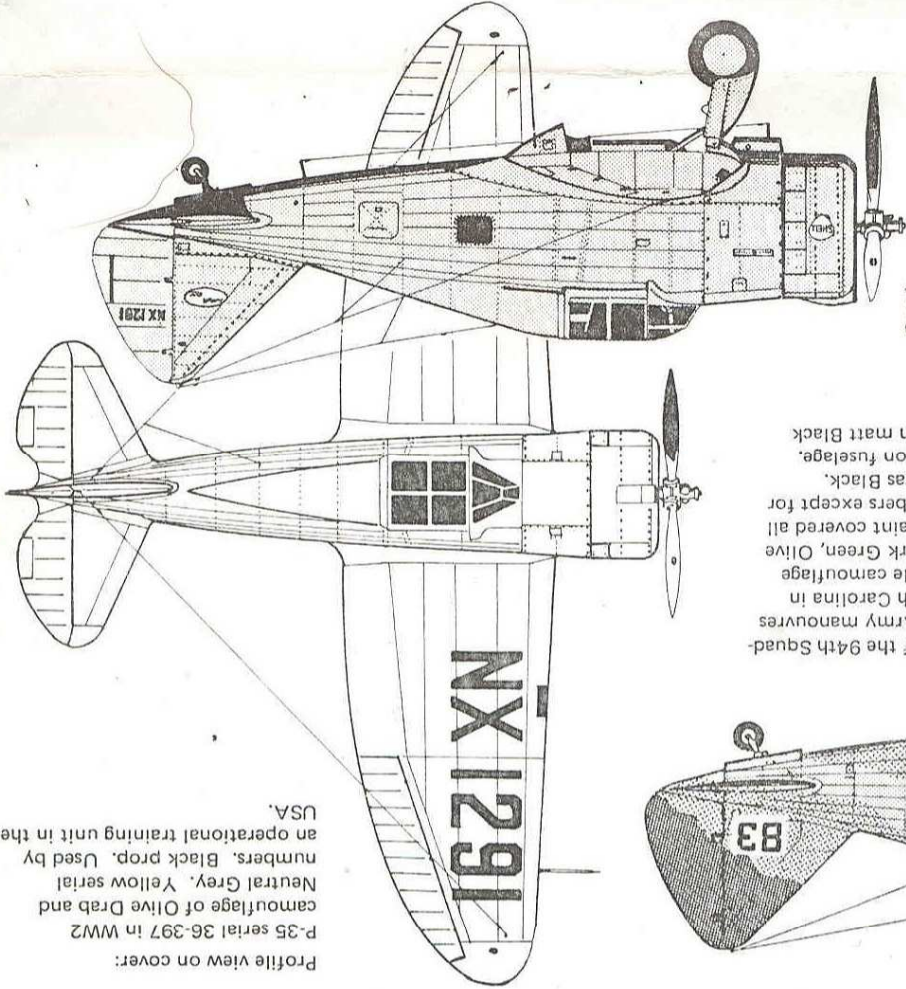
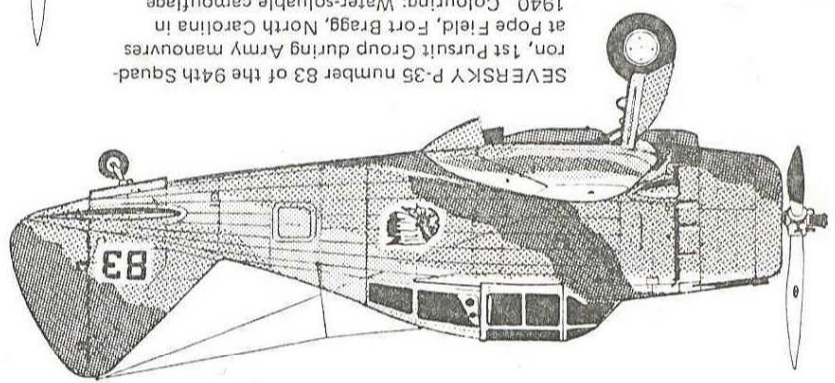


SEVERSKY SEV-DS a 'civilian' P-35 built specially for Jimmy Doolittle in 1937 and used by him as fast transport for Shell Oil Co. activities. Colouring: Polished metal finish overall. Black registration number NX1291 under port wing, above starboard wing and on rudder. Yellow and Red Shell Oil Trademark on sides of motor cowling. Sevsky inside windscreen is Grey.



