duxford	Flying Legends Air Show
13	Sun	Podington	Santa Pod Raceway – not landing

AUGUST

3	Sun	Highclere Castle	Not landing
10	Sun	Duxford	Training
17	Sun	Duxford	Official Roll of Honour & <i>Sally B</i> Flypast
29	Fri	Bournemouth	Air Festival
30	Sat	Bournemouth	
31	Sun	Bournemouth	Depart after display
30	Sat	Shoreham	Not landing
31	Sun	Shoreham	Not landing

SEPTEMBER

2	Tue	Dubendorf	Ferry to Switzerland
6	Sat	Payerne AB	Air 14 – Switzerland
7	Sun	Payerne AB	Air 14 – Depart Sunday after show or Monday
13	Sat	Duxford	Main Air Show
14	Sun	Duxford	Main Air show

Get your name on *Sally B*

Donate £460 (members £395) 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 year, ***AND*** spend a special VIP day with our B-17 at Duxford on Sunday 17 August 2014.

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 at Duxford for the unveiling ***AND*** enjoy a buffet lunch in the company of *Sally B*'s operator, pilots, team leaders and fellow Roll of Honour participants in the exclusive **AirSide Suite** in the superb "**AirSpace**" with your own corporate parking space
- listen to talks in the museum's auditorium on *Sally B* by her operator, pilots and chief engineer, ***and...***
- visit *Sally B* up close and see her fly especially for you!
- entering your name into a draw for the once-in-a lifetime chance to be trained as a crew, including an orientation flight in *Sally B**
- present you with a Certificate in recognition of your Roll of Honour participation

For more details telephone (01638) 721304

OR send your donation to:
The B-17 Charitable Trust, PO Box 92,
Bury St Edmunds, Suffolk IP28 8RR,
reference "Roll of Honour"

OR visit www.sallyb.org.uk

* Participants must be over the age of 18 and able.

Email: b-17preservation@sallyb.org.uk Log onto: www.sallyb.org.uk

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