



Potez 25 A2 'Jupiter Version'

1/72

CZ

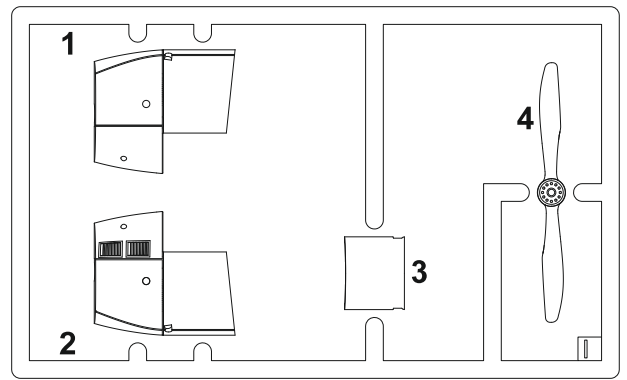
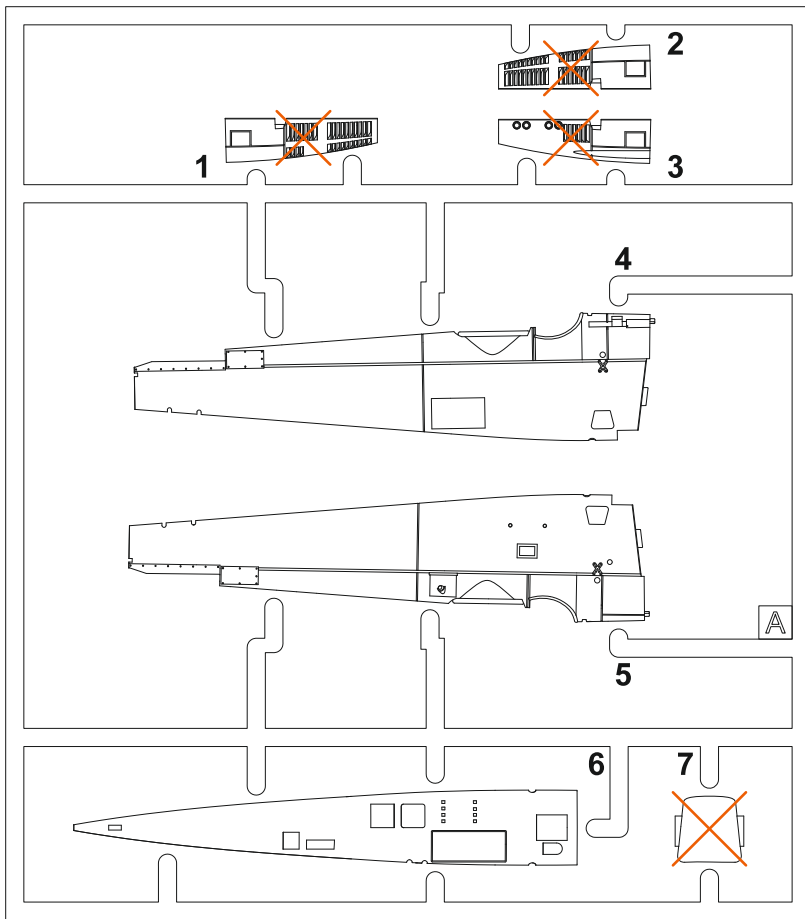
Potez 25 se stal jedním z prvních masově vyráběných letadel, které po první světové válce začaly nahrazovat letadla z válečných přebytků. Francouzské letectvo vypsal v roce 1923 soutěž na dvoumístný typ letounu, který by byl schopen průzkumu (kategorie A2) i bombardování (kategorie B2). Vítězem soutěže se stal právě Potez 25. Zájem o tento typ byl tak veliký, že se letoun Potez 25 vyráběl od roku 1925 až do roku 1934. Vyvinut byl na základě starších typů Potez 15 a 24. Ty se nedostaly do výroby, ale přinesly některá technická řešení, použitá i u Potezu 25. Nejdůležitější bylo patrně upevnění motorového lože k trupu pomocí čtyř šroubů. To umožňovalo nejen snadné sejmutí motoru, ale umožňovalo to snadnou montáž jakéhokoliv motoru odpovídajícího výkonu. Snad právě proto vzniklo až 87 různých verzí Potezu 25. Většina zůstala v prototypch a sériově byly vyráběny jen některé. Jinak byl Potez 25 dvouplošník s výrazně menším spodním křídlem smíšené konstrukce. Potez 25 byl vyráběn licenčně v Polsku, Jugoslávii, Portugalsku a Rumunsku. Pro francouzské letectvo byl vyráběn s motorem Lorraine ve verzích A2/B2, s motorem Farman ve verzi Potez 25.8 pro cvičné úkoly. Hlavní výrobní verzí se stala verze pro službu v koloniích, s hlubším trupem s dalšími nádržemi pro prodloužení doletu. Tato verze dostala označení Potez 25TOE a byla vyrobena ve 795 kusech. Poháněna byla také motorem Lorraine. Verze TOE sloužila hlavně v Africe, Sýrii a Indočíně. Používalo je i francouzské námořnictvo. Dočkaly se i nasazení ve druhé světové válce. Díky porážce Francie nakonec sloužily na obou stranách fronty, jak v barvách letectva Vichy, tak FAFL. V letectvu FAFL sloužily jako cvičné ještě v roce 1945. Podobně dlouho byly používány ve Francouzské Indočíně.

Rozpětí: 14,06 m, délka: 9,14 m, max. rychlost: 210 km/h, dolet: 765 km, dostup: 6 750 m.

EN

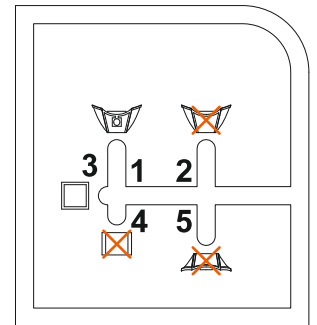
The Potez 25 was one of the new, mass produced aircraft types which in the post-WW1 era were beginning to replace war time surplus airframes. In 1923, the French military called for a two seat aircraft capable of reconnaissance (A2 role) as well as bombing missions (B2 role). The Potez 25 design became the winner of the competition and eventually the interest among operators in the type was so great that it remained in production from 1925 until 1934. The Potez 25 was based on previous designs, the Potez 15 and 24, which had not reached production but had seen the introduction of some new technical ideas within their structure later to be used in the Potez 25. Possibly the most important in the design was that the engine bearer struts were attached to the fuselage by means of just four bolts which in fact allowed not just for a very rapid removal of the power unit in case of need but also brought the possibility of coupling the airframe with almost any type of engine that provided sufficient power. This feature of the Potez 25 may very well be the true reason why so huge a number of various versions emerged, reportedly up to 87 differing by the engine used. Most of them did not reach production and remained just prototypes with just a few of them entering production and service in the end. The Potez 25 was a biplane, with its lower wing significantly smaller, the airframe was of mixed construction. It was built not just in France, but also under licence in Poland, Yugoslavia, Portugal and Romania. The French military operated the A2/B2 versions which were fitted with a Lorraine power plant and the Farman-engined Potez 25.8 version was designed for training purposes. The major production version was, however, the Potez 25TOE which had been designed for service in overseas colonies and featured a deeper belly and extra fuel tanks providing for greater range. A total of 795 was produced, fitted with a Lorraine engine. They mostly flew in Africa, Syria and French Indochina, but also saw service with the Aeronavale, or French Naval Aviation. The type remained in active service even during the Second World War, and because of the defeat of France, the type saw service with both sides of the conflict eventually, bearing colours of both the Vichy military and the FAFL. With the latter, and in French Indochina as well, the 25TOEs flew in the training role until 1945.

Wingspan: 14.06 m, length: 9.14 m, max. speed: 210 km/h, range: 765 km, ceiling: 6,750 m.

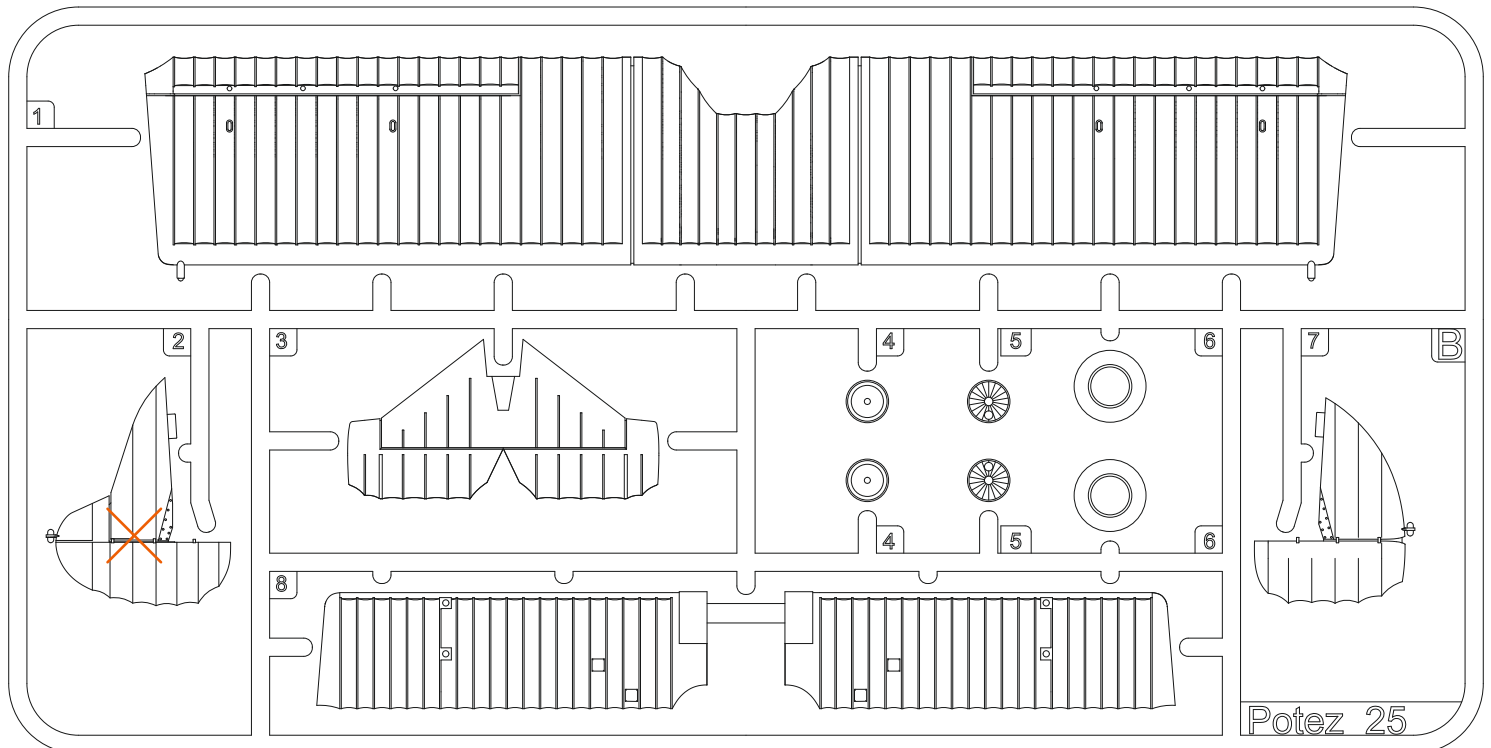


A

Clear parts (CP)



B



Barvy GUNZE/ GUNZE Colour No.