SEVERSKY P-35 number 83 of the 94th Squadron, 1st Pursuit Group during Army manoeuvres at Pope Field, Fort Bragg, North Carolina in 1940. Colouring: Water-soluble camouflage applied overall in patches of Dark Green, Olive Drab, Grey-Mauve and Sand. Paint covered all national insignia and serial numbers except for aircraft number on tail which was Black. Squadron insignia was retained on fuselage. Airscrew blades were Silver with matt Black rear



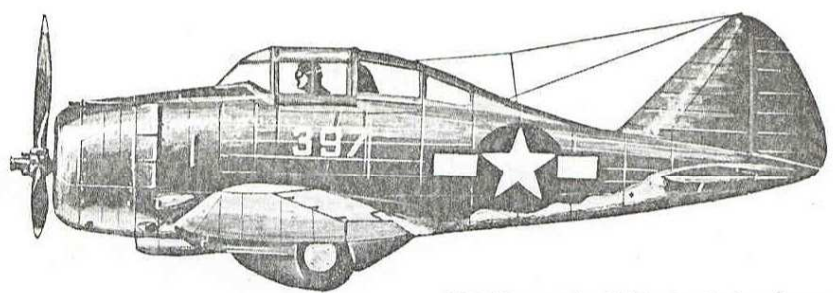
Profile view on cover: P-35 serial 36-397 in WW2 camouflage of Olive Drab and Neutral Grey. Yellow serial numbers. Black prop. Used by an operational training unit in the USA.

# Seversky P-35

# RAREplanes



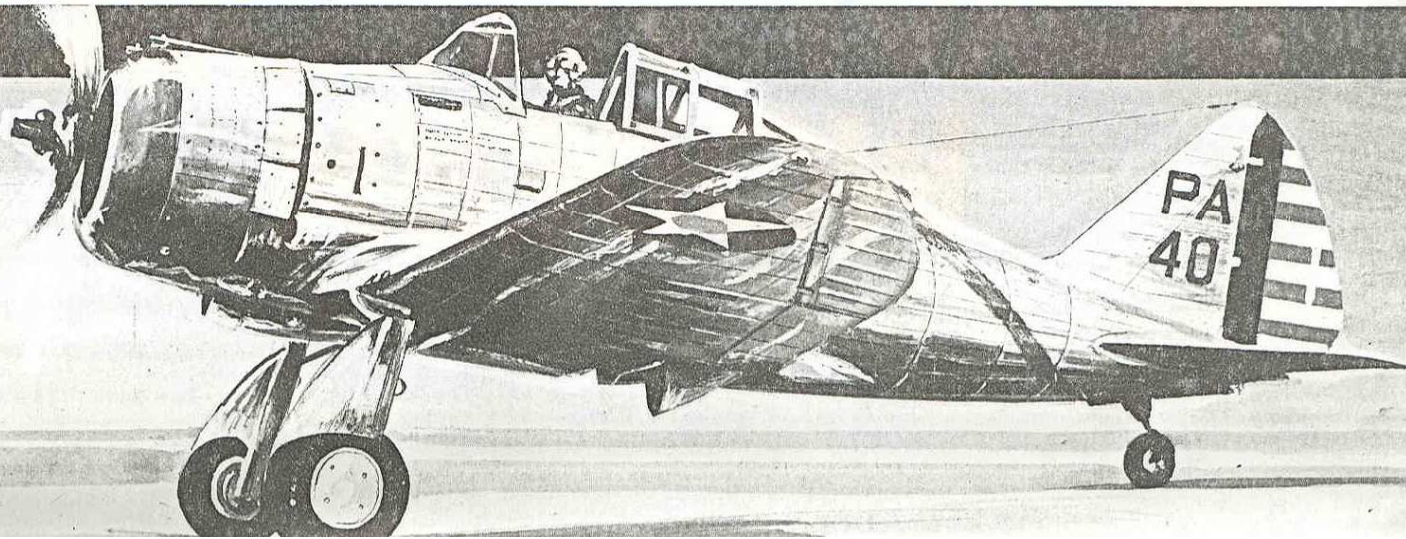
1:72 SCALE VACUUM-FORMED PLASTIC MODEL AIRCRAFT KIT



