

Sally B

NEWS



Incorporating USAAF WWII Memorial Flight

Issue 56 • Winter/Spring 2018/19



Photo by Flight Lieutenant Andy Donovan / RAF Odiham

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Sally B

Donate £395 (non-members £460) 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 11th AUGUST 2019**.

We will recognise your generous support by:

- adding your chosen name to the Roll of Honour for **one year**
- inviting YOU AND ONE GUEST to join us for this special day at Duxford when your chosen name will be unveiled and you will have ...
- exclusive use throughout the day of the AirSide Suite in the superb "AirSpace", with *Sally B* parked on the tarmac right outside for your enjoyment throughout the day
- seeing *Sally B* fly just for you!
- enjoy a buffet lunch 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*

This is truly a day to be remembered 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 details, go to our website www.sallyb.org.uk under 'Have your name on *Sally B*' or telephone (01638) 721304 or e-mail b-17preservation@sallyb.org.uk

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

* Participants must be 18 or over

Zaid Meherali



SALLY B ROLL OF HONOUR 2018-2019			
Tom Barnes & Patterson	Olivia 'Sue' Elisalis	Karl Long	Ros & Egor Mountrich
Ernie Bertram	Faisal Inayat Ltd	Brian Lippins	Robertson, Ruffin
Nike Blackmont	Anthony Francis	Paul Makin	Tony Read
Vera Brown	Richard Gale	Eric Menzies	Mark Ross
Jon Bruce (1933-2003)	John Godfrey	Elton & Terry Mason	David Ruxton
Mr & Mrs R S Burgess	Geddy Hart	Ned McCann (1984-2015)	Peter Sheppard
Cambridge Airport	Jennifer Haywood	Kath Meas & Dore Baker	Philip Sizer
Laurence G Chandler FCA	Andy Niggs (1934-2014)	David & Marion Wills	George Tarrow
William Croasey	Roger Hiltner	Alastair Alcock	The Denton Place
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B-17 from Canada - for 70 years she has been flying over the world



Steve Carter

Sally B NEWS

Sally B News is published by B-17 Preservation and is circulated among the Supporters Club membership, sponsors, patrons and other interested parties. It is also the voice of the B-17 Charitable Trust, Registered Charity 1079007. Contributions to *Sally B News* are always welcome.

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Quality Manager	Nick Parker

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Training Captain	Roger Mills
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Cover: *Sally B* in formation with a RAF Chinook.
Photo by Flight Lieutenant Andy Donovan / RAF Odiham

Editor Elly Sallingboe

For advertising rates in *Sally B News* contact Elly Sallingboe

Origination and Print: Cambridge Marketing Limited, Tel 01638 724100.

Sally B is supported by its own registered charity, The B-17 Charitable Trust. Trustees of the B-17 Charitable Trust:
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Dear Friends

Welcome to this winter's issue of *Sally B News*.

I will remember the 2018 display season for its very hot weather and for having a serviceable aircraft throughout the season, thanks to Chief Engineer Peter Brown and his dedicated team of volunteers and of course not forgetting our brilliant pilots. When the weather broke with heavy rain and strong winds, we did have to cancel two displays,

Sally B's Sunday displays at Dunsfold and Old Buckenham. When you consider everything, this is not bad at all.

As I write this, our favourite aircraft is tucked up in Hangar T2N with her winter maintenance well on the way, which brings me to this winter's changing the no 3 engine, nicknamed *Smokey Joe* which will be replaced with our spare engine as soon as this comes back from the repairers.

By now, most of you will know of my trepidation when it comes to changing engines on *Sally B*, this is because history has shown that replacement engines often fail soon after being put on the aircraft, and we most certainly have had our share of problems with engine failures in the past. What's more, during the 2018 season several European DC-3 operators had engine failures after they changed engines – so, fingers crossed that all will be well after the replacement engine has been test flown during the May test flight.

Your response to the 2018 Members Appeal has again been excellent. Donations received over the past 12 months totalled £64,855; mainly from your Members' Appeal and the Roll of Honour contributions.

Also, please don't forget that you are always welcome to visit Duxford any time you wish over the winter months, using your member's perk of free entry to Duxford. While you are there why not go and say hello to *Sally B* in Hangar T2 North and give her a wave from the gangway as regrettably, there will be no access to the interior while she is under winter maintenance. Members special guided tours will recommence when *Sally B* is back on the tarmac in May 2019.

Sally B is a living, breathing part of people's sacrifice and human heritage. She is a unique piece of living history and a symbol of the freedom we all share today. Together we have kept his historic symbol in the air for 43 years, now let's make it 44 – with your help we can.

Elly Sallingboe

ANOTHER SUCCESSFUL SUMMER FOR SALLY B

By B-17 Operator Elly Sallingboe

Sally B's last air display of the 2018 display season was at the Battle of Britain air show at Duxford on the 29/30 September, this was a hugely delightful show, where else would you see 18 Spitfires in formation – what a sight! Thus, our B-17's 43rd display season ended on a high – another most successful display season for our aircraft. *Sally B* behaved well throughout, even Smokey Joe did not let us down, often hesitant, but with a little smooth handling from the pilots, did eventually start. The weather also played ball, during this incredible hot Summer we only had to cancel two displays when the weather turned against us, so all in all things went very well.

Sally B went in to Hangar T2 North at the end of September for another Winter's rest while the annual Winter maintenance is taking place.



Smokey Joe on first start of the season

Duxford a unique nostalgic place

As is the norm, the Summer's flying season began on the 12th May with the test flying and crew training, which all went without a hitch.

Next was our first display of the year, the Duxford Festival of Flight over the weekend 26th and 27th May. It was brilliant to meet up with the team again after a long Winter and great to see so many of you at this exceptional first display of the new year. Duxford is such a unique nostalgic place, and during an airshow, it becomes just magic!

