

Sally B

NEWS



Incorporating USAAF WWII Memorial Flight

Issue 60 • Winter/Spring 2022/23



Photo by Rich Cooper, COAP 22

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A hot and interesting Summer for Sally B

By B-17 Operator Elly Sallingboe

Another successful display season has ended, and *Sally B* is now tucked up nice and cosy in Hangar T2 North at Duxford, where her winter maintenance is well underway. Our aircraft went under cover on the 10 October, slightly later than usual, but at least the weather had not turned too nasty by then.

Shows were not many, but slightly more than in 2021, and we were lucky, both with the weather and *Sally B* not having any serious mechanical problems – but oh, was it hot! Read more about *Sally B*'s displays during the 2022 season in Steve Carter's write-up.



Are you watching?

During the season, the Trig-sponsored ADS-B equipment functioned just as it should. Here is a good example:

Sitting in my office following *Sally B* on my computer as she hovered along on her way back to Duxford, I received a text from *Sally B*, or more precisely from Captain Peter Kuypers, who was flying her: "Are you watching?" he asked. I texted back – "Yes, of course, I am watching!"

Jokes aside, you can do the same. You can follow *Sally B* via any flight-tracking website by simply searching for her registration G-BEDF. And, when you see her remember, she may be a helicopter, an aeroplane, or a bee, but that is OK, as we all know that she is the one and only – *Sally B*!



First Roll of Honour Day in three years

Back at Duxford, Sunday, 14 August, saw the first Roll of Honour unveiling and get-together in three years due to Covid, a long wait for many. As always, the event was held in the Conference Centre in the AirSpace Museum – **and what a splendid day it turned out to be.**

Despite being one of the season's hottest days, we were lucky to have air conditioning in the Concorde and Airside Suite, which made our time there very pleasant.

Aside from the heat, everything gelled, from our guest's arrival until they left in the afternoon, all happy and smiling.

I was blown over by the presentation and quality of the food – absolutely delicious, thanks to Chef Kevin and his team. Also, thanks to Lottie for helping me organise the venue at Duxford after two difficult years; without her help, the 2022 Roll of Honour event would not have happened.

Due to extreme temperatures, the training flights had to be delayed to a later date, and no walk-through inside the aircraft took place, well, not entirely true; our guests were offered to go inside *Sally B* if they really wanted to – but most found it too hot – it was baking!

Thank you all, IWM Catering Staff, *Sally B* Crew and Team and you, our dear Roll of Honour family, for making this special day even more special.

Photoshoot at North Weald

The last weekend of August, we did another photoshoot for "COAP Wings" Peter Kuypers, the captain on the flight recounts:

"On the flight to and from North Weald, we did a formation flight with an Aerolegends DC3 flown by B-17 pilots Andrew Dixon and Daryl Taplin, and I had Paul Szluha with me as the B-17 co-pilot – a pure Sally B operation.

Paul had donned his Tiger Moth flying helmet for the occasion, and



The 2022 Roll of Honour unveiling

Steve Carter



engineering team Tom Carter-Petit was wearing a thick sheepskin flying jacket – he must have been warm on this hot summer's day”.

While at North Weald, COAP organised a special re-enacting photoshoot. They hired crew and actors who played in the Apple TV mini-series “Masters of the Air” to act in front of our aircraft. Some of the scenes look incredible, almost as if Sally B had just returned from a bombing mission over the continent 80 years ago.

I look forward to working with COAP again next year; the results are spectacular.

Texas Raiders

We are all deeply shocked and saddened by the devastating air show tragedy at the Wings over Dallas Air Display on the 12 November when the B-17 Texas Raiders and the P-63 King Cobra collided. My deepest condolences to the six crew who lost their lives in this dreadful accident.

I did not sleep for three nights as the image of the dreadful crash kept me awake. I cannot even begin to comprehend what the six lost crew's families and friends must be going through, and my heart goes out to every one of them.

For almost 40 years, we have been members of the international B-17 Co-Op, a close-knit family of B-17 owners and operators where we exchange experiences and know-how and try to support each other. We have a deep, longstanding friendship, so this tragedy affected us. It is all so incredibly sad.

It is also hard to believe that only four B-17s are actively flying worldwide. In the USA Yankee Lady, Sentimental Journey

and Ye Olde Pub – and here in the UK, our own Sally B.

The season ahead

Chief engineer Daryl Taplin and his team are working hard to prepare Sally B for the 2023 season. All being well, the plan is for Sally B to leave her winter home towards the end of May, followed by test flying and crew training. Then, we will pay our annual tribute to the many at the Madingley American Cemetery on Memorial Day.

I am working on the 2023 flying programme, and it is likely that many thousands of people will once again enjoy the sights, sounds and smells of this real live flying WWII B-17 bomber. Long may it last!

