



P7056 Club

Home of the Westland Whirlwind Fighter

Summer Newsletter 2021

First the sad news

McCLURE, John Edward

May 5, 1921 - July 24, 2021

On July 24, 2021 John passed away peacefully and is now reunited with the love of his life and wife of almost 73 years, Lucille Dorothy McClure (Nee Baker). They had the deepest of loves that even death did not "do part". Family meant most to John; he was a proud and loving father to Suzanne Kingston (Malcolm), and Doug McClure (Kathy). Adoring grandfather of Krys Kingston (Kim), Tanya (Lennie Laughlin) and Jenna (Duncan Gibson-MacLean). Dearest great-grandfather of Kagney and Kache Kingston, Johnathan and William Laughlin.

He lived a very full and accomplished 100 years. As an RCAF WWII pilot, he flew 155 missions in his Westland Whirlwind Fighter with 137 Squadron and was awarded the very rare DFC. In 1944 he was asked to be Aide de Camp to the Governor General (Earl of Athlone), followed by marriage to Lucille, 2 children, 3 postings to Europe, Staff College, training on the CF-100 jet fighter, and W/C of 410 squadron in Ottawa. He retired from the RCAF and moved to London Ontario where he worked at UWO, volunteered at many charities, helped form the 614 Air Cadets, and held one of the longest memberships at the Sunningdale Golf and Country Club - always trying to keep his score under his age (when he kept score).

A huge thanks to family members and friends who have enriched his life.

He will be missed deeply by all who had the honour of knowing him. A Celebration of Life will be held at a later date in London, Ontario. He will be buried alongside his sweetheart Lucille at Woodland Cemetery.

Thanks to the London Free Press Canada

John was a good friend to the project, always happy to tell a story or two.

I asked him once, how did the Whirlwind deal with the FW190? His reply was as follows.

“I keep turning keeping him in view over my shoulder, once he is in range, I throttled back dropped the flaps he overshoots and I dive away leaving him standing.”

All our thoughts go out to John and his family at this difficult time.

McCLURE John Edward DFC

Nationality: Canadian: S/n: J/15505 RCAF: Rank: Sergeant; Flight Sergeant on 2nd February 1942: Pilot Officer on 6th July 1942: Flying Officer on 24th January 1943: Flight Lieutenant on 20th June 1943: Squadron: 263: Flight: B: In: 9th October 1941 from 55 OTU: First Whirlwind Op: Not Operational: Out: 22nd October 1941 to 137 Squadron: Squadron: 137: Flight: B: In: 22nd October 1941 from 263 Squadron: First Whirlwind Op: 24th November 1941: Out: 20th June 1943 to 263 Squadron: Squadron: 263: Flight: B CO: In: 20th June 1943 from 137 Squadron: First Whirlwind Op: 18th July 1943: Out: 13th October 1943 Posted: Awards: DFC on 6th July 1943: {Appendix C} Hours: 182:25 on 156 Ops, 533 total: Claims: Ju.88 destroyed on 25th July 1942 in P7104 SF-V shared with W/O Robert Smith: Incidents: P7104 SF-V battle damage on 22nd July 1942; P7047 engine failure on 17th September 1943: Nickname: Mac: Remarks: Born in London, Ontario in 1921, he was one of twenty-six pilots who served with both Whirlwind Squadrons. His DFC was awarded for offensive operations with 137 Squadron and he later became Aide-de-Camp to the Governor and C-in-C of the Dominion of Canada on 23rd November 1944. A distinguished post-war RCAF career included Commanding a Sabre Squadron.



Copyright John McClure family

Club News

Our fuselage arrived at Pete Smith's workshop unannounced at 07:30 the other morning having been told by the shippers the night before that they can't find it.

Pete now has all the Whirlwind parts under his wing and once he is happy with the cockpit section, he will open the box and see what awaits him inside.



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Dartmoor update



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Three members of the team visited Dartmoor again on the hunt for the Holy Grail i.e., the two Whirlwinds that crashed/collided near Fox Tor.

Matt Bearman, Peter Lancaster and myself did a ten-mile trek across the moor and believe that we may have identified at least one place which could have been a crash site but we were unable to actually pin it down as such.



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We have a contact down on Dartmoor, who is really into finding these crash sites and as he's out on the moor most days, he keeps finding objects like these below:



Alloy disc (black)



Longeron or stringer?



