

F

Associé à Marcel Bloch dans la S.E.A pendant la 1ère Guerre mondiale, Henry Potez fonde la Société des Avions Potez en 1921 et confie à Louis Coroller l'étude du Potez 25. De construction mixte bois et métal, équipé d'un moteur Lorraine-Dietrich 12 Eb de 450 ch, le prototype de ce biplan effectue son premier vol probablement au début de 1925. Le premier prototype, le 25.1, est confié au S.T.A.é en 1925. Le second prototype, désarmé, effectue une série de circuits et de raids en Europe qui démontrent la fiabilité du moteur Lorraine et de l'avion, mais amènent quelques modifications, dont une augmentation de l'envergure, qui passe à 14,16 m. Le Potez 25 est un des appareils français les plus construits entre les deux guerres mondiales. Exporté dans une vingtaine de pays, il se voit monter trois types principaux de moteurs (Lorraine 12 Eb, Hispano-Suiza, Gnome-Rhône sous licence Jupiter) mais aussi des Renault, Farman, Salmson, et est encore en service pendant la Seconde guerre mondiale. Très versatile, on lui adapte deux types de trains d'atterrissage (Potez et Messier) et trois dérives. Le Potez 25, dans ses différentes motorisations, est utilisé par les pays suivants : France, Pologne, Roumanie, Abyssinie, Mandchourie, Japon, Paraguay,, Portugal, Uruguay, Yougoslavie, Brésil, Estonie, Finlande, Suisse, Guatemala, Grèce, Espagne. Il est construit sous licence par la Yougoslavie, la Roumanie et le Portugal. Le Potez 25 est utilisé lors de conflits par le Paraguay (Guerre du Chaco), la Grèce, la Yougoslavie, le Japon, le Brésil et la France, certains appareils servant encore en 1940 dans des écoles ou en liaison. Les moteurs Renault, sur le Potez 25, se distinguent par un tube d'échappement coudé qui passe devant le groupe de cylindres droit et ressort sur la droite de celui ci, lui donnant un aspect assez caractéristique. Les moteurs Renault équipant les Potez 25 français sont de type long (12 Kg en prise directe, 550 ch, 261 construits) ou court (12 Jb, 500 ch, 307 construits). Ils servent beaucoup à l'entraînement, jusqu'en 1940, étant dans ce cas modifiés avec double commande et pare-brise pour l'instructeur. En 1928, le Brésil reçoit 6 Potez 25 A2/B2 à moteur Renault 12 Kd de 480 ch (moteur court, désignation export du 12 Jb), avec une dérive de forme rectangulaire que l'on retrouve sur la plupart des Potez 25 à moteur Salmson, Ils sont destinés à l'école d'aviation militaire de Campo dos Afonsos (Rio de Janeiro). Numérotés de 7 à 12, renumérotés K-511 à K-515 en 1929, ils servent probablement jusqu'en 1932.

Spécifications (Renault 12 Kg, 1932) : biplan biplace de reconnaissance (A2) et de bombardement (B2). Moteur Renault 12 Kg de 550 ch en prise directe. Envergure 14,16 m, longueur 9,61 m. Vitesse maximale 212 km/h à 2 000 m, plafond théorique 6 800 m, masse maximum 2 268 kg. Armement : 1 mitrailleuse fixe Vickers, 2 mitrailleuses Lewis sur affût TO7, 1 mitrailleuse Lewis ventrale.

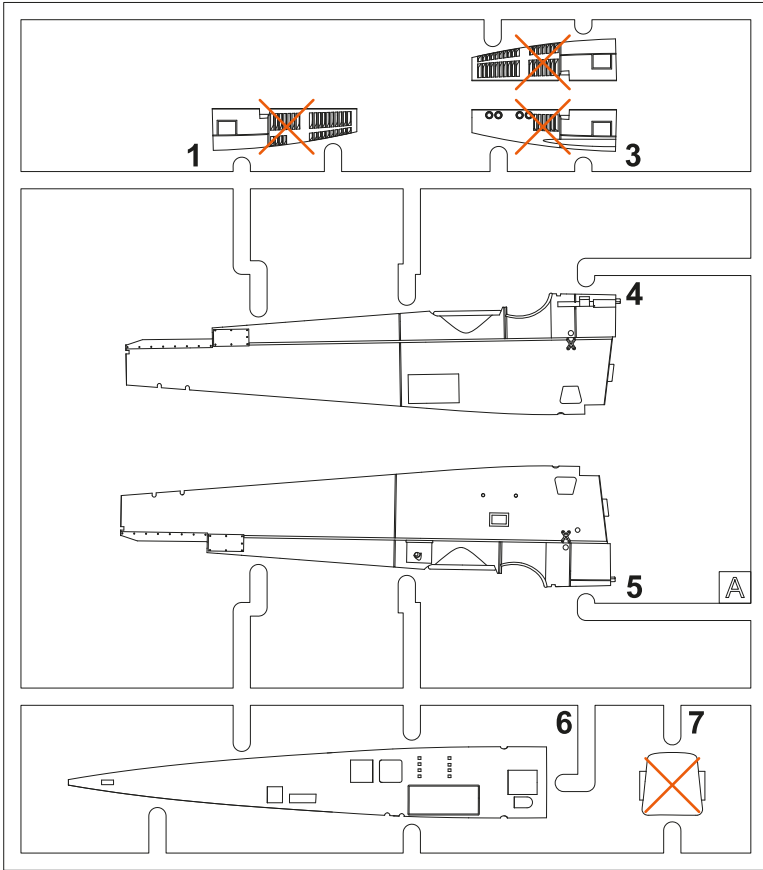
EN

Henry Potez created the Société des Avions Potez in 1921 after working with Marcel Bloch in the S.E.A. during WWI. He assigned the design of the Potez 25 to Louis Coroller. Of mixed wood & metal construction and powered by a 450 ch Lorraine-Dietrich 12 Eb engine, the Potez 25 prototype is thought to have first flown early in 1925. The first prototype (25.1) was transferred to S.T.A.é in 1925 for testing, whilst an unarmed prototype (25.2) made a tour of European countries to demonstrate the viability of the design. This indicated the need for some modifications, the most significant being an increase of the wingspan to 14.16 m. The Potez 25 was one of the most widely built French aircraft between the World Wars. Most aircraft were powered by Lorraine 12 Eb, Hispano-Suiza, or Gnome-Rhône (a licence-built Bristol Jupiter) engines, whilst some used Renault, Farman, or Salmson power. Either Potez or Messier landing gear was fitted and three styles of tailfins employed. This very versatile design was operated by about 20 countries and was still in use at the outbreak of WWII. The Potez 25, in its various engines, was used by the following countries: France, Poland, Romania, Abyssinia, Manchuria, Japan, Paraguay, Portugal, Uruguay, Yugoslavia, Brazil, Estonia, Finland, Switzerland, Guatemala, Greece and Spain. It was built under license by Yugoslavia, Romania and Portugal. The Potez 25 was used in conflicts by Paraguay (Chaco War), Greece, Yugoslavia, Japan, Brazil and France, where some aircraft were still being employed in 1940 in schools or for liaison work. The Renault engine installation for the Potez 25 was distinguished by an angled exhaust pipe that passed in front of the right-hand cylinder group and emerged to the right of it, giving it a distinctive appearance. French Potez 25s powered by Renault engines used either the long 12 Kg direct drive rated at 550 ch, with 261 built; or the short 12 Jb rated at 500 ch, with 307 built. Most of these aircraft had tall tail-fins like those fitted to Hispano-Suiza-powered Potez 25s. The Renault-powered aircraft were later modified with dual controls and a windscreen for an instructor and used extensively for training until 1940. In 1928, Brazil received six Potez 25 A2/B2 powered by a 480 ch Renault 12 Kd engine (a short engine designated 12 Jb for export). These had with a rectangular tail-fin like most Salmson-powered Potez 25s had. They were sent to the Campo dos Afonsos Military Aviation School in Rio de Janeiro. Initially serial numbered 7 to 12, they were renumbered K-511 to K-515 in 1929 and likely served until 1932.

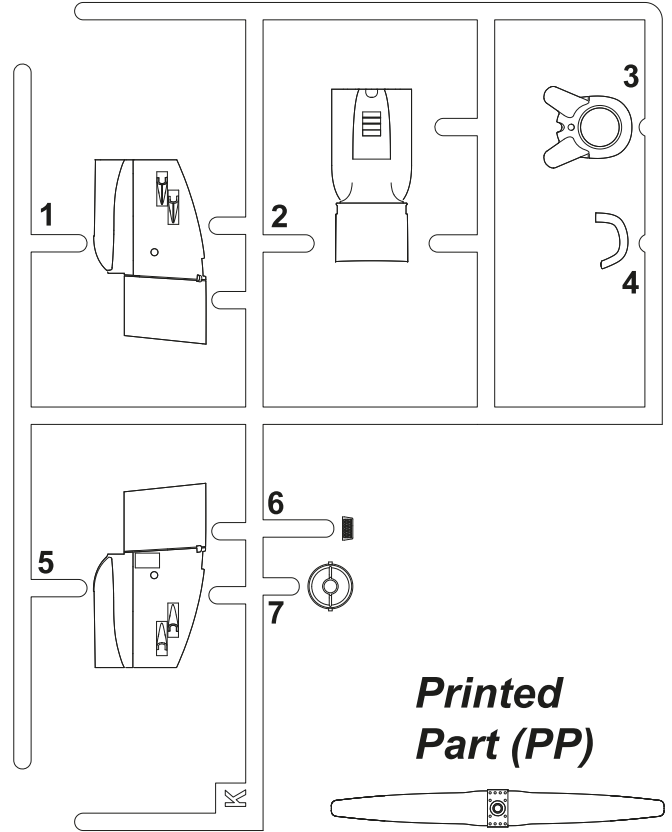
Specifications (Renault 12 Kg, 1932): reconnaissance (A2) and bombing (B2) two-seater biplane. 550 ch Renault 12 Kg direct drive engine. Wingspan 14.16 m, length 9.61 m. Maximum speed 212 km/h at 2,000 m, theoretical ceiling 6,800 m, maximum weight 2,268 kg. Armament: 1 fixed Vickers machine gun, 2 Lewis machine guns on TO7 mountings, 1 ventral Lewis machine gun.

