

Sally B

NEWS



Incorporating USAAF WWII Memorial Flight

Issue 57 • Winter/Spring 2019/20

Photo by Thomas Schau Damm



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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 9th AUGUST 2020.

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 2019-2020

Brian Bennett	Brian Crysell	JEB Associates Ltd	William 'John' Pither
Lt Col HD Bentley - Debach 1944/5	The Denney Family	Denise Jones (1950-2015)	Ugg & Egor Plezhenikov
Erika Berentzen	'Bill' Dobinson	Grant & Janet Jones	Polebrook Airfield
Mike Blackburn	Sean Donelan	Kearsley Airways	Ken Reed
John E Bolton	Paul Edwards	Kurt Lang	David Rutnam
Familien Bo Jensen	Raymond & Carol Eeles	Andrew Lawrence	Adrian Scace
John Bone	Breda Epps	John Littleton	Peter Shepherd
Dena Bowler (02/07/55-05/12/18)	Dionys 'Seb' Eusebio	Paul Makin	Philip Splett
Christopher J Bradburn	Fistral Impex Ltd	Eric Markwell	The Dance Place
Terry Bridle	Anthony Francis	Terry & Eileen Maxon	Egbert Theune
Verz Brown	Richard Gale	David & Marion Mills	Jen & Glen Towndrow
Jon Bruce (1959-2009)	Michael Greenfield	Alastair Monk	Stephen Towsey
John Buchan	Peter Gregory	Trevor B Moon	Roger Traveller
Mr & Mrs R S Burgess	Geoffrey Hart	Derek P Moss QF	Mark & Jan Verguson
Kieran Byrne	Jennifer Harwood	Alf & Jayne Newcombe	Paul Fawcett Wain
Laurence G Chandler FCA	Arne Higgs (1954-2014)	Peter North	Matt Wilkins
Anthony Choules	John Hooper	John C Peach	
William Creasey	Arthur Jackson	Della Pegg	

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Derek Smith - Mike Stapley - Andrew Jackson - Steve Carter



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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Jon Corley

Pilot

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Cover: *Sally B* escorted out of Denmark by two Danish Airforce F16s draped in the Danish Flag.

Photo by Thomas Schau Damm

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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:**

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

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Dear Friends

I am delighted to tell you that we had an enjoyable and safe flying season despite the very wet weather. Also, *Sally B*'s no 3 engine *Smokey Joe* has now been replaced with our spare engine which returned from the USA in October. The engine change took place at Duxford in mid-October and *Sally B* is now back under cover in hangar T2 North where her winter maintenance is now well on the way.

Smokey Joe is crated up and ready to go to the USA for a complete overhaul as soon as we have the necessary funds. Much more about this in my write up on page 4.

Your heartening response to the 2019 Engine Appeal has been nothing but astonishing. Donations received over the past 12 months totalled just over £100,000 mainly from your Members Appeal and the Roll of Honour donations. This means, we are now well on the way to paying for all those engines. Thank you all so very much – whatever would we do without your support, generosity and true friendship.

The terrible news of the Collings foundation B-17 crash at Bradley International Airport in the USA left us all numb. Our deepest sympathies go to the families of those who lost their lives in this dreadful tragic accident. As I write this, we await the findings on how this accident happened with much trepidation...

A very warm welcome back to the *Sally B* family to our newest B-17 Pilot, Paul Szluha. Paul has a long history with *Sally B* going back to the very beginning, when, as a very young man, he flew on *Sally B* as a flight and ground engineer. I am absolutely delighted that Paul is now back with us.

2020 will be a year of special commemorations for our aircraft. It is *Sally B*'s 75th birthday; the 45th anniversary of her arrival in the UK and it is the 40th anniversary of the *Sally B* Supporters Club. Many of you have been members from the very beginning, which is quite unbelievable! What milestones and tremendous achievements to have kept Europe's largest privately-operated vintage aircraft flying for all those many years. And, of course, we must not forget that 2020 also sees the 75th anniversary of the end of the Second World War – all in all, quite a year to celebrate with our own most poignant memorial *Sally B*.

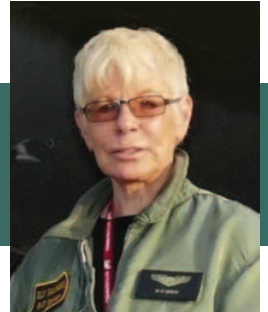
Thank you all, dear members, sponsors and friends, for your dedication, and input into making this long journey possible.

Elly Sallingboe

A wet and eventful display season for *Sally B*

By B-17 Operator *Elly Sallingboe*

Sally B's 44th display season ended at the Battle of Britain display at Duxford on 22 September...and, yes, despite the unpredictable weather, it was another successful display season for our B-17.



The season began in May with a test flight and the pre-season training of our pilots at Duxford and Cambridge. The first display was at Duxford at their first show of the season. On May Bank Holiday Monday we took part in a special tribute to the many for the 75th anniversary of D-Day at the American Cemetery at Madingley. Here we flew in formation with a P-51 Mustang and P-47 Thunderbolt; all organised brilliantly by IWM Duxford. Later that afternoon we also displayed at East Kirkby.

Tony Foulds meet Sally B



Steve Carter

Tony Foulds and B-17 *Mi Amigo*

On our return to Duxford, we met up with Tony Foulds, the kind, gentle and caring man who 75 years ago as a young schoolboy witnessed the crash of B-17 *Mi Amigo* in Endcliffe park, Sheffield and has tended the memorial to the crew ever since.

We would have been proud to honour Tony at his flypast in February, but *Sally B* was under winter maintenance at that time and was, therefore, understandably unable to fly.

So, with *Sally B* now parked back on the ramp, Tony was welcomed onboard by me and the crew, Pilots Peter Kuypers and Jon Corley, Chief Engineer Peter Brown and Engineer Steve Carter. Then the crew escorted Tony into the B-17, and they all went for a taxi ride with Tony in the Pilot's seat. The visit was a most moving experience – Tony is now fundraising for *Sally B*, what about that then! If and when we are in the Sheffield

area, we will do Tony proud with a special flypast for him and his Memorial – but it must not be advertised, meaning no press releases beforehand! – here is the reason why...