PRIDE OF THE PURSUIT PLANES —

# Seversky P-35

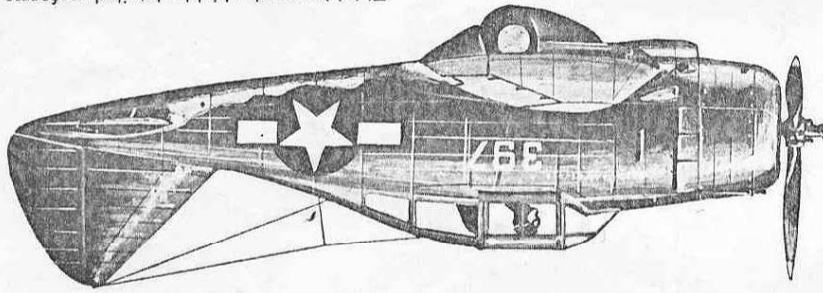
This kit contains highly detailed vacforms moulded in styrene, clear transparencies, multi-view scale plans, picture and article references, colouring and marking details. You to add decals of your choice.



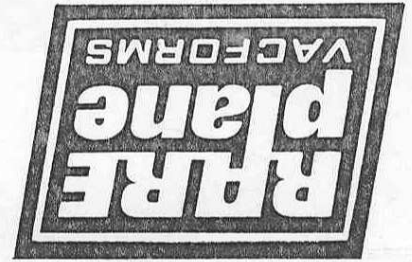
# Seversky P-35

PRIDE OF THE PURSUIT PLANES -

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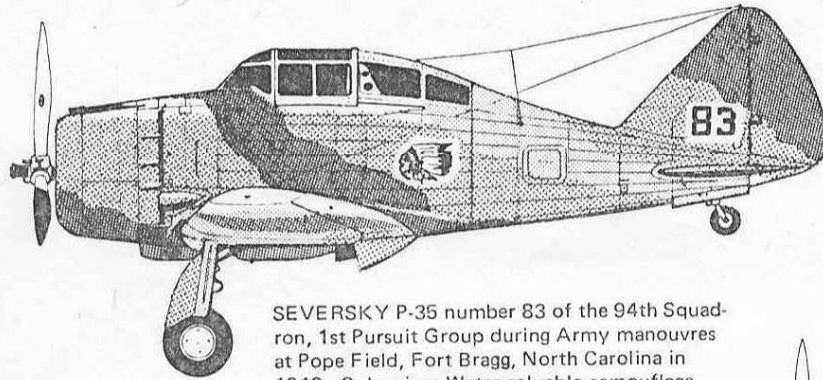