Plastic Parts

A

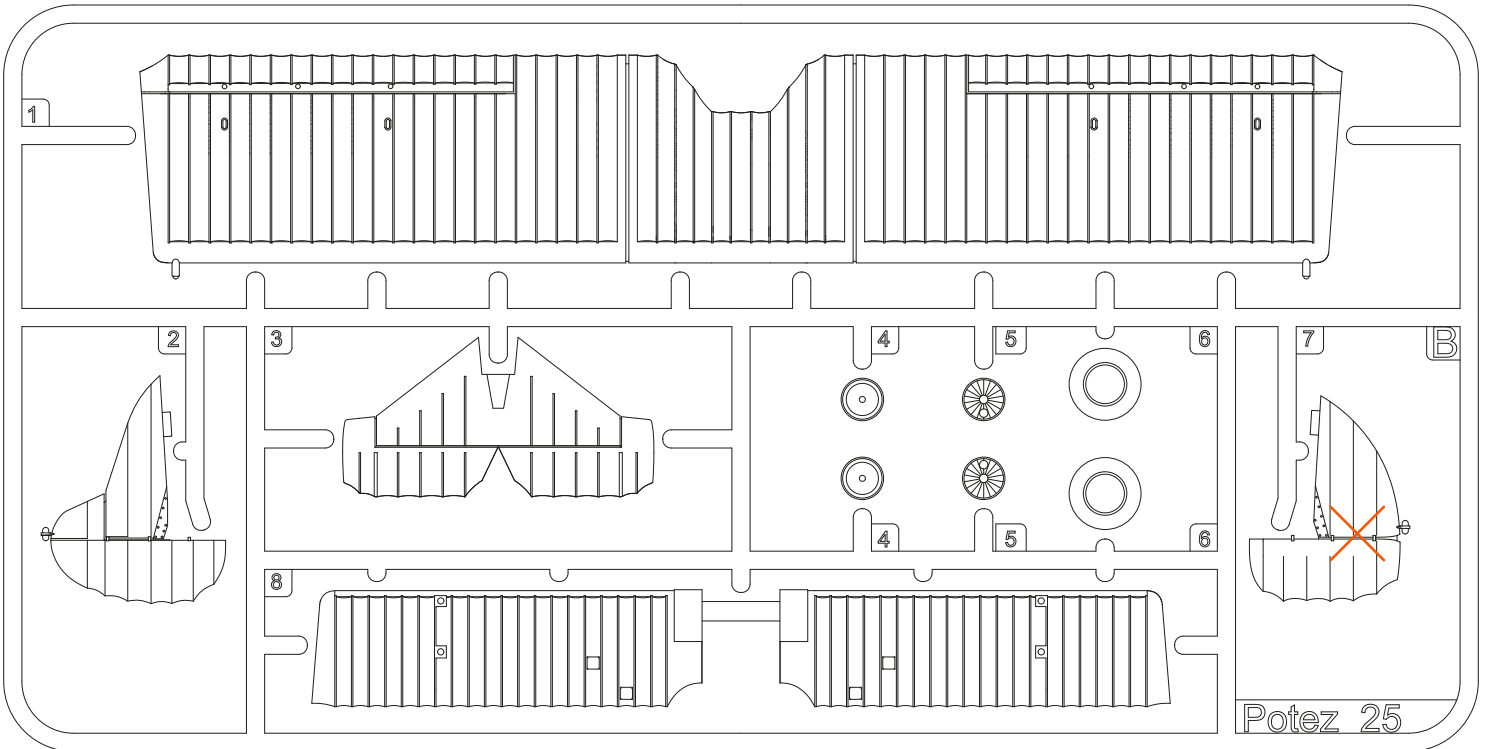


K



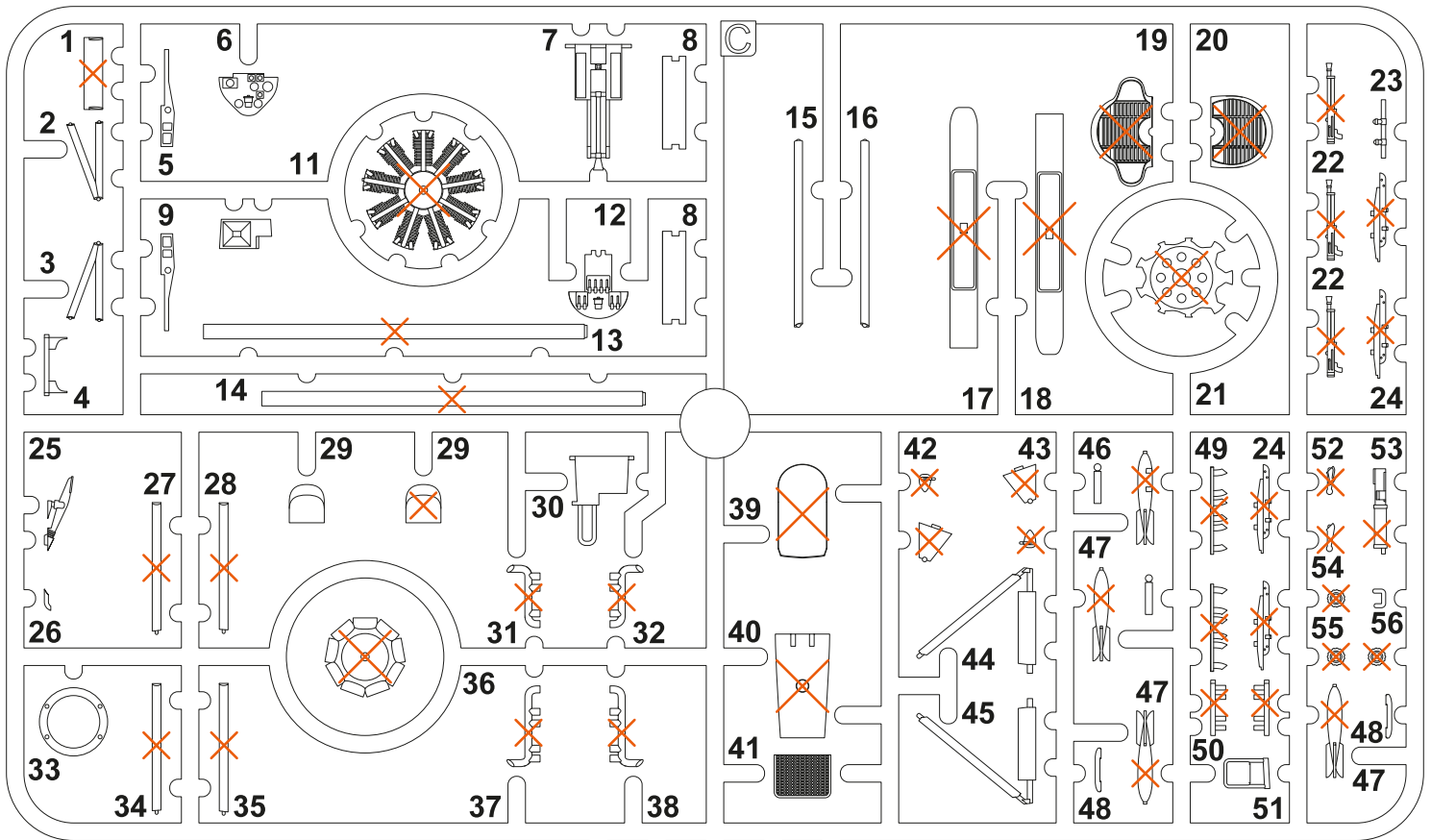
Printed Part (PP)

B



Barvy GUNZE/ GUNZE Colour No.

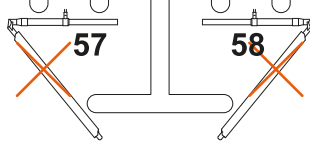
A Pneu Noir / Tire Black	H77 / C137	E Contre-plaqué / Plywood	C19
B Métal Noir / Metal Black	H28 / C78	F Cuir / Leather	H17 / C29
C Aluminium / Aluminium	H8 / C8	G Bois / Wood	H37 / C43
D Métal Carbonisé / Burnt Iron	SM05	H Acier / Steel	H18 / C28



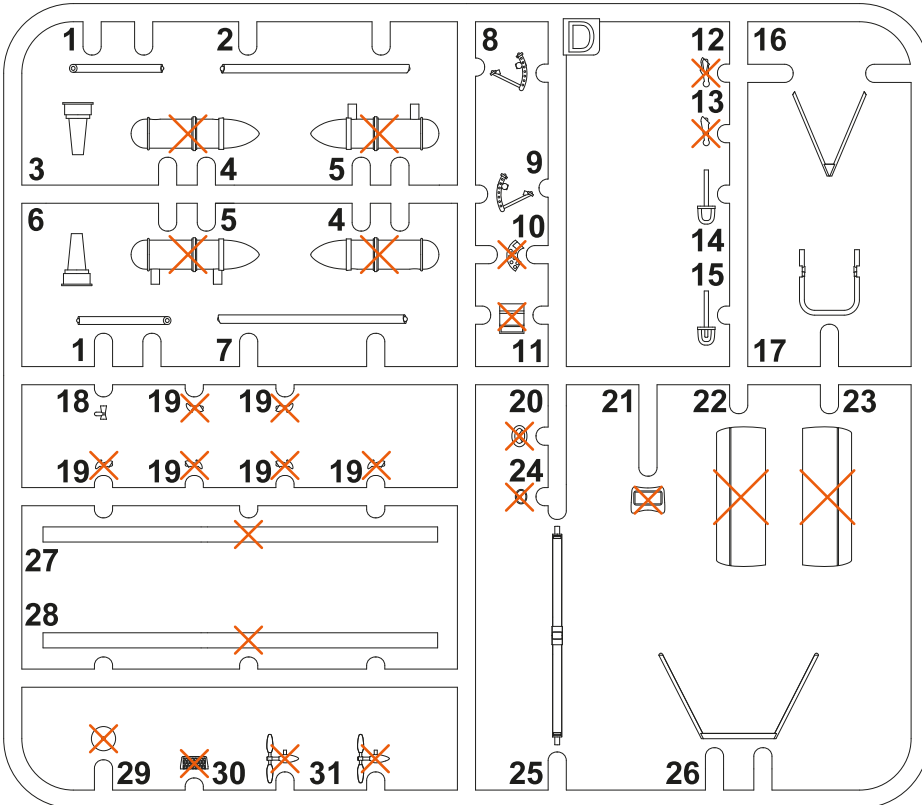
C

Ces pièces ne s'appliquent pas

Do not use this part



D



Clear Parts (CP)

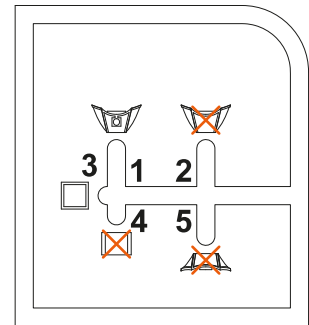


Photo-Etched Parts (PE)



SYMBOLS

? MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION

🔴 POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLÁTKLEBER
COLLE CYANOACRYLAT

↻ OHNOUT
BEND
BIEGEN
COURBER

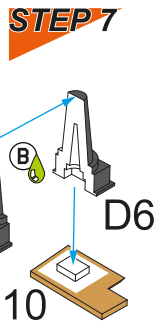
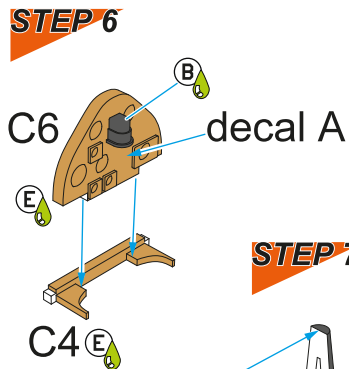
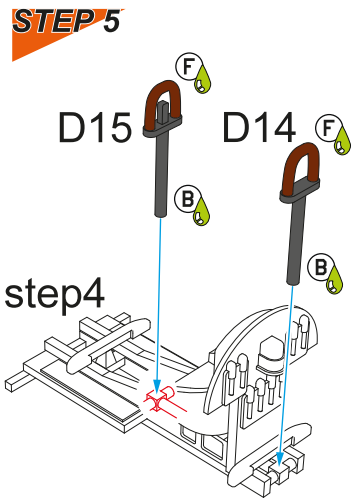
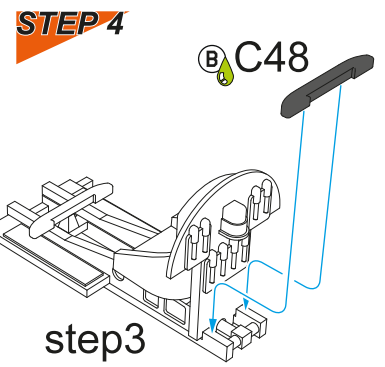
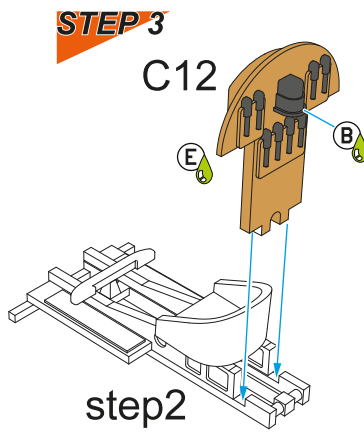
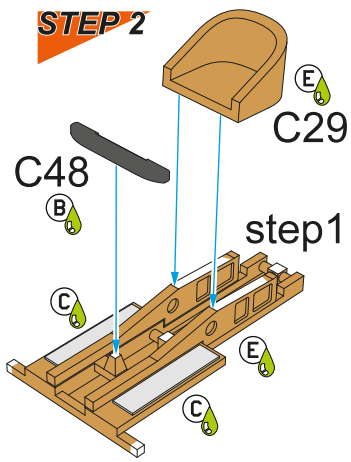
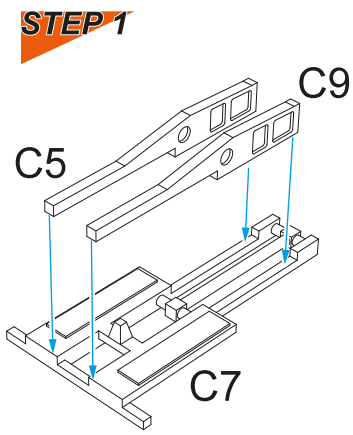
👉 ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER



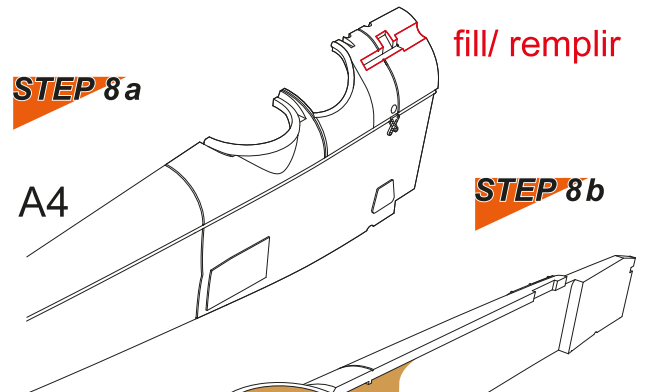
✂ ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

GSI **A**
colours code

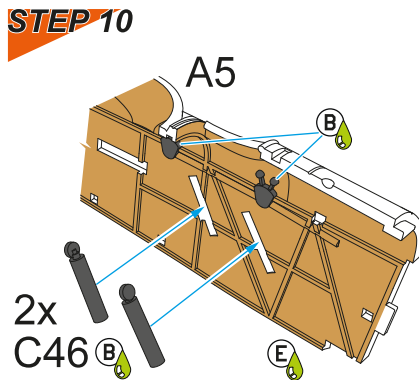
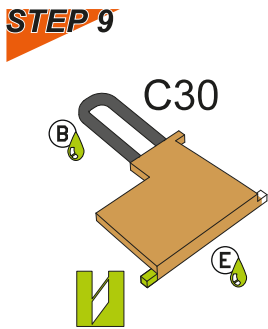
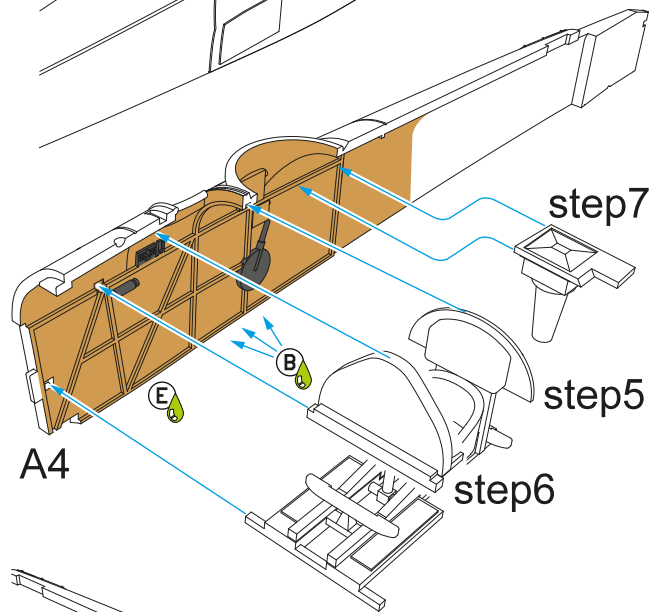
🎨 NATRÍT
COLOUR
FARBEN
PEINDRE