Pressure vessel or Water/Oil separator for a compressed air system?

*Many thanks to Shamus McCaffery for the photographs.
Copyright belongs to him.*

News from around the Club

Jim Munro had an email from Timo Starkloff which I have copied here.

There are some R/c Whirlwinds flying, although not many. Most of them are small scale of around 1/12 with no landing gear. One very detailed plan is 1/5 scale, I know from one flying and another actually built in Germany. A few smaller ones with landing gear are also built and flown in Britain. But the Whirlwind surely deserves more publicity and therefore I'm trying to post additional information about planes & pilots beneath the building thread on two modellers forums.

<https://www.youtube.com/watch?v=zlQPk8JJiPI>

<https://www.youtube.com/watch?v=kuFqkCqJMYM>

From the pilots reports of the original and the few videos of models, it seems the start from ground is easy going very straight. Which is important for a twin engined model. With a single tail, two wheels and heavy nacelles, a smooth start especially with side winds can be difficult. The huge rudder and long tail of the Whirlwind seem to prevent this.

I think my Whirlwind is special because I have my focus on good flying characteristics and scale looks in the air. The outline is more important to me than counting rivets. CAD pictures of the Whirlwind Project and the few original drawings helped a lot for getting a good shape close to the original. And with special care for airfoils, weight and balance, I'll try to improve difficulties the other model designers had. Still there is much to learn from building this model and keep fingers crossed that everything goes well.

If the model flies fine, the next goal is to fly it in Normandy and Somerset. Due to a regular air-combat model contest near Caen, first task will be easy (they have a model airfield with two runways, suitable for big aeroplanes). Second will be more difficult but since the Whirlwind is detachable in several small parts, it should be possible to take it with me beneath all the holiday luggage.

Timo



Copyright Timo Starkloff

Club Nights

The club meetings have gone quite well, once I managed to get to grips with the video system. On average we have about 12/14 members attending and have enjoyed listening to George Wood retell his adventures during WW2.

Also, Pete Smith has kept us abreast of the progress he has been making with the cockpit section of P7056.

The next meeting is pencilled in for 20:00 on the 28th November 2021

Looking forward to seeing you all then.

Final word from Dartmoor



I think it's over here



Here we go again



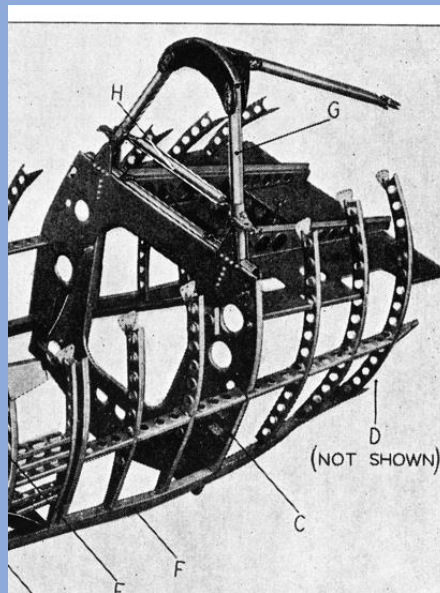
No! it's over here...

Build update.

Our main man at the toolface, Pete Smith, is indefatigable. A lot of the components he has made are starting to resemble fairly large parts of the cockpit assembly. Here are a couple of images of the accumulator tray attached (by Cleco pins for now) to the pilot's bulkhead – itself in a very-close-to-complete state. Pete's currently working on the crash pylon and its crown plates. Among other things..



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Here's a snippet from the relevant Air Publication

It's quite exciting to see parts that look hard to identify steadily come together into one built section of the cockpit. I hope you all have seen Pete's first Engineering update on YouTube... if not here is a link:

<https://www.youtube.com/watch?v=JmOZqQbsSFE>

Please Like and Subscribe!

AGM

Our AGM this year will be back at East Kirkby on the 9th of October 2021
starting at 13:00

Tea and biscuits will be available.

Everyone is welcome but only members can vote.

Gofundme

We now have another fund raiser going, so please help if you can,
either by donating or spreading the word about the project to like-
minded people.

<https://gofund.me/1b47d8b3>

With heartfelt thanks from the Project Secretary - Chris Hayward, the Membership
Secretary (Peter Lancaster) and the rest of the Whirlwind Fighter Project team for your
continuing interest, contributions and fee payments! Without you we wouldn't have gotten
this far.....

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