We honour the many at Madingley

On the May Bank Holiday Monday, we displayed at East Kirkby, the home of Lancaster *Just Jane*. Then it was time again for our aircraft's most important and poignant engagement, paying our tribute to the many by overflying the Madingley American Cemetery, to honour the thousands of young men of the US Eighth Air Force or "Mighty Eighth" who were laid to rest there. Captain Peter Kuypers flew three circuits around this impressive historical place with its memorial and countless crosses.

Thanks to your support, there is still one lone B-17 left in Europe to honour the brave each year on Memorial Day.

We have overflown the war graves at the Madingley Cemetery on Memorial

Day every single year *Sally B* has flown in the UK – every single one! During the first two decades, we received a contribution towards the cost from the US Grave Commission and RAF Mildenhall and Lakenheath, but, since then this has been funded by your donations. Thank you so much.

A different kind of photo flight

June was a quiet month, with Chalke Valley being our only show. July was slightly busier when we displayed at the Flying Legends Air Show, and for the excellent Old Buckenham Air Show where we were booked to display on both weekend days, but regrettably, the

weather turned against us for the Sunday display, so we had to cancel *Sally B's* appearance.

July was also the month for another Photo flight with PhotoCrew Belgium, led by the indomitable Eric Coeckelberghs. Suffice to say that however brilliant this flight was, and despite receiving the most glorious photos of *Sally B* by the world's leading photographers, this is not the way forward for our aircraft. If we are going to do photo flights in the future, it needs to be much gentler on the aircraft and comfortable for the pilots of *Sally B*. You can read more about this different kind of photo flight in Peter Kuypers story which follows on from this.





Stuart Tamblin

Captain Peter Kuypers and Elly Sallingboe

August and September were much busier months, but not as busy as we would have wished for – we displayed at Biggin Hill, Dunsfold, Odiham, Bournemouth, Cosby, Highclere Castle, and of course for our Roll of Honour participants in August. The last flight of 2018 was at the Duxford Battle of Britain Air Show in September.

We must look beyond air shows to survive

I wrote in the June members Bulletin that this season has seen fewer bookings for *Sally B* than ever before and that we must now look beyond air shows and flypasts for our survival.

Roger Hilfiker

It was with great sadness I received the news that our Swiss Team member for more than three decades, Roger Hilfiker had died in April. Roger played a valuable role in the B-17 family back in the eighties and nineties when he was team leader for the Swiss members of the *Sally B* Supporters Club. We shall miss his enthusiasm, and great warmth towards all who cared for *Sally B*. Our thoughts and deepest sympathies go to his family.



Photo by Kurt Lang

There are rumours out there that the time may soon come when the CAA allows multi-engined aircraft to carry passengers under the new SSAC rules, which have been in place for single-engined WWII fighters for quite a few years now. I am concerned that even if we did get permission, it is just not feasible or safe in this B-17. The aircraft's layout and safety aspects would need to change, and the seating capacity increased and so on. Not an easy option, as to rectify this would be a time consuming and extremely costly job, while still only allowing us to carry two people!

Therefore, passenger flying is

unfortunately out of the question, at least for the time being, but we will most certainly explore what can be done and let you know the outcome.

In the meantime, we will be looking into a gentle way of carrying out "Fly With" and "Photo Flights", whereby passengers fly in a separate aircraft, such as a DH Devon, which in turn would format with *Sally B* for close up viewing as well as photo opportunities. The flying would be more relaxed and, above all, more affordable. To this end, I have been in contact with Aero Legends who operate a Devon and a DC3 regarding doing just that and hopefully this is something we will be doing in the near future – watch this space...

Sally B over Duxford June 2018



Photo by Aviation PhotoCrew Belgium

Members on visiting *Sally B* at Duxford

While *Sally B* is under maintenance, there will be no access inside or around the aircraft. Members' exclusive free access to *Sally B* will begin on the first Sunday after she leaves the hangar, which will be around the middle of May. From then on, a team member will be at Duxford from 11 am to 4 pm every Sunday during the Summer to show you in and around the aircraft. Please do remember that for your health and safety **no young children will be allowed** through or around the aircraft; they must be at least ten years of age and **must** be escorted by an adult.

Available Sundays next Summer will be on our website as soon as they become available. You can also email or if you want a quick answer, give us a ring on weekdays 01638 721304.

And finally...We would not have flown this year without your goodwill and support – THANK YOU to you all, for all you do for *Sally B* – wherever would we be without you?

A different kind of PHOTO FLIGHT

By Captain Peter Kuypers

With fewer display bookings this year, we agreed to take on another air to air photo flight with "Aviation PhotoCrew", the Belgian group led by Eric Coeckelberghs who specialises in air to air photography, we flew with at Yeovilton in 2016.

The photo ship was a Shorts Skyvan operated by an Austrian company called Pink Skyvan, and with me being from the Netherlands and photographers from all over the world this was truly an international operation. This flight had to be as safe as it possibly could be, so I began researching their procedures and soon found out that they had already flown with several international Air Forces, the BBMF and formation teams from all over Europe. A phone call with the Skyvan pilot Philip Artwegger convinced me that this was safe to do and Elly agreed as well, if somewhat reluctantly.

At Duxford, on Monday morning 2nd July, we met up for an hour-long briefing when we discussed our routing which was to be via Madingley, Wimpole Hall and Bassingbourn, all backdrops with USAAF B-17 significance. RAF Bassingbourn was the home of the 91st bomb group famous for the Memphis Belle, and Clark Gable flew from there on his missions as a B-17 gunner.

As the photographers would be taking their photos while sitting in the tail through the open loading ramp, we were asked to position *Sally B* behind the Skyvan to give them the best possible view.

The Skyvan "photo-director" would tell me on the radio to move forward, left or right, up and down etc, more about how

this worked out later.