Memorial Flypasts – no longer possible

Before the tragic accident at Shoreham, we were able to fly at memorials in the UK without special permission, as long as we stayed above 500 feet. You may recall we used to honour quite a few WWII bomb groups around the UK, especially in East Anglia. This has now changed profoundly because the CAA has tightened the regulations making these types of flights impractical if not impossible. We now need a CAA airshow permission and a flying display director and an official risk assessment, making it almost impossible financially for the B-17 unless it is a major event.

I must add here that military aircraft are exempt from this rule, meaning they can do as many memorial flypasts as they wish anywhere without special permission, **but the last remaining B-17 in Europe, which serves as a poignant memorial commemorating the 79,000 Allied airmen who made the ultimate sacrifice in WWII no longer can – it makes no sense at all!**

More on the season

On 14 June it was off to **Dunsfold** for the Wings and Wheels display followed on 6 July by two days displaying at **Headcorn** for the wonderfully nostalgic show run by Aerolegends. *Sally B*, piloted by Andrew Dixon, flew in formation with Aerolegends DC3 Drag em Oot, flown by Peter Kuypers. Seeing two big historic aircraft in formation is always awesome. On 7 July, we also displayed at Old Warden.

Duxford Flying Legends followed which is always a delight, then it was on to **Odiham** on the 25 followed by Old Buckenham the following weekend.

We felt sorry for the hard-working team at the **Old Buckenham Airshow** having such bad luck with the weather over the weekend (the same happened last year) but pleased we managed to display on the Saturday although not on Sunday, the weather had deteriorated by then. We wish Matt Wilkins and team all the best of luck for next year.

***Sally B* returns to Denmark**

August saw **Roskilde in Denmark** next on the agenda. Being a Dane, I was very excited about bringing *Sally B* to my home country, and I was in no way disappointed. *Sally B* was definitely the star of the show.



Sally B with F16 Escort on leaving Denmark

Elly Sallingboe



Crew and team wave goodbye to Smokey Joe

On our arrival, we were welcomed with a red carpet and a Guard of Honour and when we departed, we were escorted out of the country by two F16s of the Danish Airforce draped in the Danish flag, **Dannebrog**. What welcome, what friendliness, I shall never forget it! Thank you all you lovely Danish friends: Per Faldborg Olesen, Thomas Schau Damm, Michael Bo Jensen and so many others, you know who you are! Do read Jon Corley's write up on pages 6 and 7.

At the end of August, we had to disappoint the crowds due to a technical snag. When captain Andrew Dixon was taxiing for take-off with destination **Ede in the Netherlands**, he noticed the oil pressure on the number 2 (left inboard) engine suddenly dropping to a much too low value. Unfortunately, the problem could not be solved quickly and *Sally B's* display had to be cancelled. The knock-on effect and some unscheduled maintenance meant that we also had to cancel our appearance at **Little Gransden** the day after. Luckily after some maintenance the aircraft was repaired and fit to fly again.

WWII Commemorations in Belgium

In September we flew to Antwerp international Airport in Belgium to take part in the 75 years commemoration of the Liberation of Antwerp City and from there flew to Kleine Brogel as our base for the International Air Display at Sanicole where we were to display the following weekend. At both venues, we received a terrific welcome and *Sally B* did us proud and behaved impeccably throughout.

Then it was back home to Duxford, for our last display of the season, the Duxford Battle of Britain Air Display. Thus, the season had ended on a high, with *Smokey*

Joe still on the wing, having behaved impeccably, but now it was time to say our goodbyes.

Smokey Joe and those engines

You may recall reading in the summer news bulletin that we were dealt quite a blow back in January when our UK engine repairers Deltair told us that the engine intended to replace *Smokey Joe* had failed on the test bed due to a faulty crankshaft bearing just before it was to be delivered back to us. The same company had also repaired our zero timed spare engine, which was safely stored at Duxford, just in case it was needed. We were now told that this had a faulty bearing as well! As a result, we now had no spare engines and had to keep *Smokey Joe* on the aircraft for the entire 2019 flying season.

Our so-called 'good' spare engine was then shipped to Anderson Aeromotive in Idaho where they replaced the faulty bearing. They also undertook a complete engine overhaul and did a brilliant job – thank you very much **Anderson Aeromotive** and your excellent team.

The engine arrived back in the UK on 8 October, this time by air, thanks you **Jon Jeffery and Air Freight Ltd** for coming to our rescue by helping us out with the cost of shipping an engine by air.

Engine change

Each year *Sally B* goes into the hangar by the end of September for winter maintenance, this year however she stayed outside in the wet British weather so that *Smokey Joe* could be replaced with the newly overhauled engine. **Clive Edwards of Edwards Brothers Aviation** and his team worked outside in the dreadful weather. They worked very hard to remove *Smokey Joe* and install the new

engine. After 10 days the engine was ready to test run. This happened on 20 October and the engine ran like clockwork.

Next day Andrew Dixon and Peter Kuypers were at Duxford to test fly the new engine, but this was not to be. *Sally B's* other three engines were difficult to start; one would not start at all! All this because of the continuous rain over many weeks making the engines very wet indeed. After many tries, we had to call it a day and cancel the test flight which will now have to wait till spring, as we could not leave *Sally B* out in this dreadful weather any longer.

On 30 October, our B-17 finally went out of the rain and wind into hangar T2 North at Duxford, to dry out and for Peter Brown and his team to begin the winter's maintenance.

***Smokey Joe* is now in a container at Duxford waiting to go to Anderson Aeromotive** for a complete overhaul which will cost around \$80,000 US Dollars, plus the cost of shipping. This will be done once we have enough funds; it will then become our spare engine.

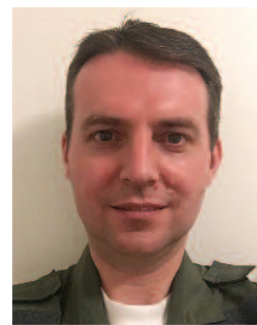
In the meantime, Deltair is still working on repairing our other spare engine, they are slow, but hopefully, it will not take years until we have that engine back, they have been working on this for a very, very long time now.

And finally

Your response to the 2019 Engine Appeal has been truly amazing. Donations received over the past 12 months totalled £101,853 mostly from your Members Appeal and Roll of Honour contributions. We are now well on the way to pay for all those engines. Thank you all so very much – whatever would we do without your support and true friendship?

Time to make friends...

