



Dear Friends

Our Chief Engineer Peter Brown and his loyal team of volunteers have once again done us proud this year by completing a comprehensive maintenance on *Sally B* over the winter months while under cover in hangar T2 North. On 24th April *Sally B* returned to static display in her enclosure near the control tower. Here, Peter and team completed the winter's work by refitting the wingtips and test running the engines in preparation for the test flight and crew training in the capable hands of Captain Andrew Dixon.

First show of the season

Our first display was the all-American 70th Anniversary themed air show at Duxford on 26th May. The 70th Anniversary of the 78th Fighter Group arriving at Duxford was celebrated in real style, highlighted by the first ever

display by "The Eagle Squadron".

This historic four-ship display comprises a Mark I Spitfire, Hawker Hurricane, P-47 Razorback Thunderbolt and P-51 Mustang "Princess Elizabeth".

As the fighters took off and flew their missing man formation, *Sally B* remained on the ground, purring at the end of the runway with engines slowly turning: a great tribute. But for us – and surely also for you, her members – the highlight was most certainly when *Sally B* flew in formation with *The Eagle Squadron*, two of their aircraft flanked on either side of our B-17.

Unique commemorative flypast over East Anglia

Our 70th Anniversary commemorative flypast on Bank Holiday Monday 27th May was perhaps of even greater significance than the salute that had taken place in front of a packed