We were now ready to take off, and off we went on Duxford's runway 06 just after the Skyvan, and soon caught up with it. I could see all the people with their cameras deep inside the Skyvan and discovered that our positioning was going to be vital. The photo director called for me to move up a bit – "up, up, up, stop-good position" and so on – I added a little bit of power to follow his command and when in position reduced the power again. To do this, I needed my left hand on the yoke to fly the aircraft and manipulated all four throttles with my right hand. Usually, when we fly the throttles are left where they are or on the captain's command moved by the co-pilot leaving the pilot to fly the aircraft with both hands, but this could not be done during this specific mission.

Later on, I discovered that it helped if I left the outboard engines throttles stationary and just manipulated the inboards. The B-17 engines are a bit fickle as all big radial engines are, you cannot use maximum power, but also there is a

minimum power which if you go below

is not good for the health of the engines.

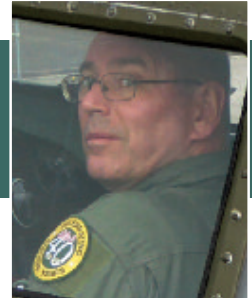
I did not see much of the landscape below me, as I had to keep the Skyvan in sight at all times. Daryl Taplin and Peter

Brown kept me informed on where we were and how the engines were doing. I did, however, see another aircraft approach from behind, this was the Mig 15 flown by Norwegian pilot Kenneth Aarkvisla. Kenneth is a

brilliant pilot and a good friend of ours, so I was glad to have him flying with *Sally B*. A few minutes later we overflew Duxford and split the formation for landing.

Flying this, not the easiest of photo flights, made me think of those young US air force pilots who were flying in close formation in large groups of B-17s over Germany in 1944 – they were very skilled. In the past I have done formation and photo flights in the B-17 where we manoeuvre around the photo ship and

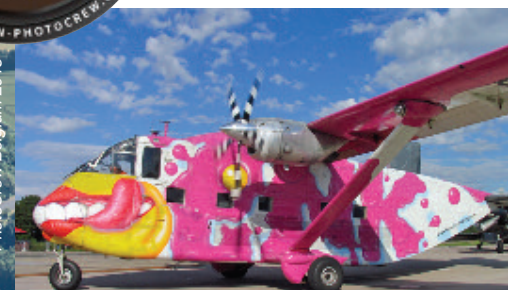
where the photographers sit on the sides in the aircraft, this is much easier for us and our B-17. Elly is now discussing with Aero Legends based at Headcorn who operate a Devon and a DC3, to do just this.



PhotoCrew Belgium 2018



PhotoCrew Belgium 2018



Pink Skyvan



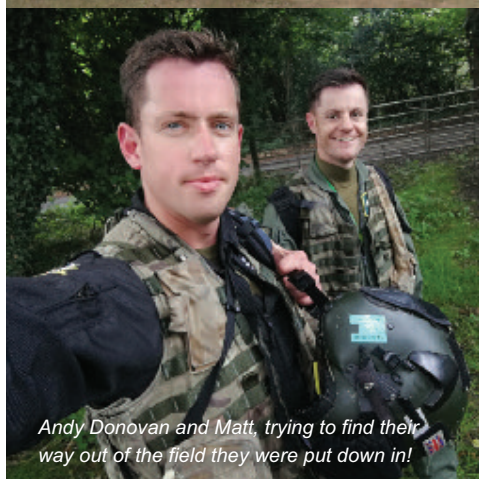
Sally B in formation with Chinook

A most unusual Formation Flight

By Captain Peter Kuypers



Chinook landing in a field to offload photographer Andy and Matt



Andy Donovan and Matt, trying to find their way out of the field they were put down in!

"Here is a little bit of fun – the photographer Andy Donovan was in the Chinook with Stu Kynaston in order to achieve the image on the cover of this magazine. Andy was in the aircraft from where he took the photo. After the formation, Andy and a crew mate had to be dropped off in a field to allow Stu to continue his solo display, (for safety reasons, they were not allowed to be on board during the Chinook solo display) – they even had to pre-position a car that morning and climb out over a farmer's gate! And a half hour drive back followed...

Here they are walking through the field after being dropped off and the Chinook departing".

At the RAF Odiham Families Day on the 29th August, the public were privileged to see *Sally B* fly in formation with a 2018 RAF Chinook Helicopter – this is how it came about:

It all began ten days earlier at the bar in the DeVere hotel during the Biggin Hill Air Festival when I met the 2018 RAF Chinook Display Pilot, Flight Lieutenant Stu Kynaston. We got talking about the aircraft we flew and when I mentioned that we would be displaying at their Homebase, RAF Odiham, the idea was formed that to generate a formation flypast with our B-17 *Sally B* and the RAF Chinook display helicopter would be something very special! As you all know, most good ideas are born in a bar, but I did not expect this idea to survive – but I was wrong.

A few days later I received an email from Stu telling me that he had found a good reason why we should fly together and that he was willing to approach his chain of command if I was willing to do the same with mine. One of his reasonings was that as Boeing sponsored the event and as both the Chinook and B-17 were Boeing military aircraft, this was a reason as good as any.

Stu petitioned his commanding officers while I spoke with Elly Sallingboe to ask for her permission,

it had to be agreed by both parties. A lot of paperwork was produced to make this happen and, in the end, both parties, the RAF and Elly, said that we could go ahead.

So, on Tuesday 28th August after a very extensive briefing, we took off from RAF Odiham and flew in formation with the Chinook.

With all flying matters and possible eventualities covered during the briefing, the formation flight was not difficult to do. During our one pass together, I had 10 degrees of flap just to keep the speed down a bit as the Chinook flies slower than the B-17. At the end of the runway, we broke away from the Chinook to start our solo display.

It was a good to be able to support the RAF 100 festivities by flying two very special Boeing aircraft in this one-off formation. Stu said it was amazing from his perspective and his co-pilot Andy Donovan was able to capture this magic moment from inside the Chinook. A great picture which is now on the front cover of this magazine.



Steve Carter

Displaying Sally B

By Captain Peter Kuypers

On the 25th August, I flew the display in *Sally B* at Dunsfold together with our new pilot Jon Corley.