1:72 SCALE VACUUM-FORMED PLASTIC MODEL AIRCRAFT KIT

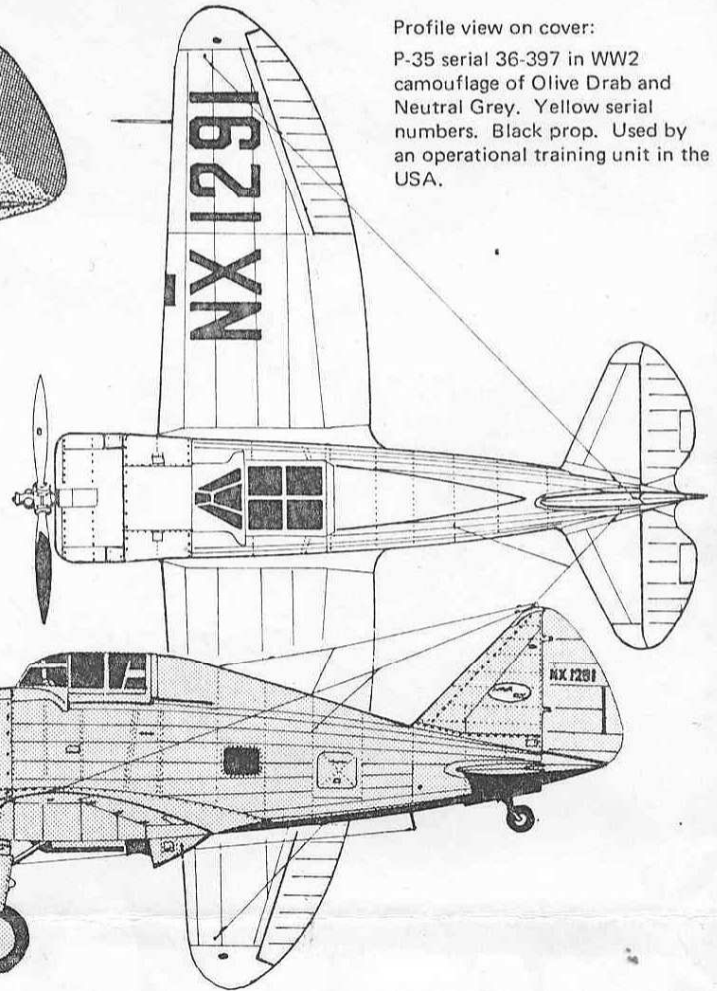


RAREplanes

Seversky P-35



SEVERSKY P-35 number 83 of the 94th Squadron, 1st Pursuit Group during Army manoeuvres at Pope Field, Fort Bragg, North Carolina in 1940. Colouring: Water-soluble camouflage applied overall in patches of Dark Green, Olive Drab, Grey-Mauve and Sand. Paint covered all national insignia and serial numbers except for aircraft number on tail which was Black. Squadron insignia was retained on fuselage. Airscrew blades were Silver with matt Black rear



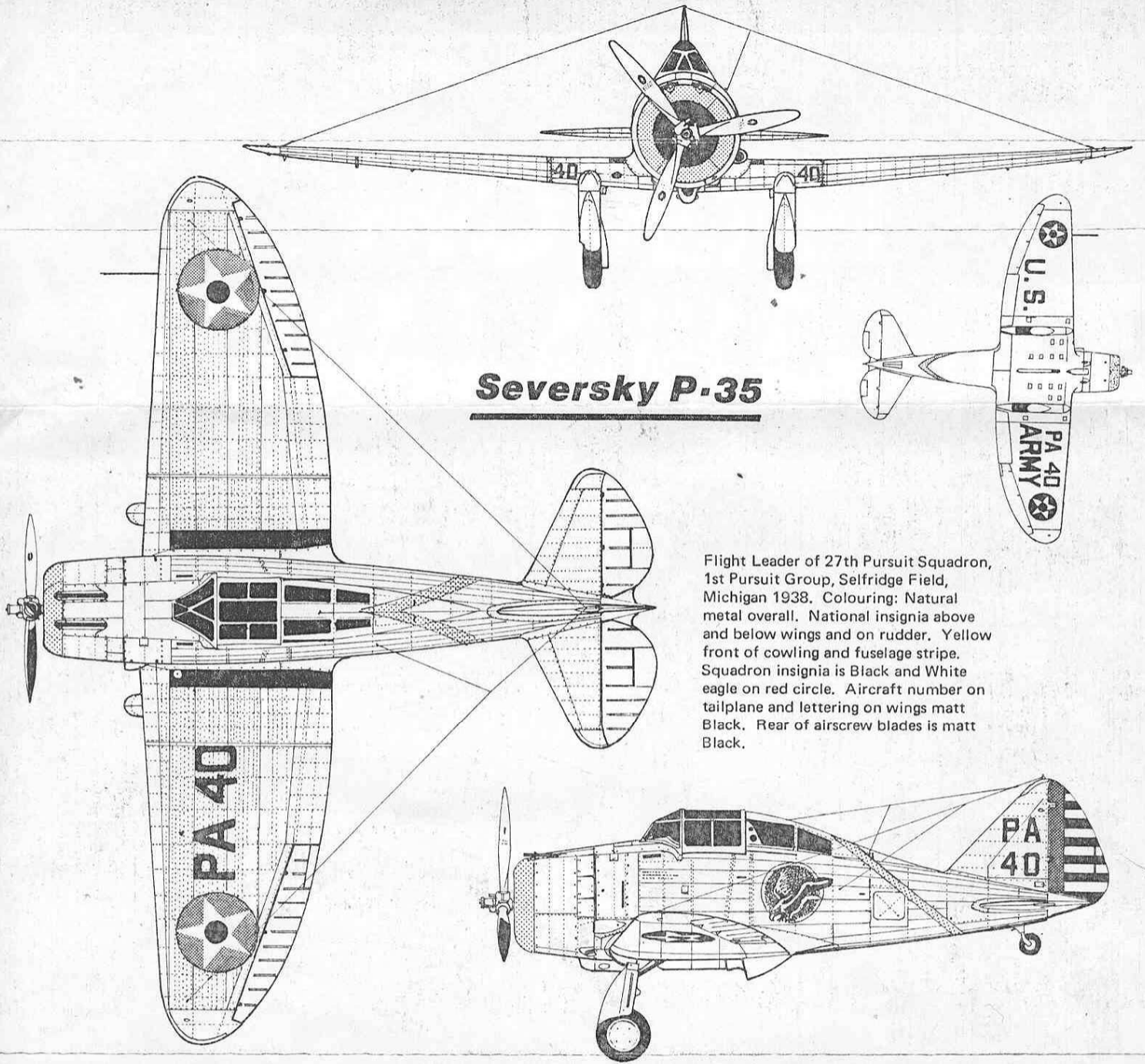
Profile view on cover:  
P-35 serial 36-397 in WW2 camouflage of Olive Drab and Neutral Grey. Yellow serial numbers. Black prop. Used by an operational training unit in the USA.