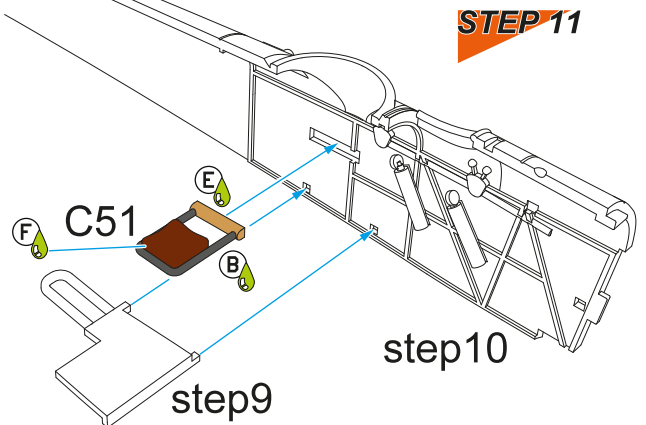
STEP 8a



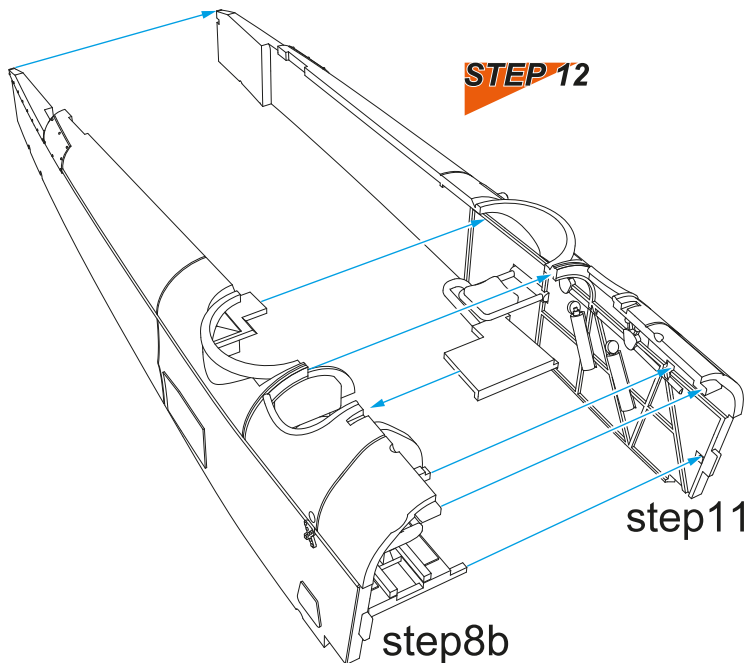
STEP 8b



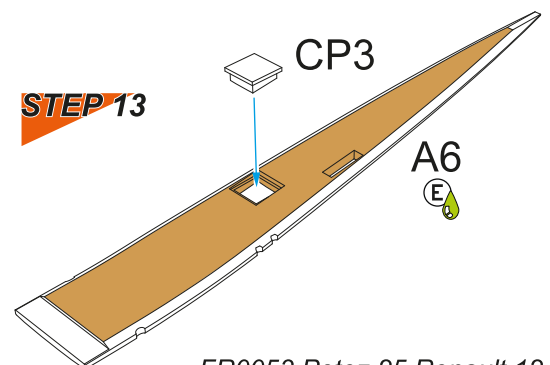
STEP 11



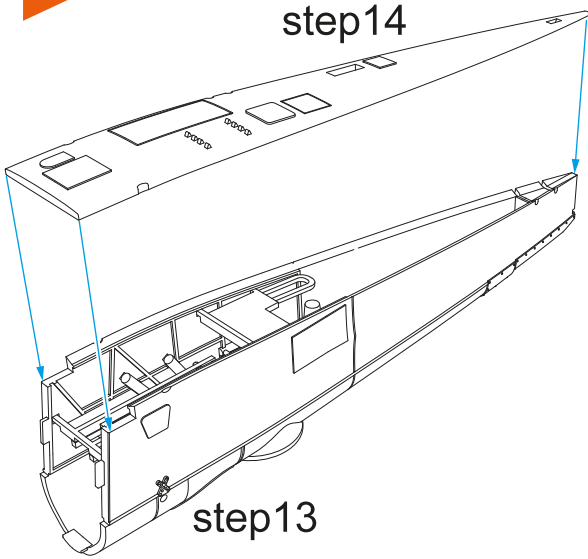
STEP 12



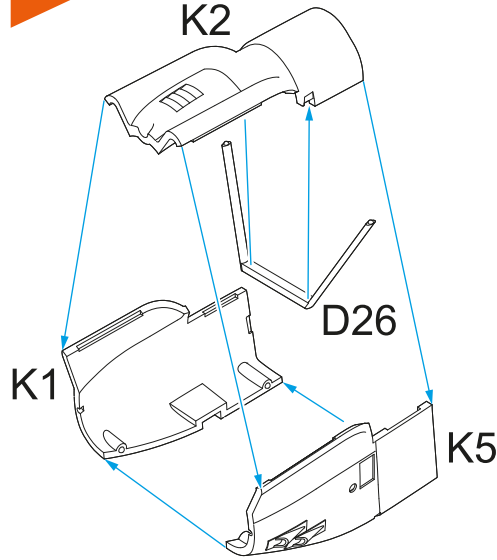
STEP 13



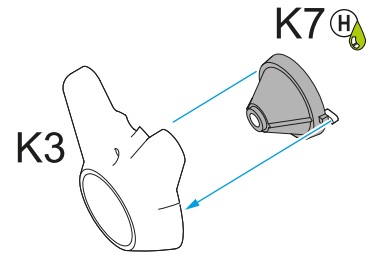
STEP 14



STEP 15

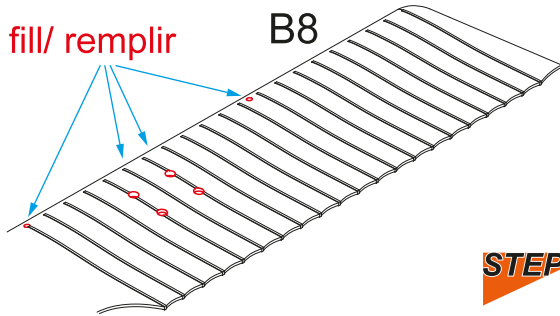


STEP 16

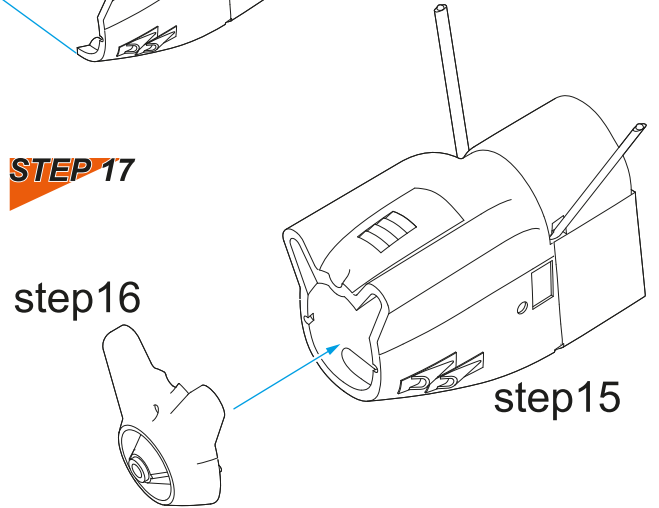


STEP 18

both sides/ symétrique



STEP 17

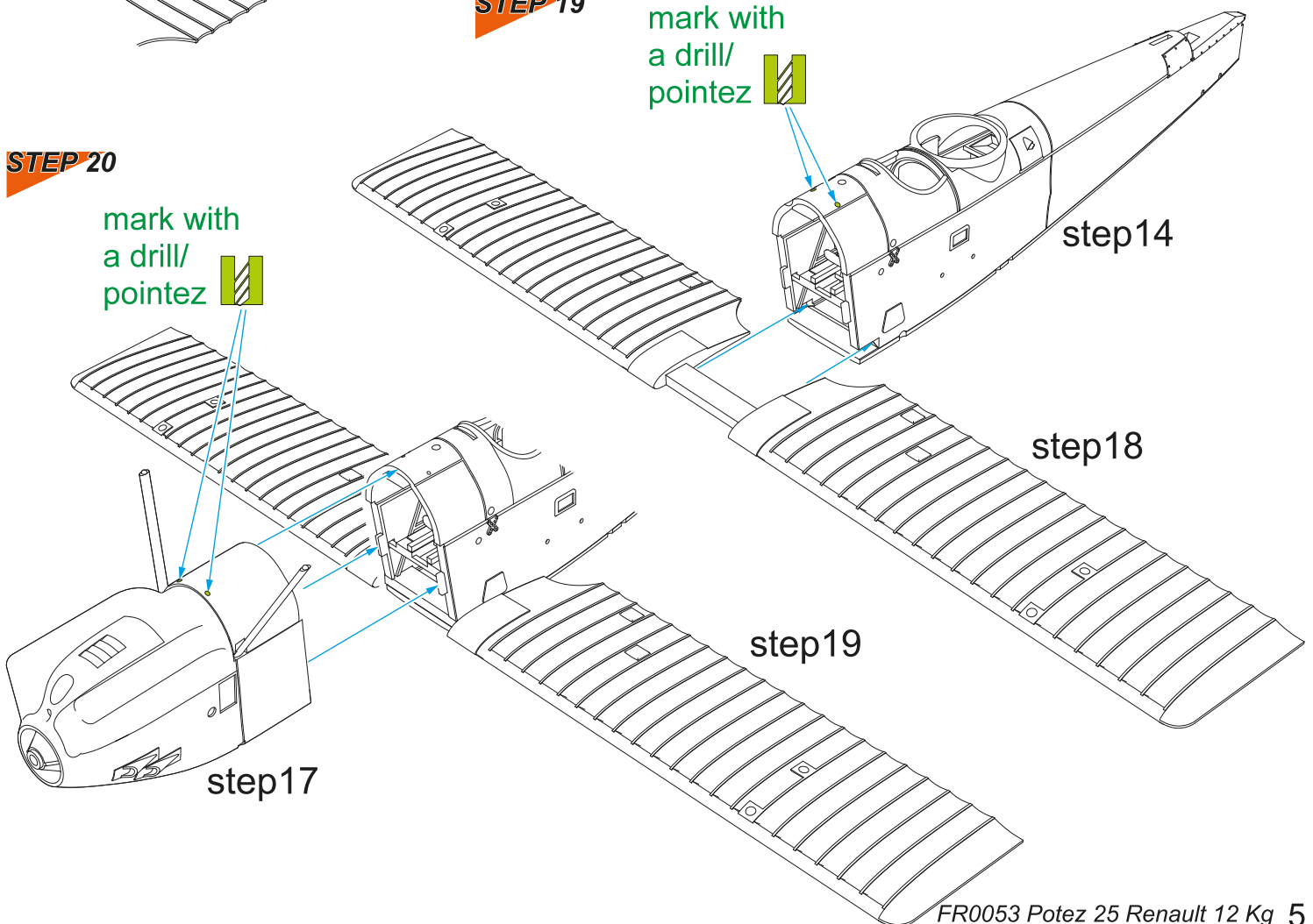


STEP 19

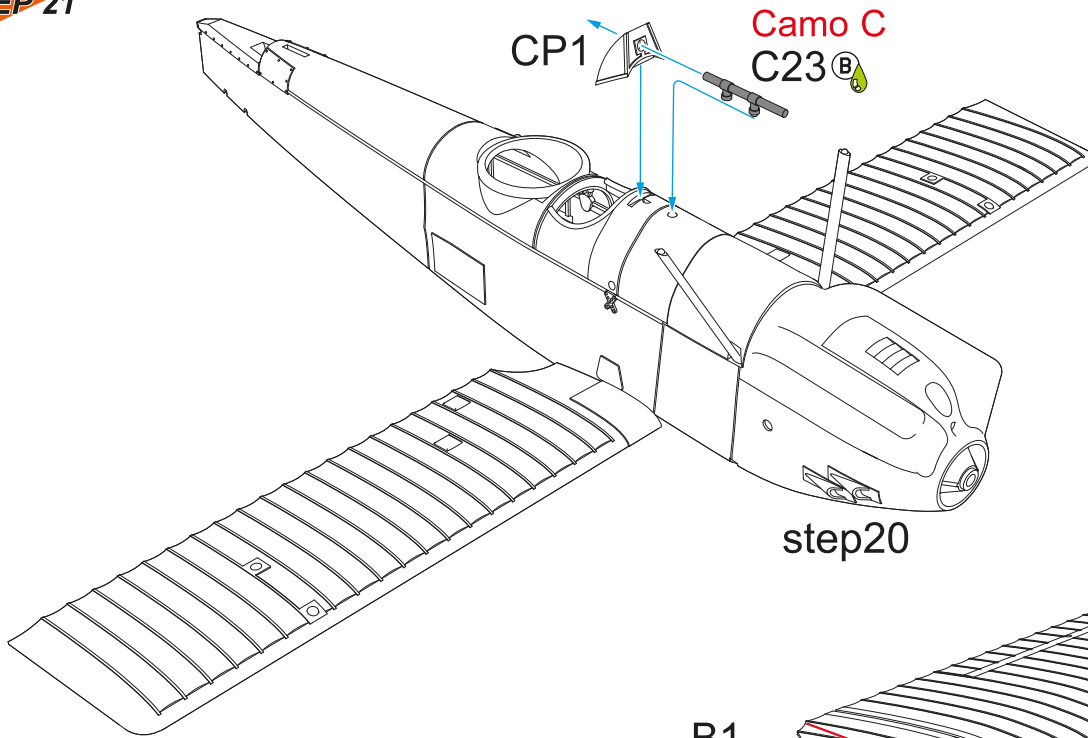
mark with a drill/ pointez