As this goes to print, we expect to be flying at the following venues: Duxford main shows, Cosford, Headcorn, Santa Pod, Podington, Old Buckenham and Melun in France, and hopefully many more.

A friend came to our rescue

A few weeks before Sally B was due to leave the hangar at Duxford, it became clear that we would have a problem with one of our propellers. It had some damage in the “Spider”, the triangular part inside the hub that carries all the gyroscopic forces. While scouring the world's warbird fraternity for a reliable replacement, help came from our good friend Keith Perkins, owner and boss of Aero Legends, who came to our rescue by letting us use one of his propeller Spiders. Many thanks, Keith!

Thank You All

Thank you all for your kind response to the 2022 Sally B Appeal. Donations given since the last issue of this magazine were £60,283.00, received mainly from the annual member's appeal.

Donations were down from previous years, but that is understandable considering the most challenging times we are all going through at the moment; I am surprised and honoured that raising this amount was even possible. Thank you all so very much for your generous continuous support. I know we can rely on you to help Sally B when you can, as you have always done in the past, and hopefully, better days are around the corner for all of us and our beloved Sally B.

Also, we must not forget this little miracle: Together, we 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. And this, with no official help whatsoever.

Thank you, every single one of you, for all you do for Sally B. Wherever would we be without you.



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

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A great weekend for Sally B at Duxford

By Captain Peter Kuypers

With some little friends (and a lot of flight briefings)

The display weekend at the Duxford Summer Air Show was memorable, and here I will tell a bit more about why – and everything that happened over this special weekend.

During the winter months, Elly Sallingboe starts putting the flying programme together and for this year's IWM Duxford Summer Air Show weekend, she had a pleasant surprise.

You see, at Duxford we were going to fly with certain (little) friends; The Blades Aerobatic Team – and on Saturday, at Old Warden, with another formation of (slightly bigger) friends.



Blades and Sally B Pilots

Formation flying can be complicated, so our procedures stipulate that we do not fly any formation unless we know and trust the pilots. All formations must be approved beforehand by the Boss, just as it is done in the RAF – safety first is the motto here! In an ideal world we would rehearse any formation, but unfortunately, this is not always possible due to operational constraints. Instead, we do an extensive briefing on what we are about to undertake – and brief we did indeed this weekend, lots and lots of them...

The plan for Saturday was to first display at Duxford in formation with "The Blades", followed by the Old Warden evening show flying with two **very special Spitfires**.

After finishing the show at Duxford, we flew to Old Warden, where Sally B was opening their evening show, leaving just enough time to fly from one event to the other – nicely coordinated between Flying Display Directors (FDD) Rod Dean and Bob Barton.

The Blades aerobatic team is a

professional formation display team flying four modern Extra 300 aircraft. Their pilots are mostly ex-Red Arrows, and the team leader is Andy Evans. They are the best of the best, and I was more than happy to fly with them.

Special Spitfire formation

The second formation of the day was going to be with Spitfires MK Vc AR501 flown by Paul "Shakey" Shakespeare and EE602 flown by Alex Smee. Shakey is a fast jet test pilot at Boscombe Down and Alex had flown Spitfires at Duxford before and was known to us – we were good to go.

Both Spitfires had a war history of escorting B-17 bombers during WWII, and EE602 was one of the fighters escorting the original "Memphis Belle" when she returned from her epic 25th mission to Lorient German submarine base on 17 May 1943.

As you know, Sally B played a significant role in making the film and wears the Memphis Belle colour scheme on the right side, a perfect reason for this formation display and a poignant reminder of what these crews did 80 years ago.

It always strikes me that completing a tour of 25 missions was so special that a movie was made about it. What about all these many other crews?

All eventualities were discussed

On the Friday before the show, Elly, myself and Paul Szluha, co-pilot for the weekend, flew to Sywell for the first briefing with Andy Evans and the rest of The Blades pilots. After some discussion, we agreed we would fly two passes in a big Vic formation (2 Blades aircraft on each of the B-17's wingtips), adhering to the **KISS (Keep It Simple Stupid)** principle.

Next were the what ifs – what if someone has a radio failure? What if someone has an engine failure? Every eventuality was discussed. For example, if one of the single-engine blades has an engine failure, they obviously are very limited in what they can do. If, on the other hand, the B-17 has an engine failure we



In perfect formation

have a lot more options. We could normally continue a formation display for a short time even after an engine failure, until such a time when we can dissolve the formation in an orderly way, as this is the safest option.

The start of many briefings

The Saturday started with the first of many briefings. 10:30 was the Duxford show briefing held by Flying Display Director Rod Dean. Next was briefing again with the Blades but this time witnessed by one of the Duxford Flying Control Committee (FCC) members (after the 2017 collision at Duxford between two P51 Mustangs, it is now compulsory that an FCC member attends the formation briefing).