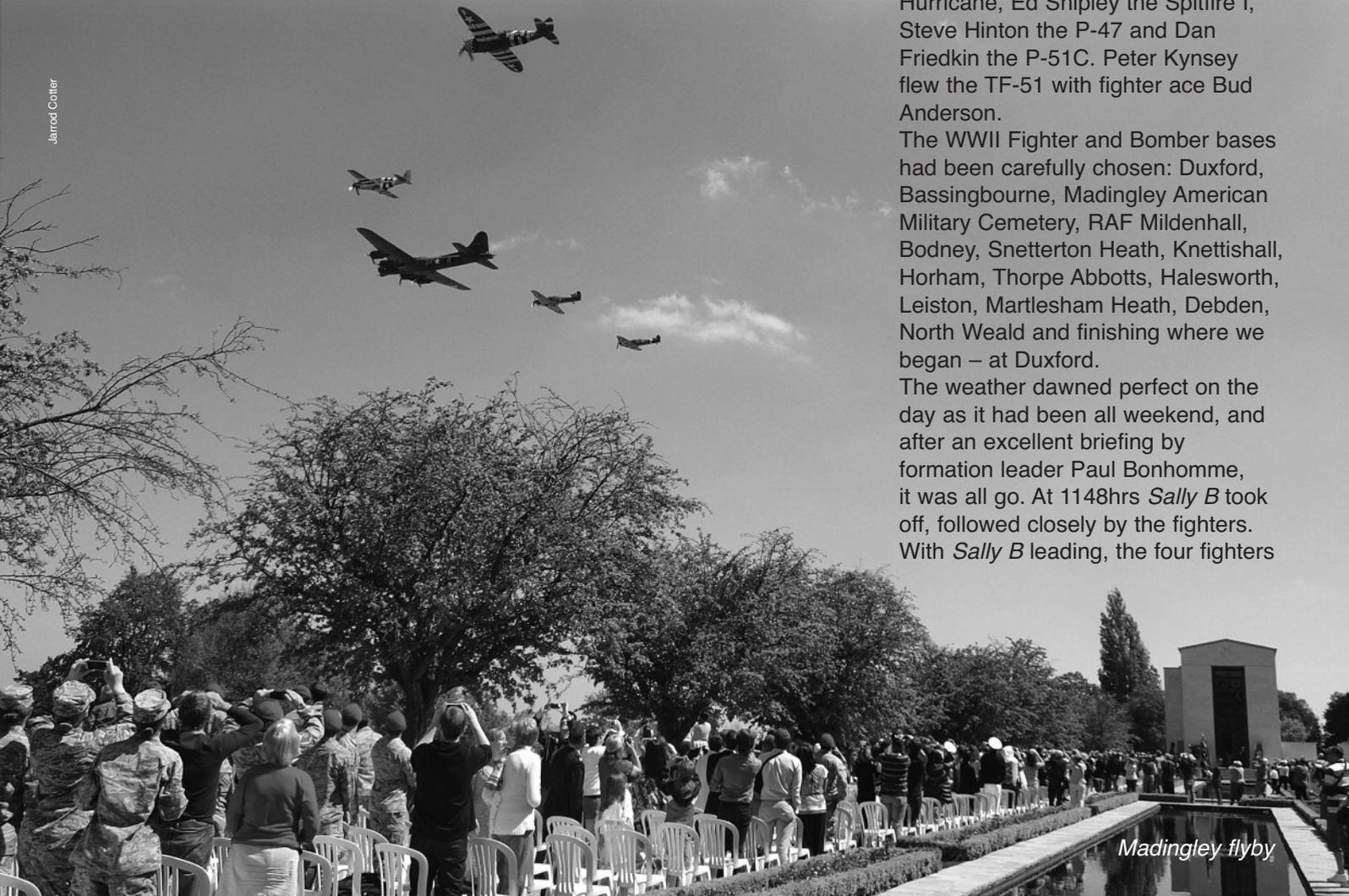


crowd at Duxford the day before. The same unique formation would overfly a selection of Second World War USAAF Bomber and Fighter bases in East Anglia for a special commemorative flypast, with TF-51D Mustang "Miss Velma" following the formation with USAAF veteran and triple ace Colonel Clarence Emil "Bud" Anderson taking a back seat ride.

The men flying these magnificent machines in this very special flypast were: in *Sally B*, Captain Peter Kuypers, Daryl Taplin, Peter Brown and Mike Stapley; "The Eagle Squadron", Paul Bonhomme in the Hurricane, Ed Shipley the Spitfire I, Steve Hinton the P-47 and Dan Friedkin the P-51C. Peter Kynsey flew the TF-51 with fighter ace Bud Anderson.

The WWII Fighter and Bomber bases had been carefully chosen: Duxford, Bassingbourne, Madingley American Military Cemetery, RAF Mildenhall, Bodney, Snetterton Heath, Knettishall, Horham, Thorpe Abbots, Halesworth, Leiston, Martlesham Heath, Debden, North Weald and finishing where we began – at Duxford.

The weather dawned perfect on the day as it had been all weekend, and after an excellent briefing by formation leader Paul Bonhomme, it was all go. At 1148hrs *Sally B* took off, followed closely by the fighters. With *Sally B* leading, the four fighters



on the wing in a VIC formation and Pete Kynsey and Bud Anderson not far behind – we were on our way.

Sally B pilot Peter Kuypers recounts... *“As I approached Madingley with the fighters on the wing, it occurred to me what a huge responsibility this was, to lead this incredible formation! But with only minutes to go, I now had to focus on getting it right. You see, Madingley can be somewhat difficult to locate when approaching from the south as it is hidden behind trees, so there was potential for missing the target completely. What’s more, leading a five ship formation meant that a last minute course correction was out of the question. As noon approached I was still looking out for the Cemetery, and was relieved when my co-pilot Daryl Taplin pointed out the American flag – we had made it! With the first pass completed I took the formation around in a wide left hand turn for the second pass whilst trying to maintain visual with the Cemetery. Flying at a speed of almost 200mph it took us only seconds to overfly the many neat rows of white crosses and then it was time to call “**P-51 break NOW**” – signalling to the P-51C “Princess Elizabeth” to pull up and leave the formation in the missing man tribute. It all worked perfectly, and as I took the rest of the formation straight ahead I could only now reflect on what we had just done. Flying over Madingley in such awe-inspiring company was*

almost certainly a once in a lifetime experience, not to mention a great honour.

After three more minutes the fighters left the formation and pulled ahead on their way to our next target, Mildenhall. For the rest of the flight over East Anglia we would remain slightly behind the fighters, but as it was a beautiful day we could see them ahead of us as we flew along.”

I am sure you will agree that this flypast over former USAAF bases, along with the missing man formation carried out over Madingley, was a moving tribute to each and every one of the American Eagles and all the young airmen and women who gave their lives in the European theatre during the Second World War. The fact that *Sally B* played a major role in the proceedings gave me an enormous sense of pride, and I hope those of you who witnessed any part of this unique event felt equally proud to be involved in our effort to keep her flying!

No Pardubice Air Show due to weather

Our next scheduled event was Pardubice Air Show, slightly further afield – in the Czech Republic! We were to fly there to display there on 1st and 2nd June. As *Sally B* was the undoubted star of the show, we really wanted to show our B-17 to the Czech people, but the weather decided otherwise. The plan had been to leave a few days early to allow for inclement weather, but the forecast showed a huge low front sitting right across Germany. This

was not going to move and there was no way we could fly through or even around it! I’m sure you can appreciate how extremely frustrated we were when we had to cancel the flight; a lot of planning and expense had gone into this trip and we knew we would disappoint a lot of people. Once the front reached the Czech Republic everyone understood why *Sally B* and indeed most other overseas participating aircraft were unable to make it. It became the worst June weather in living memory: seven people were killed and Prague declared a state of emergency with the subway closed and floods everywhere. I hope by now the Czech Republic and indeed Austria and Germany are recovering from their ordeal.