STEP 20

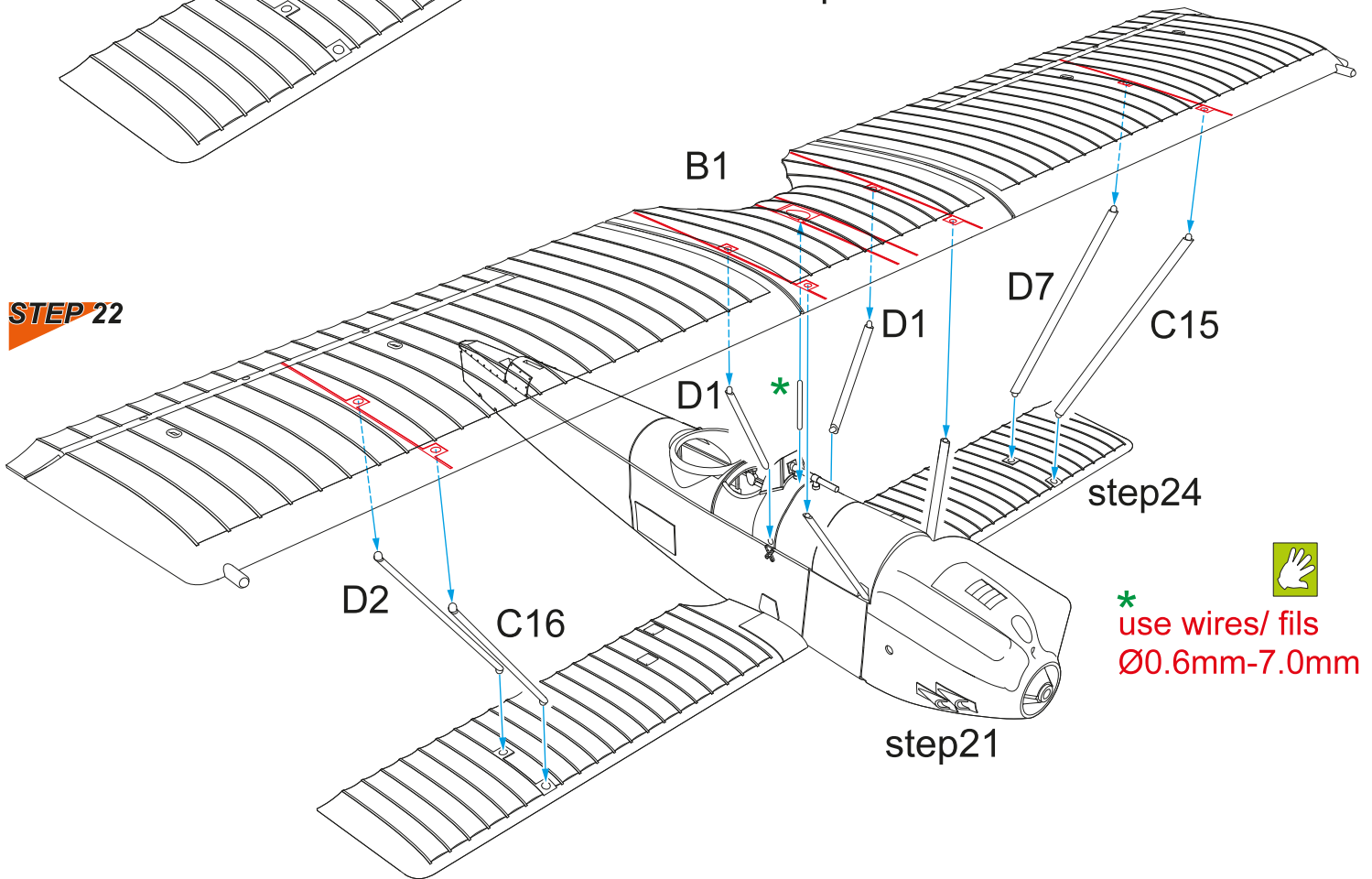
mark with a drill/ pointez



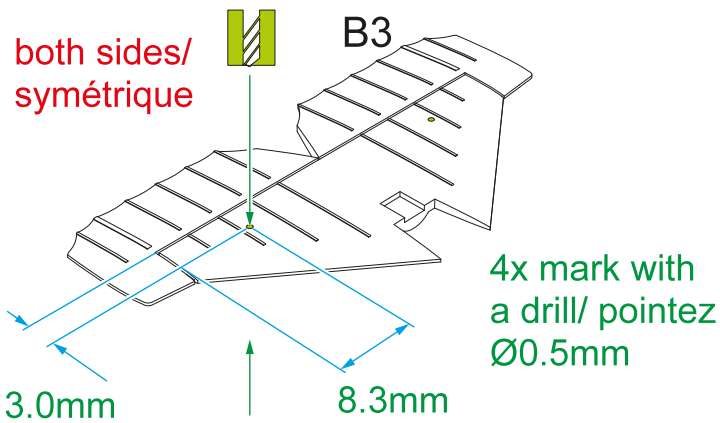
STEP 21



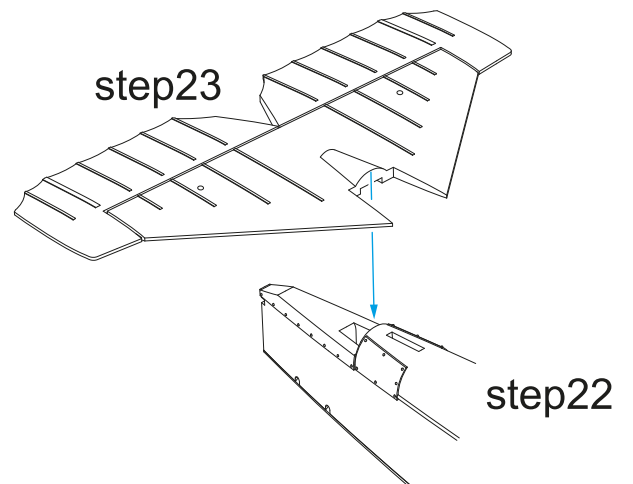
STEP 22



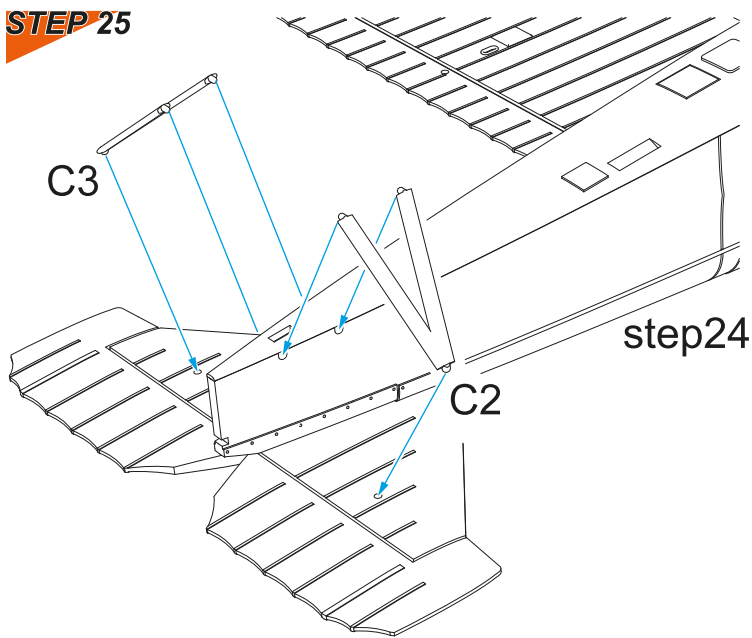
STEP 23



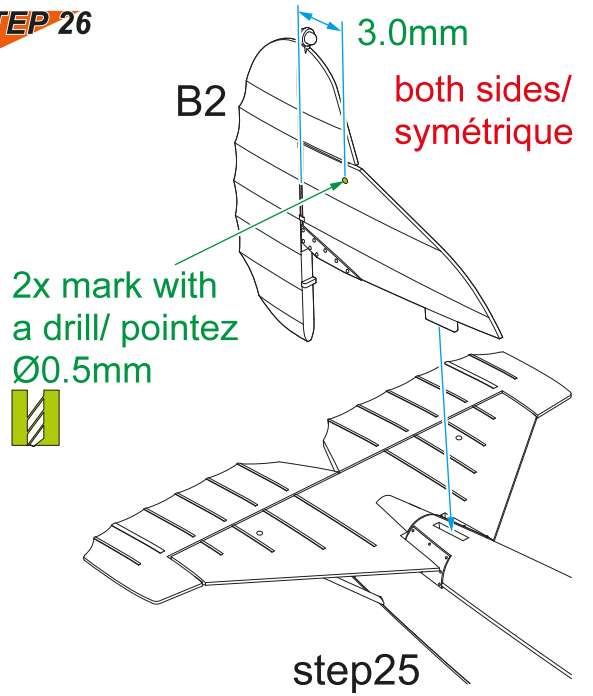
STEP 24



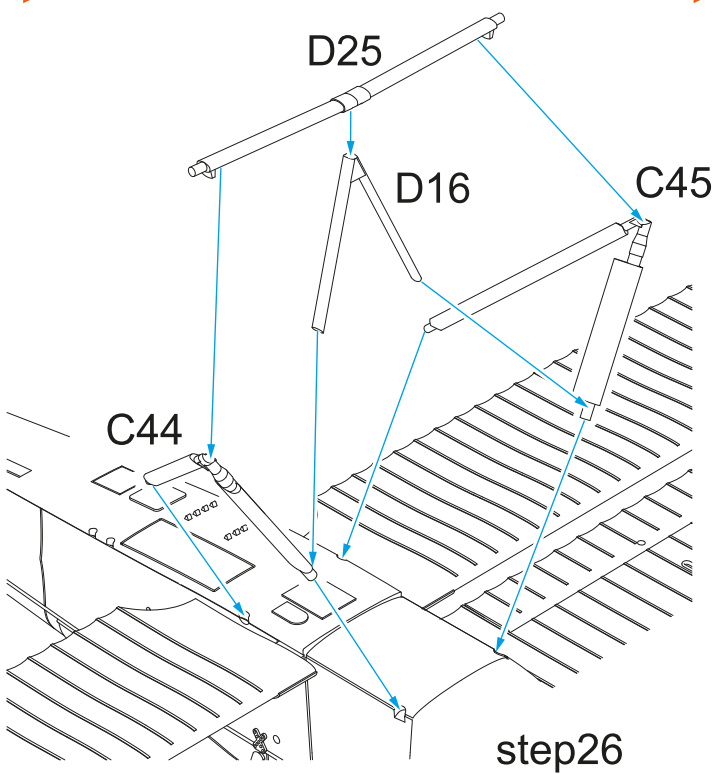
STEP 25



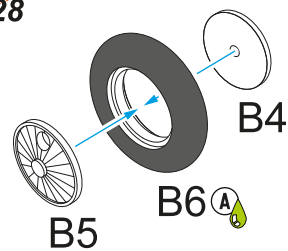
STEP 26



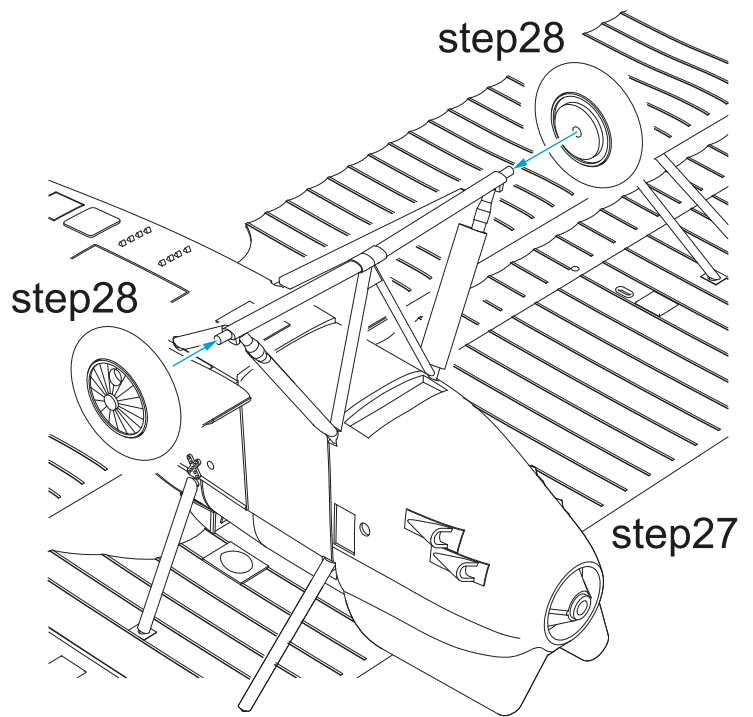
STEP 27



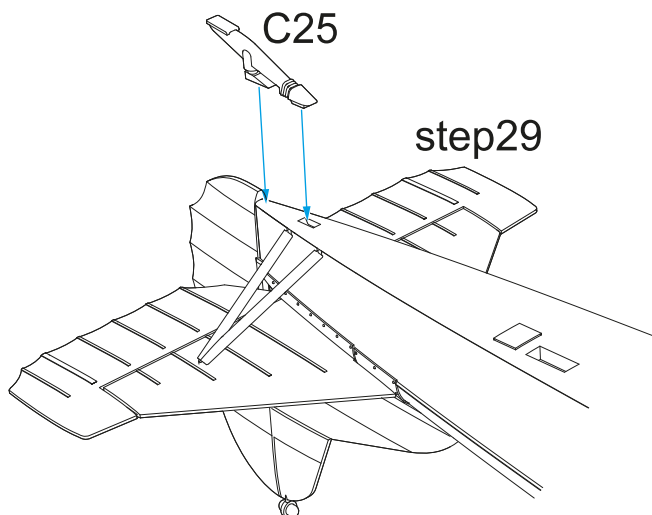
STEP 28



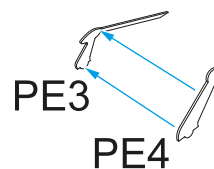
STEP 29



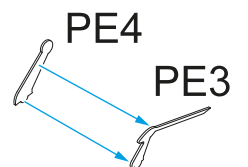