By B-17 Pilot
Jon Corley



Back in the Spring of 2019 we had our pre-season training day, where the flight crew get together to carry out training flights and regain our currency for the season ahead. It is also the day where the crew volunteer for the confirmed and potential air displays for the season, sometimes our decision is based on the fact we want to do a particular display but for me it's just a case of when I know I can be available. One of the trips I volunteered for this season was a display at Roskilde in August, I didn't think of it any more than that and moved on to the next date to volunteer for.

Four months later, it had dawned on me that in five days time I was going to be doing a long trip in *Sally B*, to Denmark and back. All of the trips I had done so far had been comparatively short (the furthest probably being RAF Odiham) but this impending trip was to be a good four hours flight time to Roskilde, and a couple of displays, and then four hours back. The excitement started to set in, this was going to be the trip where I would 'make friends' with *Sally B*.

It's one thing knowing where the controls are, knowing the systems on the aircraft, and having the relevant experience to be able to fly her, but for me it takes a good long trip to really know what she feels like. A trip like this is a great opportunity to tune yourself to the sounds and vibrations of the aircraft, so that in the future it makes it easier to detect a potential problem forming with the aircraft. An unusual vibration, if caught early, can be an annoying few hours for the engineers to remedy the problem, but far better than letting it manifest itself into something bigger like an engine failure, that will cause a headache for all of us! An example of this is when I was training a new pilot on the Avro Anson (who coincidentally used to fly *Sally B*), on take-off I asked him to just do a circuit back to the airfield and land, as I didn't think it sounded like it usually did. He seemed perplexed as it seemed OK to him, but nonetheless he proceeded back to the airfield. After shutdown we inspected the aircraft and found a 4 inch hole in the top of the exhaust ring, blowing hot exhaust gas onto the cowlings which had burnt away the paint on a 5 minute flight, it could have been a lot worse if we had carried out the hour-long sortie we had planned. Anyway, back to my long trip in *Sally B*.

The Flight to Denmark

Friday August 16th was the planned date for the departure from Duxford to Roskilde, taking off at 11:00 to be able to meet our arrival slot time at Roskilde.

Peter Kuypers was the Captain for this trip, with me as his eager Co-Pilot, and Steve Carter as Flight Engineer. With Elly being Danish she was obviously coming along on this trip, taking the B-17 to her home country without her wouldn't have been right (and we needed a translator anyway!). Leading up to the day Peter had sent me a proposed route plan for the trip, taking us South East over Southend before crossing the channel toward Ostend and carrying on North East over the Netherlands, Germany, and into Denmark. All we had to hope for now was the weather.

Come August 16th the weather at Duxford wasn't looking promising, typical. There was some weather moving in from the west with rain and low visibility, but it looked like it was going to arrive at Duxford at 11:30 ish, so we might just be able to get away before the weather arrives. If we had any issues getting an engine started we would lose our weather window. Fortunately for us *Sally B* behaved well and all four engines fired into life with the help of some jiggery pokery from me flicking start switches and priming switches, and Peter manipulating the throttles in an attempt to correct any of my bumbling errors. We taxied out and carried out our engine checks and pre-

take-off checks, and then lined up on runway 24, facing the impending greyness of the English summer that was moving in. We departed at 11:22, made a left turn on the climb out and managed to avoid the weather, just. If we had been another 5 minutes later, we probably wouldn't have gone, so far so good.

The initial route was quite moving for me, initially we passed by RAF Wethersfield, now disused, which is where I carried out my gliding as a young Air Cadet. From there we continued South East past Braintree where I grew up, but more relevant to this aircraft we flew over the Essex Showground. *Sally B* performed an air display there sometime in the 1980s, I know this as I saw her flying and as I looked up I decided that's what I wanted to do, fly a B-17. More than 30 years later the same aircraft was flying through the same piece of sky, but this time I was flying her! Not many people get to fulfil their childhood dreams, I am very fortunate to be one of them.

Flying through Europe

That's where I thought the interesting part of the route was over for me, and I now had another 3.5 hours of bumbling along through Europe to get to our destination, but I was wrong. All of the Air Traffic units



Flying over Wilhelmshaven Docks

Steve Carter



A Red Carpet and Guard of Honour welcome us to Denmark

we spoke to were surprised to hear we were a B-17, some of them having to double check what we had said. A B-17 is a regular sight in the UK but in Europe it is somewhat of a rarity. We were not the usual Boeing the controllers were used to! As we made our way through the Netherlands crossing into Germany, Steve Carter asked where we were, "the map says Wilhelmshaven?" I replied, "WILHELMSHAVEN?!" he exclaimed "that was *Memphis Belle's* last but one mission, in 1943. It was at this point I started to reflect back to how bad it was for everyone back then. The conditions they would have been in, cold temperatures, flak, enemy fighters, and also the people on the ground hearing the drone of the engines above not knowing whether the aircraft were passing on to another target or if their home town was the target. Flying over in the serenity of 2019 was delightful but full of remembrance.

Arriving in Roskilde

Our flight took us further North into Denmark, and as we were getting closer to Roskilde it was becoming evident that we were quite a spectacle for them. The local press were previously aware of our inbound route and had announced to the public we would be flying through, near certain towns. The number of people who had gathered on local bridges to get a view of us as we flew past was astounding. 3 hours 56 minutes after our departure from Duxford we landed at Roskilde, and as we taxied in, we noticed there was a surprisingly large crowd for a Friday afternoon. We parked up on the ramp, and shut down our engines. To our surprise, we then had a VIP welcome from the Danish. A red carpet was rolled out to the door of the aircraft, World War 2 re-enactors lined up either side of the carpet, and at the end of the carpet was a Willys Jeep ready to take Elly and Peter away for a press interview. From there on the hospitality was astounding, nothing was too much trouble for anyone, we were made to feel at home and very welcome.

Our display and meeting the Danes

We had a display to perform that evening, so the ground crew prepared the aircraft for the next flight, checking fuel and oil levels. Surprisingly she hadn't used that much oil, even our No.3 engine which was known for using more oil (it has now been replaced), it seems *Sally B* likes doing long trips. We carried out the display that evening, which was very well received by the crowds. *Sally B* was then covered up for the night while we were treated to some delightful Danish food.