SEVERSKY SEV-DS a 'civilian' P-35 built specially for Jimmy Doolittle in 1937 and used by him as a fast transport for Shell Oil Co. activities. Colouring: Polished metal finish overall. Black registration number NX1291 under port wing, above starboard wing and on rudder. Yellow and Red Shell Oil Trademark on sides of motor cowling. Seversky trademark in oval shape on tailplane. D/F loop inside windscreen is Grey.

Published references on the P-35 fighters:

Aero Album Winter 1968  
Air Classics February 1968  
RAF Flying Review May 1961  
Seversky Pictorial: T K Johnson Enterprises

Scale Models by Wylam Book 1  
US Army & Air Force Fighters: Harleyford  
US Military Aircraft since 1909: Putnam  
Wings October 1971



## Seversky P-35

Flight Leader of 27th Pursuit Squadron, 1st Pursuit Group, Selfridge Field, Michigan 1938. Colouring: Natural metal overall. National insignia above and below wings and on rudder. Yellow front of cowling and fuselage stripe. Squadron insignia is Black and White eagle on red circle. Aircraft number on tailplane and lettering on wings matt Black. Rear of airscrew blades is matt Black.

### GENERAL CONSTRUCTION NOTES

Trim each moulded part from the sheet with a sharp craft knife or just score round shapes with a blade, breaking away excess plastic with fingers. Rub the cut edges of all components on a flat sheet of wet-and-dry sandpaper, removing enough plastic (approx 1/2mm) to ensure that centreline joints are perfect; use plenty of water so that a smooth, abrasive action is carried out. Where more plastic is to be removed, such as at the wing and tail trailing edges, use a flat file or scrape the plastic with a knife, but do this only on the inside otherwise all surface detail will be lost. Make sure that a sufficiently slim airfoil shape is obtained on the flying surfaces before attempting to cement parts together.

Before assembly, add and paint internal fuselage details — pilots and seats are the necessary items as little else can be seen in the tiny cockpits. Now align fuselage halves, using thin strips of sticky tape at strategic points to hold joint tight, liquid polystyrene cement is now flooded into the joint. When dry, remove the tape and brush more cement into the joint. Smooth all joints when dry with sandpaper but be careful to check with the plan that shapes and contours are correct. When a part is complete, brush a full coat of liquid cement all over to restore a glossy surface on the plastic.

Cut transparency with sharp scissors and blade. Trim carefully to fit on fuselage. Fix in place with white PVC glue or clear impact adhesive.

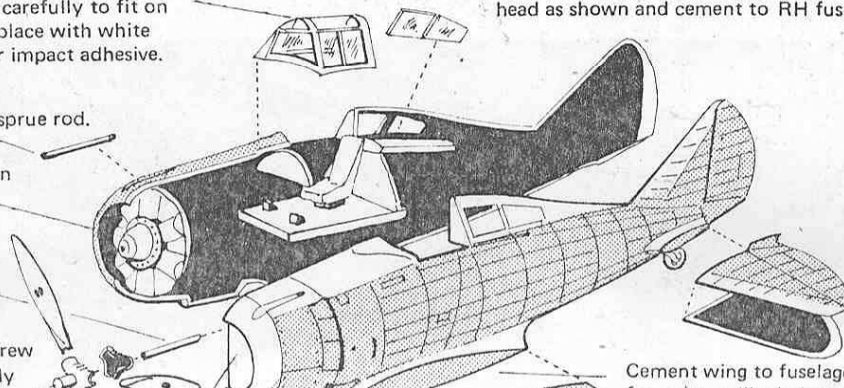
Cut away cockpit opening. Assemble seat, floor and bulk-head as shown and cement to RH fuselage.

