



# P7056 Club

Home of the Westland Whirlwind Fighter

Summer Newsletter 2022

## Headline News.

In recognition that the site for the display of our build and other Whirlwind parts is the Kent Battle of Britain Museum at Hawkinge, the Trust that runs the Museum have extended to P7056 Club members the offer of half-price entry. For adults the current cost of entry is £10, for seniors it is £9.00.

These prices are cut in half for card-carrying Club members in receipt of this Newsletter.

Good news, eh?!? It is a great Museum with lots to see – including an on-going restoration of a WW2 Heinkel, a Blenheim rebuild, and the developing and impressive monument ‘Spirit of the Few’. There is a lot more there. please go along and see.

<http://www.kbobm.org/>

## The Build.

## Flare Chutes

Since the last newsletter Pete has been more than busy finishing off the last interior details needed before he can skin the cockpit section.

The last major parts have been completed as you will see in the photograph sections below.

The flare chutes although not seen once the airframe is complete, have to be fitted, along with the cockpit brackets for the toggle switches, as it is all part of the original aircraft and will go towards the authenticity of our build.



You can just make out the door to the flare chute on the underside of the fuselage. Westland Aircraft Ltd



Flare chutes.  
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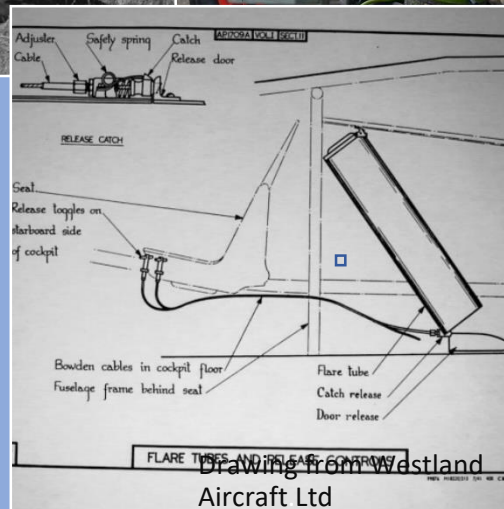
Spitfire being fitted with flares.



Flare chute exit doors fitted to P7056. Copyright WFP



Flare chutes fitted to P7056. Copyright WFP



Drawing from Westland Aircraft Ltd

More photographs after part 2 of our special feature.

**Part 2.**

**Thanks again to the Royal Observer Corps association, No1 Group Maidstone, for the information below.**

**SECOND PHASE –**

19th August to 5th September, 1940:      Enemy Strategy:

15. With this phase, enemy attacks began to turn to:

Inland aerodromes and aircraft factories;  
Industrial targets and areas which could only be classified as residential.

Attacks by day to the West of Sussex diminished markedly during this period, and greatly increased over Kent, Thames Estuary and Essex.

Enemy Tactics:

16. Possibly owing to the increased range of targets, to heavy losses which had been experienced, or to the wish to conserve them for other tasks, dive-bombing by Ju.87s was not employed during this period. Night attacks greatly increased in strength.

Method of Attack:

17. During this period the enemy modified his diversionary attacks against different parts of the country, presumably for the reasons that he had not found this method to pay - or because he had not the forces to spare. His attacks were, however, made on a wider front using a greater number of very high fighter screens and smaller formations.

Tactics of Enemy Fighter Cover:

18. Some formations of long-range bombers have been boxed in by close fighter escorts, some of which flew slightly above to a flank or in rear, others slightly above and ahead, with a third lot of fighters weaving between the sub-formations of bombers. On several occasions raids of this type barged through our first and second screen of fighters and reached their objectives by sheer weight of numbers, even after having suffered numerous casualties to stragglers and flank sub-formations. On several occasions, smallish formations of long-range bombers deliberately left their fighter escort immediately it was engaged by our fighters, and, losing height, proceeded towards objectives in the South or South-West of London without any close fighter escort. Most of these raids were engaged by our rear rank of fighters, either when about to bomb or when retreating, and suffered heavy casualties.

Employment of Our Fighters:

19. As the enemy penetrated further inland, we adopted the tactics of meeting the enemy formations in pairs of squadrons, while calling on Nos. 10 and 12 Groups to provide close cover for our aerodromes near London and for suburban aircraft factories West of London.

This arrangement enabled us to meet the enemy further forward in greater strength while giving a measure of close protection against enemy raids which might elude us at various heights.

20. On some occasions it therefore became practicable to detail a wing of two Spitfire squadrons to engage escorting enemy fighters, a while a wing of Hurricanes engaged the bombers.

21. The use of Hawkinge and Manston become rarer during this period, owing to the heavy scale of attack to which they were subjected, and the fact that squadrons were required to go into action in pairs and were consequently based together at inland aerodromes,

Volume of Flying by Fighter Squadrons:

22. to ease the load on squadrons the close escort of convoys was abolished, except for the unlikely event of a day passage between North Foreland and Dungeness. The flying hours therefore did not rise materially per day.

Casualties:

23. The heavy fighting much depleted many squadrons, and a number were withdrawn (and sometimes their ground personnel as well), for rest and training of new pilots, their places being taken by fresh squadrons from Northern Groups which had been comparatively inactive. It was again very noticeable that the heaviest casualties were experienced in the newly arrived squadrons, in spite of their being strong in numbers.