(A) Černá pneu / Tire Black	H77 / C137	(F) Kůže / Leather	H17 / C29
(B) Tmavý kov / Metal Black	H28 / C78	(G) Dřevo / Wood	H37 / C43
(C) Aluminium / Aluminium	H8 / C8	(H) Tmavě zelená / Dark Green	H15 / C36
(D) Opálený kov / Burnt Iron	SM05	(I) Světle modro-šedá / Light Blue-Grey	H67 / C115 85%
(E) Překližka / Plywood	C19		H1 / C1 15%

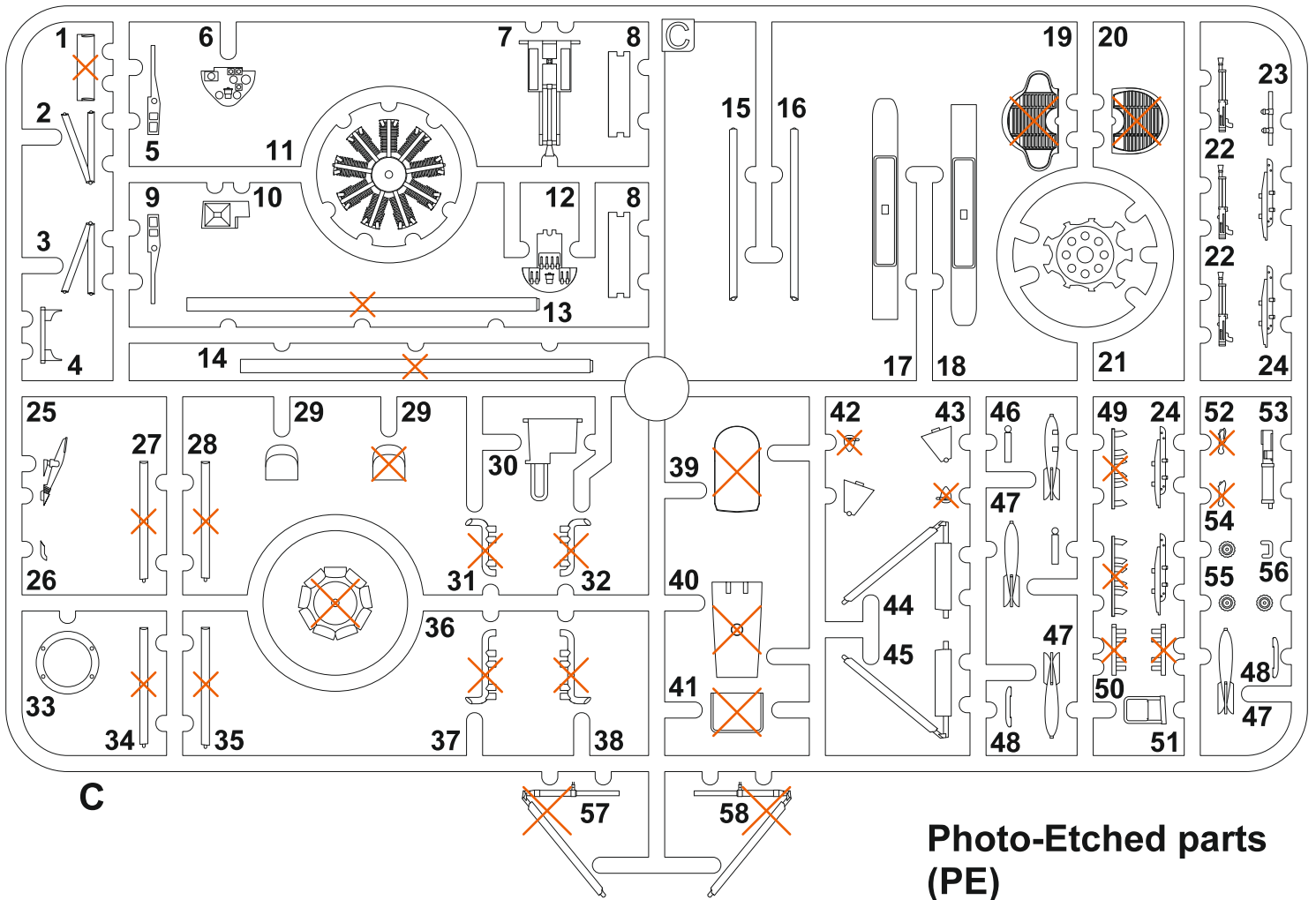
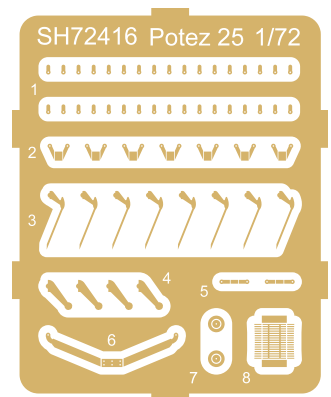
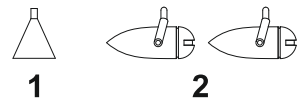


Photo-Etched parts (PE)



Printed Parts (PP)



Tento díl
nepoužít

Do not use
this part

SYMBOLS

MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION

POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLATKLEBER
COLLE CYANOACRYLAT

