

Whirlwind Fighter Project.



Whirlwind Fighter Project 2025 AGM 26th of October 2025.

Held at 17:00 at Kent Battle of Britain Museum Trust.
22 members including team present.

Agenda:

- 1 Open meeting
- 2 Acceptance of previous mins
- 3 Constitutional amendments
 - Change to a Board of Governance
(a Charity Commission recommendation)
 - Change of accounting year end
(for Charity Commission compliance)
- 4 Chairperson's Report
- 5 Secretary's Report
- 6 Treasurer's Report
- 7 Member Secretary's Report
- 8 Engineer's Report
- 9 Questions from members
- 10 AOB.

Minutes of previous meeting were read and proposed by Peter Lancaster and seconded by Dave Brocklehurst MBE.

Amendments to the Whirlwind Fighter project constitution regarding Board of Governance and end of financial year were proposed by Pete Smith and seconded by Peter Lancaster, and voted through.

Chairperson's Report

The Westland Whirlwind Fighter Project has had another excellent year with the completion and installation of the lower tail section and on programme, thanks to the ongoing hard work and genius of our Chief Engineer Pete Smith. The Project's sincere gratitude to Pete and Alma Smith for all they do for us and being our biggest financial supporter of the project by supplying all their time FOC. In reality if we were paying a commercial business to undertake this work it would have already cost millions of pounds to get to this stage.

The Trustees have recognised and addressed several important factors this year which has strengthened the Project.

Firstly, we have applied and been granted Official Status as a Registered UK Charity and thanks to Chris Hayward for progressing this. We have also become a Board only Management Organisation in line with the Charity Commission and HMRC recommendations.

We are very pleased to welcome Lauren Smith to the Project (daughter of Pete and Alma) who is advising us on all financial issues and has been co-opted as a non-voting board member and as a Finance Director to ensure compliance with everything associated to the Charity Commission and HMRC. She has played an important part in resolving ongoing financial issues with PayPal. Thankfully now resolved.

We identified earlier this year the excessive increase in aluminium costs caused in part to US tariffs which lead us to purchase the majority of the aluminium required to produce the centre section. This is probably at least a year before most of the material is required for the build, but as we had the finances in place we decided to purchase before the price increased any further, potentially saving the Project hundreds of pounds.

We reviewed our Social Media presence at the beginning of the year and Rob Bowater (thanks for all the photographs) and I are now posting daily updates using the No. 137 and No. 263 Squadron Operational Record Book entries to provide a daily diary. This, together with posts on the advancing build, has meant that our Facebook profile has been raised substantially throughout the year. One of most recent posts on the 3D printed engine has been viewed 59,000 times, with 93 comments, 1,100 likes and shared over 40 times. Currently the WWFP Facebook Page has been viewed over 208,000 times in the last twenty-eight days. Hopefully this will generate more interest in the build and donations to help fund it. It has certainly been picked up by several Aviation Magazines, Website, and Aviation Facebook Pages who now share some of our posts.

Aviation Magazines such as Aeroplane Monthly have posted updates on the build in their News Feature sections twice this year.

The Kent Battle of Britain Museum Trust, our partners in the Project (and of whom I am also Chairman) support and underwrite the Project as always. This year their support had include commissioning Jamie Clark of MerlinsRus to 3D print the two Rolls Royce Peregrine engines, the first of which arrives this weekend and just before the AGM. This equates to thousands of pounds of sponsorship. Our sincere thanks to Jamie Clarke of MerlinsRus as he has not only printed the engines but has also taken on the finishing and painting of both engines on our behalf.

Secretary's Report

It's been a very good year for the project, with the bottom half of the tail now fitted.

2 of 3D printed Peregrine engines to add to the display.

The P7056 Club has been successful with more members attending to get updates from the horse's mouth - so to speak.

Also, a first-class flying model of P7056 from Timo.

The quarterly newsletter has been well received by members of the project, many thanks to Peter Lancaster for proof reading and layout management.

With even more news and progress to come over the next 12 months the future is looking very bright.

Thanks to all who support us.

Treasurer's Report

The account remains healthy, with several large individual donations adding considerably to the balance – for which we would like to express our gratitude. As previous, the large majority of our expenditure has been upon materials. Donations are via PayPal buttons on our website, where we express our intention to spend monies collected in this way on materials. Donations have covered our materials outgoings to date. Considerable difficulty was encountered with PayPal as an organisation, temporarily restricting our income earlier in 2025 through the withholding of funds and the disabling of online payment facilities. This is reflected in the imbalance of income against expenditure over time in the table below. This has now been resolved and all monies paid into our bank account. Previous to the PayPal disruption, membership fees were also payable online. However, to avoid further disruptive interventions from PayPal this facility has been removed, and prospective members are encouraged to contact the Membership secretary in the first instance, where bank details will be shared. The Treasurer would welcome discussion as to how we proceed with membership applications and payments in the future. Meanwhile, the current PayPal 'Donate' buttons and donations page are working well. The Table below is a summary of income against expenditure across our past financial year – Q1 and Q2

Combined, Q3 Summarised and Q4 by Month. It does not represent formal accounting.