Results of Combats:

24. Results of combats were numerically satisfactory, although the enemy escort fighters engaged more closely and so reduced the number of enemy bombers turned back or shot down. Moreover, the latter were increasingly heavily armoured and in greater strength, also better handled than previously. The employment of more heavily armoured and armed bombers resulted in our casualties to pilots being high, and wastage in aircraft being very heavy.

Final part next newsletter

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### How to make dummy 20mm Hispano Mk1 Cannons and ammo drums

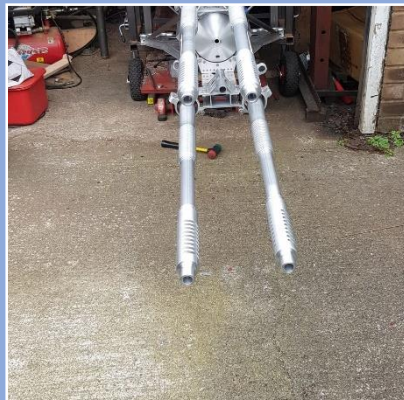
Component Parts



20mm Cannon Drums



Fitted to their cradle



After adonising





## Club News

Email from one of our members.

The News letter arrived today; it's a fascinating read and one that I am delighted to have for the work that has so far progressed on the Whirlwind is truly amazing. I am particularly delighted that the two Peregrines from the aircraft P6966 that came down in August 1940 near Stirling have been donated to the Kent Battle of Britain Museum for the Whirlwinds operational status during the Battle is not widely known. The aircraft was a particularly powerful presence, despite its small numbers, in the defence of the Rosyth naval base, central Scotland and in my view the defensive Stop line that ran from Montrose west to the Grampian lowlands. A flight of Whirlwinds was seen over Balmoral on 13th and 14th September 1940 for they had been "operating 'with 21 Squadron based in Lossiemouth; the flight is not shown in the 263 Squadron ORB but is recorded in the 21 Squadron ORB. S/Ldr Harry Eeles told me that he and my father along with F/O David Crooks were the Pilots flying these flights on both occasions.

I would love to visit the Kent Battle of Britain Museum if only to replicate the occasion when my Father took a photo of me as a little boy of 20 months standing in front of P6969 in its blast bay at Exeter Aerodrome around January 1941!!!

Thank you again for sending the Spring Newsletter, so nostalgic.....

Kind regards

John





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Below is an excerpt from 215q ORB recording the above-mentioned visit by 263 Sq to RAF Losimouth.

| Place.            | Date. | Time. | Summary of Events.   | References to Appendices. |
|-------------------|-------|-------|--|---------------------------|
| <u>LOSIMOUTH.</u> | 12th. | n     | W/I. practice and Z.Z. landings at Kinloss.  |                           |
|                   | 13th. |       | North Sea Sweep by 6 aircraft. Formation Z.Z. landing and W/I practices.   | Appendix "C"              |
|                   | 14th. |       | North Sea Sweep by 6 aircraft. Z.Z. practice at Kinloss.   | " " "H"                   |
|                   | 15th. |       | bombing on range. Night flying cross countries and circuits and landings.  |                           |
|                   | 16th. |       | Practice bombing - high level on sea markers. Formation practice.<br>1 aircraft crashed on taking off. The pilot, P/O. Carson, Observer Sgt. Manser, and 1 passenger AC. Adams were fatally injured. Sgt. Burton, W/Opt. A.O. was taken to hospital suffering from severe burns. |                           |
|                   | 17th. |       | Practice bombing and fighter affiliation exercises with Whirlwind squadron.  |                           |
|                   | 18th. |       | North Sea Sweep by 5 aircraft.   |                           |
|                   | 19th. |       | Target attack and fighter affiliation exercise carried out by 6 aircraft in box formation. Section bombing on sea markers.   |                           |
|                   | 20th. |       | fighter affiliation and target attack exercise by 3 aircraft. Also Z.Z. practices at Kinloss.  |                           |
|                   | 21st. |       | North Sea sweep carried out by 6 aircraft. Formation practice.   | Appendix "J"              |
|                   | 22nd. |       | North Sea Sweep carried out by 6 aircraft. Formation and bombing practice.   |                           |

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 Reference: **AIR 27 / 263**

Unfortunately, the last club meeting turned out to be a problem caused by me and Zoom, which meant that we had to re-schedule the meeting for one month later, for this I apologise to all those who took the trouble to sign in on that Sunday evening.

We had planned to show a video but Pete our engineer suggested that it would be better if we didn't as he had a lot to go through and he was correct. The meeting started at 20:00 with 16 members present and finished at 22:30 when Pete's internet went down.

Mind you we did cover a lot of ground, the main item was the fitting and construction of the cockpit canopy, the Flare Tubes and Guns which have been mentioned above and further additions to the cockpit frame work.

Pete was also able to answer several questions from the members.

The next meeting will be held on Sunday October the 2<sup>nd</sup> 2022  
Please add this date to your diary.

Member of the Aviation Heritage UK.  
Charity number EW37349  
Secretary. C J M Hayward, 57 Bramblefield Lane, Sittingbourne, Kent, ME10 2SX  
[whirlwindfighterproject@outlook.com](mailto:whirlwindfighterproject@outlook.com)  
Website- [whirlwindfighterproject.co.uk](http://whirlwindfighterproject.co.uk)