OHNOUT
BEND
BIEGEN
COURBER

ZHOTOVIT NOVĚ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER

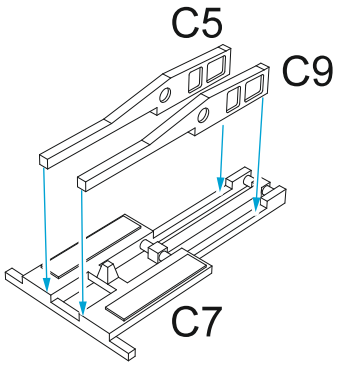


ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

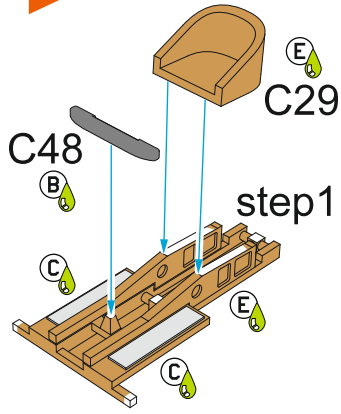
GSI
colours code

NATRÍT
COLOUR
FARBEN
PEINDRE

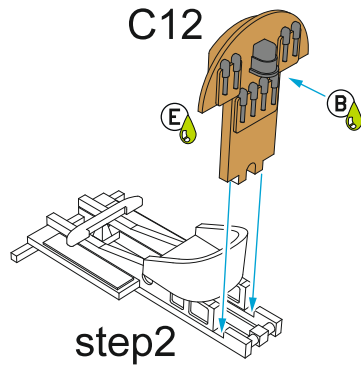
STEP 1



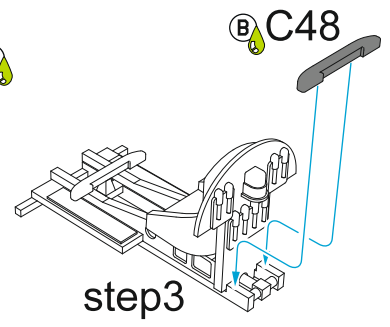
STEP 2



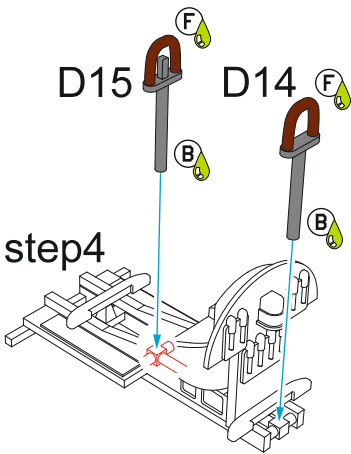
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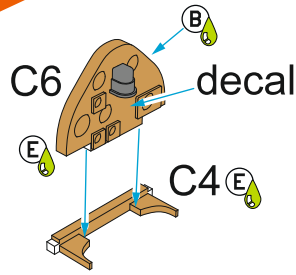
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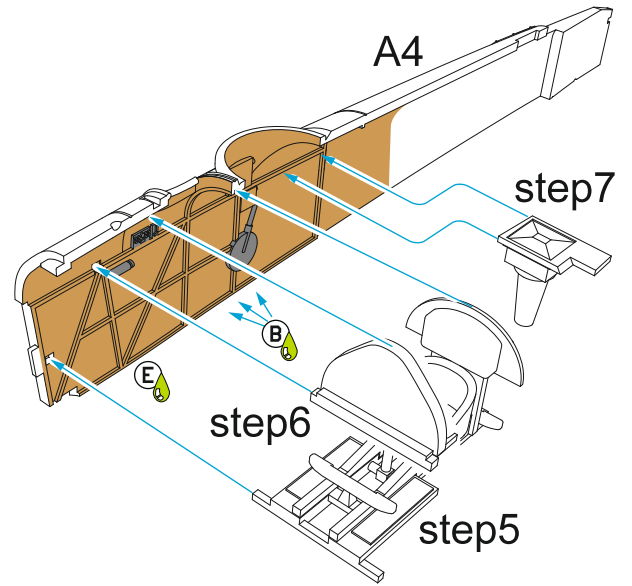
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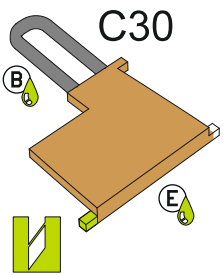
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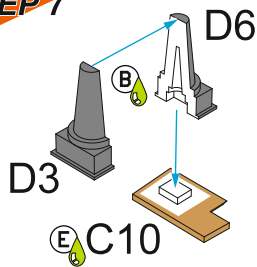
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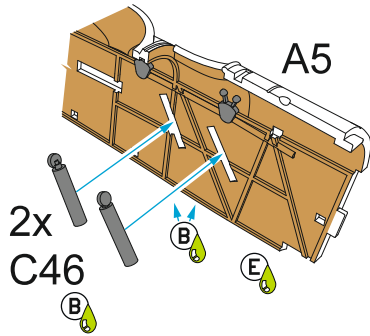
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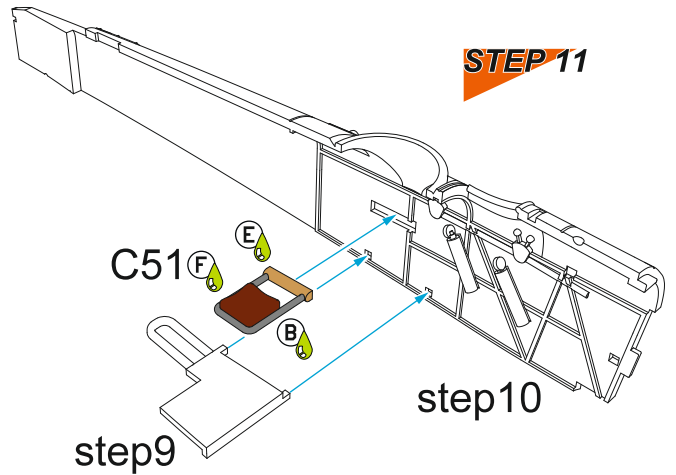
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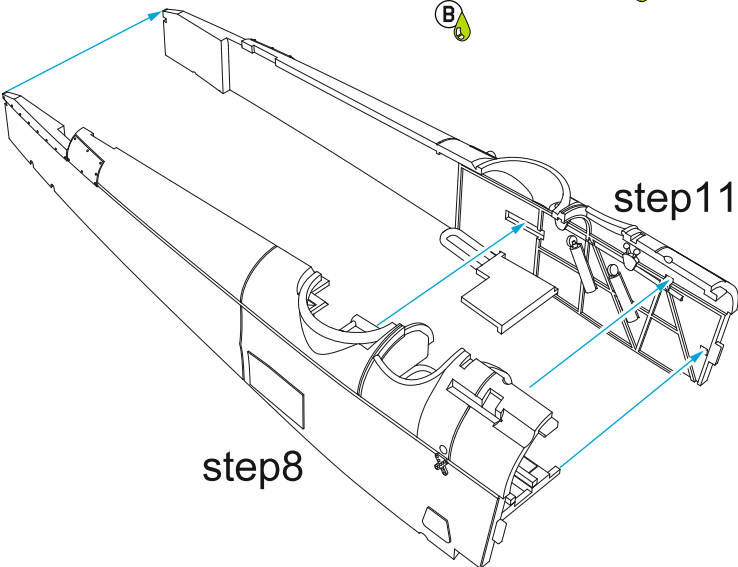
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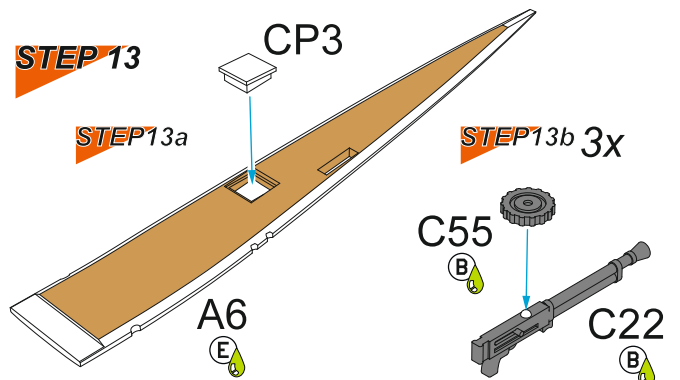
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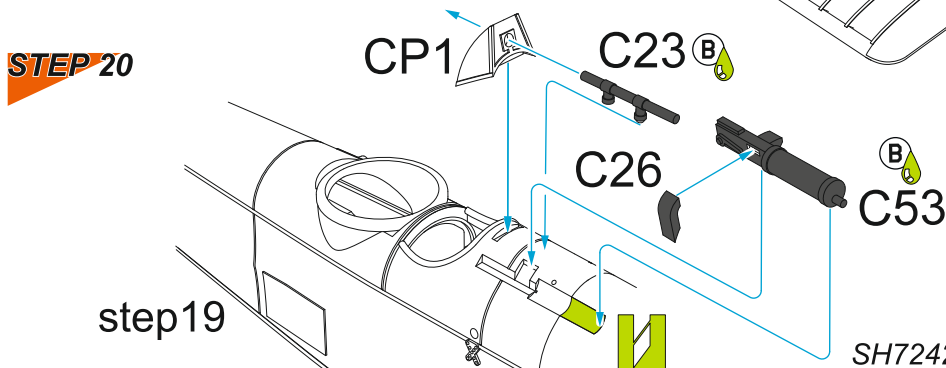
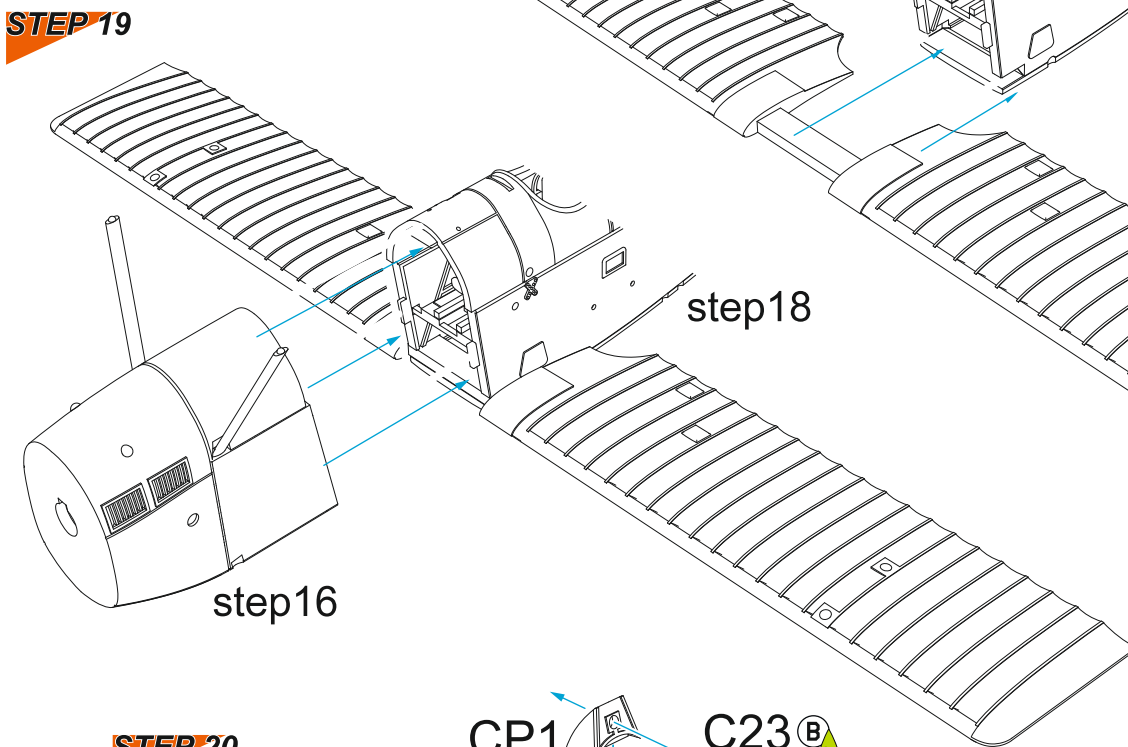
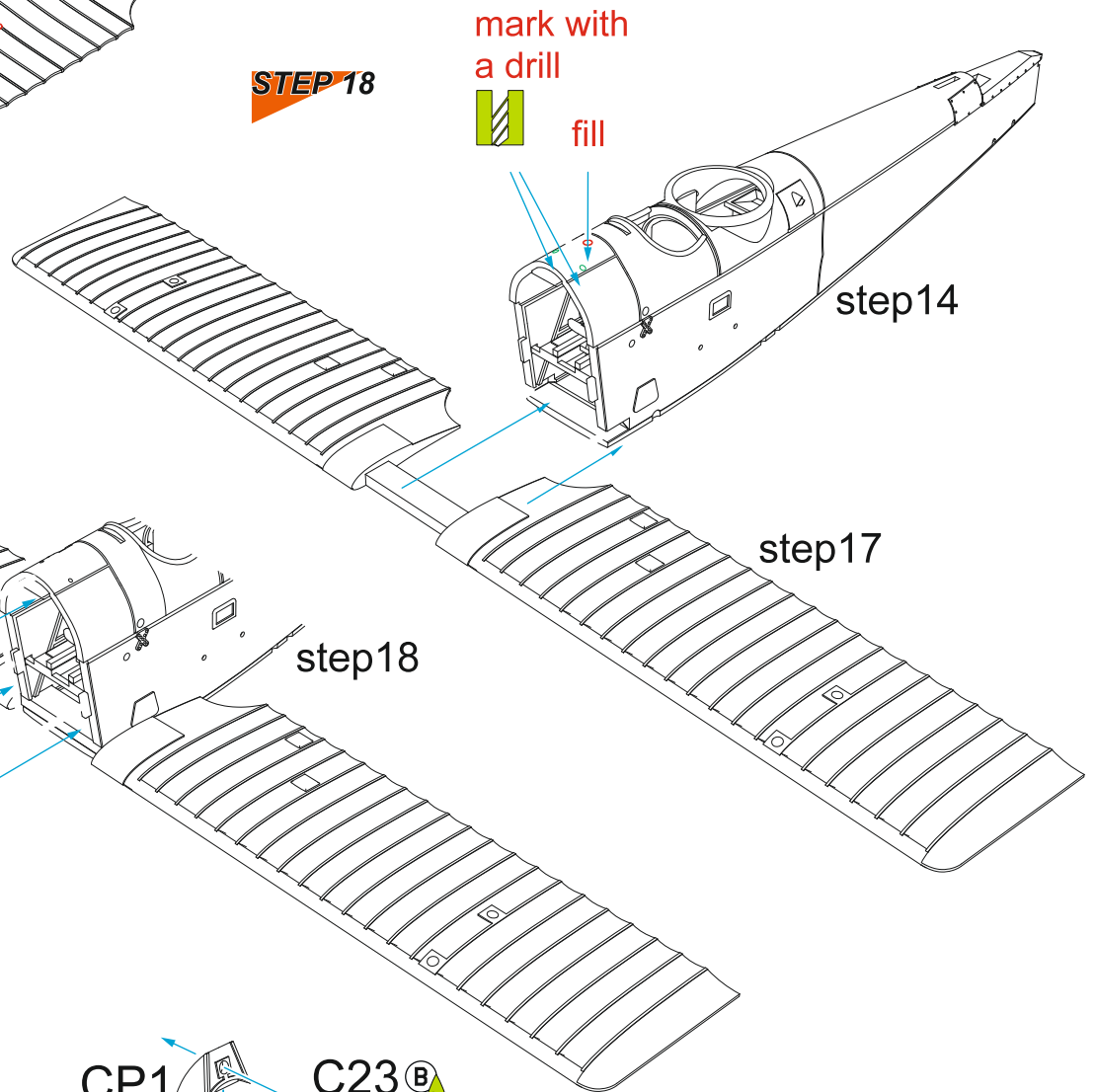
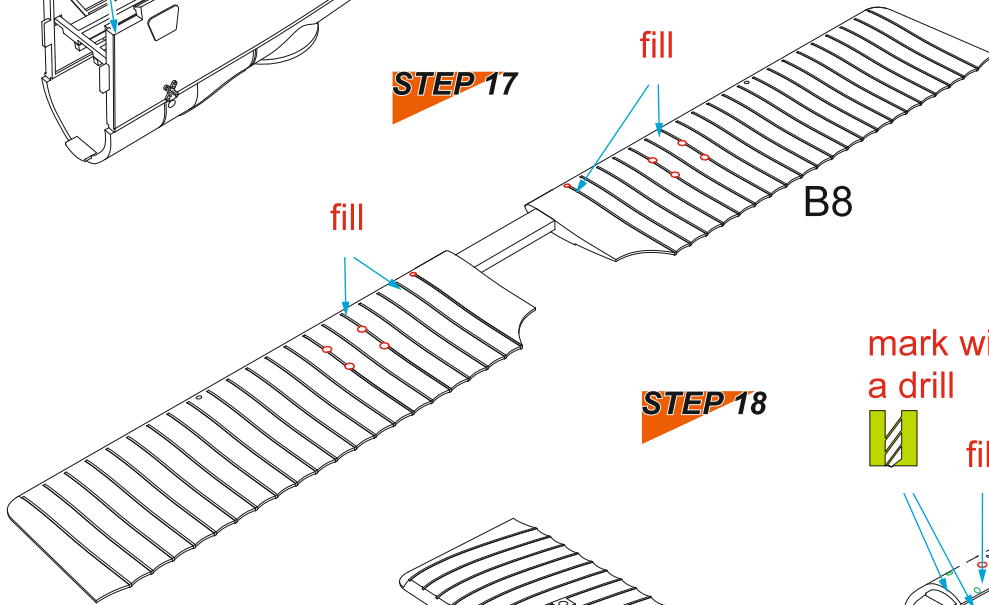
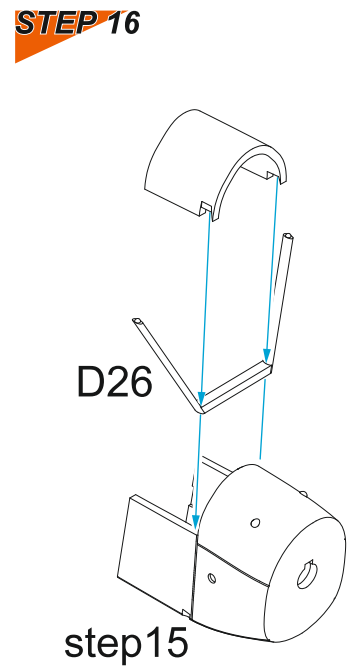
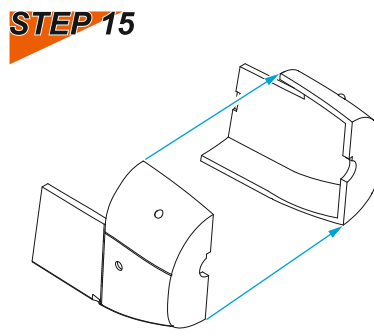
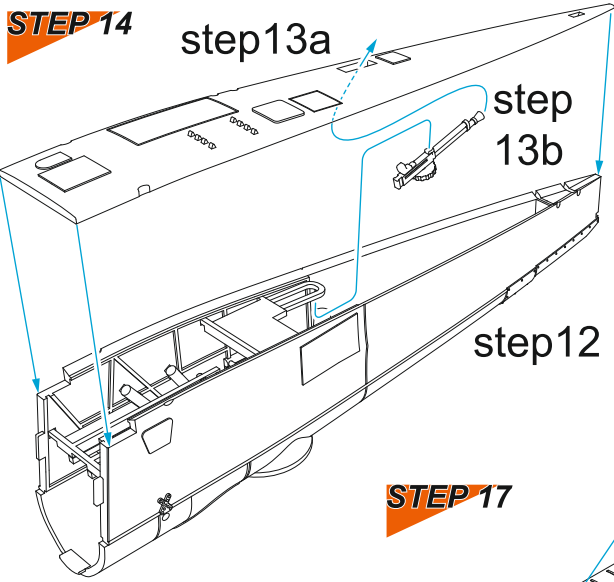