Surprise visit to Sywell

In an effort to raise more funds for our aircraft we had been working hard on attaining a fuel sponsorship as fuel is now like gold dust. In this connection we had been invited to meet a potential sponsors at the Aero Expo at Sywell over the same weekend as Pardubice. So, with a crew available it was decided to pay a visit in the hope of tying down this much needed sponsorship. At Sywell everyone was delighted to see *Sally B* and we met up with the potential sponsors. But unfortunately, the demands that would be placed on *Sally B* in return for the fuel were too high – so we had to decline!

A million Thank Yous!

Thank you all, so very much, for supporting the 2013 *Sally B* Appeal

Exclusive perks for for *Sally B* members

FREE Admission to the Imperial War Museum, Duxford on non-air show days – **ALL YEAR ROUND!** This is the Museum’s generous gift for supporting *Sally B* and means you can visit the Museum and come and see our B-17 whenever you wish. We are indebted to the IWM Duxford for this great kindness.

Only 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** May to end October (unless she is flying) where a team member will show you inside the aircraft between 11am and 3pm. Both of these fantastic perks are unique to our members.

with such generosity and real compassion. As I write, the appeal has raised the sum of £30,634.00 which is outstanding considering the present economic climate. By now you should all have received your personal thank you letter, but it cannot be said enough how much your continued support is valued and appreciated. From all of us, a million thank yous, for time and time again being there for *Sally B*. If by chance you haven't yet got round to making a donation, it's never too late! And a special thank you to: Wim Van Malcot for transferring our website onto a usable system and for hosting it, completely free of charge; Andrew Tomlin for donating oil and cleaning

materials; James Thompsett for so perfectly recovering all the worn fabric on *Sally B*; Terry Holloway and Marshalls Cambridge Airport for their continued invaluable support; Richard Flack and Marshalls Van Centre for the same; Peter and Paul and Borley Brothers Engineering, Teversham for sponsoring the Support Vans repair; Simon Howell and Colette Byatt, and last but by no means least, you our members for the incredible help and support you give to keep *Sally B* flying.

And finally...

Congratulations to member Darren Pratt on your 30th birthday on 14th April; I would have loved to have

been at your party! Congratulations also to Laura and Paul Bonhomme on the birth of their baby daughter Poppy. Finally, I very much look forward seeing you all at the shows and don't forget the free entry to Duxford for members on non airshow days. Do come and say hello at the unit where Derek Smith and his team will give you a warm welcome. The unit will be at all Duxford shows, and at Manston, East Kirkby, Damyns Hall and Shoreham.

Elly Sallingboe

B-17 Operator

Another winter's maintenance after just 12 hours in the air!

By Chief Engineer Peter Brown

On the 24th of October we brought *Sally B* into hangar T2 North at Duxford for its annual maintenance inspection. Thanks to the IWM for the use of the warm and well lit facility; it makes life easier during the short dark and cold winter days.

The 2012 flying season was not the best we have had when it comes to hours flown, but as I have said before the flying hours have little bearing as far as the yearly work load goes. The annual inspection is the same whether we fly 12 hours or 100, but each year the maintenance, is a little more involved and costs a bit more.

This winter we had no major defects, and the compulsory spar AD (Airworthiness Directive) inspection to check for cracking or corrosion in the wing spars went well.

We have now worked out a scheme whereby Kearsley Airways are involved for just one day and this keeps the cost down. Here is a quick rundown of how this was done...

Once the aircraft was on jacks and trestles, and both the big stress panels under the wing and the fuel tank removed, we were ready to take out half of the spar bolts (it is not good practice to remove all the bolts at once as this could cause movement). Ken Reed took these bolts to our good friends at Kearsley Airways for crack testing. On the day

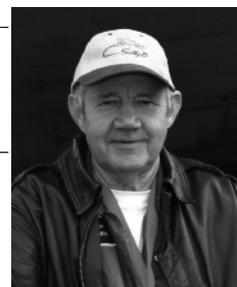
Kearsley came to Duxford they brought them back and checked the bolt holes with their magic box of tricks. We then replaced the bolts and removed the other half.

Kearsley checked these holes and took the remaining bolts back to Stansted for crack testing. Once we had them back we refitted the fuel tank and the stress panel. That is how it works!

But, over the winter lots of other work was done, we checked the landing gear and the flaps' electrical motors for wear and tear, replaced the brushes as required, then carried out a full operational function check on both systems. All were satisfactory.