Our day on Saturday consisted of attending the display briefing, and then ensuring the aircraft was ready for the display later that day. Until then, we would be talking to the public and showing people around the aircraft, including VIPs such as the Danish Minister of Defence, and of course some of our own club members from Denmark. Again, an air display carried out by Peter with his usual style of displaying the aircraft, once again well received by the crowds, but almost too well. Once we had shut down we could see crowds of people flocking to the exit gates, much like what is seen in the UK once the Red Arrows have finished their display. It seems that a lot of people at the show came to see *Sally B*, and once she had displayed it was time for them to go despite there still being another third of the show to go. I felt sorry for some of the other display acts who didn't have such a crowd, but then, if we weren't there it probably would have been a smaller crowd anyway?

Sunday was much of the same, excellent hospitality, good food, showing people around the aircraft and engaging with the public. The weather on Sunday

was particularly grim and looking at the weather radar we could see rain showers moving in throughout the day. We were very fortunate again, we managed our full display and I think maybe one or two displays acts after us managed, but then the weather worsened. Some aircraft took off to try to display, but soon returned having not been able to see far enough to perform a safe display. The display ended in a gloomy grey skyline with moderate rain, but thankfully most of the event over the weekend had been a success.

Homewards bound

For our flight home on the Monday, it had been arranged that we would be escorted, almost as far as the German border, by two F-16s from the Danish Air Force. Not to miss this once in a lifetime opportunity we had a Vans RV-8 fly alongside to take some air-to-air photos of the occasion. The power these aircraft have is astonishing, you can feel and hear their thrust as they accelerate away from the B-17, despite our four engines rumbling away on the wings. The rest of our route home was the reverse of our trip over here, passing over the German airbase at Nordholz and then Wilhelmshaven again, before continuing down over the Netherlands and eventually back over the North Sea before eventually making it home to Duxford. *Sally B* had performed exceptionally well over these four days, better than I had expected her to, I hope I performed to her expectations just as well. I had made a few friends while I was in Denmark, and I also managed to 'make friends' with *Sally B* on the trip there and back.



Being escorted out of Denmark by F16s

OUR B-17 PILOTS DC-3 FLIGHT SIM TRAINING



*By Captain
Peter Kuypers*

In the operation, engineering and flying of *Sally B*, safety is always utmost in our minds, and believe me, we do all we can to make flying as safe as we possibly can, but one must not be complacent as there is always more that can be done.

When training on *Sally B*, there is a limit to what we can train to protect our four massive radial engines. When flying with KLM I learned so much from training on a simulator and thought this could really work for us as well. But there is no B-17 simulator anywhere, but luckily, there is one for DC-3's in the Netherlands. Whereas the DC-3 is only a two engined aircraft the similarities of operation are so very close.

With this in mind Andrew Dixon and I visited a simulator company in the Netherlands who operate a DC-3 simulator and came back pleasantly surprised.

We have now begun to implement a modern training regime which will benefit all our pilots. We will still keep training on the aircraft as we have always done, this simulator is an extra which should give us more exposure to emergencies and make the pilots more proficient.

The company is "Multi Pilot Simulations" (www.mps.aero) who in daily life manufacture Airbus and Boeing simulators for the likes of Ryanair, Cathay etc. Some time ago they manufactured a DC-3 simulator and Andrew and I got to fly it. I have to emphasize that this is a professional training tool and not a toy. Although the DC-3 is a different aircraft it is still very similar in operation to the B-17 and can be used to train emergency procedures which are impossible to train on the aircraft. The DC-3 weighs 26.000lbs and has two radial engines each delivering 1200hp, the B-17 weighs 50.000lbs and has four 1200hp engines, the speeds are similar. Someone asked me what it would be like to have two B-17 engines failing on the same side: well it is a bit like having one engine go on a DC-3. With pilots who were not familiar on the DC-3 we even used *Sally B* checklists and procedures, more about this later.



We began the simulator training

We began the training with Andrew flying, myself as co-pilot plus another pilot manning the instructor station. Soon after take-off in a heavy aircraft the left engine blew up and we had to work as a team to get it secured, the propeller feathered and very, very slowly climb away. We looked at several types of propeller and propeller feathering failures and even engine fires. When in the simulator (but also in a real emergency) you can get so busy that the brain gets overloaded making it difficult to recognize situations and to remember procedures. Repeated training will help to cope with this. I had an engine failure where I feathered the propeller but a short time later the prop came out of feather and I could not secure the engine which resulted in a shallow descent. I could not figure out what was happening, just pausing the simulator gave me some rest to find the solution which if it ever happens to me in real life should not be a problem.

Next was display flying combined with engine failures, this is not something you



Captains Andrew Dixon and Peter Kuypers in the simulator

would like to do in the real aircraft as it is inherently dangerous due to the close proximity of the ground. During this part we were surprised to see that if an engine failure was simulated during a shallow descent it was difficult to even notice that the engine is no longer producing power, the engine instruments do not give you a clue here. It is only later when trying to climb away from low altitude that life gets interesting. Even CAA guidance about this does not tell the real story.

I know that this all sounds very exciting and even dangerous but that is what the training is for so we can cope in real life!

New Pilot Paul Szluha was next

My next session was with our new co-pilot Paul Szluha. Paul's background is as an engineer and airline captain and before that, he was part of the engineering team on *Sally B*. We decided to operate as if it was a B-17 using the *Sally B* procedures and checklist, this worked amazingly well.

We started with normal take-offs and landings with light winds and soon it was time to give Paul some crosswind landings followed by the dreaded engine failure just after take-off. We simulated many failures when suddenly we had an engine fire. I was the flying pilot and Paul was doing the co-pilots duties when

suddenly the fuel pressure dropped followed shortly by a red light on the instrument panel. This red light was the fire warning light due to a fuel leak causing an engine fire; Paul did the emergency checklist and got the engine secured and the fire extinguished.

After more than 3 hours training it was time to go home, Paul you did a good job!

Elly has decided that we will keep using this simulator because the training value is essential to increase the safety of our flight training. I just hope that we will not have to put what we have learned into practice but if we have to, we are ready.

Displaying in Belgium & Honouring the Fallen

By Captain
Peter Kuypers

On Wednesday 13 September 1944, just a few days before operation Market Garden, a lone B-17G 42-97848 *Silver Wings* from the 92BG was returning from a bombing mission over Merseburg. They were on their own because an engine had been knocked out by flak and therefore, they could not stay in the formation. Enemy fighters attacked several times killing and wounding crew members. The pilot Jack Peck decided to try to make an emergency landing at the Belgium airfield Diest which was in allied hands. Jack attempted to land but failed. He and six of his crew members were killed in the crash, two crew members survived.