STEP 12

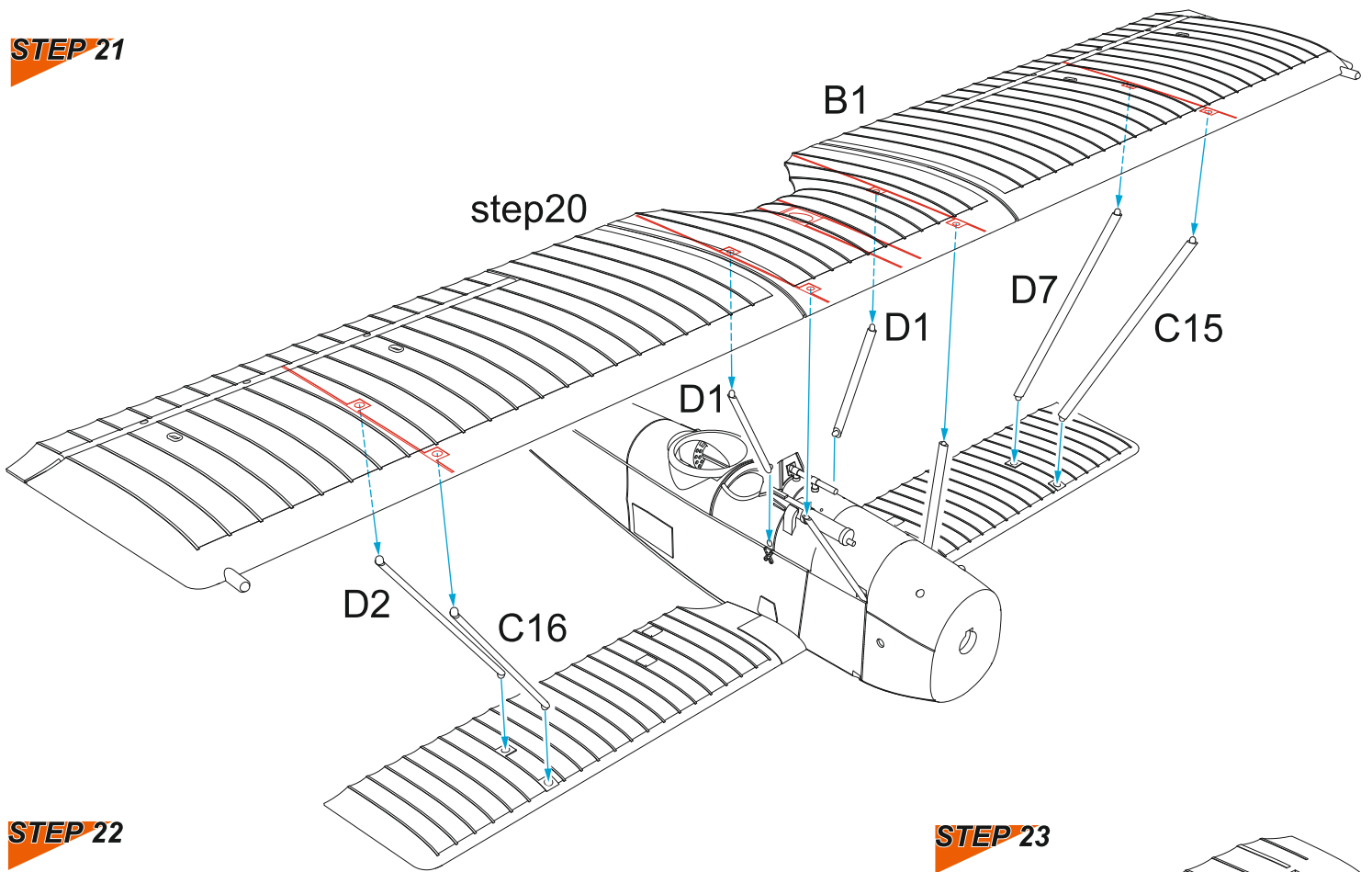


STEP 13

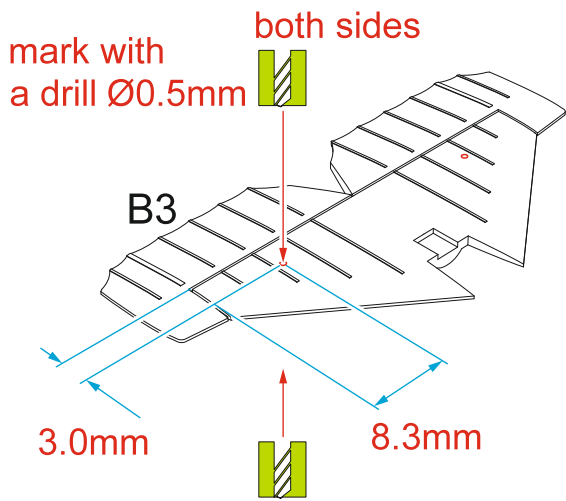




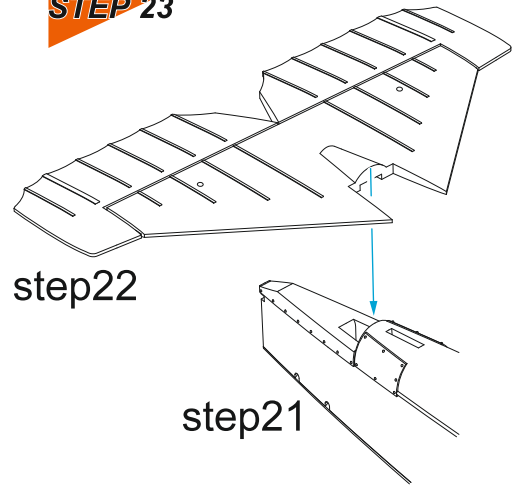
STEP 21



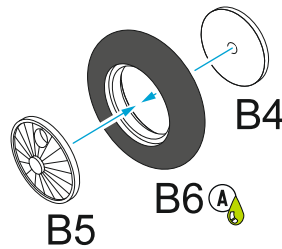
STEP 22



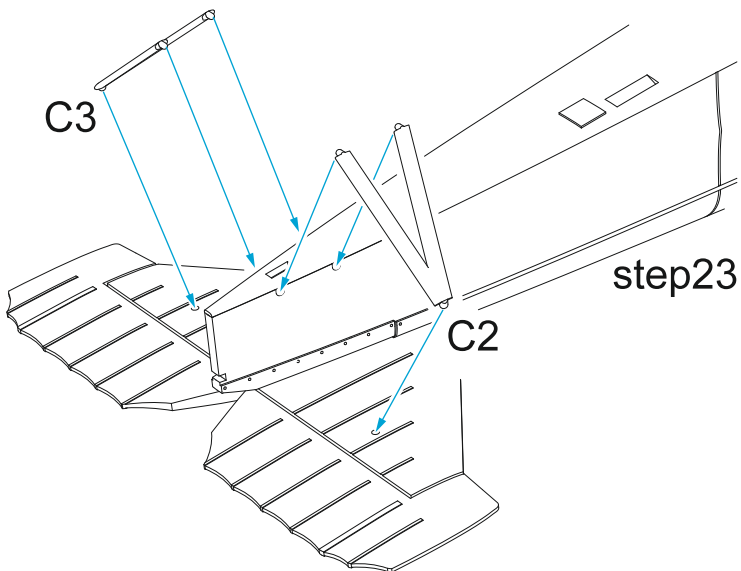
STEP 23



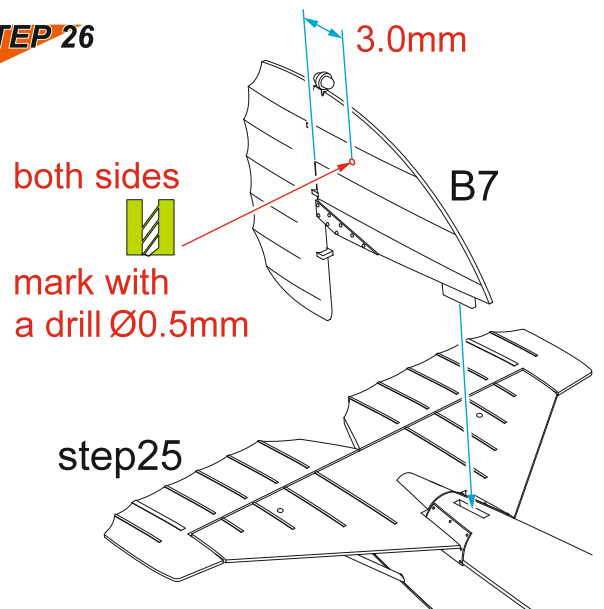
STEP 24 2x



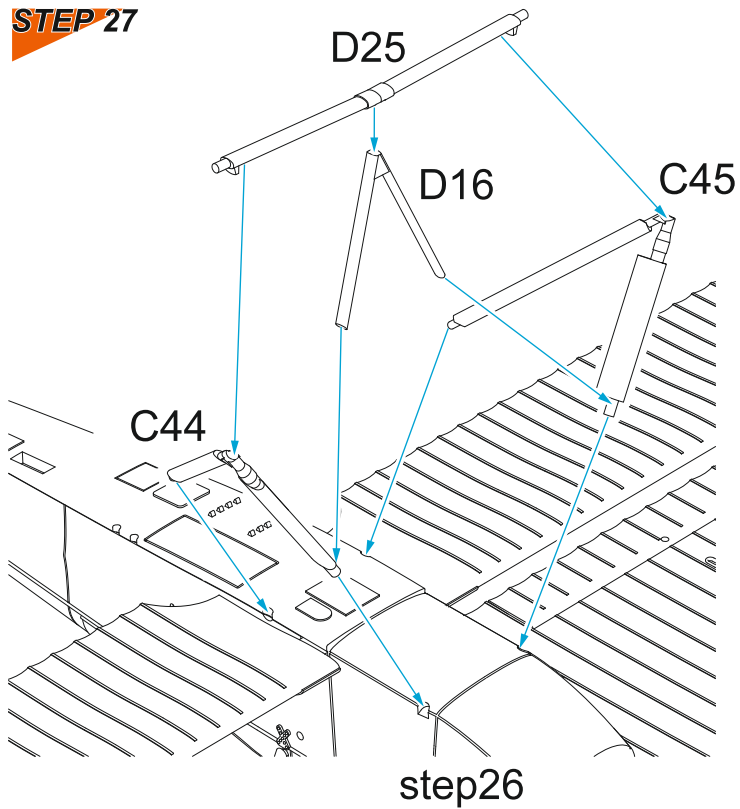
STEP 25



STEP 26

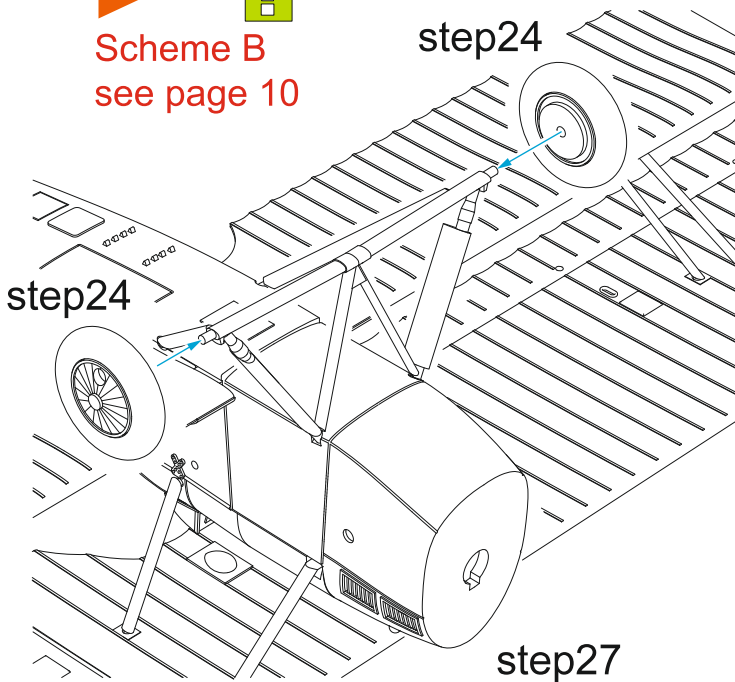


STEP 27

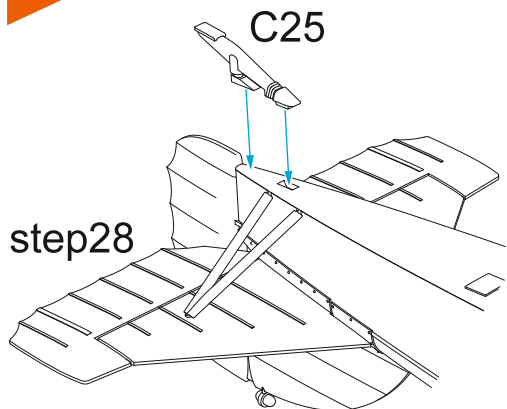


STEP 28 ?

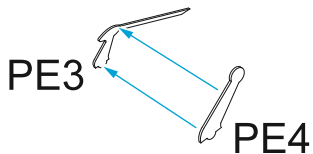
Scheme B
see page 10



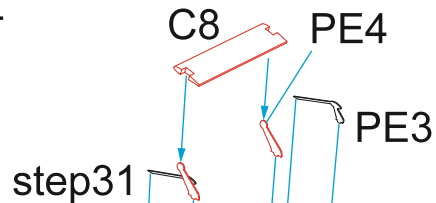
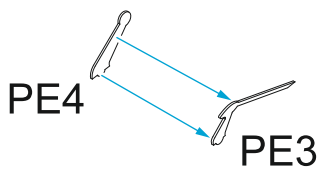
STEP 29