Just before lunch, we had a telephone briefing with the Shuttleworth FDD, followed by a briefing with Spitfire pilots Alex and Shakey, who had come to Duxford in the Shuttleworth Chipmunk.

One more thing we had to do before we were ready to fly was to “walk the display”, always a good habit and compulsory at Duxford. All pilots involved look for a patch of grass to simulate what will happen later, whilst the formation leader (me in this case) keeps a running commentary on what he is doing.

“Not too low here” (so the Blade on the inside will not be pushed into the ground). “My speed will be so much – break, break, go”. I will then fly straight on after the break until Blade 1 calls clear, etc.

Next time you see a bunch of pilots performing a kind of ballet wearing flying suits, you now know what it is about – they are rehearsing their formation flight!



Blades formation breaking – picture taken from Blade 1.

Blades

All went as briefed

On the Saturday, the flight itself was anticlimactic as everything went as briefed and there were no surprises. After take-off, we flew to the rear of the public, where the four Blades were waiting for the B-17, and after a “cleared to join” from us, they joined two on each side in a big Vic. The first pass was a top view pass which had us fly an arc around the public showing the top of all five aircraft – as briefed – and walked.

After turning around, we came in for the last pass and formation break setting the scene for my Sally B solo display.

On to Old Warden

Once finished, we were soon on our way to Old Warden and looking out for their two MK Vc Spitfires. We had agreed to meet at the Sandy mast, a tall TV antenna just North of the airfield. The mast is almost 1000ft high, and with the cloud base just above the mast, we had to offset slightly for safety reasons.

Before long our two Spitfires showed up and after being cleared by us, they joined



Spit formation with Sally B

David Wilding

up in another Vic formation. Old Warden is a small grass airfield and for air shows, this is an advantage as the display area curves around the airfield in a U shape, as opposed to the standard long and straight display lines at other airfields, making it possible to get close to the public in a banked flight. Whilst the Spitfires were still in formation, I had to manoeuvre carefully, but after they broke away, I could use this U-shaped area to its full extent.

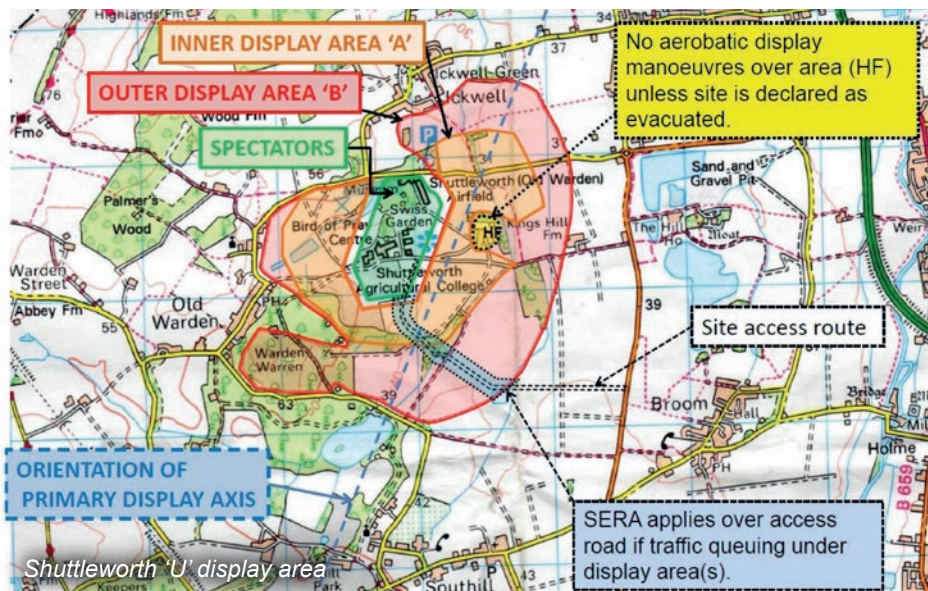
The flight back to Duxford was without problems where another briefing (de-brief with the Blades) was waiting.

Why briefings work

The next day saw an excellent example of why all this briefing stuff works: The B-17 was waiting on the runway for Andy to call us on the radio to “roll” after the Blades had finished their four-ship routine when one of their aircraft had a mishap – a trimtab had broken off.

The emergency was dealt with swiftly. Andy instructed the B-17 to vacate the runway to give priority to the stricken aircraft. Once the injured Blade was down, we proceeded as briefed with the “looser plan” and were able to display with only three blades in a box (one Extra on each side and one behind the B-17). A quick reconfiguration like this in a safe way is only possible if it is briefed and with pilots who know what they are doing.

A thoroughly enjoyable weekend of flying with the “best”!