Fast forward to 2019 and exactly 75 years later on Friday 13 September *Sally B* was in Belgium and scheduled to fly from Antwerp to the Sanicole airshow for an early evening display. I know the area very well and have flown into Diest several times, but never realised what happened there in 1944 and that a small



memorial commemorating the crew was hidden in the woods. Luckily one of *Sally B*'s Belgian members Bart Beckers is involved in tending this memorial. Bart had approached Elly Sallingboe and as the memorial was on our route and the flypast was not advertised, she decided that we should do this special Memorial Flypast.

Soon after our departure from Antwerp we were approaching the now military

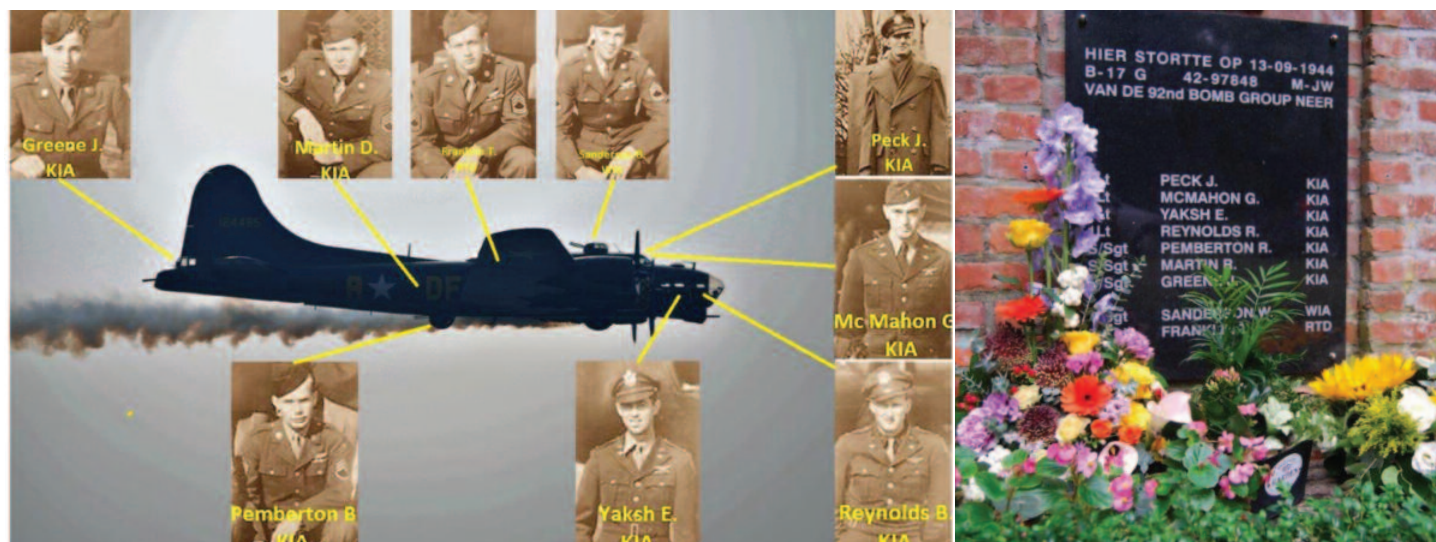
airfield Diest. When we asked air traffic control for permission to enter the military airspace initially we were denied.

However, a quick call on the local radio showed that the military had started the weekend early and the local flying club gave permission for us to continue as all their aircraft were on the ground (thanks guys!). Before the flight I had programmed the GPS using Google maps which was a wise move because the memorial was not easy to find among the trees.

At 170 mph it was over in seconds, and although we could not see much, pictures from the ground showed we were spot on thanks to modern electronics.

With the flypast completed, it was now time for the Sanicole display. After the Nato Awacs had cleared the Sanicole area we were running in for *Sally B*'s display only minutes after the flypast.

Unfortunately, these days, it is complicated to carry out memorial flypasts in the UK. Do read Elly's write up on this elsewhere in this magazine.



All photos by Bart Beckers



Photo: PhotoCrew Belgium



Winter maintenance and all that

By Chief Engineer
Peter Brown



On 30 October 2019, we brought our B-17 into hangar T2 North at Duxford. With the current dreadful weather, it was not before time as the rain never let up; not a good time to change the number three engine 'Smokey Joe', which had just arrived back after its repair at Andersons in the USA. But, at least, it has now been changed and all the required ground checks completed which all proved to be entirely satisfactory.

David Whitworth



If only those doors could open fully, there would be no need to remove wingtips!

The plan had been to do an air test before going under cover, but again the weather beat us with another wet and windy day plus the only engine we could start was number three. Therefore, the decision was made: wing tips off and into the hangar she went, out of the wind and rain. I thought I heard someone say "Thank you Peter, a bit late this year – now get on with the maintenance!". Some aircraft do talk, or maybe it was all that rain!

The 2019 season's flying went well, despite the ever-changing weather. The only defect we had was an oil pressure problem on number two engine which unfortunately meant we had to lose one display, which is always a downside as displays are now fewer than they have ever been.

We have plenty of work to do again this winter, some of the main items are:

- The regular standard annual inspection and all defects found rectified (not too many I hope)
- Operational checks on all landing gears
- Wheels and Brakes inspect for wear
- Remove all flaps, inspect and refit
- The Turbo Charger on the number four position to be removed and welded due to a small crack.
- Do a full corrosion inspection
- The Annual Radio check

That's all I can bring to mind at this time, but I am sure Mike Stapley and Nick Parker will find other tasks to keep us busy.

The history of "Smokey Joe"

On ending this report, here are a few final words on the history of the number three engine 'Smokey Joe' and where it came from:

The engine was manufactured in 1977, and during 1978 it was fitted to

the number three position on a B-17 water bomber in California, when the aircraft was withdrawn from service in February 1979, the engine was removed and preserved.

In 1982 the engine was fitted on the number three position on another B-17, Tanker 65 Reg N5237V based at Visalia, California. It was retired in 1983 and restored to military configuration by TBM inc, given the markings of 332nd, 94th BG USAAF 8th Air Force. The aircraft was then donated to the RAF Museum Hendon and arrived in the UK at RAF Brize Norton on 13 October 1984.

On 27 October, the aircraft flew in formation over former USAAF bases in East Anglia with our Sally B. Its final flight was from Duxford to Stansted for dismantling on 7 November 1983, again, accompanied by Sally B. Then it went by road to the RAF Museum Hendon to begin its new life as a static aircraft. See write up opposite.