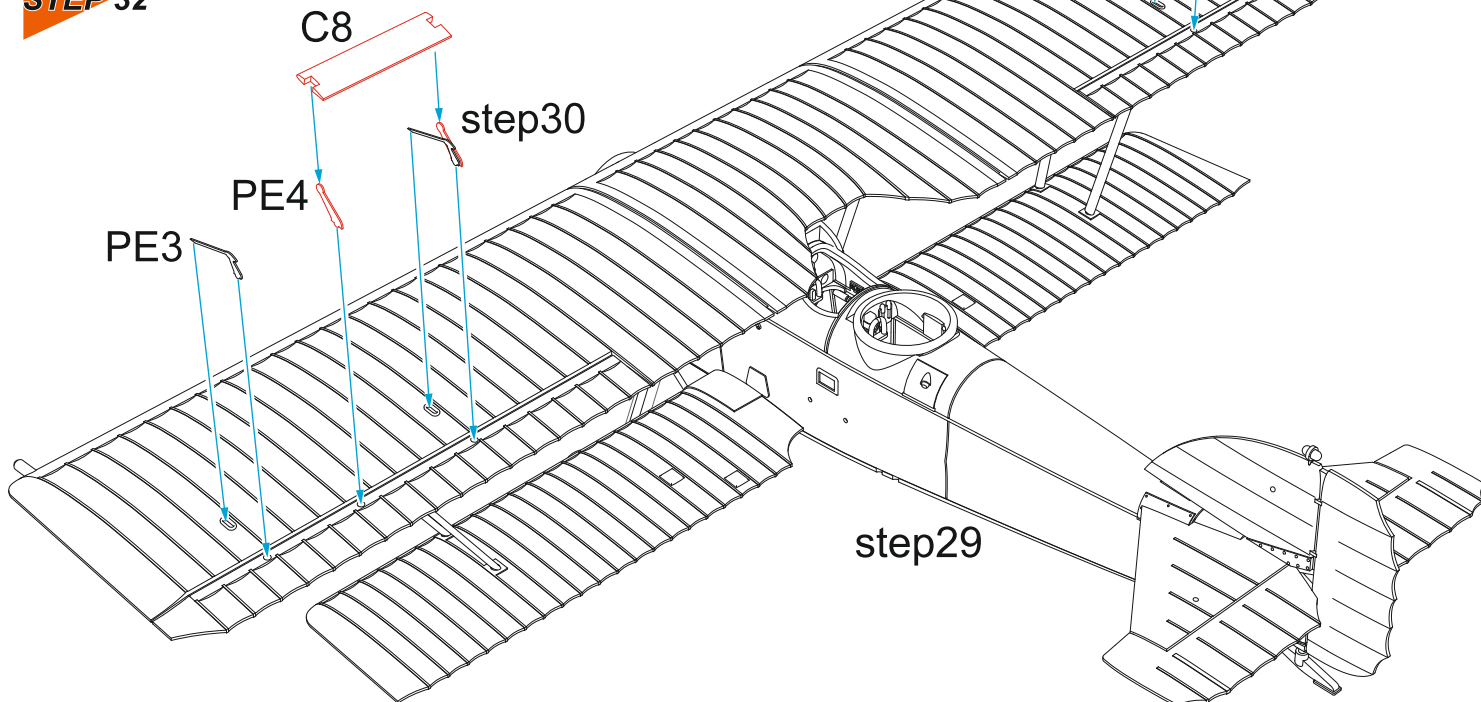
STEP 30



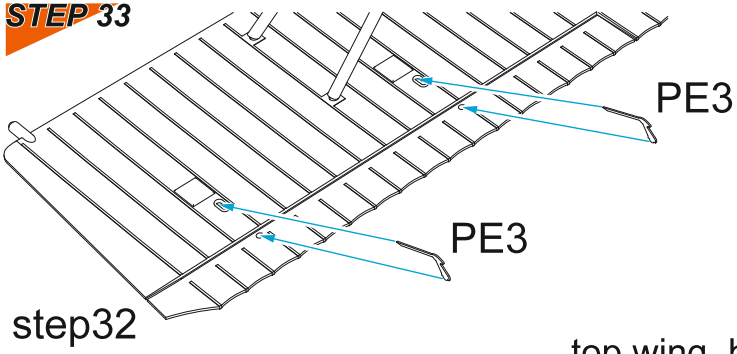
STEP 31



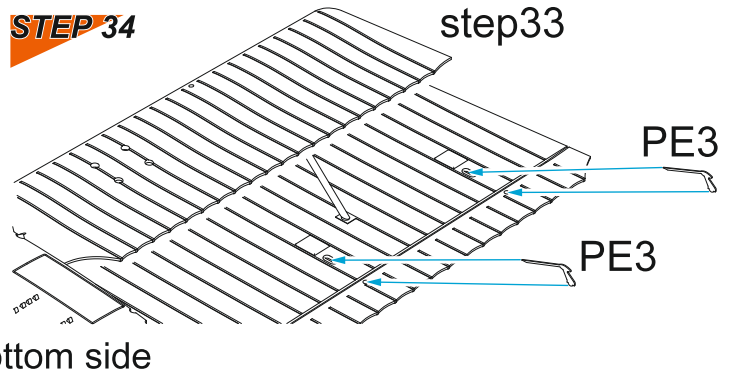
STEP 32



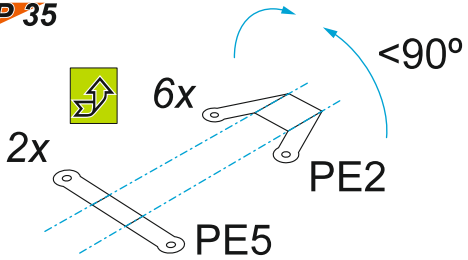
STEP 33



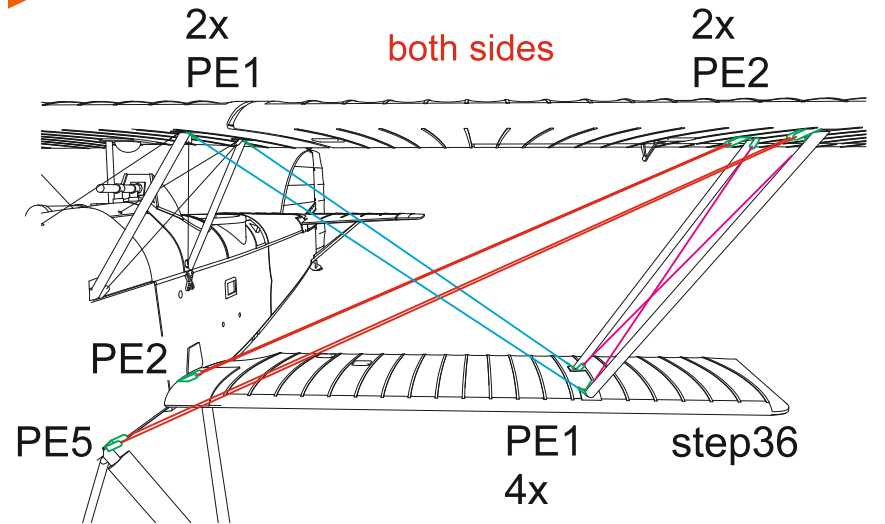
STEP 34



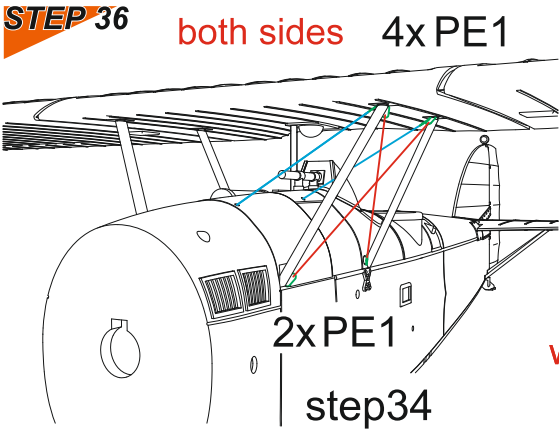
STEP 35



STEP 37

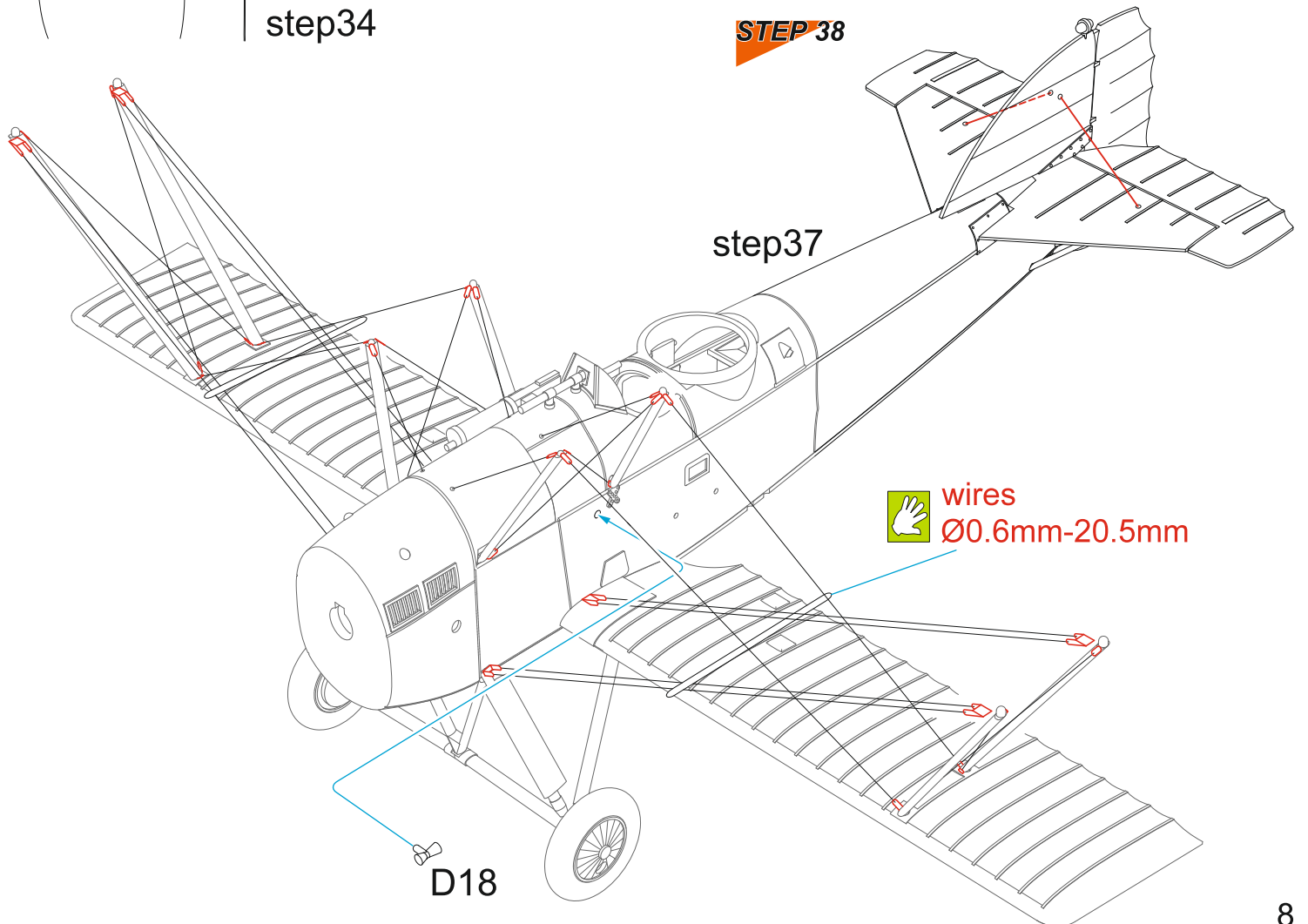


STEP 36

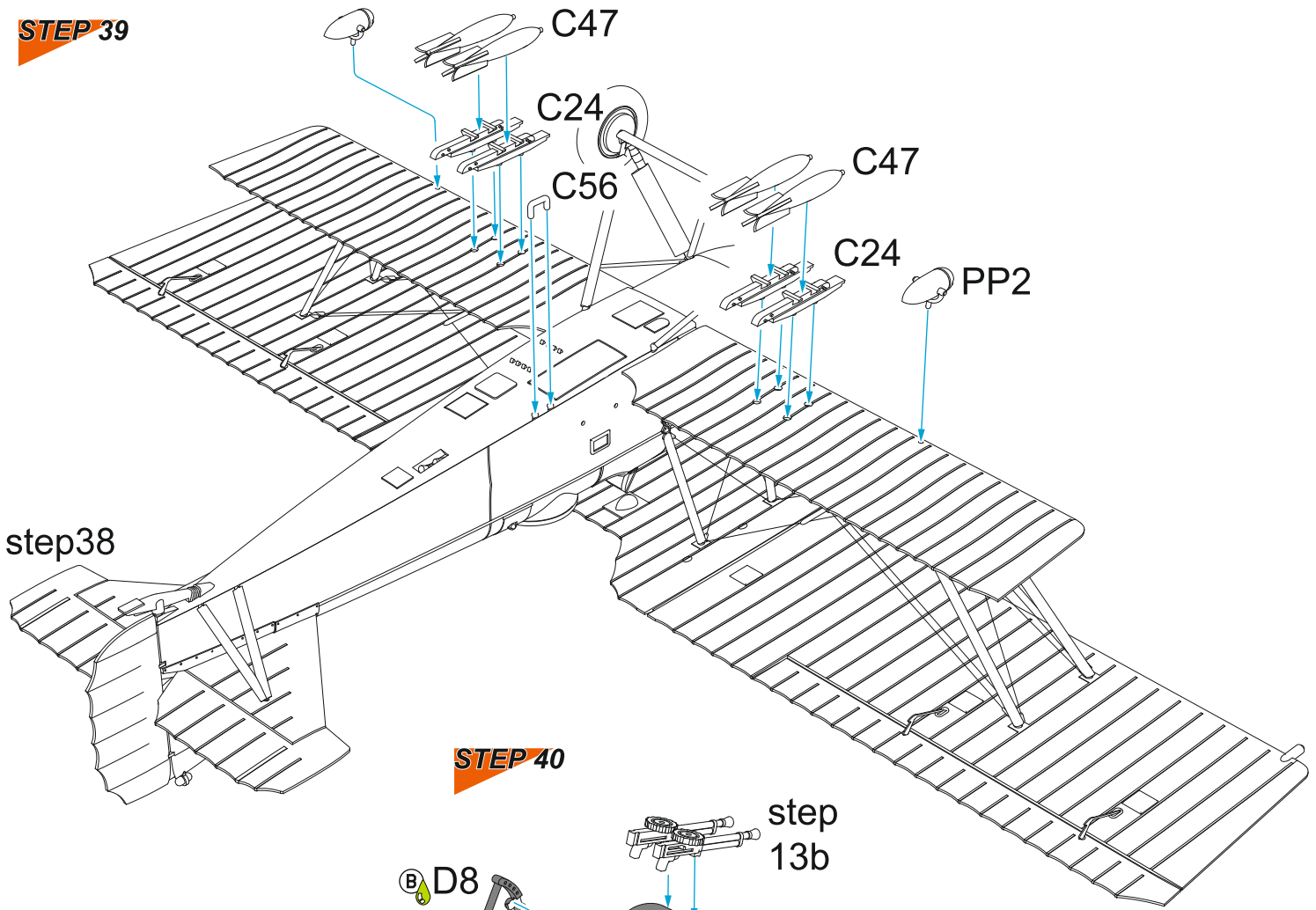


wires $\varnothing 0.2\text{mm}$