THANK YOU

Thank You to the following companies and individuals for their invaluable help and support in 2022

Friends and staff of IWM Duxford
Keith Perkins – Aero Legends
Damon Saville – Amazing Graphics
Adams Aviation
Members of the Sally B Supporters Club

Mike Barnet & Skycraft Services
Cambridge Marketing Limited
Simon Howell
Kearsley Airways
The ROH family (you know who you are)

Restaurants Associates Duxford
Jon Roper – Trig Avionics
Wim Van Malcot – Bella Services BVBA
James Walker

WINTER MAINTENANCE

2022-2023

By Chief Engineer
Daryl Taplin



We completed a successful summer flying programme with no flight cancellations due to technical reasons. For the first time, this year we completed formal classroom and “on aircraft” training covering aircraft systems and pre-flight checks led by Graeme Douglas both for the existing engineering and the new starters who have joined us this winter.

We were a little later than usual moving into the hangar as we had to wait for space to become available but now that *Sally B* is back in the usual winter maintenance area we have been making good progress with routine servicing, inspections, and repairs.

I'm very pleased to welcome Paul Szluha back to the engineering team. As well as being a pilot Paul is a very experienced licenced aircraft engineer and has a lot of previous experience working on *Sally B*. With Paul we now have four certifying engineers with their own areas of responsibility. Paul is looking after the aircraft structures and flying controls, Graeme Douglas is responsible for electrical, avionic, hydraulic and instrument systems, Steve Carter is responsible for powerplant, propellers, landing gear and fuel systems and Stuart Hicks is taking care of the airframe repairs and corrosion treatment.

We have a progressive maintenance programme whereby each year we carry out detailed inspections on a particular area and this year the area of focus is the left-hand outer wing. The outboard leading edge section of the left-hand wing has been removed allowing us to inspect areas inside the wing that cannot otherwise be seen and also to inspect the interior of the leading edge section itself. I'm pleased to report that the wing structure is in very good shape and that a few small repairs to the leading edge, including repair to one area of damage caused by a bird strike, are in progress. The wing interior will be



Hard work starting those engines

Andrew Critchell

treated with anti-corrosion fluid prior to the leading edge being refitted.

The only other scheduled major task on the plan for this year included the overhaul of the no. 4 propeller which has

already been removed.

Our aim is to have all the inspection work completed early in the new year and to have the aeroplane ready to leave the hangar by the end of April.

Terry O'Donnell



Sally B back under cover in hangar T2 North



Summer training course for the engineering team

Daryl Taplin

“We made it home, but... WHERE’S THE BASE?”

By Bill Frankhauser, Navigator 603rd Squadron

(Reproduced from FLAK NEWS, 398th Bomb Group Memorial Association)

My first mission upon returning from leave was to Merseburg, where Herb Newman’s crew had been shot down on November 2, 1944. In fact, Merseburg was a dreaded target for the 398th. By the end of the war, the Group had hit those refineries on eight different occasions and lost 10 planes.

We were leading the bomber stream this day and I was in the lead plane of the low squadron where Jack Brandstatter was pilot. Jack had been a friend since training days back at Rapid City. The actual combat phase of this mission was not rigorous since this was one of the two missions to Merseburg when the 398th had not lost a plane. The weather was a bigger concern.

Upon return to England, the ground was completely covered with thick layers of clouds. The Group was separated above the clouds in a normal sequential dispersal pattern and given a heading to fly individually in a line while descending through the clouds. Upon breakout from the lower cloud surface, each ship would then head toward Nuthampstead using pilotage navigation.

The squadron lead plane, because of the take-off and dispersal sequences, was now in the air longer than most of the other 11 planes. Also, the mission was a lengthy trek deep into Germany. Although we were anxious to get back to Nuthampstead before dark, some problems developed. First, I was not certain of my specific position when we started in line into our descent. We had been flying in the dispersal pattern without being able to get a position check. I did know that we were heading south on a path that would keep us between London and the east coast of England. Second, it was getting late in the day and darkness was approaching.

When we broke through the clouds, our flying ceiling was, at best, less than 1,000 feet and visibility probably was no more than one-half mile. These were not good conditions to do pilotage. Third, we were too low for the radioman to pick up a buncher beam for us to orient ourselves. Fourth, the flight engineer told us that we had only approximately 10 minutes of fuel supply.

As we broke out from the clouds. I sighted the Thames River. Thank heavens! We were flying south across it and it was easily recognizable. I turned us back straight north to keep us away from London to our west. The question now was where were we along the Thames? With the lousy visibility I could not

and caused airplanes to crash after striking them.

Weather was so bad on this particular evening that no balloons were aloft because of the presumption that Germans could not fly over England in those conditions. The weather had caused our problem and had also saved our lives. With balloons aloft,

we would have impacted into the cables and been “dead ducks” flying off-route in bad weather.