Before I start, do note that we do have limitations during display flying which we have to comply with. Our rules stipulate a minimum altitude of 200 feet and that we pull a maximum of two G's – all for safety reasons and to preserve this 73-year old airframe. Also, we cannot overfly the spectators or do anything else that could be seen to be in any way dangerous.

Years ago, when I displayed the B-25 Mitchell, my instructor Edwin Boshoff taught me to stay in front of the paying public as much as possible while continuously changing the aircraft's aspect, in other words, make lots of turns. Now, this is easier said than done in a B-17 which was designed to fly straight and level at high altitudes. Also, any wind or difficult avoid areas or being heavy on fuel (*Sally B* can hold over 10,000 lbs of fuel) can make the display even more difficult within the G limits we have.

At Dunsfold, it all came together, and we produced a good display for the public.

The day of the display dawned with fluffy clouds and little wind, and as we were light on fuel, all the elements were in place to perform a good display. What

I did not know was that Jon recorded the whole display sequence on his phone which now enables me to tell you a bit more about the way I display the B-17. Looking at the display picture, it does look a bit like a Gordian knot, lots of turns!

We took off towards the West, and while the wheels were still travelling up and Jon was reducing the power to Climb Power, we started a slow right turn towards the Centre Point. (This is the turn on the left of the picture which is slightly wider than the others). Arriving at the Centre Point, we started a left 360-degree turn climbing while turning away, and diving when turning towards the crowd.

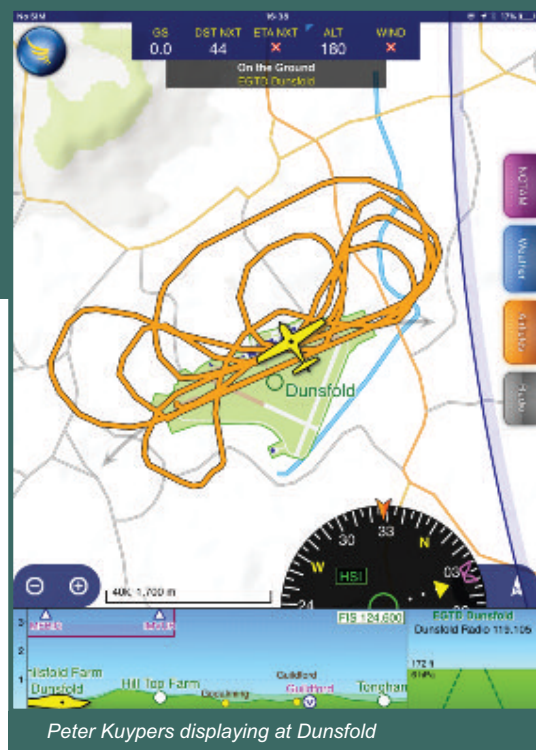
Now, here is another catch: if you descend towards the public while the speed is building this will cause the turn radius to increase, and if you don't judge this well, you could overfly the crowd, which of course you must not.

After the 360-degree turn, we continued to fly North while climbing to 500 feet minimum altitude before turning right and overflying the road just East of the airfield. Then we continued without hesitation for the first low pass over the airfield.

You will notice that most turns are not perfectly round because when we fly away from the display line we start to climb, this causes the airspeed to drop and makes it possible to turn before diving back in again with the speed building up.

Soon the last pass was coming up, staying above 500 feet to clear the road and fly towards the runway. The call to my flight engineer Steve Carter was "Smoke, Smoke Go" to start the smoke systems on our left engines. At the end of the runway, Steve switched the smoke off, and we turned downwind to land.

The display took ten minutes, and we used 350 litres of aviation fuel in that short time.



THANK YOU

Thank You to the following companies and individuals for their invaluable help and support in 2018

Friends and staff of IWM Duxford
Algar Signcraft Services (Cambridge)
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Wim Van Malcot – Bella Services BVBA
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James Walker
Roger Webb



WORLD WAR II

B-17 Survival Story

B-17 "All American" (414th Squadron, 97BG)

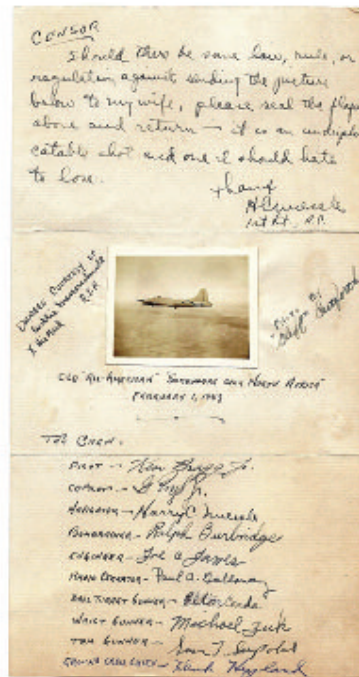


B-17 in 1943

A mid-air collision on February 1, 1943, between a B-17 and a German fighter over the Tunis dock area, became the subject of one of the most famous photographs of World War II. An enemy fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded pilot then continued its crashing descent into the rear of the fuselage of a Fortress named All American, piloted by Lt. Kendrick R. Bragg, of the 414th Bomb Squadron. When it struck, the fighter broke apart, but left some pieces in the B-17. The left horizontal stabilizer of the Fortress and left elevator were completely torn away. The two right engines were out and one on the left had a serious oil pump leak. The vertical fin and the rudder had been damaged, the fuselage had been cut almost completely through connected only at two small parts of the frame and the radios, electrical and oxygen systems were damaged. There was also a hole in the top that was over 16 feet long and 4 feet wide at its widest and the split in the fuselage went all the way to the top gunner's turret.

Although the tail actually bounced and swayed in the wind and twisted when the plane turned and all the control cables were severed, except one single elevator cable still worked, and the aircraft still flew – miraculously! The tail gunner was trapped because there was no floor connecting the tail to the rest of the plane. The waist and tail gunners used parts of the German fighter and their own parachute harnesses in an attempt to keep the tail from ripping off and the two sides of the fuselage from splitting apart. While the crew was trying to keep the bomber from coming apart, the pilot continued on his bomb run and released his bombs over the target.