September 30th 2024				3,820.89
	Income	Outgoing	in-Out	
			-2,310.25	
Q2 March 31st 2025				1,510.64
			62.45	
Q3 June 30th 2025				1,573.39
	305.25	835.55		
Q4 July 31st 2025			-530.30	1,043.09
	962.29	16.79		
Q4 August 30th 2025			945.50	1,988.59
	1,362.71	16.79		
Q4 September 30 th 2025			1,345.92	3,334.51

Current Bank Balance as of
26/10/25 = £3,350.23
 Awaiting (automatic) transfer
 from PayPal = £98.40

Matt Bearman, Whirlwind Fighter Project Trustee, October 2025.

Membership Secretary's report.

The Membership Secretary reported last AGM that at the end of the 2023/24 membership year (October – September) we had 50 Annual members and 20 Life members. At this AGM I can report we currently have 53 current annual members and 26 Life members. There's always those who chose not to carry on with us on the project but 4 new members have joined just in the recent months. Thus membership has increased steadily at numbering 79 overall. Enquiries are coming in regularly. Membership has become even more globally disparate as our recognition has spread – we now have members from Czechia, and additional members from France, Australia, the USA and Canada. This is in addition to membership that spreads as far as New Zealand. Overall our current membership (annual and life) encompasses members from the UK, New Zealand, the USA, France, Germany, Denmark, Canada,

Norway, Czechia and Australia. UK-based members make up the vast majority – 66 out of 79. Up-to-date – since the scheme opened in October 2019 – members have contributed substantial amounts to the project in membership fees. A small, but significant number have donated other amounts (large and small) via our various fund-raising efforts; some of these have been regular amounts (monthly to the bank) or irregular amounts as people are so moved - all of which together have boosted our funds considerably in the last year. During this last year we have continued to send regular Newsletters to all members and we have had regular 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 reproduction of P7056. 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. As for communication with members – we have focused heavily on using gmail – and are trying to build a WhatsApp (broadcast-only) chat if members want to join that. If we get a good number joined up. I will start sending more frequent updates ‘from the workshop’. With grateful thanks and best regards to all members,

Peter Lancaster. Trustee and Membership Secretary.

Engineer's Report

2024/25 has been a highly productive season for the progress of P7056.

- The lower fin rear fuselage and tail wheel bay have been completed.
- All internal components for the flight control systems are fitted.
- The tail wheel oleo strut is fitted and locked in the deployed position.
- Undercarriage doors are manufactured, fitted and connected to the oleo strut.
- The tail wheel is refurbished and fitted.
- The retracting tail wheel and doors are fully functioning.
- The lower fin structure has recently been fully assembled and fitted to the fuselage.
- P7056 is now sitting on an original tail wheel.

- Concurrent with the production and fitting of the lower fin, a great deal of work has been undertaken to ensure fit and alignment of the rudder, upper fin and tailplane.
- The rudder spar, nose skin and rudder horn balance, complete with rudder pivots have been manufactured and test fitted to the fin.
- The upper fin spar and horn balance screen and internal structure are manufactured and green fitted to the tailplane and lower fin connector.
- The tailplane to fin connector structure is complete and test fitted to the lower fin, upper fin and rudder to ensure alignment and assembly to the fin structure.
- The tailplane spar booms and spar shear webs are manufactured and fitted to the connector structure.

Continuing Programme of Work 2025/26

The work programme will concentrate on the internal tailplane structure and skinning the rear rudder structure and skin, the completion of the upper fin skin. In conjunction with the manufacture of the tailplane, manufacture of the elevator will commence to ensure fit and alignment. To allow for assembly of these large sections, completion and delivery is planned for the Museum's closed period from November 2026.

The project has moved forward on several fronts. Through negotiation the WFP has obtained a large amount of material to begin manufacture of the centre section of the main plane.

- The WFP has obtained the main and rear spar material at a heavily discounted price.
- Donation of the tubing for the main engine bearers and main undercarriage.
- Donation of a large stock of casting aluminium.

The overall nett saving to the project is in excess of £7k, the latter two being at zero cost. Commensurate work. With some internal defining of the original model produced by Rene Peters and Gunnar Olsen to support the revolving propeller shaft and brackets, Jamie Clark of Merlins R Us working with the WFP and the Kent Battle of Britain Museum, has completed the first Peregrine engine to display standards.

Jamie has commenced work on the second engine. KBoBM are sponsoring the two engines at a saving to the project of many thousands of pounds.

Pete Smith.

Questions to the team

The members present were given the chance to question the team members about any aspects of the build that they wanted.

AOB.

PayPal was the main topic of conversation, and it was decided to leave it as it was unless PP started to create too many problems for us like withholding payments again.

Meeting closed at 18:15

Date of next AGM to be advised.

Honorary President Tom Eeles (Group Captain ~~Rtd~~)

Honorary Vice President Jim Munro

Member of the Aviation Heritage UK

Registered Charity number 1212316

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