Wingtip taken off again!



In 1990, our friends at the RAF Museum kindly agreed to let us exchange *Sally B*'s high timed engine with their B-17's low timed one. This was then fitted on the number three position on *Sally B* and has remained there until we changed it on the 21 October 2019.

Where is Smokey Joe now? you may well ask? After removal, it was preserved and put into an engine transport container to await the next move. Over to Elly on that score.

Well, that's all for this time, but before I go, I wish you a great Christmas and all the best for 2020 and thanks for all the help you have given in keeping *Sally B* flying.



Peter Kuypers



Steve Carter

B-17 SORTIE

This article appeared in Flypast magazine January 1983

A unique event occurred in the skies over East Anglia this autumn when two Boeing B-17Gs flew in formation for the first time in Britain for over 20 years

THE ARRIVAL of the Boeing B-17G-95-DL at Brize Norton on October 13 for the RAF Museum created a unique situation, in that it allowed Europeans for a short period of time, the opportunity to see two B-17s in the air together. Air Commodore Ron Dick, who ferried the aircraft across the Atlantic was anxious to show off the aircraft to as many people as possible, which offered the added bonus of allowing him to fly his new toy for a few more days!

On Thursday October 27 it was decided to make a flypast in conjunction with B-17 Preservation's *Sally B* over some of the bases in East Anglia where the B-17 was seen in action during WW2, so the Museum's B-17 44-83868 flew from Honington to Duxford, where the pair met up for the first time. A problem with the undercarriage was swiftly sorted out by the *Sally B*'s ground crew, and a minor contretemps with a metal barrier which dented '868s tail was soon sorted out.

Although the weather on the ground looked good it was misty up aloft and the flight delayed until lunchtime, but

eventually the two aircraft got airborne together, making a magnificent sight as they cruised in close formation.

Unfortunately, the Hercules camera plane promised by the MoD suddenly became unavailable due to 'exercised', but the American invasion of Grenada no doubt had some bearing on the matter! However, FlyPast photographer Duncan Cubitt was ensconced in *Sally B* and editor Mike Twite and freelance photographer Jeremy Flack secured an even better view of the formation from Capital Radio's Piper Seneca.

The flight made a circular tour of Mildenhall, Marham, Honington and Wyton before returning to Duxford, and there were some exciting moments as the aircraft positioned for low passes down the runways of these famous airfields.

Some puzzled expressions could be seen on the faces of ground crews as their heads emerged from the innards of Victor tankers, KC135s, Jaguars and Canberras at the unexpected throb of piston engines burbling low over their heads.

Luckily this was not the last time the pair were seen together for on November 7 the Museum B-17 had to be ferried to Stansted where it is being dismantled for

its final trip to the Bomber Command Museum and it was arranged for her and *Sally B* to do the trip together. Elly Sallingboe of B-17 Preservation invited us to go along for the ride in *Sally B* and we were delighted to be there on the historic occasion.

Unfortunately, the weather was dull and distinctly hazy all day and it was not until 1530 that both aircraft were airborne together in sufficient light. Again, much furious photography was going on but after little more than twenty minutes the light began to fade again, and instead of doing our proposed beat up at Stansted we had to break away and head back to Duxford, sadly allowing the RAF Museums B-17 to continue all alone on her final flight.

Fortunately, as recorded last month, B-17G 44-83868 is not completely dead, for parts of her will live on in *Sally B* for many years to come. The RAF Museum has generously agreed to exchange engines and several other components which are obviously not going to be needed on their static exhibit, so *Sally B* will have a much longer active life ahead of her when she appears in her new olive drab livery for next season.

Another Successful ROH Day at Duxford

By David Mills

Once again we are assembling in the AirSpace Suite at the Imperial War Museum, Duxford, on Sunday 11 August, for a special lunch and the unveiling of the latest 'Names' that have been added to the rear fuselage of *Sally B*, which will fly with this aircraft over the coming 12 months.



The 2019 Roll of Honour Participants after the unveiling



Elly Sallingboe
(Operator and Chairman of the Trustees)

welcomed everyone and gave heartfelt special thanks for their ongoing loyalty and generous

contribution to the upkeep of the aircraft. Other than Sponsorships; Membership Subscriptions and Donations there are no other means of income, therefore, without this support, it would be difficult for *Sally B* to keep flying. Elly also noted that of those assembled only nine people were first time attendees; the rest, some 90%, are regular and long-term supporters of the Roll of Honour programme.

Elly went on to tell us about the problems they were having with the engines and how this could possibly be solved, but despite these setbacks she is confident of *Sally B* flying next year, which will of course be the 75th Anniversary of this special aircraft entering service and the 45th Anniversary as a display aircraft and USAAF WWII Memorial: it will also be the 75th Anniversary of VE & VJ Day. Thereafter, with changing legislation, which has seen the reduction in airshows, and increased costs it is difficult to tell.

Finally, Elly talked of her team, thanking them for their hard work and dedication.

Also, but, perhaps, less known, is that we will quietly celebrate a 75th Anniversary event. It is the occasion that during 1944 at a Boeing Plant in the USA the jigs would be prepared to receive the first metal that would become yet another B-17 Flying Fortress, except that this one would be special because it is presently parked outside on the Apron at Duxford and is being prepared for flight: yes, it is *Sally B*. Presently, the weather is fine, with a strong wind down the runway but, anticipation is that this will ease by early afternoon to permit the aircraft to fly.

The format for this special event has been little changed over the years so, as always, after a relaxing coffee break to rest after our journey we proceeded to the AirSpace Auditorium in anticipation of hearing some informative insights as to what has happened to *Sally B* and her team in recent times: Elly Sallingboe would, of course, open the session.



**Andrew Dixon
(Training Captain)**
Andrew then came forward to talk about an easy weekend that became anything but. The weekend of 6/7th July was set to be a quiet weekend for the

Sally B team having only one display at Old Warden. But then came an invitation from Headcorn in Kent who were holding a weekend display. "Can you fly Saturday? We have the C-47 displaying with Peter Kuypers as Captain and it would be nice to have the B-17 fly in formation?" So, with Daryl Taplin as Co-Pilot the plan was to display with the C-47, then home. They departed Duxford to Headcorn via Southend and Rochester, did two flypasts and home but, then came the call "Can you do it again Sunday?"

