



Mission for America

Semper vigilans!
Semper volans!

The Coastwatcher

Newsletter of the Thames River Composite
Squadron
GON
Connecticut Wing
Civil Air Patrol

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SCHEDULE OF COMING EVENTS

March

10 MAR-Commander's Call-BDUs
17 MAR-Blues-Module 2
21 MAR-SAR Aircrew Training
24 MAR-Emergency Services-BDUs
31 MAR-Emergency Services-Special Program

FOR FUTURE PLANNING

12-18 APR-RIWG Encampment
10-17 APR-DC Trip (Tentative)
18 APR-CSRRA High Power Rifle Clinic
09 MAY-Wing Rifle Competition
16 MAY-Westover Trip
20 JUN-Rocketry Contest (Tentative)
27-28 JUN-RING Open House-Quonset, RI
4-11 JUL-CTWG Cadet Encampment
10-18 JUL-NER Staff College
16-17 OCT-CTWG Conference and Cadet Ball

CADET MEETING MINUTES

03 MAR, 2009

C/2Lt Jonathan Scannell called the Squadron to order and conducted the opening ceremonies.

Lt Wojtcuk led a discussion about the reorganization of the Cadet section. The Cadet component now consists of one flight and three elements. C/2Lt Scannell remains as Cadet Commander. S/MSgt Molinari will be his deputy and Shawn East is First Sergeant. The three element leaders are Cadets Alexis Wojtcuk, George Abbiati, and Abigail Wojtcuk.

The Squadron then split into three groups. Lt Wojtcuk conducted testing, Cadet Lexie Wojtcuk supervised construction of "Junk Rockets" and "Fizzy Flyers." Captain Rocketto led a study group reading and taking notes for the Redstone Phase written test on the history of rocketry.

AIRCREW TRAINING

The Squadron will conduct aircrew training on Saturday, 21 March. Those interested in participating should contact Lt Farley at farleyjscott@aol.com.

THE GOLDEN AGE OF FLIGHT II

The Seversky P-35
by
Cadet Shawn East

The "Golden Age of Flight" refers to the period between the two World Wars. Aircraft developed from the World War I rotary engine wood and fabric open cockpit machines to the the prototypes of the metal structured, close cockpit, retractable gear planes familiar to students of World War II.

Our featured aircraft is the Seversky P-35, a little

known aircraft that was a progenitor of a famous aircraft of the Second World War. In 1936 the United States Army Air Corp placed an order with Seversky Aircraft for 77 of the planes. The planes were delivered in in July of 1937. The first production P-35 had fully enclosed wheels and could carry up to 300 pounds of bombs. It was also a fast plane with a top speed around 250 mph. A few of these planes were purchased by civilian pilots for racing and they preformed well. The plane had a 1200 horsepower Pratt and Whitney R-1820 Twin Wasp engine and was armed with two 30 caliber machine guns in the nose and two 50 caliber machine guns in the wings. The P-35 was the first all metal monoplane with retractable landing gear accepted by the Army Air Corps and cost the US government a hefty \$150,000 each.

Maj. Alexander Seversky was a Russian ace in WW1 and had lost a leg after a crash. When the Communist assumed power, he was serving with a military delegation in the United States and declined to return to his homeland. He acquired US citizenship and, in 1931, founded the Seversky Aircraft Company based at Farmingdale, N.Y. The initial design teams were made up of Russians that Alexander had recruited from Russia most notably, his chief designer, Alexander Kartveli. Under Kartveli's direction, the company produced a series of experimental designs culminating in the SEV-1XP which after installation of a more powerful engine and other modifications became the P-35 and earned the company its first government contract. However, in 1939, large financial losses by the company caused the Board of Directors to force Seversky's resignation and the company was reformed as Republic Aircraft. Kartveli remained and the P-47 Thunderbolt, F-84 Thunderjet, and the F-105 Thunderchief were all attributed to his design genius.

The US. Army received another 120 planes in early 1940 and many were sent to the Philippines were they were put into front line use with US

and Filipino air crews. The Japanese caught many of these aircraft on the ground when they attacked the Philippines on 8 December, 1941 but the remaining aircraft served creditably against overwhelming odds.

The P-35 also operated with a number of other nations including Sweden, Ecuador, Colombia, Russia, and Japan. In 1938 the Japanese Navy bought 20 P-35s making them one of the few American built aircraft used by the Japanese in the Second World War. The Russians bought two planes and the license to produce them in Russia but it is unclear weather any were ever produced.

Most importantly, the P-35 and its successor, the Republic P-43 Lancer, were the models which led to the P-47, the fighter procured in greater number than any other by the US Army Air Force in World War Two.



Several of these aircraft still exist. One in the Planes of Fame Museum in Chino, California. Another is in the Museum of the United States Air Force and one is undergoing restoration to flying condition in Florida. The Swedes also maintain a P-35 in flying condition to honor the contribution made by the P-35 to the defense of Sweden.