When the bomb bay doors were opened, the wind turbulence was so great that it blew one of the waist gunners into the broken tail section. It took several minutes and four crew members to pass him ropes from parachutes and haul him back into the forward part of the plane. When they tried to do the same for the tail gunner, the tail began flapping so hard that it began to break off. The weight of the gunner was adding some stability to the tail section, so he went back to his position.



The turn back toward England had to be very slow to keep the tail from twisting off. They actually covered almost 70 miles to make the turn home. The bomber was so badly damaged that it was losing altitude and speed and was

soon alone in the sky. For a brief time, two more Me-109 German fighters attacked the All American. Despite the extensive damage, all of the machine gunners were able to respond to these attacks and soon drove off the fighters. The two waist gunners stood up with their heads sticking out through the hole in the top of the fuselage to aim and fire their machine guns. The tail gunner had to shoot in short bursts because the recoil was actually causing the plane to turn.

Allied P-51 fighters intercepted the All American as it crossed over the Channel and took one of the pictures shown. They also radioed to the base describing that the empenage was waving like a fish tail and that the plane would not make it and to send out boats to rescue the crew when they bailed out. The fighters stayed with the Fortress taking hand signals from Lt. Bragg and relaying them to the base. Lt. Bragg signalled that five parachutes and the spare had been "used" so five of the crew could not bail out. He made the decision that if they could not bail out safely, then he would stay with the plane and land it.

Two and a half hours after being hit, the aircraft made its final turn to line up with the runway while it was still over 40 miles away. It descended into an emergency landing and a normal roll-out on its landing gear.

When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured. No one could believe that the aircraft could still fly in such a condition. The Fortress sat placidly until the crew all exited through the door in the fuselage and the tail gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed onto the ground. The rugged old bird had done its job.



There is still one lone B-17 flying at the Madingley Cemetery,
Cambridge, honouring the brave – *Sally B*

B-17 Sally B over the Madingley Cemetery on Memorial Day 2018



A FEW WORDS FROM OUR CHIEF ENGINEER

by Chief Engineer Peter Brown



I am delighted to say that our aircraft performed well during the Summer season flying with no technical problems – always a most welcomed outcome.

On the 3rd October, we moved *Sally B* into the hangar at Duxford for her Winter maintenance and annual inspection, now a procedure very familiar to us.

So, here we are, back in the hangar, and you may well ask – “What’s happening next?”, but first here is an update on the number 3 engine “Smokey Joe”.

As you know, “Smokey Joe” did not get changed last Spring as we had hoped and planned for, because it was still with the engine repairers. It now looks like Deltair have finally completed the repair, so the next move is to run the engine on the test bed before it goes back to Duxford and is installed on *Sally B*.

Testing the engine

Running the engine on a test bed is done on the back of a lorry. Quite a long job as you need a fuel and oil supply and a complete set of instruments to record all the parameters and of course, we need a good battery to get the engine turning in the first place. Before turning the engine, we must carry out the correct procedures including hot oil priming which must be done with great care.

Now, as the engine is started comes the moment of truth. If there is no oil pressure in the first 10 to 12 seconds, we stop the engine and investigate. If the oil pressure is good, we carry on with the run on low power for ten minutes while keeping an eye on the engine



Sally B back under cover for her 2018-19 Winter maintenance



Peter Brown carefully watching that all the instruments are working during a flight



Wing tips off!

instruments. Once the engine has stopped all oil filters are removed and checked for any contamination. If the filters are clean, all is well, and we continue with the laid down procedure – running the engine at low RPM (revs per minute) and allowing the engine to warm up. When the temperature is satisfactory, we slowly run the engine increasing the power. If the filters are clean, we continue for longer, checking the oil fillers at each stop during the run. Finally, the engine is run up to full power for one minute; this operation is carried out three times until the required four hour running time has been reached. The oil filter is checked again for one final time, and if all is well, that is it – success, and we all have a cup of tea!

Back at Duxford, we will remove “Smokey Joe” and fit the engine into the no 3 position, and if it proves to be a good one, we will all be delighted.

Other work to do

I am pleased to say that we have no major wing spar ADs to carry out this Winter, two in the bomb bay and one on the no 1 propeller, having our gantry (crane) in the hangar makes life a bit easier when it comes to engine and prop changes.

Then, of course, we also have the annual inspection to do plus all the defects we find during this inspection, here, corrosion is always the main defect we have to keep on top of. We have to fit the turbo compressor to no 1 engine, but first the compressor has to be removed for repair as it is cracked, and due to fire risk it cannot be welded on the engine in situ.

Some damage was found on the lower section of the tail, but this repair is now almost completed.

Last season three new volunteers joined the engineering team: Stuart Vincent, Dave Perry and Luke Morgan. A warm welcome to you all.



Our repaired engine on the test bed



Mike Stapley receives an award from Peter Brown



Mike Stapley tows Sally B out of the hangar, Spring 2018

David Whitworth

MY 39 YEARS WITH SALLY B

by Mike Stapley

It was 39 years ago when I first became involved with Sally B, when John Littleton, who I worked with as a telecommunications engineer in the City of London, asked me if I would be interested in helping him out on the B-17 where he was a volunteer.

As the B-17 was an electrical aircraft someone was needed to help who also had an understanding of electrical circuits, John made it clear that it was not a paid position, just the pleasure of keeping the aircraft flying.

To see what it was all about, my wife and I attended the last air show at Duxford in 1979 and I was hooked, she said "well that will be a nice little hobby one Sunday a month", little did she know!

In the early days I went to Duxford during the day on a Sunday and also

on a Tuesday evening.

