



*Minutes of the AGM held at the Kent Battle of Britain museum trust
on Sunday the 8th of October 2023.*

Apologies.

Jim Munro, Tom Eeles, Matt Painter, Mike Eastman, David Eadsforth.

Present

16 members

Minutes of previous meeting

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

Chairmans report

I would like to take this opportunity to thank all the team members especially Pete, Alma and Gunnar who have helped us to achieve our ambition of displaying our cockpit section in the museum. We all hope and expect to see the fuselage here next year. I would also like to thank our Patrons, with a special mention for Steve Vizard for the loan of the surviving parts of P6966 which were recovered from Scotland many years ago and has made this project one of the very few to succeed in its purpose.

Secretary's report.

With the completion of the cockpit section and its placement at the Kent battle of Britain museum trust a large step forward has been achieved. It has been a long road getting to this place and I as secretary would like to thank publicly all members of the team for their part in achieving this.

My main task has been trying to raise funds for the project so that we can continue what we have started. The main battle now is getting funding sorted out with the "GoFundMe" organisation. Over the past few years, I have used my personal bank account to accept donations from members etc and then passed it on to the Project account. Because of our tie up with the Kent battle of Britain museum trust I wanted to get donations paid into the project bank account to keep things straight. EASY! no way. I believe the problem is that we are a tiny charity that doesn't come under the cover of the Charity Commission but HM Revenue & Customs only. There is money in the account that we need so we may have to go back to the old way of me passing donations over to the project. I will just have to make sure that I construct a proper paper trail for authorities to follow if we ever need to.

Treasurers report

Summary of Accounts

Presented at AGM, 08/10/23

Balance Oct 2022	£1089.31
Income, donations, and membership fees	£4398.54
Expenditure: Materials -	£2,339
Expenditure Sundries (Transport, Comms, Postage) -	£628.67
AHUK Loan Repayment (Now settled in full) -	£1.040
	£- 4007.67

*Additional materials expenditure on P7056 by Kent Battle of Britain Trust settled directly by invoice between third parties and not covered by these accounts. -

SUM TOTAL VARIATION (Income minus Expenditure)	£390.87
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Balance 5th October 2023	£1,480.18
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Treasurer Notes: A solid year in which income more than matched expenditure despite enormous progress on the build by Pete Smith.

We also finished repaying the AHUK loan, making us eligible for further loans if needed going forward. The contribution of KBOB, with thanks to Dave Brocklehurst, was a separate contribution to the assembly and display of P7056 on their premisses, paid directly to Pete Smith and will be accounted separately.

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, at this AGM I can happily report we now have 50 current annual members and 20 Life members.

Thus, membership has steadily grown to number 70.

There has been a notable increase in the numbers of annual members who keep choosing to renew their memberships. This is a great benefit to the project's funding. Over 20 annual members have renewed at least 3 times – they are not 'lifers' but definitely qualify for the term 'old-lags'. Up to date – since the scheme opened in October 2019 – members have contributed a gross amount of £8600 in membership fees. A small number have donated other amounts (large and small) via our various fund-raising efforts; so, we can say the membership have supported us to the effect of over £9000 over the last 4 years. All members are highly appreciated for their contributions – but Life members are wonderful; the Membership Secretary hasn't got to chase them for renewals! Our current membership (annual and life) encompasses members from Australia (1), New Zealand (3), the USA (3), France (2), Germany (2), Denmark (1), Canada (1) and Norway (1). UK-based members make up the vast majority (55). During this last year we have continued to send regular Newsletters to all members, and we have had a few Club Nights whereby we invite all members to join in on a Zoom call where we have focused on giving 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 some members can 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,

Engineers report

The completion of phase one of the project.

The cockpit and forward fuselage have now been completed and delivered to the museum for display. A small number of internal items still require fitting and will be installed during the weekend of the AGM.

The weekend of the AGM will present an opportunity to finalise the templates of frame 10 to ensure that phase two will have the correct alignment with the cockpit section.

Additional work was commissioned by the museum to display an original Whirlwind artifact recently acquired by the museum at auction. A 20mm cannon from P6966 will now be displayed on a replica of a forward fuselage designed for a horizontal armament layout. This decision was taken through an engineering and cost analysis. The horizontal layout by design was a separate structure that bolted to the cockpit section. The operational stacked cannon arrangement relied on a substantial substructure of the front auxiliary spar. The WFP management team consider this arrangement to add to the display and illustrate the development of the Whirlwind, that would otherwise be unrecognised in its history. The commission was funded by the museum as a reciprocal arrangement to part fund phase two of the project. The alternate forward section is complete and will be delivered for display prior to the AGM.

Phase two. The rear fuselage.

Some prior work had been undertaken by outside contractors on the rear fuselage structure. While there are positives from this work, notably the rolling of the long one-piece fuselage planks, the work is very unfinished. There are several factors from this work that have also had a negative effect on phase two. Significant financial resources were expended on elements of this work that have not moved phase two forward. The management took the decision to take the work back and complete the fuselage in house.

Progress

A new adjustable jig has been constructed that will enable both upper and lower sections to be assembled on the same structure. The jig has also been designed to provide the transport fixture when the fuselage is completed.

New equipment has been manufactured to enable the compound curvature of the fuselage planks to be undertaken.

New formers have been produced direct off the 3D model to provide the correct form and contour of the fuselage; the formers will also act as the support cradle for the fuselage for transport and mating with the cockpit section.

Several pieces that were supplied to the contractor have been found to be damaged or missing, these will require replacement. The management has taken the decision not to approach the contractor about rectification or financial recompense. This has not been taken lightly, but with advice taken regarding the time intervals and lack of a formal contract, it would be highly unlikely of a successful outcome.

The build schedule and delivery are expected for completion prior to the museum's 2024 season.

Phase three. The fin. 2024/25

Preparatory work has been undertaken for phase three. The rear undercarriage leg and castings have been manufactured, along with the fin spar. Elements of the fin/undercarriage components are planned to be green fitted to the fuselage to ensure alignment and fitment prior to it being delivered to the museum.

The fitting of the rear fuselage to cockpit section is a complex procedure. Without the stability provided by the wing centre section special provision will be required to ensure that the joined structure will not be subject to forces that would create stresses that could deform the structure. A pre-planning and costing exercise will be implemented before the planned delivery and assembly.

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.

A.O.B

The Trustees after due consideration that because of

- A) Health and safety risks.
- B) you are not allowed to run engines in the hanger.
- C) and lack of any taxi way
- D) Cost

Engines will not be fitted to P7056, and the nacelles will be kept closed.

A new attempt to be made to approach the Lottery Heritage Fund to see if they can be of any help as we now have a cockpit section containing many authentic parts.

Pete's daughter Lauren will be asked to investigate how the project can earn money from our YouTube videos.

Nigel has asked about setting up a standing order to the project.

Loan from AHUK to be only in an emergency.

The project has been looking at holding a Whirlwind day with the possibility of members sitting in the cockpit. This of course brings its own health and safety problems and will need a full risk assessment as to whether it's possible.

Honorary President Tom Eeles

Honorary Vice president Jim Munro

Member of the Aviation Heritage UK

Charity number EW37349

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