Add guns from sprue rod.

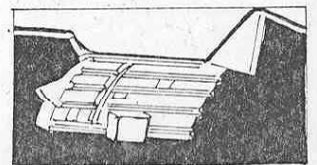
Cement engine in RH fuselage.

Use thin rod for prop shaft.

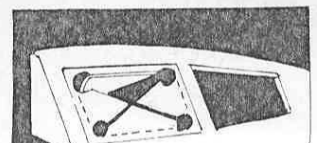
Fill rear of airscrew blades with body



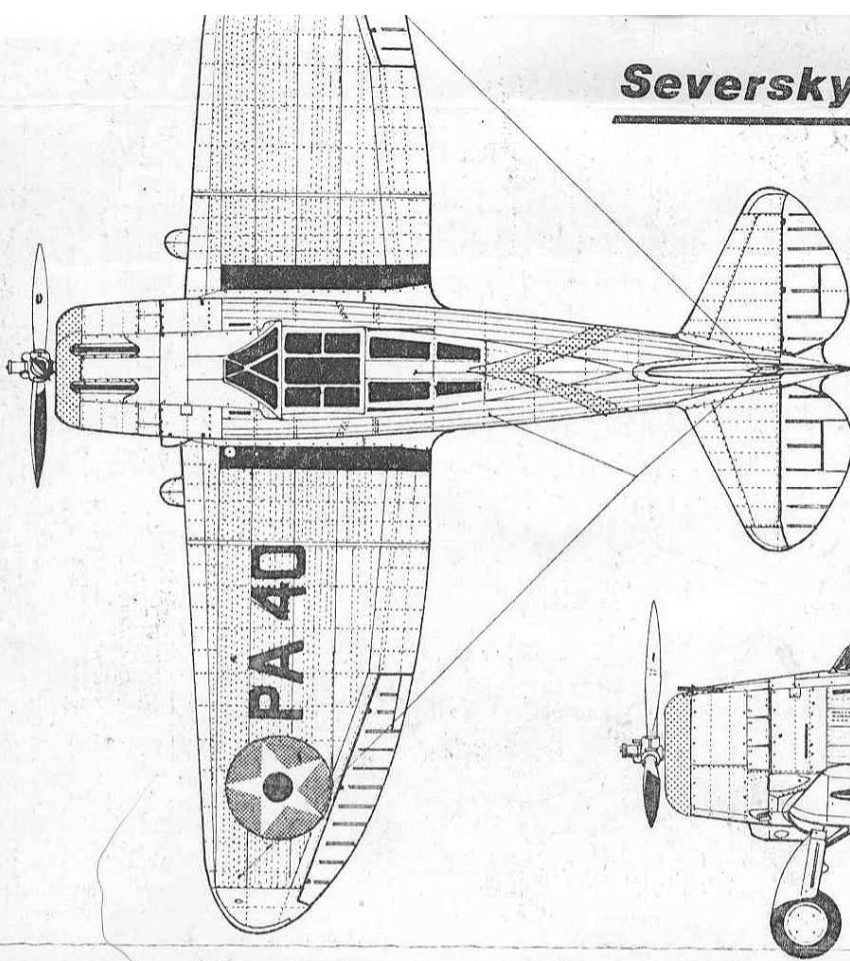
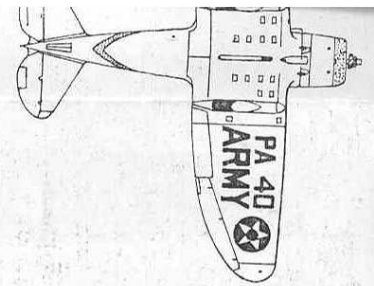
Cement wing to fuselage checking