STEP 30



STEP 31

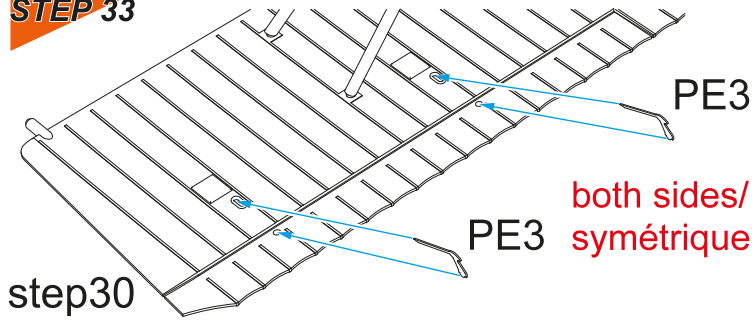


STEP 32

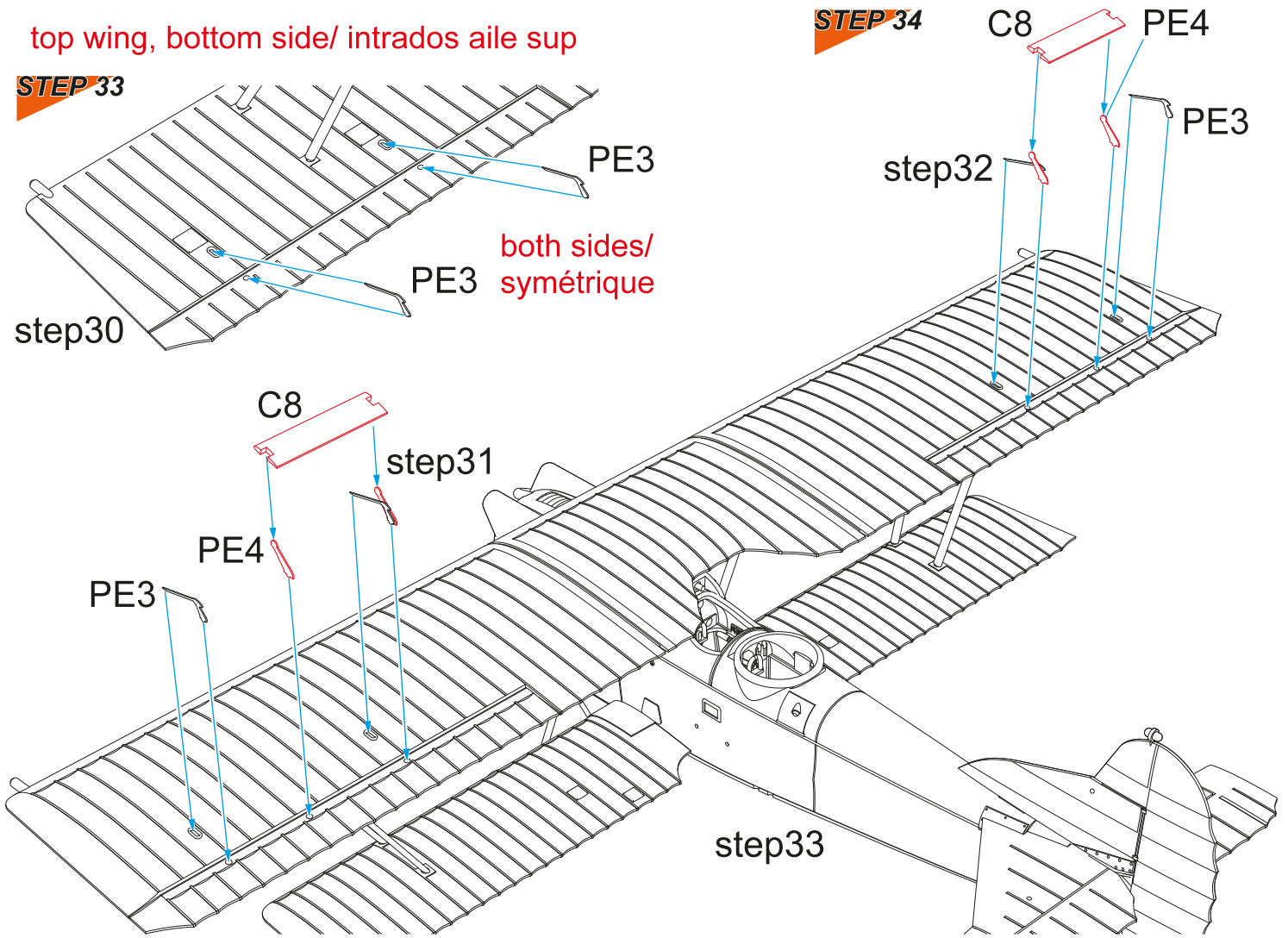


top wing, bottom side/ intrados aile sup

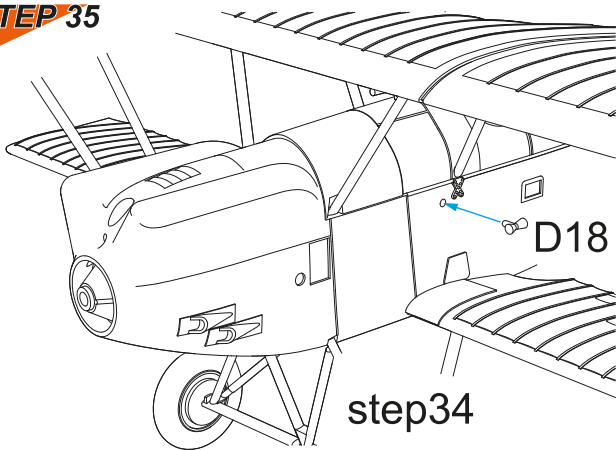
STEP 33



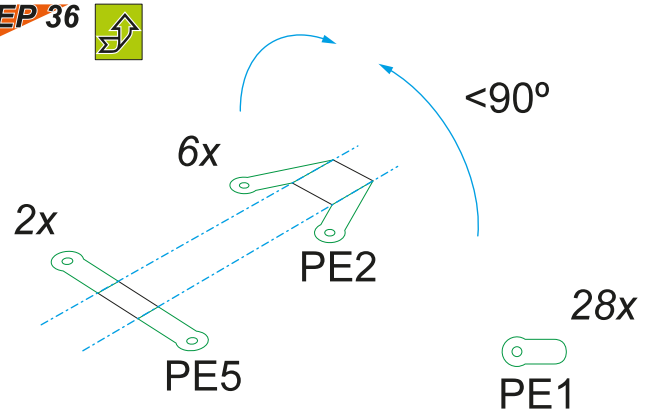
STEP 34



STEP 35

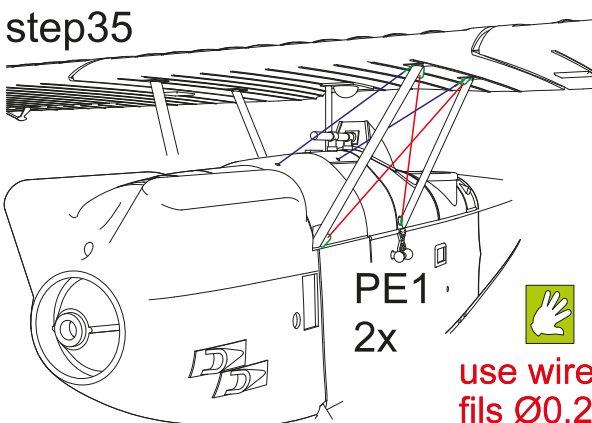


STEP 36



STEP 37

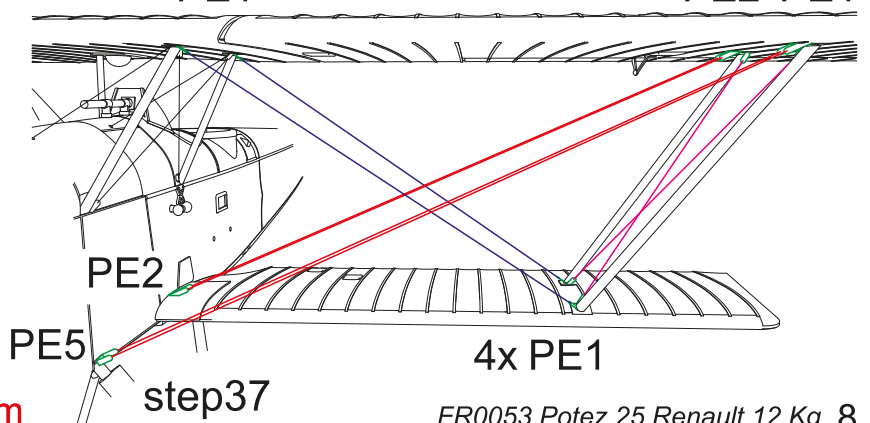
both sides/
symétrique 4x
PE1



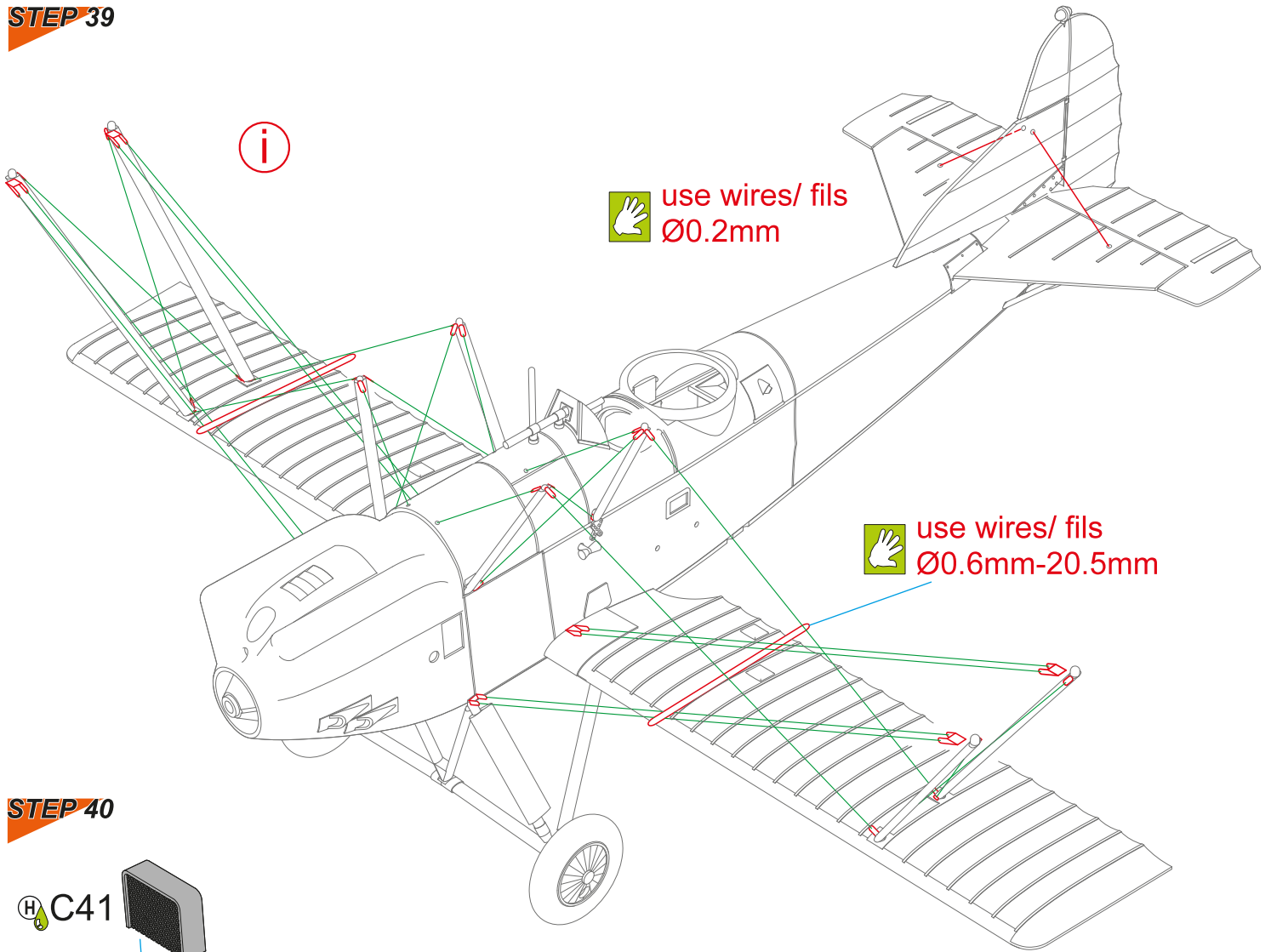
use wires/
fils Ø0.2mm

STEP 38

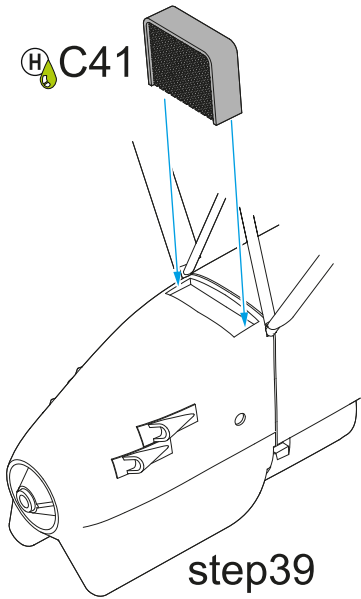
2x both sides/
symétrique 2x 2x
PE1 PE2 PE1