Andrew further explained that the Display Line at Headcorn involved following a line of East/West for the Runway with the crowd to the South and a river to the North plus to comply with regulations the need to pull up to avoid a public road. Andrew also explained that the C-47 is slower than the B-17, which led the formation, so it was necessary for the B-17 to lower flaps to keep the speed down. The C-47 flying behind the B-17 had to be lower, thus avoiding the Prop-wash which could be severe from their aircraft.



**Peter Kuypers
(Captain)**
Peter gave us some background on himself in that he had flown Civil and vintage Aircraft for some 30 years. His involvement with

Sally B has been less, being 12 years, of which he has flown the aircraft for 7 years. Peter took the controls for the air display at Old Buckenham on 27th July, explaining it being important to display this year as they had to miss 2018 due to the weather. Peter explained that the organiser is a good friend of *Sally B* and that they have named their main road after Elly, which is

a major tribute to her and her work.

Peter explained that he now uses an iPad for flight planning, which he has found to be excellent. It certainly helps with displays such as identifying the 230 Meter Marker for the display line as well as weather tracking. The flight from Duxford took them over Newmarket, which had been an RAF Station operating P-51 Mustangs and Lysanders, thence to Snetterton, which had operated both B-17 and B-26 aircraft from 1943. They finally arrived at Old Buckenham, which had operated B-24 aircraft, and this is also where James Stewart, the film star, flew from.

Peter then talked us through the display stating that upon their arrival the cloud base was 600 feet on one side of the airfield, rising to 700 feet on the other side: the CAA minimum is 500 feet. The minimum display height is 200 feet thus making their task difficult with such a heavy aircraft as *Sally B*. However, they did successfully complete the display and as they left a P-51 Mustang came into the display line.

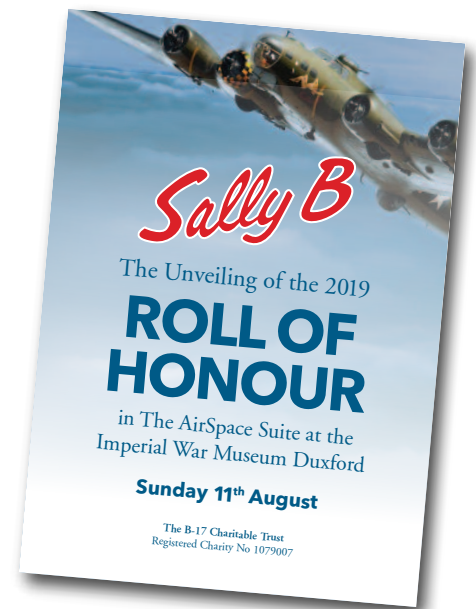
Peter then talked about training and was excited in that they have discovered that a company in the Netherlands, which manufactures Flight Simulators, had actually produced a full working Simulator for a DC-3. Read more on page 8.



Peter Brown (Chief Engineer)

Peter said that the plan this winter was to immediately replace *Smokey Joe* and test run the engine to satisfaction before commencing the Winter Maintenance Schedule. Peter advised that the Winter Maintenance is routine unless problems are found. The main concern is corrosion. After the work is completed and all pieces fit back together again it is nice to start up and find everything is working well.

Peter then moved on from *Sally B* to his wartime childhood living near to an American Airbase during 1944 – all very interesting indeed.



The Q&A session followed:

As Chief Engineer is there a Manual going back covering the maintenance history? Peter responded that this was not necessary as they already have good Maintenance Manuals in place which are more than adequate for the purpose.

Does the B-17 have an Airframe Life limit? Peter, no, unlike the Lancaster, which is a complex aircraft, neither the C-47 or the B-17 have a fatigue problem and this is evidenced by the fact that there are still many C-47s operating satisfactory throughout the world today and will probably fly for evermore.

Does B-17 Preservation have any support from the USA as would be expected? Elly explained that whilst they are part of the B-17 Co-Op, an organisation for all B-17 operators, owners and engineers there is no financial support as such. Ideally, they need a *Sally B* Website in the USA to promote the aircraft because of its important nature in Europe but, sadly, do not have the expertise or connections to be able to do this. If anyone is able to help in this area, she would be pleased to hear from them.



Guests at Peter Kuypers' table



Guest at John Owens' Table

Photos: Dominic Iveldi

Are there other Revenue opportunities such as films etc? Elly explained that in the past this was a good option but today it is more trouble than it is worth. Production Companies are keen to make use of the aircraft but, are not willing to pay for it. With modern Cinematography things have changed with much greater use being made of CGI which is much cheaper. Elly is working on the only viable option which is for people to pay to fly in or with the aircraft. However, this is a high cost operation and of course they still have to have approval of the CAA to carry passengers which has not yet been granted, although single seat aircraft are able to do so freely.

The session is now concluded, and we adjourn to the aircraft for the unveiling where we find that a total of 71 'Names' are displayed on the rear fuselage. After photographs were taken we then moved back into AirSpace to enjoy a delicious Buffet Lunch prepared and served up by the excellent staff of Levy UK, IWM Duxford. During this time guests had the opportunity to join the main *Sally B* crew and team at the tables to ask further questions and talk in general.

Eventually the time has come that we have all been waiting for. The weather

had held and as predicted the wind had dropped. Pre-flight checks have been completed and the engines are started. Without needing to say, *Smokey Joe* lived up to its reputation enveloping the aircraft in smoke. Captain Andrew Dixon with Daryl Taplin as Co-pilot then gave an excellent display finishing with the trademark smoke trail as a salute to the Members of the *Sally B* Supporters Club.

Additional flights continued for those lucky enough to win the draw for Crew Training and Orientation flights.

Sadly, as is always the case, it was time for us to bid our goodbyes to Elly and her Team and to thank them once again for an excellent day. We do very much appreciate the hard work that is put into this event by all of them and look forward to next year.



Thank You to the The Roll of Honour team

Elly Sallingboe

THANK YOU

Thank You to the following companies and individuals for their invaluable help and support in 2019

Friends and staff of
IWM Duxford

Algar Signcraft Services
(Cambridge)

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Sean & Mike Donelan

Fistral Impex

Simon Howell

Kearsley Airways

Levy Restaurant

Wim Van Malcot –
Bella Services BVBA

Marshall's Cambridge Airport

Jim Rowbotham – Pexa Ltd

James Walker

Roger Webb

Readers letters and This and That



Dear All,
Sanicole Airshow

Just a little message to let you know how happy you made my son yesterday when you were flying home from the Sanicole airshow.