It seems that all of these experiences during my combat tour, no matter how dire, also had a humorous side. In this ease, we soon noted that the RAF lived in somewhat more sumptuous quarters than ours at Nuthampstead. After feeding us and treating us with brandy, we were each assigned a bedroom. After more than 12 hours under considerable duress, I was dog tired. My bed had a soft down-filled mattress and white sheets, which were

considerably better than the U.S. Army blankets and straw-filled mattress slab back at Nuthampstead.

In the morning, someone shook my shoulder. I looked up and there stood a beautiful young WAF (Women’s Army Corps). She said, “Good morning, Lieutenant.”

I looked further and saw a steaming cup of tea and some crumpets in her hands. I sat up, thinking, “Wow,” and saying, “Thank you.”

When she left, I noticed my old GI high-top shoes aligned on the floor by the head of the bed. They had not seen a drop of polish or oil since I purchased them months before at the base store back at Nuthampstead. Now, they were perfectly shined and polished.

Our crew did not leave this RAF site for three days. Perhaps Jack Brandstatter and Bill Scott were enjoying the interlude as much as I. Their story was that their instructions, by telephone, were to leave as soon as the weather cleared. Fuel had already been sent by a tanker truck for our plane. The problem was that we were in the midst of what the British called a “pea souper” — a very dense fog of long duration. Finally, 603rd Operations gave up on the plane and sent a truck to take our crew back to Nuthampstead.



*Painting by
Gil Cohen,
Navigator*

determine where we had crossed the river. Everyone was put on alert by the pilot to look for any airport and to have their parachutes handy in case he had to go higher for us to bail out.

The bombardier and I both yelled into the intercom, “At 300 degrees, an airport!” Jack started an oval route around a runway to get in position for landing. We were so low that he had to evade a tall smokestack and he also lost sight of the runway terminus. Why didn’t they turn on the lights for us? Based on the location, we knew it had to be an RAF base. Then, on the second try going around, two fires appeared on either side of one end of the runway. Jack still had trouble finding even those fires when he tried to get us around in the necessary pattern, but he slipped the plane in abruptly on our third circuit and we landed.

We wondered why no planes were in sight on the ground. We soon learned. Our position was Romford, a northeast suburb of London, and this site was an abandoned, non-active RAF air base. It was now occupied by a barrage balloon unit of the RAF. Lighter-than-air balloons were being used over London at this time to protect against German air attacks. The heavy steel cables attached to the large balloons anchored them to the ground

Reflections on the season's Displays

by Deputy
Chief Engineer
Steve Carter

Steve Carter recounts his season's flying in *Sally B* as the only crew member who has flown on every single flight and on every display during the 2022 display season – he has seen it all.

The *Sally B* engineering team are now deep into her annual winter maintenance as I write this. Do look at Chief Engineer Daryl Taplin's engineering report in this magazine. As we approach Christmas of 2022, I reflect on *Sally B*'s 2022 flying season.



Steve Carter



East Kirkby from Sally B

It began on 28th May with a post-maintenance flight, followed by *Sally B*'s crew training, all completed successfully.

Two days later, this was followed with our annual memorial flyover of the American Cemetery at Madingley – as you know, this we do every year and when we fly north of Duxford.

Our first airshow was three days following this, on the 2nd of June, marking a busy weekend for *Sally B*. It was, coincidentally, also the start of the late Queen Elizabeth's special Platinum Jubilee weekend, celebrating her 70th anniversary as Monarch of Great Britain, Northern Ireland, and the Commonwealth.

We carried out several displays and flypasts over the next few days at the **East Kirkby Airshow**, the **Midlands Air Festival at Ragley Hall** and a memorial flypast over the 351st Bomb Group memorial at **Polebrook**.

For the **Duxford Summer airshow** a couple of weeks later, *Sally B* did a 'first' as she joined forces with the excellent display team, "The Blades", in their quartet of superb Extra 300 aerobatic aircraft. During the same weekend, we also carried out our first display in what I call the year

of *Sally B*'s Spitfire flights. Read much more about this in Peter Kuyper's story on page 4.

The end of the month saw *Sally B* displaying over the whole weekend at the superb **Headcorn Battle of Britain Airshow** in Kent, in formation with Aero



Steve Carter doing first engine runs
May 2022

Legend's Dakota IV "Pegasus". The Headcorn airshow has become a very established event on the airshow calendar.

During the flights to and from Headcorn, we also had some other essential elements to do; the first included an overflight of the cemetery at **Biggin Hill**, where *Sally B*'s founder Ted White was laid to rest.

I wonder what Ted would have thought about *Sally B* still displaying here 40 years later.