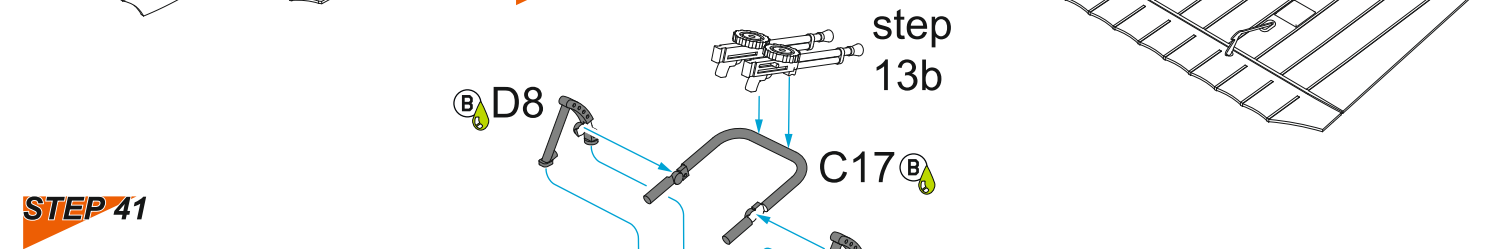
STEP 38



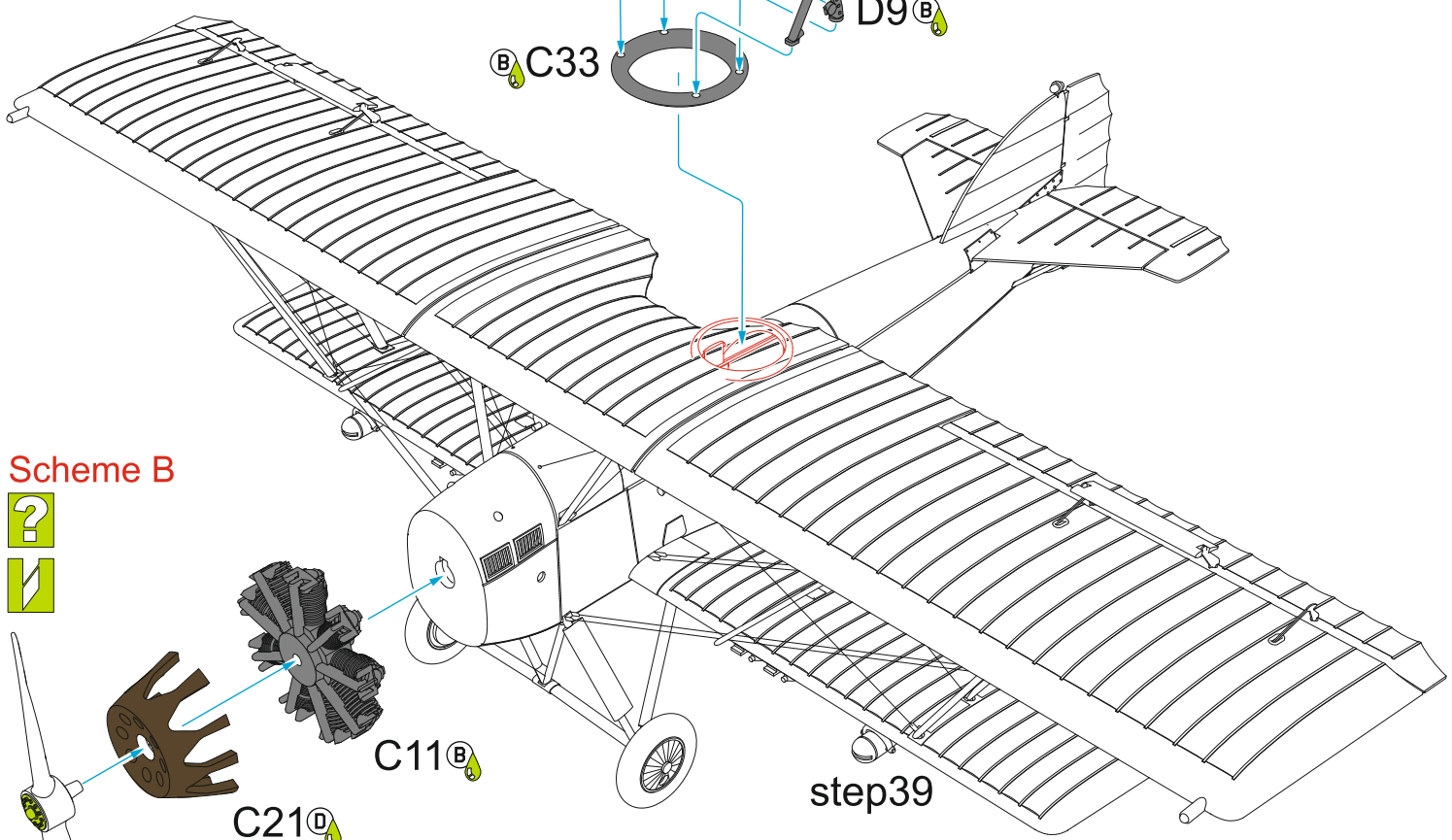
STEP 39



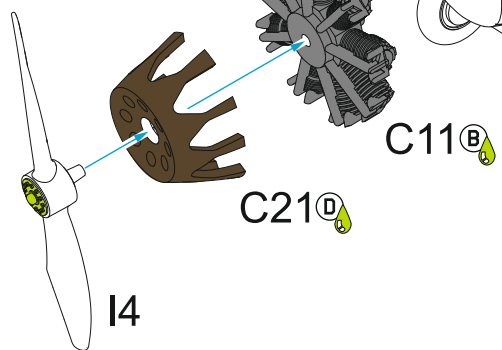
STEP 40

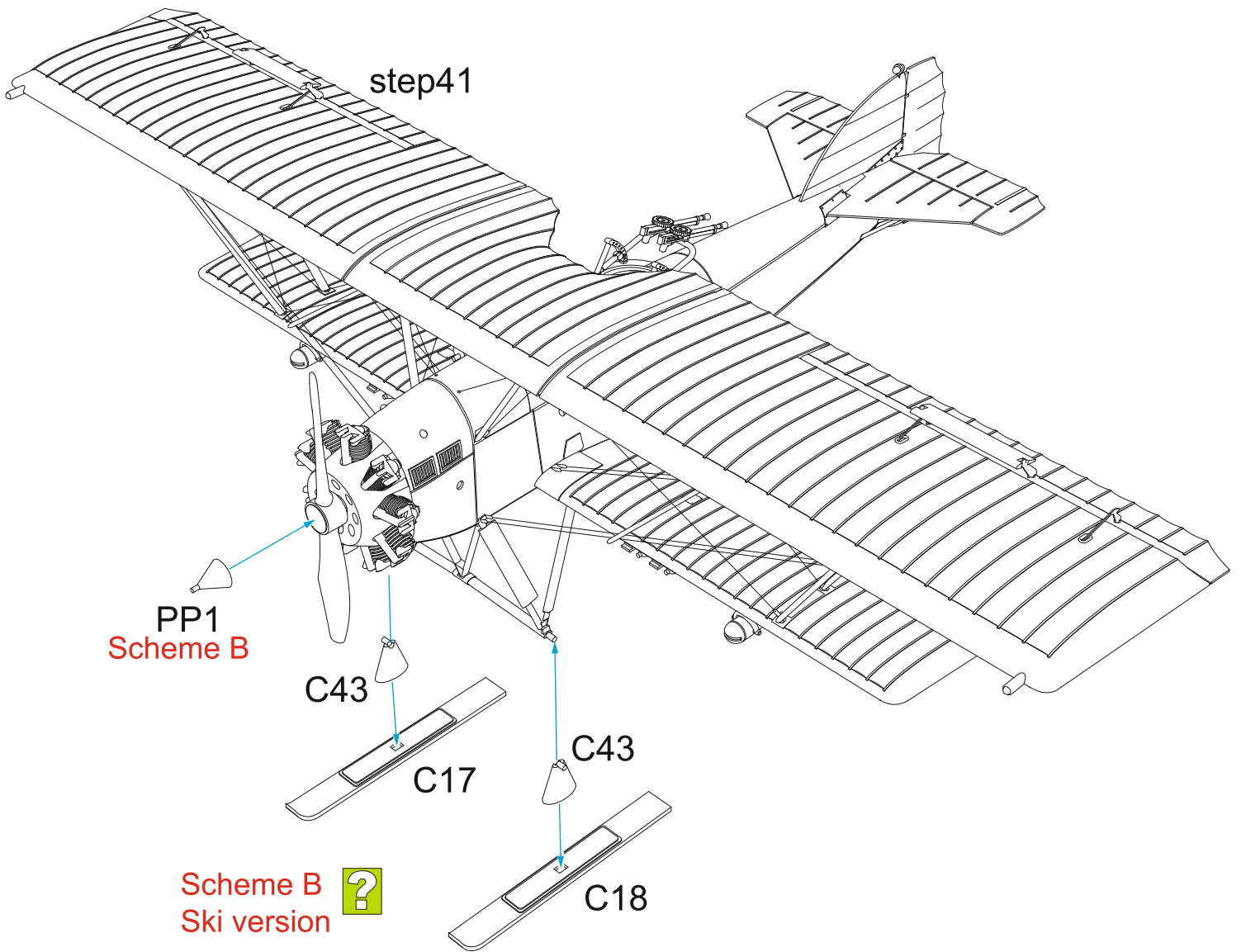


STEP 41



Scheme B





H1020 Razor Saw Profi Set

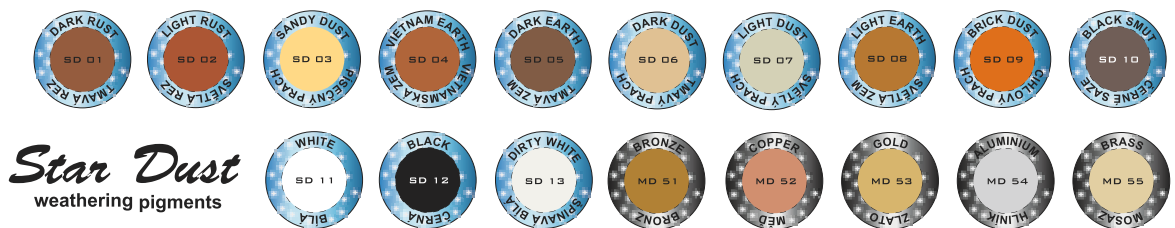


A new type handle for our razor saws. Also contains H1018 and H1019 spare saws.

H1018
Triangle Razor Saw (1pc)

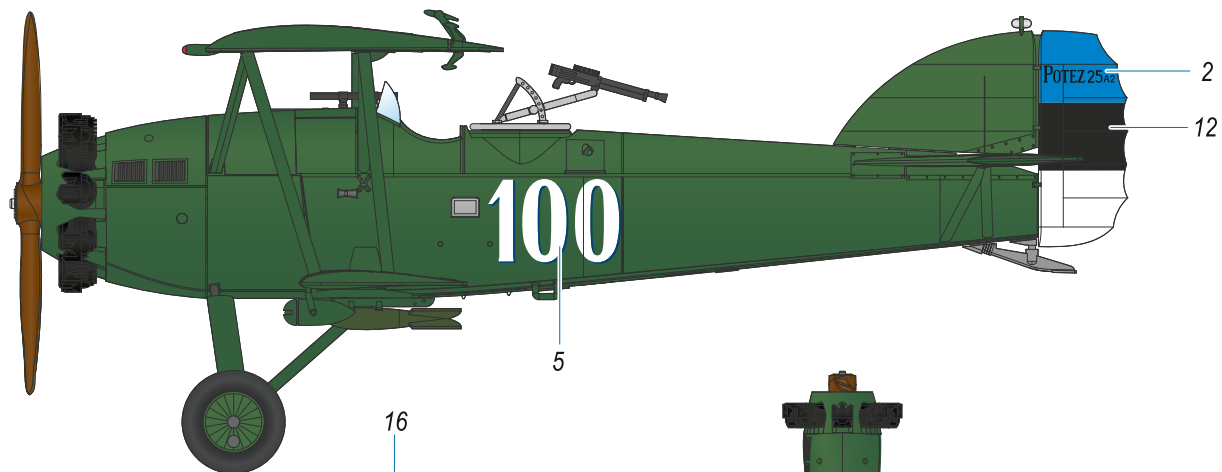


H1019
Multi-Shift Razor Saw (1pc)