My 12 years old son Ferre has always been amazed by aircraft and especially by the Flying Fortress.

He was over the moon that he had seen *Sally B* at the Sanicole Airshow yesterday, he came home and decided to go to our local football field to fly his little B-17.

As he was flying his little aircraft westwards, the real Flying Fortress your *Sally B* flew over him, in the same direction as his model aircraft.

A real magical moment and you really should have seen his face when he got home.

Denise Koolen
Lommel barrier, Belgium



Hello Elly,

Wonderful day in Roskilde

A big thank you to you and your crew for giving my daughter Karina and I a wonderful experience by letting us aboard *Sally B* today at Roskilde.

Karina met you on a visit to Duxford around 20 years ago when she studied in UK for 5 years. We spent many vacations in England those years, and also saw *Sally B* at an airshow in Duxford, but I never dreamed I should come on board and see her from the inside, like we did today.

A special thank you to Steve for being so friendly and taking his time to tell us about *Sally B*, and some of his experiences during the filming of *Memphis Belle*, he even had time to ask Karina about her studies in UK, and her later career. Much appreciated.

We had a wonderful day in Roskilde, and we will make sure our membership of the supporters club continues for many years. Our little support to keep her flying.

Thanks a lot, and all the best to all of you

Karina og Jan Hansen



Dear Elly,

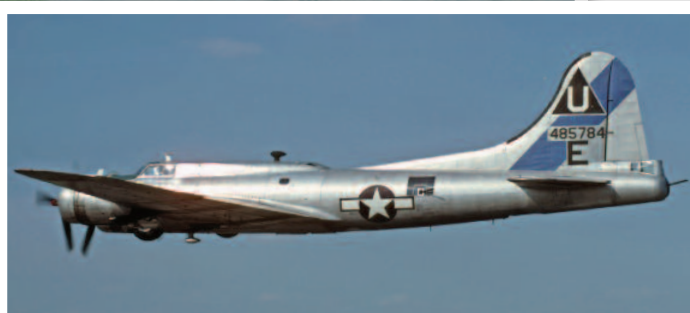
Arriving at Duxford in 1975

I thought you might be interested to see some of the older photos of your Fortress. They were taken soon after arrival at Duxford in 1975 as N17TE. I was recently asked to scan these slides for a French author who is producing a book on the IGN B-17s.

Well done for maintaining this very special operation for so long.

Best regards

Richard Vandervord



Dear Elly,

Test Run *Smokey Joe*

It was fantastic to be at Duxford on Sunday and see the successful test run of the newly installed number 3 engine.

My father and I have been members of the supporters club for 25 years, having seen you and the team overcome various engine issues over the years it was a privilege to be there and witness this.

In the afternoon we had a nice chat with some of the engineers who were hard at work throughout the day – hats off to them for working in such chilly conditions! I hope the flight tests go smoothly.

All the best,

Phil Glover

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.



We were pleased to meet Tony Foulds again at the Flying Legends Airshow at IWM Duxford in the pilots' tent. Pictured together are B-17 Captain Peter Kuypers and Ace Dutch pilot Edwin Boshoff with Tony in the middle. Tony is now fundraising for Sally B. Thank you, Tony!



USAAF Veteran visits Sally B



Laurel & Hardy at Duxford



Sally Dinesen, named after Sally B, with brothers Torre and Mikkil, Roskilde 2019



THANK YOU SO VERY, VERY MUCH!

The names listed below have made donations to *Sally B* since the last issue of *Sally B News* in November 2018. Since then our charity has received a total of £101,853 in donations, the majority from the annual Members Appeal.

A very special Thank You to: Airfield Warehousing Ltd, Erika Berentemfel, Mike Blackburn, Raymond Eeles, Paul Edwards, Nigel Epps, Michael Greathead, Geoffrey J Hart, David G Jones, Kurt Lang, Don McNaught, Paul T Makin, Derek P Moss, Karen & Paul Munton, Jayne Newcombe, Vladimir Plouzhnikov, Jenifer Towndrow, Stephen Towsey and David Whitworth.

Our Charity also received legacies in memory of Ken Reed and Roger Traveller.

Donations received by The B-17 Charitable Trust

John & Pricilla Anderson	Natalie Browne	Tony Foulds Mi Amigo	Georgina James	Tony Pither
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Thomas Broomhead	Robert Day	Lynda Glue	Jerome Michalczyk	Jerome Michalczyk	Rupert Quiggin	CJ Smith	Andrew Whitehouse
Ian Brown	Peter Dimmack	William Goodwin	Eric Michell	Eric Michell	James Quinn	David Smith	Tina Whitfield
Bernard Brown	J Doodes	Christian Goossen	Michael Michell	Michael Michell	D Rankine	Mike Smith	Wayne Wicks
Chris Brown	Michael Drewery	A Gore	Luca Milan	Luca Milan	Eric Ranshaw	John Smoothy	Josh Wiggins
Malcolm Brownlie	Bert Dufeu	Robert Gostling	Marion Mills	Marion Mills	Roger Rasmussen	Torry Soerensen	Greg Williams
Barry Bullock	Andrew Dugmore	Pamela Greenbury	Peter Mollenhauer	Peter Mollenhauer	Christopher Rayner	John Speller	JE Williamson
Neil Burrow	Roger Dunning	Rik Greening	Linda Moore	Linda Moore	ME Rayner	Michael Spurling	David Williamson
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Ian Callender	David East	Alan Gregory	David Moss	David Moss	Mark Redgrove	Warren Stabler	Werner Wittwer
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Derek Casey	Ian Edwards	Jens Haakon Brandal	Edward Munns	Edward Munns	Trevor Reoch	Mary Steele	Alan Wort
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David Catton	Peter Ellison	David Halford	Cheryl Naclerio	Cheryl Naclerio	Brian Richards	D Stoneman	Tony Wright
Sally Chadwick	Samantha Ellison	Sean Hancock	Richard Newman	Richard Newman	Mark Richards	Robert Stott	Colin Young
D K Chamberlain	David Emmerson	Nick Hanham	James Jones	James Jones	Frances Richardson	Paul Strange	Andrew Zalotocky
			Nina Kampmann	Nina Kampmann			



Sally B displaying at
Old Warden 2019

Sally B

www.sallyb.org.uk