On another flight, we flew for a small private production film company. The film is called **Angel Fleet**, and we were to be filmed flying over the former wartime airfield of RAF Coolham near Horsham.

Strangely though, as we were making our way towards **Coolham**, a two-seat



RIAT (don't ask how I secured this photo! I went to a lot of trouble to get it)

Steve Carter

Spitfire T9 called *Grey Nurse* suddenly appeared on our starboard side. Piloted by none other than *Sally B's* captain, Jon Corley! He had been Spitfire passenger flying from Biggin Hill when he became aware of us being in the 'locality', so he came up to say 'hello'! It was a pleasant surprise with yet another Spit we had not seen with us before!

Last but by no means least, we gave a flypast at our home base at Duxford for our friends at Kearsley Airways, who were holding their 75th Anniversary dinner at IWM Duxford. A very important flypast for Elly and the *Sally B* team because of the invaluable aviation engineering support that Kearsley's give to help keep *Sally B* flying. So, from all at *Sally B*, thank you, **Kearsley Airways**, for the continued support and Happy 75th Birthday!

RIAT and more Spitfires

During July was the **Royal International Air Tattoo** at RAF Fairford, and boy, was it hot!!!

Sally B was on static display as a part of another 75th Anniversary of the arrival in the UK of the United States Air Force. This show is enormous and saw many international participants from around the globe, including Japan, South Korea, and Brazil. There was even another rare four-engined Boeing aircraft attending, in the form of the huge USAF E-4B Nightwatch, more commonly known as the "Doomsday Plane".

Many thousands of people came along to admire *Sally B* from all quarters, making it a special occasion for all.

Later in the month, we displayed with a quartet of fighters in 'escort lead', which is a little different for us being behind instead of leading.

The Spitfire 'year' continued, with another brace of the breed in the shape of T9 PT462 and PR XI, now known as "the NHS Spitfire". The other two aircraft in the quartet formation were Hawker Hurricane I and Hispano HA112 Buchon (Messerschmitt 109).

Duxford and Old Buckenham

Soon after followed the **Duxford American Anniversary Airshow**, where we were to find ourselves being escorted by P-51D "The Hun Hunter Texas" and TF-51 "Contrary Mary".

The end of the month saw us displaying at the fantastic **Old Buckenham Airshow**, which is at the former 453rd Bomb Group's B-24 Liberator airfield in Norfolk. This airshow has risen over the years and is now a well-established, nostalgic, quality event on the airshow calendar.

It is particularly important for *Sally B* to display here because other than Duxford, it is the only former 8th Airforce airfield she regularly displays at, and the organisers make a supreme effort to ensure that the atmosphere created, is always a fitting occasion, particularly when *Sally B* is above.



MP North Weald Photoshoot

Unique photoshoots

As the month ended, *Sally B* was engaged in a doubling-up event centred around North Weald.

The days started with *Sally B* formatting on Aero Legend's Dakota IV "Pegasus", which had a number of photographers on board so they could photograph us.

Once completed, we landed at North Weald, where she was descended upon by re-enactors and photographers. During the day, many 'scene settings' were created with the "Memphis Belle" nose art on show.

After several hours, the session was finished, and another photo flight with Dakota IV "Pegasus" was carried out for the journey home to Duxford.

The next day was a repeat of the previous day, albeit with new different groups of photographers and the ground shoot was this time featuring *Sally B's* nose art on show.

The photoshoot was organised by COAP (the Centre of Aviation Photography). It featured a number of the re-enactors from the forthcoming "Masters of the Air" miniseries along with period

outfits, make-up and vintage vehicles.

It was an excellent, interesting, and unusual first such event for us, seeing some fantastic results.

A Fitting Tribute

September saw *Sally B* displaying over the weekend of the long-running **Cosby Military Airshow** in Leicestershire. It is an airshow *Sally B* has performed on many occasions over the years.

Finally, we display for the **Duxford September Battle of Britain Airshow**, which was overshadowed by the sudden and sad death of Queen Elizabeth II.

The Duxford show featured a wonderful display by ARCO's PR XI "NHS" Spitfire, with sobering music over the sound system, in the late monarch's honour

To end the show, we were treated to a massed formation flypast of 16 Spitfires and 4 Hurricanes. A fitting tribute to a successful season that can only be achieved with your continued support, the support of our industry partners and a great team headed up by Elly!

Well done and thank you to all.



Dakota IV 'Pegasus' North Weald

This and that AND YOUR LETTERS

Hi Elly,
My late father FI Lt George Llewelyn Wright DFC
You may be interested in my late father's wartime aircraft, Boeing B17G Flying Fortress Fir George.