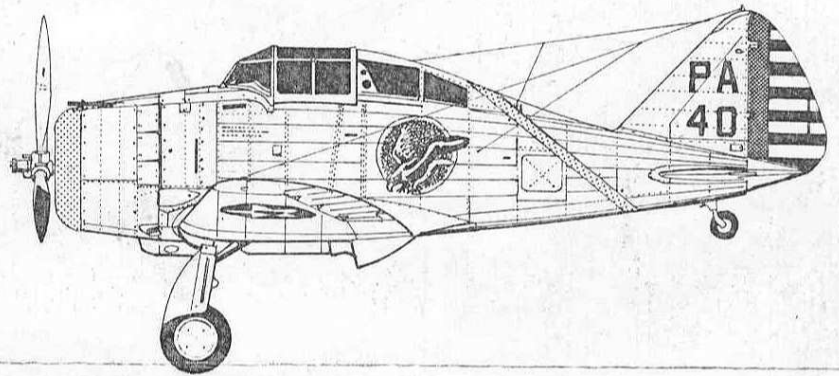
Cement inside cockpit detail to both fuselage halves.



# Seversky P-35



Flight Leader of 27th Pursuit Squadron, 1st Pursuit Group, Selfridge Field, Michigan 1938. Colouring: Natural metal overall. National insignia above and below wings and on rudder. Yellow front of cowling and fuselage stripe. Squadron insignia is Black and White eagle on red circle. Aircraft number on tailplane and lettering on wings matt Black. Rear of airscrew blades is matt Black.



## GENERAL CONSTRUCTION NOTES

Trim each moulded part from the sheet with a sharp craft knife or just score round shapes with a blade, breaking away excess plastic with fingers. Rub the cut edges of all components on a flat sheet of wet-and-dry sandpaper, removing enough plastic (approx 1/2mm) to ensure that centreline joints are perfect; use plenty of water so that a smooth, abrasive action is carried out. Where more plastic is to be removed, such as at the wing and tail trailing edges, use a flat file or scrape the plastic with a knife, but do this only on the inside otherwise all surface detail will be lost. Make sure that a sufficiently slim airfoil shape is obtained on the flying surfaces before attempting to cement parts together.

Before assembly, add and paint internal fuselage details — pilots and seats are the necessary items as little else can be seen in the tiny cockpits. Now align fuselage halves, using thin strips of sticky tape at strategic points to hold joint tight, liquid polystyrene cement is now flooded into the joint. When dry, remove the tape and brush more cement into the joint. Smooth all joints when dry with sandpaper but be careful to check with the plan that shapes and contours are correct. When a part is complete, brush a full coat of liquid cement all over to restore a glossy surface on the plastic.

Cut transparency with sharp scissors and blade. Trim carefully to fit on fuselage. Fix in place with white PVC glue or clear impact adhesive.

Cut away cockpit opening. Assemble seat, floor and bulk-head as shown and cement to RH fuselage.

Add guns from sprue rod.

Cement engine in RH fuselage.

Use thin rod for prop shaft.

Fill rear of airscrew blades with body putty. Sand to shape before assembly.

Revell Hawk 75 prop can be substituted.

Cut out front of cowling around recessed line and sand to circular shape.

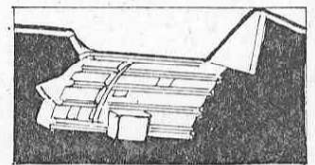
Cement wing to fuselage checking for correct dihedral angle with plan.

Sand wing roots to improve joint.

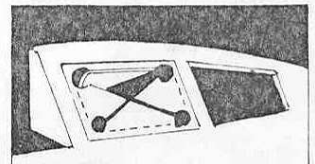
Cut out wheel nacelles.

Add strut of thin plastic rod.

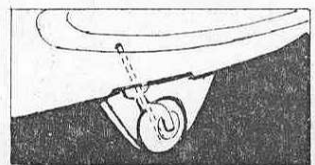
Make pitot tube from thin stretched sprue



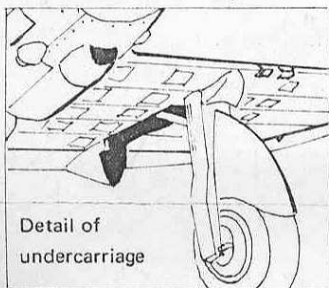
Cement inside cockpit detail to both fuselage halves.



Drill holes in corners of windows. Score outline with knife. Make diagonal cuts and bend back plastic.



Leave excess plastic around tailwheel when cutting out. Add sprue rod to strengthen. Fill wheel with body putty. Then trim off excess plastic.



Detail of undercarriage