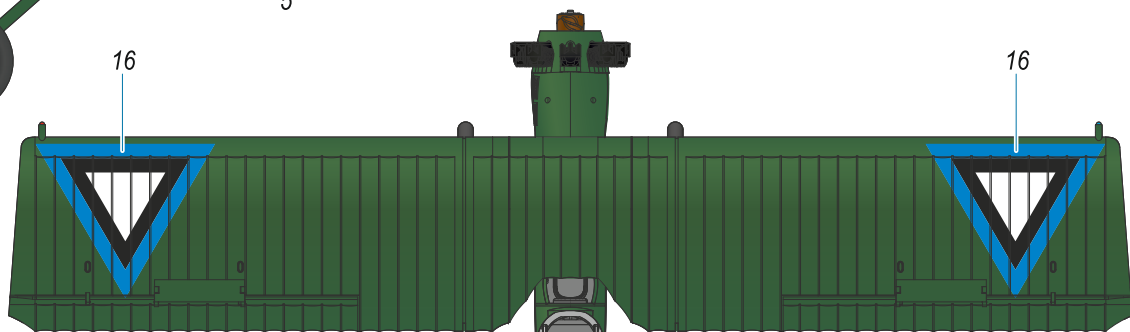


Potez 25A2, No.100, 2 division, Estonian Aviation Regiment, Tartu, 1930. Period photographs show the machine with its fuselage number 100 in two different dimensions.

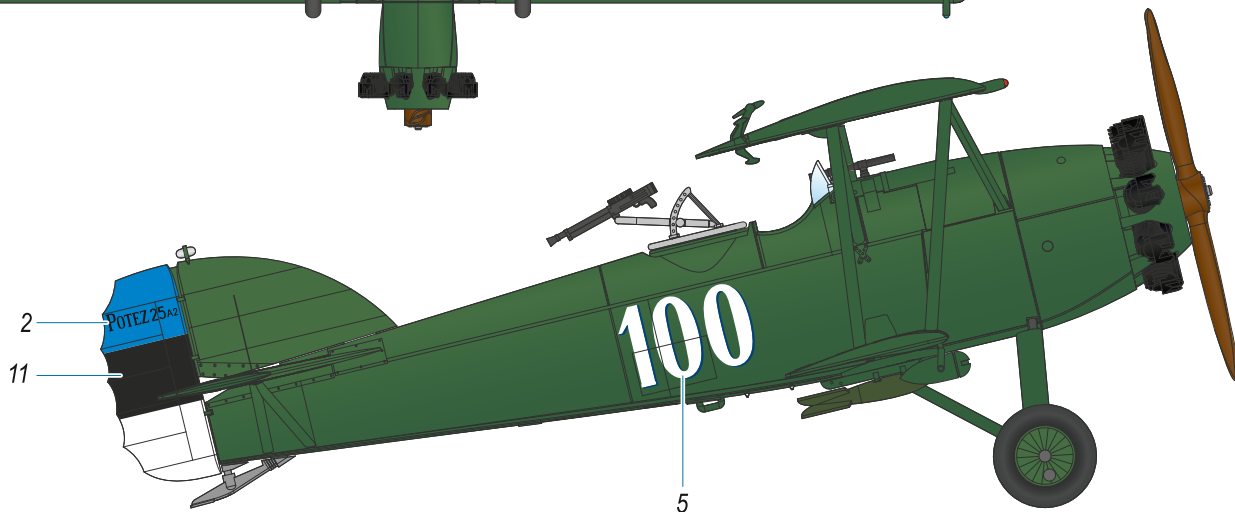
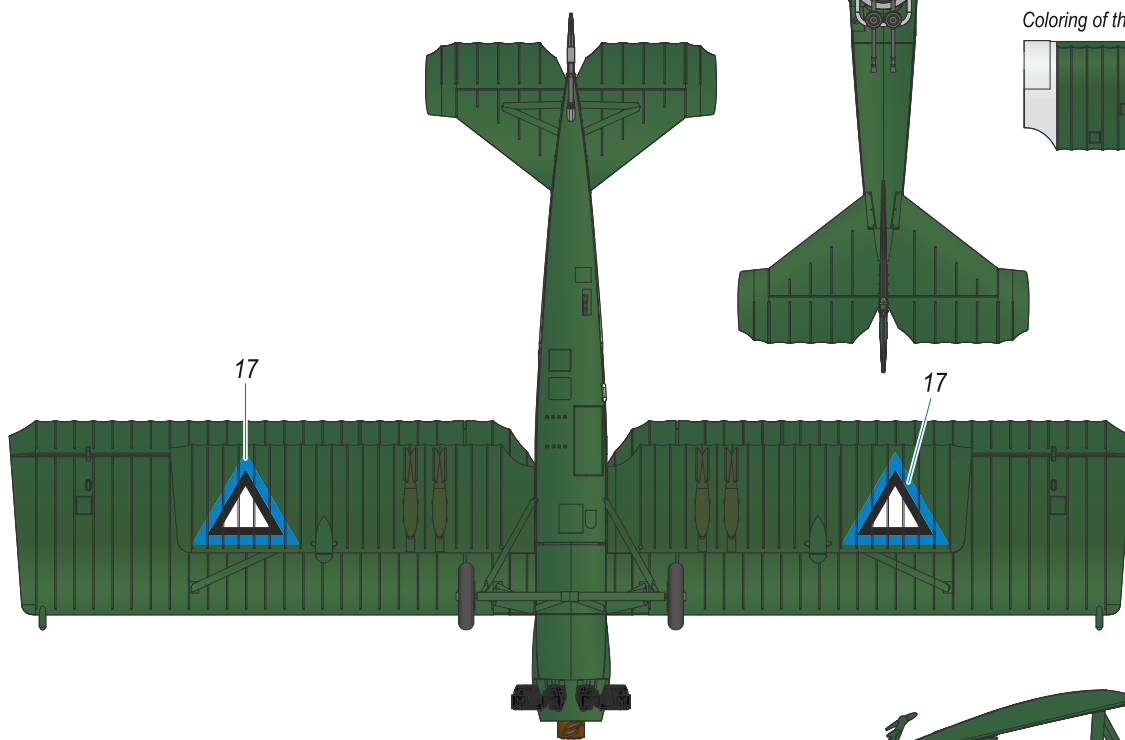
Potez 25A2, No.100, 2.division, Estonské letectvo (Estonian Aviation Regiment), základna Tartu, 1930. Letoun je doložen fotograficky se dvěma velikostmi čísla 100 na bocích trupu.