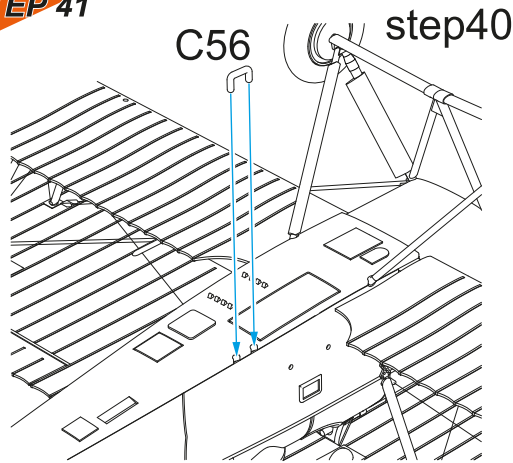
STEP 39



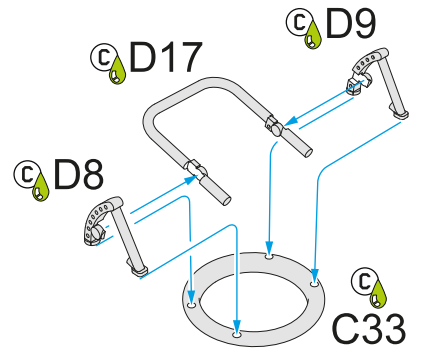
STEP 40



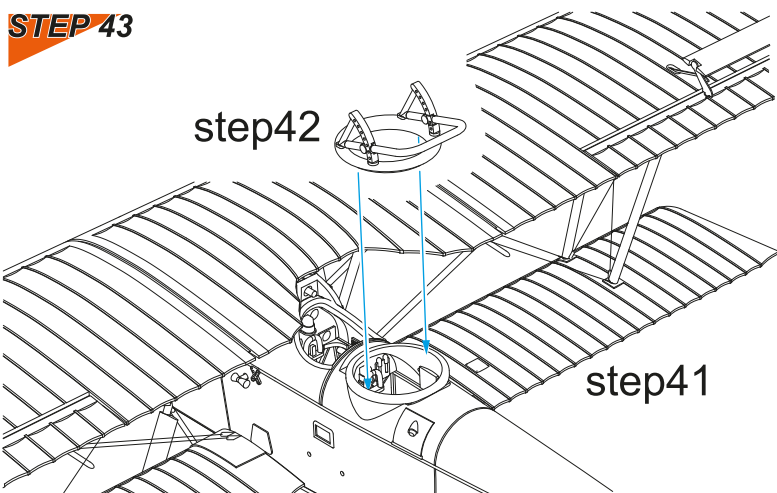
STEP 41



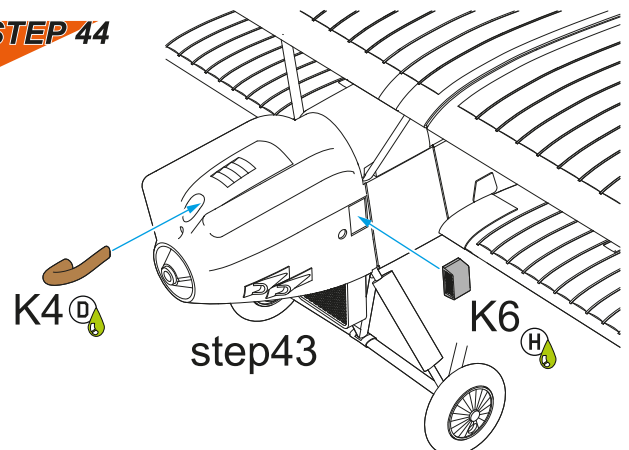
STEP 42

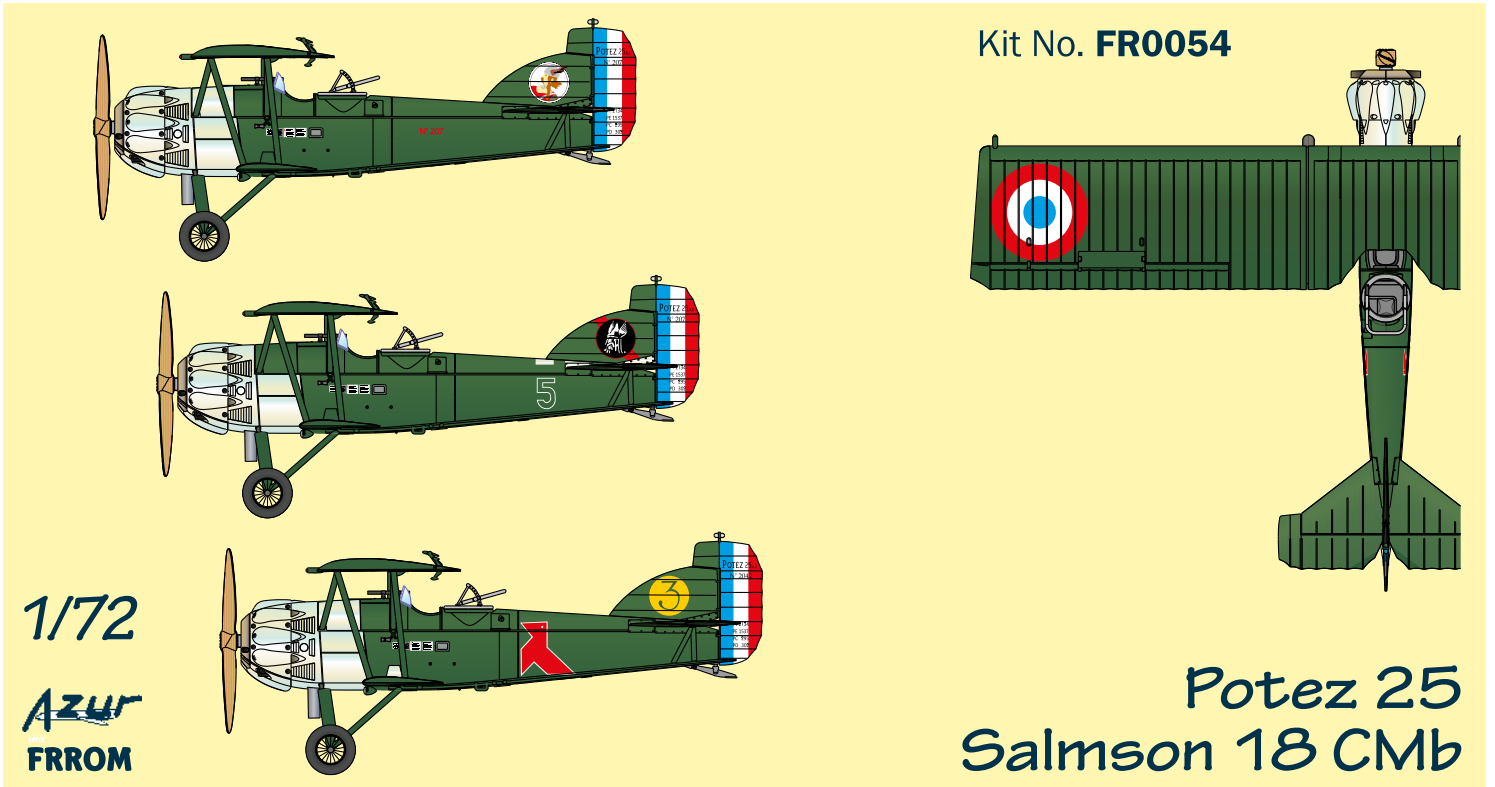
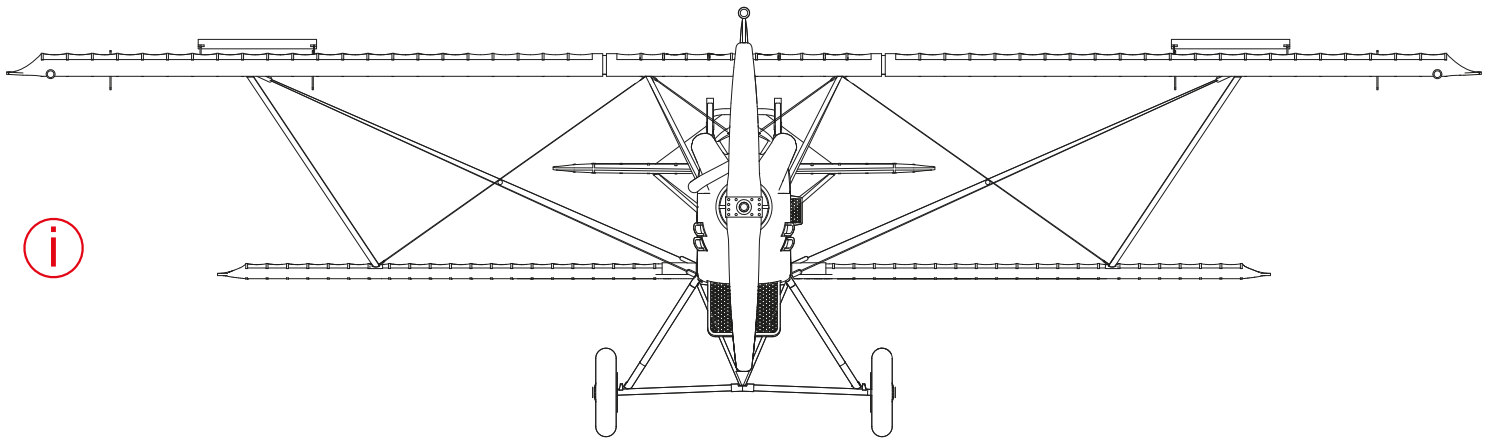
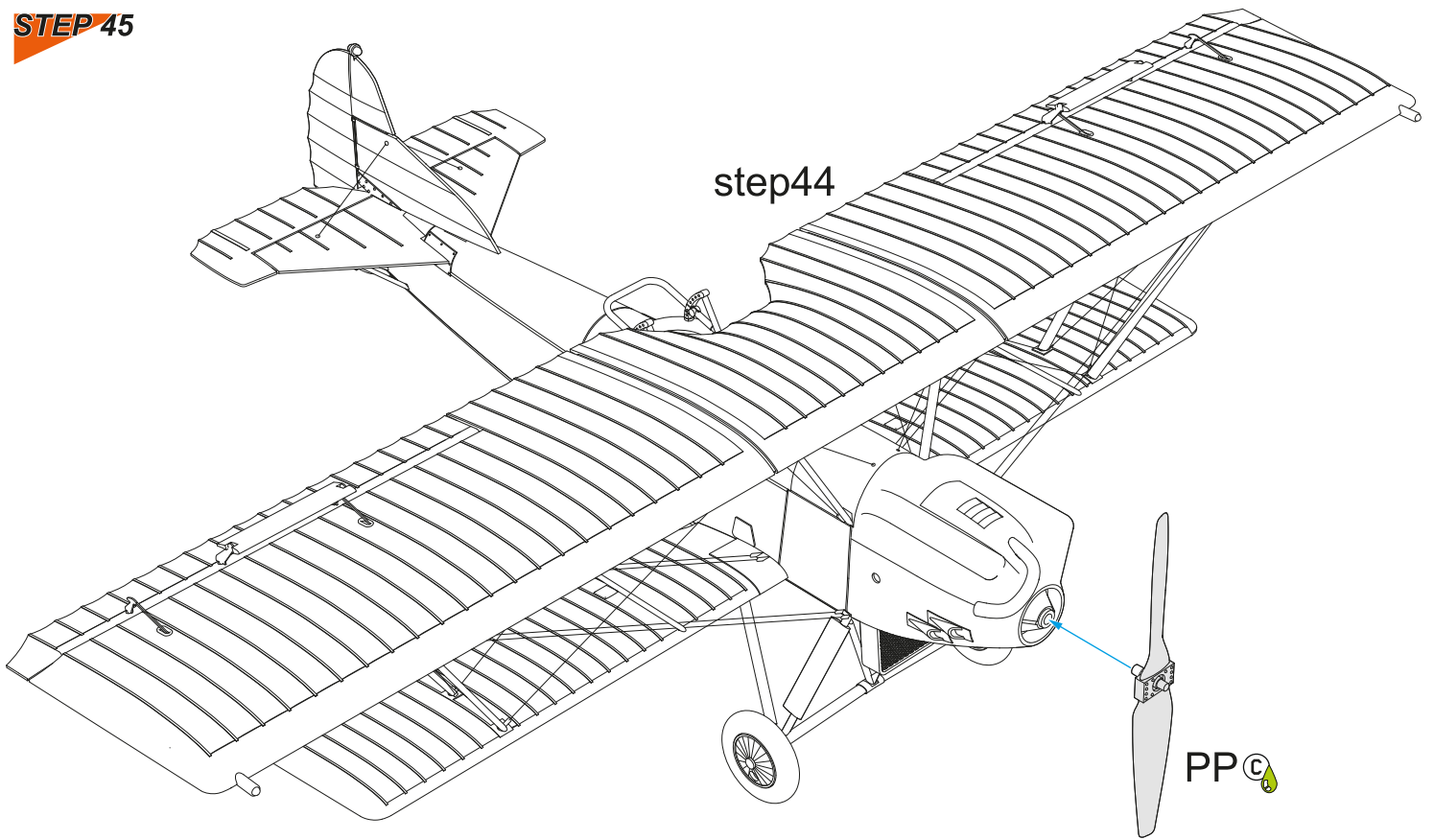