I was one of the fortunate people who got to know Ted White before his untimely death in 1982, when we often sat together in the canteen waiting for the return of Sally B. I also attended many air shows around the country, including all of the B-17's Great Warbirds Air displays, travelling by car as I was not fortunate enough to fly Sally B in the early days, although my time did eventually come, and I had many memorable flights, here and abroad. A special one was when we were grounded with an engine problem in Guernsey; a beautiful island in the Summer, but not so in the Winter when you must change an engine!

After a number of years, I was appointed Engineering Supervisor, which involved amongst other things keeping track of all the paperwork

required to satisfy the CAA. After some years the CAA decided that the engineering regulations needed for an aircraft on a permit to fly needed to be updated and that a new improved Company Exposition was now required, detailing who we are, what we do, how we do it and much more. I took this on and got them approved by the CAA.

When it was decided we needed a separate Quality Manager who would take over much of the work I became the Deputy Chief Engineer to Peter Brown, retaining all the paperwork relating to the Winter Maintenance, making sure it was all correct and signed up when the work was completed.

That's how I've been involved with Sally B for the past 39 years and I'm looking forward to my 40th!

A TRIBUTE TO OUR KEN

by Chief Engineer Peter Brown



Ken Reed at work looking after our spares

Geoff Smith

It was with great sadness that on 25th September we received the sad news that Ken Reed had suddenly passed away.

I have known Ken for many years, having worked with him at several aircraft maintenance companies. He was one of the world's true gentlemen, a great friend of mine and a loyal supporter of Sally B, serving as the team's storekeeper for over thirty years.

I first met Ken in the 1970s when he was working for Transmeridian Air Cargo. I was working with Aviation Traders at Stansted and Southend then where we did the major servicing of the Transmeridian aircraft. Later, I too joined Transmeridian and worked alongside Ken. Airlines and maintenance companies tend to come and go, and soon Ken and I

both moved on to HeavyLift Cargo Airlines, where we worked together at HeavyLift's Stansted and Southend bases.

Around this time, I had become Chief Engineer of Sally B, and Ken helped me looking after our spares. Later, on my recommendation, he joined the B-17 engineering team at Duxford in the official capacity of Sally B's storeman. With his huge knowledge and expertise in stores procedure and many contacts in aircraft engineering companies, he soon became a great asset to our aircraft.

Ken will be deeply missed, not only as a key member of the team but also as a lovely man, a great character and an excellent storyteller. I think myself very lucky to have had the honour of his friendship.

Even the weather

As Sunday 12th August dawned, there was a threat that by lunch time we could expect heavy rain which may well have curtailed the afternoon events of the Roll of Honour Day for the *Sally B* Supporters who were attending AirSpace at Duxford Air Museum. However, to everyone's relief, the weather was kind to us, and although a few drops of rain fell, it was of no consequence, and the menacing dark clouds stayed to the West of the airfield ensuring the day remained pleasantly warm, although breezy.

It was again pleasing to see such a turnout in numbers for this special event and to see many familiar faces. Supporters were welcomed and directed to the AirSpace Suite where they enjoyed coffee etc. following their journey and before the usual presentations by Elly Sallingboe, the *Sally B* pilots and chief engineer.

Welcome and Current Status

At 11.00hrs we were all directed to the Concorde Suite where **Elly Sallingboe** welcomed everyone and opened the proceedings with a video which featured The *Sally B* Song, especially written to pay tribute to this famous aircraft. Elly continued with her welcoming address and specifically mentioned the 12 new Roll of Honour supporters attending the event for the first time. Elly also extended a warm welcome to new pilot, Jon Corley and Matt Wilkins who runs the Old Buckingham Airshow and who has provided much help to the *Sally B* organisation.

My 26 years flying *Sally B*

Training Pilot **Andrew Dixon** then began his presentation outlining many years of flying including 26 years flying *Sally B*. His vast experience includes time spent in his youth as a Flying Instructor at Biggin Hill. Andrew also flew at all the Great Warbirds Air Displays. With his Instructors qualification, he later moved into commercial flying after which he joined Air Atlantique where he flew DC3 and DC6 aircraft.

Andrew recalled that on one occasion at the Great Warbirds Air Display Elly decided to hold a DC3 Flying Competition. Unfortunately, on the day, they experienced typical British Summer weather and arrived at West Mallory only to find they were the only DC3 Dakota there and thus won the trophy! Andrew later set up a DC3 passenger operation flying out of Bournemouth.



the 2018 Roll of Honour Participants after the unveiling



His first experience of *Sally B* was at Elvington, and of course, his involvement with the DC3 and DC6 was ideal for flying the B-17, although the DC6 was different having a tricycle undercarriage. Andrew recalls one special event which was during the VE/VJ Celebrations when he was involved in a formation flight in *Sally B* with the French B-17 and two B-25 Mitchells flying up the Mall and over Buckingham Palace.

Finally, Andrew thanked Elly, her team and the *Sally B* Supporters for giving him the unique opportunity to fly an aircraft as special as *Sally B*.

From Piper Cub to B-17

Training Captain **Roger Mills** then took to the podium and informed us that his father was a glider pilot during WW2 involved in the Sicily and Arnhem landings and that aged ten years he had his first flight which was offered to him by a stranger, flying in a Piper Cub, and from thereon he was hooked. He first joined the local Cadets

and later undertook an RAF Flying Scholarship. During 1963 he went to Hamble and joined what was then BEA, who were flying Vanguards and Viscounts. Roger first flew Viscounts and then moved onto Boeing 737s, and the final great achievement of his career was Concorde.

Concorde offered him great opportunities to fly to many places in the world, including the USA. It was there that he met a group called Six of Diamonds who were flying SNJs (we know them as Harvards). It was through this association that he was eventually invited to be 'Checked out' on a B-17. During 1994 Roger became involved with a DC3 and needed to be 'Checked out' and so he went to Air Atlantique and was 'Checked out' by no other than one Andrew Dixon. During 1998 he was involved in flying a Constellation airliner, barnstorming around the USA.

