



Minutes of the AGM held at the Kent Battle of Britain Museum Trust
on Sunday the 20th November 2022.

Apologies.

Jim Munro, Tom Eeles, Matt Painter, Gunnar Olsen, Mike Clayton-Smith.

Minutes of previous meeting

Minutes were read and proposed by Pete Smith and seconded by Dave Smith.

Chairman's Report

Throughout the last year I have been amazed at the regular downloads of photographs showing the progress in the manufacture of the Whirlwind replica. I'm sure that had Teddy Petter been around he would have been astonished to learn that a full-size metal replica, exact in all respects, was being manufactured on a private property more than 80 years since the last Whirlwind rolled off the production line in the Westland factory. We hear of many aircraft of WW2 vintage being restored from a seemingly heap of scrap metal excavated from a crash site or found in a scrap yard, but never a complete build from scratch of such a rare aircraft. So enormous praise to all involved in this unique project. When I first heard of the project at an air display at Duxford a long time ago, I never thought much would happen. Glass fibre replicas are common and fairly easy to make, but a full-size metal replica would be another matter altogether. The progress made so far has been astonishing.

Nevertheless, I feel there is still a long way to go before The Pride of Yeovil is complete and on display for the public to see. Given that I am just as old as that last Whirlwind would have been, if it had survived to this day, it may well be that I will not see the day when the project is finally completed. As I get older, travel will become increasingly challenging. I would therefore urge that you consider seeking someone more youthful than I as Chairman to guarantee continuity to the end of the project, leaving me as a most interested bystander, perhaps Life Vice President.

Finally, I would like to repeat my admiration for what has been achieved so far. Well done, everyone.

Secretary's Report.

The last 12 months have seen this project move from strength to strength.

My main focus has been on fundraising which owing to the difficult financial climate we all find ourselves in has been more than a little problematical.

We manage to raise the funding for the Canopy from members along with some help from the Battle of Britain Museum Trust and this is now in Pete Smith's capable hands.

The funding focus is now to get the skinning of the Cockpit section finished and get the separate nose section formed. For this we need to raise £600.00 and any help would be appreciated. It is also envisaged that we need £1000 to get the rear fuselage assembled.

We have had several successful P7056 club meetings with the main focus being on the build rather than videos. I have passed over the running of the club evenings to Peter Lancaster as I am a totally useless with computers and Zoom.

Treasurer's Report

2022 Accounts Summary

Capital 28/09/2021 (End Date of last accounting period) **£2632.26**

Total Expenditure Non-materials £464.43

Website £318

Courier £43.44

Zoom meetings £19.19

AHUK Subs 40.00

Tooling 143.80

= £464.43

- Treasurer's note, website accounted for a disproportionate amount.

Total Expenditure Materials **£ 4,249.87**

Total Expenditure **£ 4,714.30**

Income from donations and memberships **£ 3,080.89**

Balance 31st Oct 2022 **£ 998.92**

Membership Secretary's Report

The Membership Secretary reported last AGM that at the end of the 2021/22 membership year (October – September) we had 38 Annual members and 10 Life members. Currently we have 40 annual members, and 14 Life members. Thus, membership has steadily grown to number into the 50s. Annual membership does fluctuate – but as some members inevitably do not renew membership, other support our efforts by joining the Club. For example, in the last year 16 new members joined and a good number have renewed (20 to be exact). We have also attracted four new Life members, three from the UK. The Membership Secretary treasures all members – but Life members are wonderful; he hasn't got to chase them for renewals! Our current membership (annual and life) encompasses members from Australia (2), New Zealand (3), the USA (3), France (1), Germany (1), Denmark (1) and Norway (1); there are 54 annual and life members. We have had 65 individuals purchase annual membership over the three years of the public membership scheme; clearly 24 have chosen not to renew at some point through that period. All those initial annual membership fees, subsequent renewals and the life memberships have added an important £6325 (minus PayPal fees, and approximately £200 in costs) to the project coffers - over the full three-year period of the membership scheme. During this last year we have continued to send regular Newsletters to all Members – one every quarter and we have had a few Club Nights whereby we invite all members to join in on a Zoom call where we have tried to give members more direct knowledge of those brave airmen that flew the Westland Whirlwind, and to give a first-hand account of how the progress is going of building the static replica of P7056 – the Pride of Yeovil. From time-to-time the Membership Secretary sends out interim notices to the membership if a particularly interesting or significant element of the build comes to pass. It is (still) hoped that, given the slowly improving health situation in this country, and round the world, some members can actually meet at air shows and such-like events! Map of Current UK members, by post code: With grateful thanks and best regards to all members, Peter Lancaster
Membership Secretary.

Engineer's Report

Several factors have impacted on the original build schedule which envisaged having the skeletal cockpit section on display at Kent Battle of Britain Museum for the 2022 season. Factors outside the WFP control;

(1) Covid pandemic

(2) Brexit.

Covid slowed many of our supply chains and restricted access for manufacturing equipment and processes. Most damaging to the project is the post-Brexit economic climate. The main impact being the 250% increase in the cost of aluminium. Given the project's limited finances it is essential that the project manages its resources against the scale of economics associated with a one-off build. Set against the project vision of reproducing an as-original whirlwind, not just a shell, and the economies of scale, it became clear that outsourcing the manufacture would not be a viable approach. A management decision was taken that the build would be undertaken in-house. This has allowed far greater progress to be made, not only in the cockpit section, but also in the fuselage in general. While incurring some slippage in the original displayed items timeframe, we are far in advance in overall progress. A few months were lost due to a technical issue relating to a main outsourced component, only discovered on the green assembly of the airframe. The cost of this re-work has had an impact on the budget for finishing the cockpit section with a cost approaching £600, funds now required for the cockpit skin material. Current Status;

1). All the main cockpit airframe components have been manufactured and assembled in at least a green state.