STEP 43



STEP 44

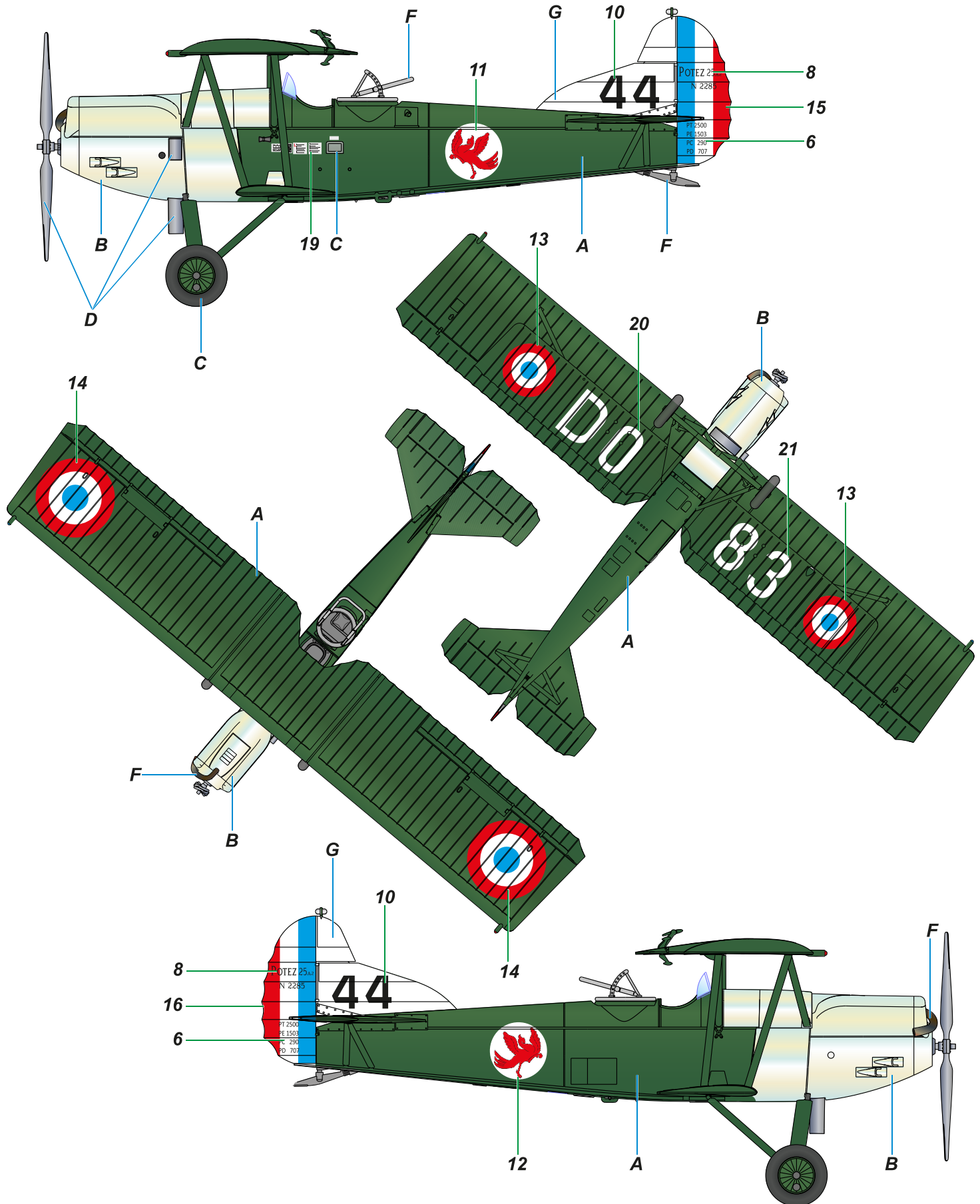




Potez 25 N°2285, codé 44 noir sur queue blanche, probablement Versailles, 6^{ème} escadrille, École de l'Air, 1937

Potez 25 Nr 2285, coded Black 44 on white tail, probably Versailles, 6^{ème} Escadrille, École de l'Air, 1937

CAMO. B



A Vert Foncé
Dark Green
H36/C15

B Metal Naturel
Natural Metal
H8/C8

C Pneu Noir
Tire Black
H77/C137

D Acier
Steel
H18/C28

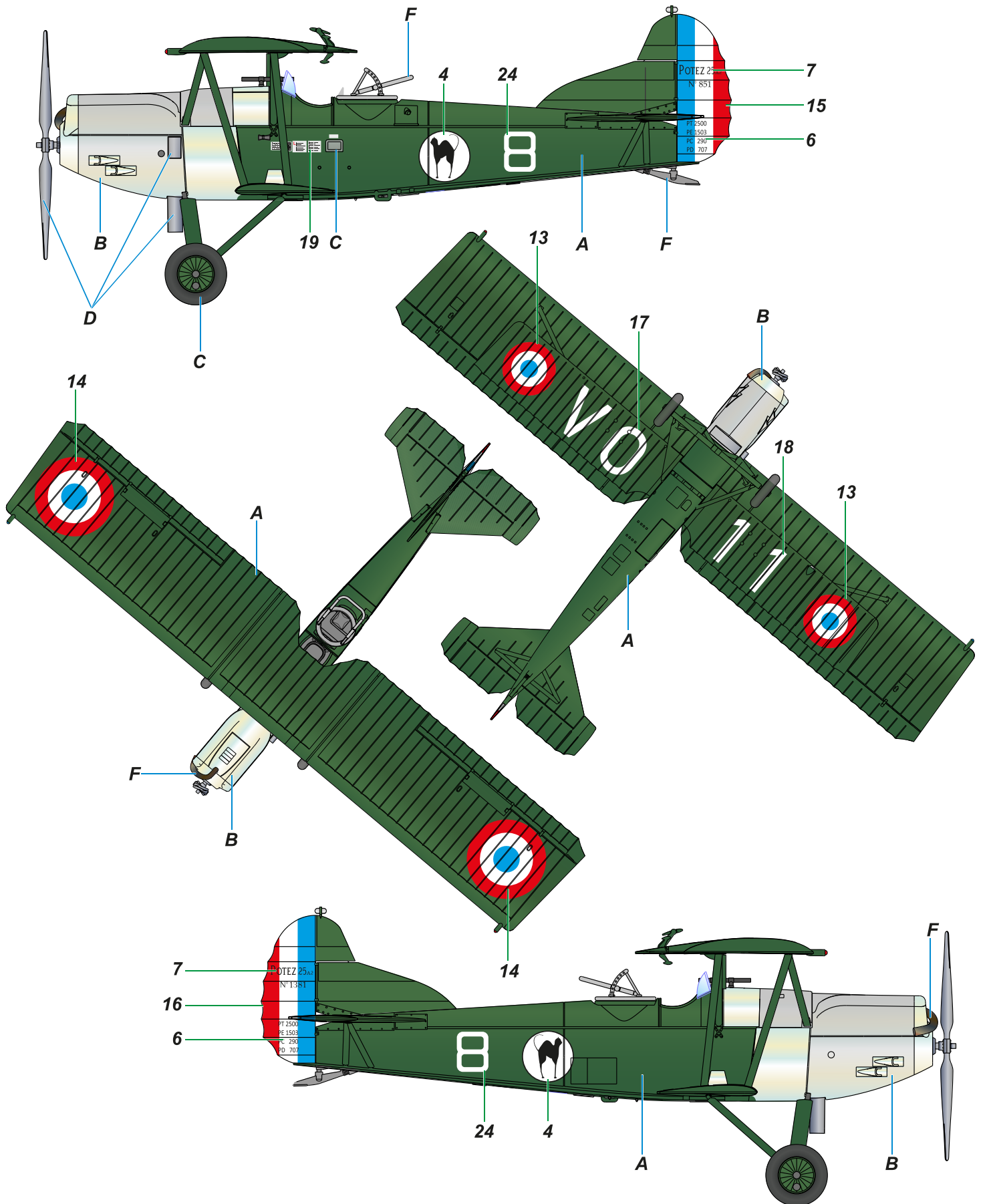
E Métal Tanné
Burn Metal
H76/C61

F Gris Clair
Light Grey
H51/C11

**Potez 25 N°851 codé 8 blanc,
Section d'Entraînement du Bourget-Dugnyd,
entre octobre 1933 et décembre 1936**

**Potez 25 Nr 851 coded White 8, Training Unit,
Bourget-Dugny**

CAMO. C



- | | | | | | |
|--|--|--|------------------------------------|---|--|
| A Vert Foncé
Dark Green
H36/C15 | B Metal Naturel
Natural Metal
H8/C8 | C Pneu Noir
Tire Black
H77/C137 | D Acier
Steel
H18/C28 | E Métal Tanné
Burn Metal
H76/C61 | F Gris Clair
Light Grey
H51/C11 |
|--|--|--|------------------------------------|---|--|

ATTRACTIVE 1/72 SCALE KITS

FR0022



Dassault Mystère IVA India

FR0023



PZL P.11f in Rumania

FR0027



Stampe S.V.4a Aerobatics

FR0034



Gamma 2E Bomber

FR0037



Potez 25 A2/B2 Lorraine

FR0038



Potez 25 A2/B2 Hispano

FR0039



Renard R-31 Belgium

FR0040



CASA C-212-300 France

ATTRACTIVE 1/72 SCALE KITS

FR0049



SPAD 510 (7ème Escadre)

FR0050



SPAD 510 at war

FR0042



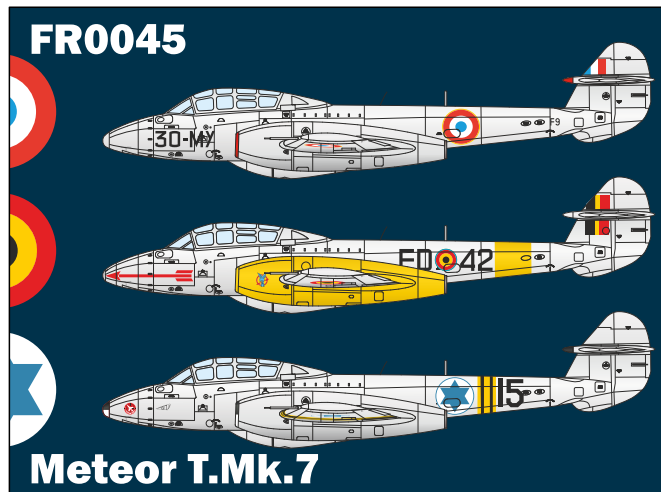
B-10B Export WH-2/WAA

FR0043



B-10B Export WC/WAN

FR0045



Meteor T.Mk.7

FR0041



SNCASE S.E.535 Mistral

FR0031



Breguet 1050 Alizé 1G India

FR0052



DB-7 in French Service

ATTRACTIVE 1/72 SCALE KITS

FR0046



Fairey Battle Mk.I 'In Belgium'

FR0047



Fairey Battle Mk.I 'Poles in UK'

FR0048



Fairey Battle Mk.I 'AASF'

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