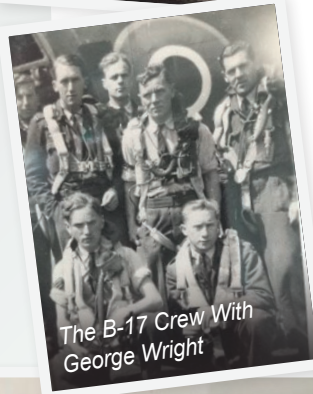
Having joined the RAF, my father began his training in America on a Tiger Moth. After being selected for bomber command, he started on the Vickers Wellington, followed by the Short Stirling, then he went onto (what I believe) was the only British squadron of B-17s in UK colours, which were used for special operations.

He was part of the 214 squadron based at RAF Oulton, just north of Norwich and later billeted at Blickling Hall at Aylsham. During his RAF days in the UK he clocked up 1750 flying hours.

Having done his 38 operation, he was transferred to Transport Command in Australia, where he flew DC3 Dakotas out of Adelaide with supplies to Burma and brought back casualties.
David Wright



FI Lt George Llewelyn Wright DFC



The B-17 Crew With George Wright



B-17 Fir George

WE WILL REMEMBER THEM!



Stephen Wards

Sally B Roll of Honour 2022 - 2023

Airfield Warehousing Ltd
Peter Antill
Jennifer & Joanne Ashman
Nick Baker
Alan Bampton
Chris Barber
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Robert Bateman
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Mr & Mrs RS Burgess
Anthony Choules
Simon Clifton & Quynh Lam
Barbara & Alan Cole
William Creasey
Brian Crysell
John Cuthbertson
Ruby Day

AMAZING GRAPHICS

AIRFIELD WAREHOUSING LTD

The Denney Family
Stephen & Linda Ducker
Mike Dunball
Staff Sergt. Edward J Dunkley -
USAAF 557th ATC
DV180 (AS-W)
Paul Edwards
Raymond & Carol Eeles
Nik Engelen
Brenda V Epps
Dionys 'Seb' Eusebio
Fistral Impex Ltd
Anthony Francis
Nigel & Andrew Gell
William Gobble - in Memory
Peter Gregory

Dawn Grisman
Geoffrey Hart
Jennifer Harwood
Brian Hewitt
Anne Higgs (1954-2014)
John Hooper & Colin Trim
Familien Bo Jensen
Andrew Jones
Stephen Johnson

Chief Engineer Peter Brown - in Memory

Denise Jones (1950-2015)
Grant & Janet Jukes
Kearsley Airways
Clare Anne Kenny
David M Kelley
Stephen King
Kurt Lang
Carolyn Lewis
Paul Makin
Eric Maxwell
Terry & Eileen Mason
Colin McQuade
Keith Mews
Richard Miller
David & Marion Mills
Atastair Monk
Derek P Moss QFI
Paul Moss
Andrew Murton
Nanta
Alf & Jayne Newcombe
Egor & Ilya Plouzhnikov
Polebrook Airfield
John C Peach
Delia Pegg

William 'John' Pither
Anne Powell
Lloyd Roenbeck
John Rowsell
David Rutnam
Dick & Diane Saunders
Peter Shepherd
Jim Sims
Samuel Shippey
Philip Splett
Jane Ann Taylor
Egbert Theune
Jen & Glen Towndrow
Stephen Towsey
Colin Trim
Dick van den Heuvel
Dave Wallington
Brian Wallis
Anna Walsh

Trevor Warren
Major Moira Watson
Adriane Westwater
Jacqui Whitehead
David Whitworth
Andy Wivell

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



The re-enactors surrounding the Roll of Honour panel

Dear Elly,

It was great to see you at Duxford during the recent Americas themed flying day.

You met with me and my son, Toby, who was wearing his special homemade *Sally B* t-shirt. It was so generous and friendly of you to personally take me and Toby round to see *Sally B* up close and let Toby have a look through the door.

Toby is 20 months old, and I've been a member of the Supporters Club for almost 30 years, so this experience was just wonderful, and this is certainly one of my *Sally B* highlights.

You'll see from the photos how often I take Toby to see *Sally B* (sometimes with Grandad Bill too) and how much he has grown! He is certainly going to be the next generation of warbird lover!

Phil Glover

Hi Elly,

Duxford Summer Show 18 & 19 June 22

I met many charming people over the airshow weekend and had the privilege of taking many around *Sally B*, but one was George Tricker, who I've met on a number of occasions. He asked to come on board and proudly showed me his membership card of 37 Years. That's wonderful I said and thanked him for his support for all those years.

Standing quietly in the queue behind George was another man, Gary Wort, who shyly said he was a member of 38 years! How extraordinary is that!

They were both delightful and it was a pleasure to take them around *Sally B* once again.

I thought it was wonderful that two such devoted supporters arrived at the same time and I wanted to share it with you.

