Whirlwind Fighter Project

P7056 Club Newsletter
Summer Update 2024

Phase Two – completed!

It's done – the rear fuselage has been successfully connected to the cockpit/forward section.

The operation happened on the weekend planned: June 28-30th, 2024.

Here's a few(!) images – we hope each picture tells its own story.

PoB: All wrapped up with somewhere to go. About to leave Lancashire for the long haul to Kent.

There'd been plenty of thought put into the move and install: this was the detailed schedule for the fuselage that weekend:

Friday
1 Unload car and trailer.
2 Trim cockpit skin frame 10
3 Drill frame 10 for grommets
4 Strip out fuselage components
5 Fit control tube ends to cockpit tubes
6 Cut off fuselage jig extensions front and rear
7 Remove inter frame jig frames
8 Fit fin spar
Saturday
9 Position and level cockpit section
10 level and align fuselage
11 Align cockpit to fuselage
12 Match drill fuselage to cockpit 132 holes
14 Remove fin spar
14 Bolt fuselage to cockpit
15 Refit internal components and half bulkhead
16 Fit control tubes
17 Replace radio tray
18 Refit fin spar
19 Mark off rear control tubes
20 Remove fin spar
21 Cut control tubes.
Sunday complete the above if overspill required

Pete Smith with our precious fuselage…in the Kent Battle of Britain Museum car park.

The plan came together beautifully – pretty much everything happened in the expected order!

Getting closer…

Pete Smith instructing the Museum volunteers.
Your Membership Sec keeping well out of the way!

Very adjacent – looking like a good fit is acheivable! Tail fin spar fits perfectly… and there's room under the ME110 replica fuselage.

A wee bit of trimming of the cockpit fuelage skin (as planned) under way, prior to the fit of the fuselage.

Bolts going in to connect the cockpit and rear fuselage – clecos were put in all round and then replaced by bolts. It took time, and wasn't smooth-going but it's done.

A very proud-looking Chief Engineer with his creation.

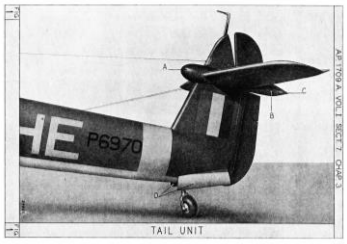
Phase Three.

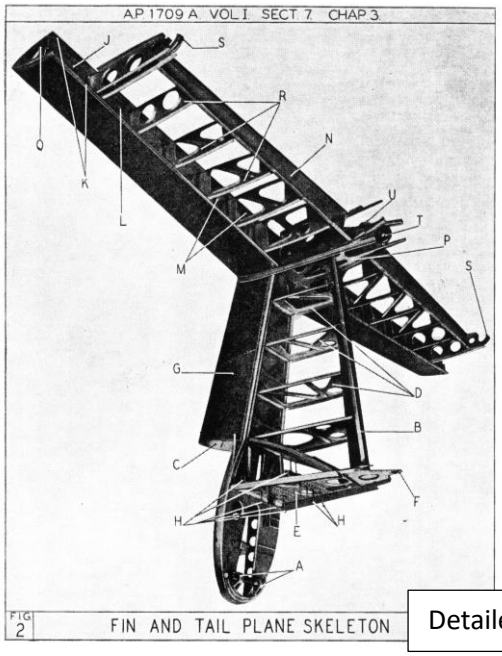
Phase 3 is already underway – which is fabrication and assembly of the tail plane. Pete spent necessary time ensuring that the tail – once constructed – will actually fit onto the rear of the fuselage, via the crucial tail fin spar! As he is manufacturing in one place and assembling in another 100's of miles away he, very thoughtfully, has ensured that there will not be an issue once the tail comes to be assembled with the rest of the airframe.

So the tail fin spar – made years ago by a third-party – was trial-fitted and found to be perfectly acceptable.

He has already made crucial internal components of the tail – and trial-fitted them to the fin spar. All is good.

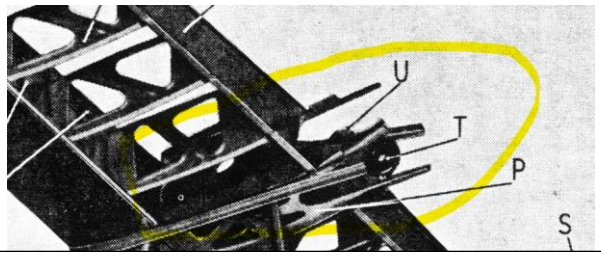
This what we are aiming for:



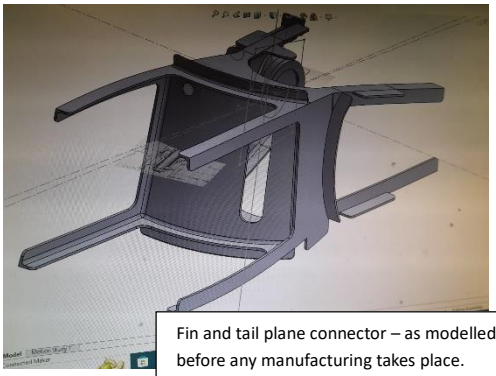


Detailed internal structure.

This is what Pete Smith has made so far. These are large structures!



Zoom into the AP drawing. The complex connector for the fin and tail plane. It also carries the rudder top pivot pin and the centre bearing casting for the elevator.



Fin and tail plane connector – as modelled before any manufacturing takes place.

Fin and tail plane connector – manufactured in separate parts and welded together.

Trial fit to the tail fin – at the workshop.

Fin spar to tail plane spar connector plate – along with the very long spar booms.

Underway now? Pete's in the process of making patterns for the rudder castings as we speak.
Join in on the next P7056 Club Night to hear and see all the fascinating details!

As usual the money pit needs topping up; if anyone can help it would be much appreciated – we need to fund a large number of rivets (amongst other things!) for the rest of the aircraft. Pete even made a collection box to go next to the airframe at Hawkinge!

There have been some notable donations of late – for which we are deeply grateful. All donations help and are appreciated – as the collection box plaque states each rivet costs £0.06. We need thousands. That's not all the financial requirements, of course.. by a long chalk.. but it's fun counting rivets, eh?

Another support opportunity is that Matt Bearman has put together is a shop for merchandise based on existing and new designs via Redbubble. He has also designed a new t-shirt that can be ordered through our shop on Redbubble and a special front-and-back design found on Zazzle. Links:

Redbubble:
https://www.redbubble.com/people/mattbearman/shop

Zazzle:
https://www.zazzle.co.uk/whirlwind_all_proceeds_to_the_wfp_t_shirt-256569073429956433

Both are on our website.

Our very own Rob Bowater modelling a Gruffy t-shirt. If you know, you know…

Easyfundraising (for UK members) is another easy way of supporting the project; and it doesn't cost you a penny!

https://www.easyfundraising.org.uk/causes/whirlwindfighterproject

Thank you all for your support so far – we can't do this without you.

Peter Lancaster/Chris Hayward

Membership update: 20 lifers and 54 annual members!

Winner – 2023 Robert Pleming Award for Innovation from Aviation Heritage UK.

Honorary President Tom Eeles
Honorary Vice president Jim 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- whirlwindfp.org