Here is a rundown of some of the jobs done:

- Wing spar inspection (for the AD) on the port side (aircraft needed to be on jacks & trestles')
- Upholstery for the machine guns on the chin turret was renewed and the turret was repainted
- The bombardier compartment is being refurbished; the bombardier and navigator seats have been upholstered
- The electric motors for the landing gear and the flap drive are re-bushed (overhauled)
- The standard CAA winter inspection programme was done.



- One propeller was checked (AD), Kearsley did crack testing.
- The annual on the Radios was done

Thank You

A special thank you goes to James Thompsett and Andy Tomlin for their very generous contributions to *Sally B* maintenance. James has remade the zip assembly on the turret and refabricated the two ammunition holders at the waist gun positions, the two gaiters for the pilot and co-pilot control columns and the gaiter for the rudder post. He has also restored and recovered the bomb aimer's and navigator's seats. Thanks James for a job really well done!

Andrew Tomlin has generously donated two 205 litre barrels of engine oil and a multitude of cleaning materials: hand cleaners, cleaning cloths, rubber gloves etc. Thank you Andy!

On the 24th of April we took *Sally B* out of the hangar and the following Sunday carried out power checks. This went well and here we were, once again ready for another season – let's hope it is a good one and that all goes well for our aircraft.

Displays and venues for *Sally B* – 2013



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

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|---------------|-------------------------------|---|-----------------|------------------|---------------------|--|
| May | | | | 21 Sun | DUXFORD | Training |
| 12 Sat | DUXFORD | & Cambridge | — Crew training | 27/28 Sat/Sun | CLEETHORPE | Not landing – night stop Humberside |
| 26 Sun | DUXFORD | All-American 70th anniversary theme | | August | | |
| 27 Mon | DUXFORD /MADINGLEY | Memorial Flyby over East Anglia | | 3/4 Sat/Sun | DAMYNS HALL | Upminster, Essex – not landing |
| June | | | | 11 Sun | DUXFORD | Training |
| 1/2 Sat/Sun | PARDUBICE | <i>Sally B</i> did not fly due bad weather over Germany | | 18 Sun | DUXFORD | OFFICIAL ROLL OF HONOUR & <i>Sally B</i> Flypast |
| 9 Sun | COSFORD | Display around 16.40 – not landing | | 30/31 Fri/Sat | BOURNEMOUTH | Display and land Bournemouth Airport |
| 22 Sat | MANSTON | South East Airshow – arrive am | | 31 Sat | SHOREHAM | Not landing |
| 29 Sat | SAINT NAZAIRE (F) | Airbus Families Day – depart 27 or 28 June | | September | | |
| 30 Sun | ILE DE NORMOUTIERS (F) | Memorial flypast on beach – return 1 July | | 1 Sun | SHOREHAM | Not landing |
| July | | | | 1 Sun | BOURNEMOUTH | Air Festival |
| 13/14 Sat/Sun | DUXFORD | Flying Legends Air Show | | 7/8 Sat | DUXFORD | Duxford Main Air Show |
| 20 Sat | EAST KIRKBY | Not landing | | 8 Sun | SEETHING | Seething Air Day – not landing |
| 20 Sat | FAIRFORD | Royal International Air Tattoo – not landing | | 15 Sun | DUBLIN (IRL) | Flightfest – depart 14 September |
| | | | | 21 Sat | SYWELL | Private Event |
| | | | | October | | |
| | | | | 13 Sun | DUXFORD | Autumn Air Show |

Get your name on *Sally B*

Donate £460 (members £395) or more to help keep *Sally B* flying and have a name of your choice added to the prestigious Roll of Honour on the outside of *Sally B*'s fuselage for one year, **AND** spend a special VIP day with our B-17 at Duxford on Sunday 18 August 2013.

We will recognise your generous support by:

- adding your chosen name to the Roll of Honour for **one year**
- inviting YOU AND ONE GUEST to join us at Duxford for the unveiling **AND** enjoy a buffet lunch in the company of *Sally B*'s operator, pilots, team leaders and fellow Roll of Honour participants in the **exclusive AirSide Suite** in the superb "**AirSpace**" with your own **corporate parking space**
- seeing *Sally B* fly especially for you!
- entering your name into a draw for the once-in-a-lifetime chance to be trained as a crew, including an orientation flight in *Sally B**
- presenting you with a **Certificate** in recognition of your Roll of Honour participation

For more details telephone (01638) 721304, OR send your donation to: The B-17 Charitable Trust, PO Box 92, Bury St Edmunds, Suffolk IP28 8RR, reference "Roll of Honour" OR visit www.sallyb.org.uk Participants must be over the age of 18 and able.

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

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