During 2002 Roger became involved with *Sally B* when he was invited by Andrew Dixon to join the team. He has

loves Sally B

By David Mills



Participants and guest of the IWM watches Sally B Fly

since flown *Sally B* to Poland, Holland, Denmark and of course within the UK performing on and off airfield displays, the latter giving the pilot much to think about. Roger is unique in the team in that most pilots start on a DC3 and progress to the much larger B-17, however, Roger started in the USA on B-17s and progressed to the DC3.

A most unusual Photo Flight

B-17 Captain and co-operator **Peter Kuypers** started by reminding us that he presently works for KLM Royal Dutch Airlines as a Captain on Airbus 330. Peter was first introduced to *Sally B* during 2010 prior to which he was flying the Dutch B-25 Mitchell, Duke of Brabant. Peter then went on to tell us about a very unusual photoflight in *Sally B* over East Anglia in June with Aviation PhotoCrew Belgium. You can read Peter's account on page 7.

A few words from our Chief Engineer

Peter Brown updated us on the maintenance front, with specific mention of our favourite engine, "Smokey Joe". This engine was not changed as expected in that the replacement engine failed on the test bench: better than failing on the aircraft. Smokey Joe has completed 900 hours and Peter says it is good for 1400 hours so, as it is safe and only smoking,

best leave it alone until a suitable replacement can be found.

There is good news as regards the Main Spar, in that with the help of the CAA and the Americans, they have now been able to extend the inspection period to every six years. Peter also explained that as the aircraft is getting older it is becoming increasingly difficult to source spares, nor is it becoming cheaper. He was pleased to announce that he has on his team have two new Apprentices, and that they are progressing well with their introduction to *Sally B*.

Peter then told us of one of his wartime experiences. As a young boy he and his brother were returning home past Knettishall airfield, then the home of the 388th Bombardment Group, when they saw a goat tethered by the roadside. It was at the end of the war, and the Americans were headed home, and were looking to get rid of most things including their goat. They were offered the goat by one of the airmen which they took home. Needless to say, their mother was not happy and told them to take it back. Not being able to do so they remembered having passed a smallholding earlier which housed a variety of animals, including goats. They crept up to the gate, opened it, and pushed the goat in and ran off. Peter says the moral of the story is that if anyone offers you a goat, say No...



Peter Brown on the goat...

Soon it was time for lunch

This was served by the excellent Conference & Event team of AirSpace, and as before, it didn't disappoint. I know Elly will agree, as I extend our thanks to all the staff who looked after us so well throughout the day, especially Lottie, David and Rebecca.

Following lunch, there was time to relax, chat, or wander around the Museum whilst the *Sally B* team prepared for the event of the day: a display by *Sally B* specifically for the assembled Supporters. The time had come, and *Sally B* began the engine start process and Smokey Joe did not disappoint, in that the fuselage just about disappeared in smoke until the engine settled down. Then *Sally B* took off and performed a brilliant display finishing with the trademark final pass of 'Smoke on' as a tribute to all *Sally B* Supporters, and as a salute to those who sacrificed their lives in the skies for our freedom.

Well, another Roll of Honour Day drew to a close and as the guests departed it was evident by their comments that another great day had been enjoyed by all and will remain with them as a fond memory to savour during the coming dark Winter days. It goes without saying, however, that it is thanks to the dedication of Elly Sallingboe and her team that we were again able to see this living legend fly, and to have enjoyed their hospitality in such an historic surrounding.

Thank you, Elly, for everything.



Guest at Jon Corley's table



Roger Mills hosting a table with his wife Lorna

Steve Carter

Steve Carter

Photos: Dominic Ivaldi

This and that AND YOUR LETTERS

Dear fellow *Sally B* members,
I need your help

I am writing a story primarily as a family memoir about a B-17 bombing mission to Berlin on which my grandfather, Dr Desmond MacManus, flew as a civilian in 1944. He had become friendly with a particular USAAF crew after they visited Guys hospital with gifts for patients and staff. Guys had then mostly moved out of London, but casualty wards remained.

My grandfather did not talk much about his wartime exploits, beyond mentioning he had been on a night time bombing mission in a Flying Fortress. This happened when the crew of the B-17 offered him the chance to fly with them on a bomb mission to Berlin. He went along and on the return flight was able to tend to some of the crew after the aircraft was hit by flack. When my grandmother found out he had gone flying in a B-17, she was furious.

It would be great if any of you fellow members could help me with a couple of questions regarding this. Where in the aircraft would the crew have seated my grandfather? What medical equipment would the crew have carried with them as standard? I would very much appreciate any help you can give me.

Thank you

James MacManus
jmacmanus1x@gmail.com



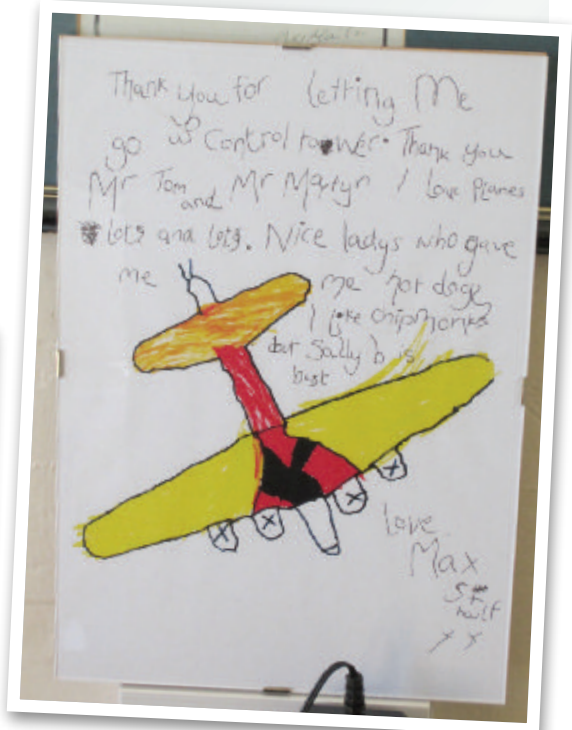
Dear all at *Sally B*

My five-year-old boy wanted to send you pictures of our home-made *Sally B*, as he is really looking forward to seeing her at Bournemouth Air Festival again!! She is a favourite of mine too. I had a big poster of her on my wall as a boy way back...