Jo Redfarn
Sally B Team



Toby a bit older looking in Sally B August 2022



Phil Glover, Toby and Grandad Bill at Duxford

MEMBERS PLEASE NOTE

While *Sally B* is under maintenance there will be no access inside or around the aircraft. But you can, use your members free entry to Duxford and go and wave to your B-17 from the gangway in hangar T2 North.

To enter IWM Duxford during the winter and spring, you must show your valid membership card at the entry to the Museum and you will be let in. This excludes airshows and any special event days, such as The Duxford Flying days during the summer months.

In May 2023, once the aircraft is out of the hangar, the tours of *Sally B* will resume on available Sundays when a team member will be at Duxford from 11am to 4pm to show you in and around the aircraft.

Do remember that for health and safety reasons, no young children in the aircraft; they must be at least 10 years old and must be escorted by an adult. No entry to the cockpit is allowed.

Dates will be on our website in spring. For more information on any of the above, do call the office on 01638 721304 or email b-17preservation@sallyb.org.uk.

If you need advice, please call us and not Duxford.

Members do also note regarding membership queries, membership secretary Karen Irons is working from home.

She can be reached on normal working days Monday-Thursday from 0900-1500 on 01638 715424. Or email on the address above.



HAVE YOUR NAME ON

Sally B



Donate £430 (non-members £495) or more to help keep *Sally B* flying and have your name or 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 13th AUGUST 2023**.

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 where you will...
- have *Sally B* parked on the tarmac right outside The AirSpace Suites for your enjoyment throughout this amazing day
- watch *Sally B* fly just for you!
- enjoy lunch in the AirSpace Suites, in the company of *Sally B*'s operator, pilots and team leaders with refreshments available throughout the day – talks on *Sally B* by her operator and crew and your own corporate parking space
- 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 your name will be entered into a draw for a taxi ride in *Sally B*

Truly a day to remember and, as a Roll of Honour participant you will be playing a vital part in helping to ensure the future of *Sally B*.

For more information, go to our website www.sallyb.org.uk under 'Have your name on *Sally B*' or How you can help. You can also telephone (01638) 721304 weekdays or e-mail b-17preservation@sallyb.org.uk

* Participants in the draw must be 18 or over



Sally B Roll of Honour 2022 - 2023			
Airfield Warehousing Ltd Peter Antill Jennifer & Joanne Ashman Nick Baker Alan Bampton Chris Barber Sally Barnes Robert Bateman Erika Berentomfel Rick Biddle Mike Blackburn Sally Blundell 447th Bomb Group Assoc. UK Keith Thomas Botnagle Ron & Stella Bristow AIF Britchford Jon Bruce (1959-2009) Mr & Mrs RS Burgess Anthony Choules Simon Clifton & Quynh Lam Barbara & Alan Cole William Cresser Brian Crysell John Culbertson Ruby Day	The Denney Family Stephen & Linda Ducker Mike Dunball Staff Sgt. Edward J Dunkley - USAAF 557th ATC DV180 (AS-W) Paul Edwards Raymond & Carol Eeles Nik Engelen Brenda V Eggs Dionys 'Seb' Eusebio Fistral Impex Ltd Anthony Francis Nigel & Andrew Gell William Gobbie - In Memory Peter Greigory Dawn Griesman Geoffrey Hart Jennifer Harwood Brian Hewitt Anne Higgs (1954-2014) John Hooper & Colin Trin Familien Bo Jensen Andrew Jones Stephen Johnson	Denise Jones (1950-2015) Grant & Janet Jukes Kearsley Airways Clare Anne Kenny David M Kelley Stephen King Kurt Lang Carolyn Lewis Eric Markwell Paul Makin Terry & Eileen Mason Colin McQuade Keith Mews Richard Miller David & Marion Mills Atastair Monk Derek P Moss QFI Paul Moss Andrew Murton Nantia Aif & Jayne Newcombe Egor & Ilya Plouzhnikov Polebrook Airfield John C Peach Delta Pegg	William 'John' Pither Anne Powell Lloyd Rosenback John Rowseall David Rutnam Dick & Diane Saunders Peter Shepherd Jim Sims Samuel Shippey Phillip Splett Jane Ann Taylor Egbert Theune Jen & Glen Towndrow Stephen Towse Colin Trim Dick van den Heuvel Dave Wallington Brian Wallis Anna Walsh Trevor Warren Major Moira Watson Adriane Westwater Jacqui Whitehead David Whitworth Andy Wivell
<p>Chief Engineer Peter Brown - In Memory</p> <p>AIRFIELD WAREHOUSING LTD</p> <p>B-17 Team Leaders - for 30 years team dedication Derek Smith - Mike Stapley - Andrew Jackson - Steve Carter</p>			