2). All the airframe sub-assemblies have been manufactured and assembled • Four main bulkheads • Accumulator tray • Rear under fuselage panel and skin

3). All the associated airframe structures have been manufactured, assembled and fitted to at least a green state • Port instrument bulkhead • Starboard instrument bulkhead • Centre instrument bulkhead • Lower instrument bulkhead • Cockpit coamings • Electrical compartment coamings • Electrical compartment cover and fittings

- 4). The windscreen assembly is complete and fitted in a green state • Windscreen frame • Windscreen side panels • Windscreen front cover • Front and quarter panel transparencies • Pilot's mirror and fairing
- 5). Ancillary equipment has been manufactured and completed and fitted in a green state • Radio mast and bracket • Flare tubes • Flare tube doors and latches • Hand hold flaps and equipment • Telescopic access ladder
- 6). Pilot Seat has been manufactured and fitted • Operating equipment • Leather Upholstery • Torque tubes • Upper armour
- 7). Canopy / Coupe The canopy has been outsourced and produced, awaiting fitting.
- 8). Coupe base plate and trackways have been manufactured and fitted. Work in progress to join coupe and base plate • Front roller track and rollers • Rear roller brackets, rollers, track.
- 9). Cockpit fit out. All instruments have been sourced or replicas manufactured. Instruments have been fitted green to all four instrument panels. • Control column • Rudder bar and pedals • Throttle boxes • Pitch boxes • Undercarriage and flap gate • Hydraulic hand pump • Elevator trim wheel and pulley • Rudder trim wheel and drive sprocket
- 10). Mk II gunsight manufactured and fitted.
- 11). Forward fuselage. The armament base plate is complete and fitted.
- 12). Armament support structure / casting is complete and fitted.
- 13). Armament air tank is complete and fitted.
- 14). Replica 20mm cannons are complete and fitted green
- 15). Drum magazines manufactured and fitted Work in Progress
- 16). Work has commenced on the rear fuselage. The upper fuselage skin panels have been rolled, trimmed and drilled. The lower panels have been rolled. Tee and channel stringers have been manufactured and are work in progress. Patterns and castings have been produced for the tail wheel equipment.
- 17). Completion of the cockpit and forward section. Work is now in progress to disassemble the green build for paint and final assembly. • The first stage to complete the airframe structure. • The second stage to manufacture and green fit the skin panels, paint and assembled.
 - Projected costs for the assembly stages and skin material £750 to £1000 • Completion early 2023, delivery to Kent Battle of Britain Museum March 2023
18. Future work • Nose fairing planned 2024/5? (non priority) • Rear fuselage

continuing with expected completion 2023/4. Projected cost of materials for completion £2,500 • Tail fin / rudder / elevators planned 2024/5 Projected cost of materials £5000 • Main wing spars planned 2025/6 Material costs at today's prices will require funds in the region of £10,000 to procure the raw billets required for the main and rear spars.

19). Costs of Engineering Work in house from October 2020 to October 2022 • The engineering costs at a commercial rate would be in excess of £400,000 • Direct sponsorship from Peter and Alma Smith for tooling, equipment and engineering consumables is in excess of £15,000 • Whirlwind Fighter Project (non-profit) has paid material costs of £6641.18 • Costs for Design and CAD work is not included • Sponsorship from the Kent Battle of Britain Museum is not included.

Peter A Smith BEng (Hons).

Lease of P7056

This was duly discussed and was signed by both parties.

P7056 is to remain in the custody of the Battle of Britain museum trust at the cost of a peppercorn rent (Yet to be discussed).

Fundraising

This was discussed and understood that further monies are required to be able to meet the needs of the construction and that further action will be needed to be able to finish what we started.

New sponsors welcome.

Election of new Chairman.

As you may have noticed from the Chairmans report, Tom Eeles has decided to step down, but we are delighted to announce that David Brocklehurst MBE has now taken his place.

We all thank Tom for heading our project, all be it for a short period of time.

A.O.B.

We are pleased to announce that Tom Eeles has now taken on the task of being our Honorary President.

Also, Jim Munro has been voted in as Honorary Vice President.

Both valued positions as they are both sons of 263 Squadron Commanders.

Jim Munro has kindly given us permission to use the transcripts from the interviews that were carried out by him and Peter Carpenter to be included in a book about the project, which will be written by Rob Bowater author of 263 and 137 Squadrons, "The Whirlwind Years". Rob is also the project archivist.

Dave Brocklehurst MBE will be having meetings with Dan Snow and David Jason in the near future.

Dave has also arranged for Aeroplane Monthly to include the Project in their "From the workshop" section in the magazine. This will be completed in the next couple of months.

The secretary has also arranged for an article in "Britain at war" magazine this will also be completed in the next couple of months.

Brian Barnes has an ID plate for a TR1133 radio, this will be fitted to a mock radio that Pete Smith will make, and will be added to P7056 in due course.

Finally, the Project team would like to take this opportunity to thank Pete Smith and his wife Alma for all their hard work and support for this project.

Honorary president Tom Eeles.

Honorary vice President James Munro.

Member of the Aviation Heritage UK.

Charity number EW37349

Secretary. C J M Hayward, 57 Bramblefield Lane, Sittingbourne, Kent, ME10 2SX

whirlwindfighterproject@outlook.com

Website- whirlwindfighterproject.co.uk