Nick and Eddie Gillings

I was lucky enough to watch *Sally B* fly at Old Buckenham air show, definitely the highlight of the show for me. The B-17 is my favourite aircraft, and I managed to capture a wonderful picture of her in flight against the American flag flying, and I would like to share it with you. A genuine snap and no Photoshop involved! I think the way the flag wraps over the wing is a shot in a lifetime.

John Aldridge



Drawing hanging in the Crew Briefing room,
Duxford Tower



Hello lovely *Sally B* people!

I was at Flying Legends yesterday and purchased one of the machine gun cartridges which was used in the filming of *Memphis Belle*.

The show was fantastic, and *Sally B* was brilliantly displayed as always. I have to say that all your team are always very approachable and super helpful with any enquiries.

Doug Young



Nose repainted – thank you Sean Donelan and Team!



Dear *Sally B* team, John Jeffrey

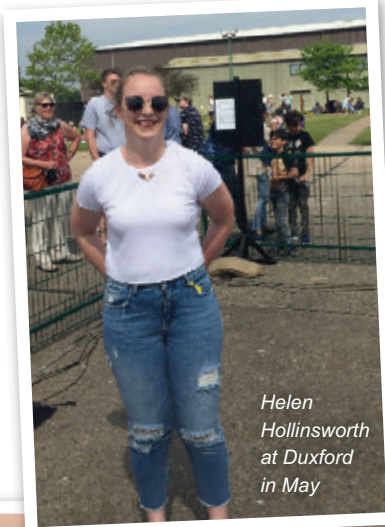
Tour of *Sally B*

So nice to meet you yesterday (Sunday 3rd June) when you showed me (and others) around *Sally B*. That was brilliant! Five minutes in there was better than all the reading and looking at pictures I've ever done.

Thank you for taking such an interest in my home-made book about the research I did about the mid-air collision of two B17s over France in 1945 – and found the only survivor now aged 92 – and who may have been the wearer of the flying goggles I was given, which sparked off all this. It has all been so interesting, and I learned a lot about the USAAF, B17s, etc. as I knew virtually nothing although I have seen the film *Memphis Belle* twice! (That hardly makes me an expert!)

Once again, thank you so much for your time and interest – I do appreciate it.

Anne Grimshaw



Helen Hollinsworth at Duxford in May



Helen Hollinsworth's tattoo



A *Sally B* admirer, who's gone the extra mile

Reviews and letters on Sally B & me...



Hi Elly,

Just a quick note to say how much we all enjoyed your book 'Sally B & Me' especially our four-year-old daughter Rosie. The illustrations are beautiful and moving with great fun likeness of you and your team; I bought our copy from the 'Look out cafe' on Biggin Hill airfield. It is a regular at Rosie's bed time – what an excellent way of introducing the next generation to history, especially the part B-17s like Sally B played in securing the freedoms we enjoy today in the Second World War. A massive pat on the back for all those involved putting this excellent book together I hope it does really well for all parties involved!

Mark Cookman



Dear Elly,

When I received the Sally B newsletter, I was incredible happy to see the pic of my birthday cake, but also the advert on the back for the children's book "Sally B & Me", but I must confess that I already had three on order as I have met the lovely and talented Faye Beerling, and the kids have other aviation books written by her.

Mitchell spotted Sally B on the advert as soon as I put the newsletter down, and when we received our books, Amy and Isabella were straight into the story. They spent nearly 20 mins alone on putting names to the cartoon version illustration of your groundcrew! Luisa read Mitchell his book. I found it moving and a bit emotional, and really loved the whole story.

Thank you so much for putting this book together with Faye and Gareth.
Martin, Luisa, Amy, Isabella, and Mitchell



MEMBERS PLEASE NOTE

As a special perk, **only YOU (members)** can enjoy **exclusive, free access to the inside of Sally B**. The general public cannot go inside unless they join up! You can visit Sally B at Duxford on **any Sunday during the Summer months, from May to end September**, where a team member will show you inside the aircraft between 11am and 3pm. Do please note that young children **will not be allowed** through or around the aircraft; they must be at least 10 years old and **must** be escorted by an adult. Also, children are not allowed across the bomb bay.

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

One of the 5-star reviews on Amazon

If ever there was one aircraft that is synonymous with Duxford Airshows it has to be Europe's only flying B-17 Flying Fortress Sally B, and while most grown up aviation buffs will know all about her history, for the younger generation this well presented book will certainly bring it home to the little ones just how much of a life story is associated with this much loved aircraft. The book itself is well written with colourful cartoon type characters, even Sally B herself has a "human element" illustrated by soft eyes and a smile, there is even a "find the Sally B bear" on each page that my 4-year-old daughter loves looking for each time we read the book. Highly recommend this book for the little aviation buffs.
MRJ

THANK YOU SO MUCH – ALL OF YOU!

The names listed below have donated to *Sally B* since the last issue of *Sally B News*. Over the past twelve month our charity has received a total of £64,855 in donations, the majority from the annual Members Appeal.

A very special Thank You to: Airfield Warehousing Ltd, Paul Edwards, Brenda Epps, Geoffrey J Hart, Richard Gale, David Gwyn Jones, Kurt Lang, Don McNaught, Paul T Makin, Derek P Moss, Karen & Paul Munton, Vladimir Plouzhnikov, Jim Soutar, Stephen Towsey and David Whitworth

Also, legacies from the late Gwen Bay, Roger Hilfiker and Jack I Muir

Donations received by The B-17 Charitable Trust

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Sally B

www.sallyb.org.uk

Photo by Richard Woodward