Scheme A



Coloring of the left and right lower wings.

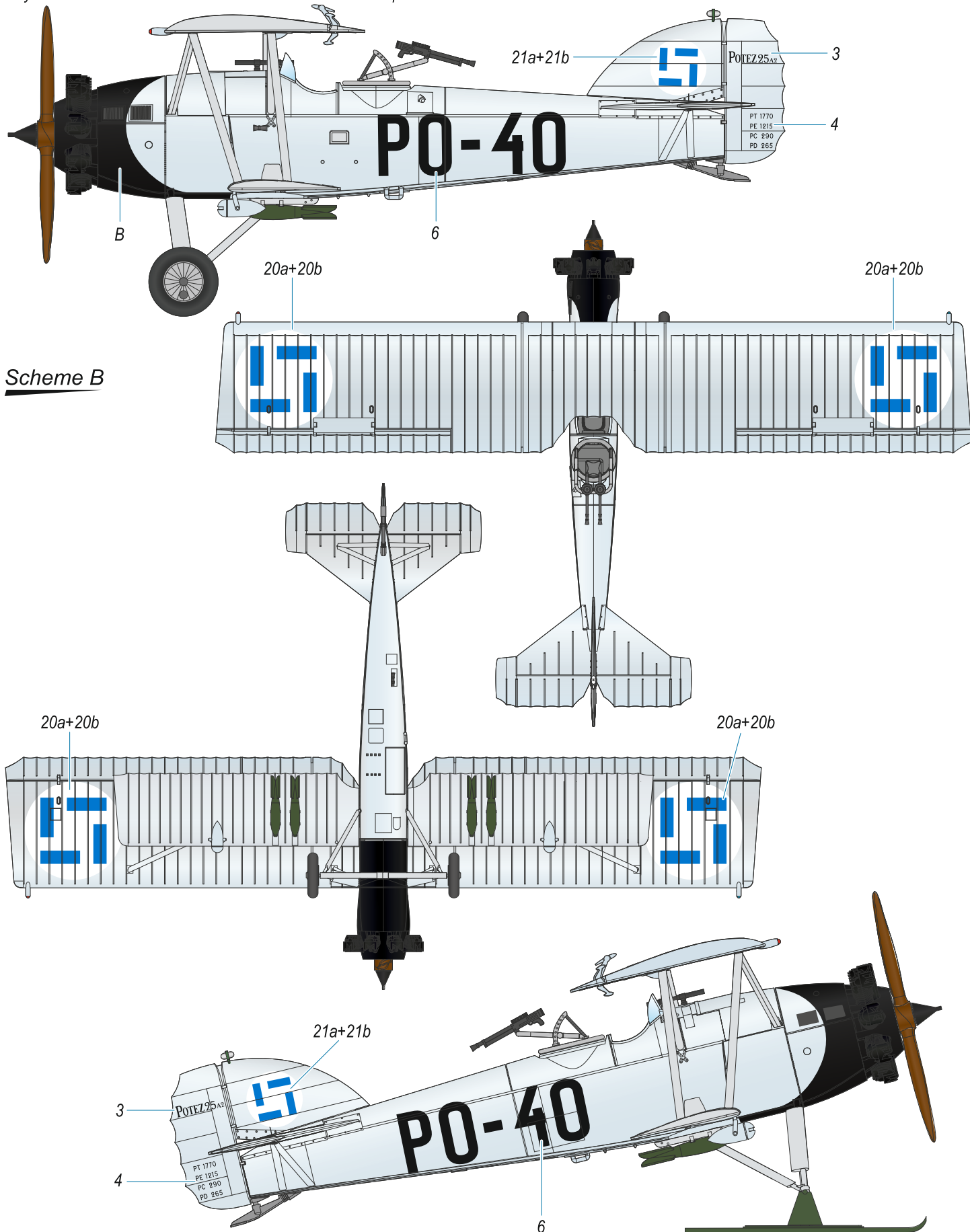


A Dark Green
Tmavě zelená
H36/C15

B Natural Metal
Přírodní kov
H8/C8

Potez 25A2, PO-40, Finnish Air Force, 1928. Finland acquired this sole Potez 25 in 1927, at first it had its nose section in black and during winter, the machine was fitted with ski undercarriage and served with the reconnaissance and bomber training unit at Utti. During its military service, the airframe underwent four overhauls and was eventually transferred to the Ilmailukoulu Air Combat School to help in the air gunners training. Then it wore a silver finish only and its code PO-40 was smaller. The machine was SOC in April 1936

Potez 25A2, PO-40, Finské letectvo, 1928. Finsko zakoupilo jediný Potez 25 v roce 1927. Nejprve sloužil s černě natřenou příďí a v zimě s lyžovým podvozkem u průzkumné a bombardovací cvičné letce v Utti. Během služby prošel čtyřmi generálními opravami. Po poslední opravě byl předán škole leteckého boje Ilmailukoulu, kde sloužil k výcviku střelců. To již byl zbarven pouze stříbrně a označení PO-40 bylo menší. Vyřazen byl v dubnu 1936.



Scheme B

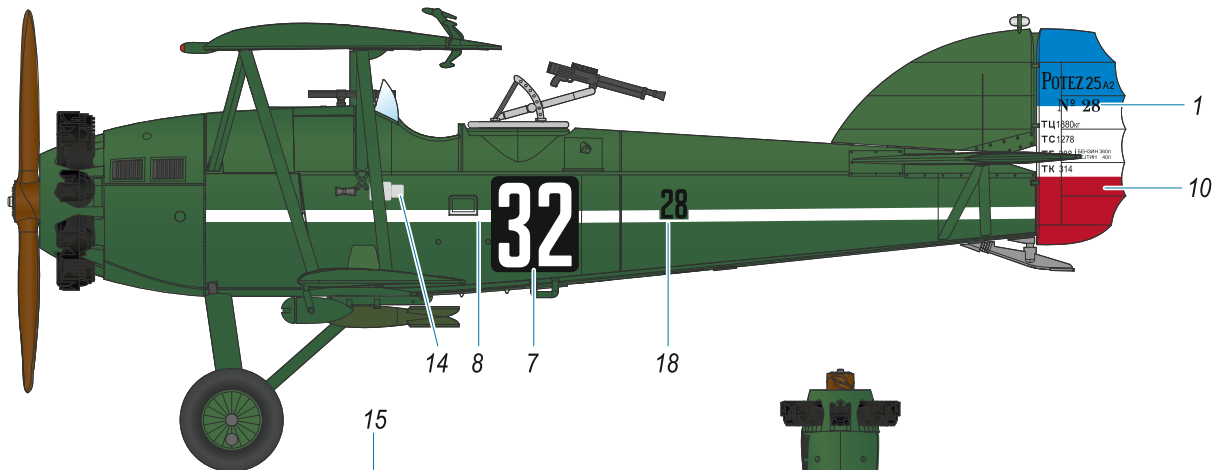
A Natural Metal
Přírodní kov
H8/C8

B Black
Černá
H12/C33

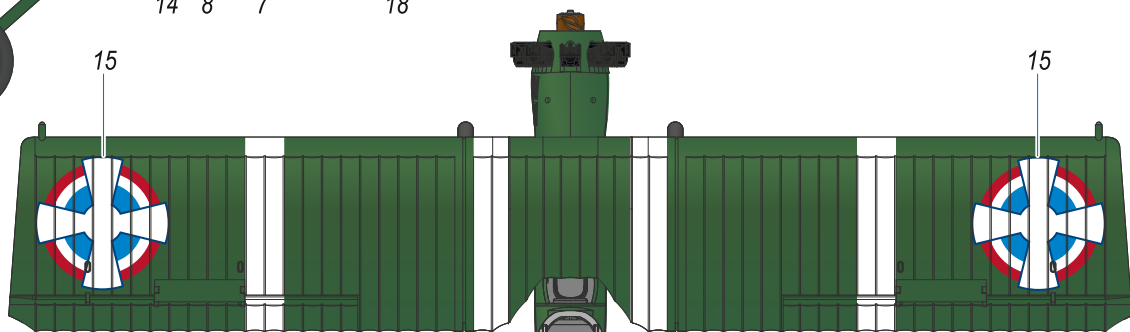
C Olive Green
Olivová zelená
H320/C320

Potez 25A2, No 28., Royal Yugoslav Air Force, Yugoslavia, 1933. The aircraft bore number 32. During the military maneuvers that were taking place near the town of Bijeljina (today in Bosnia and Herzegovina, Republika Srpska) the machine crash landed and ended up upside-down.

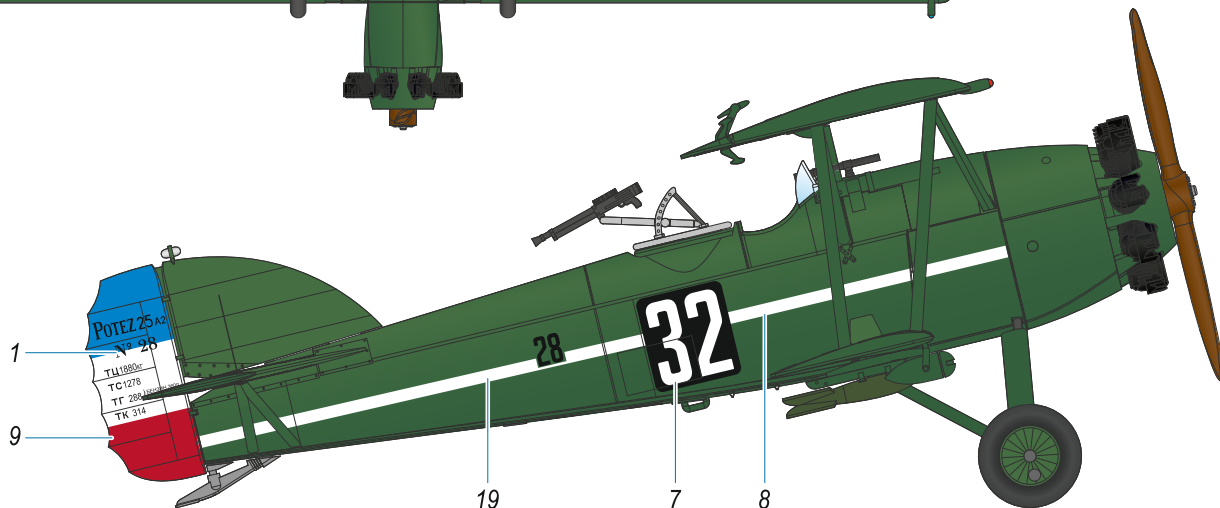
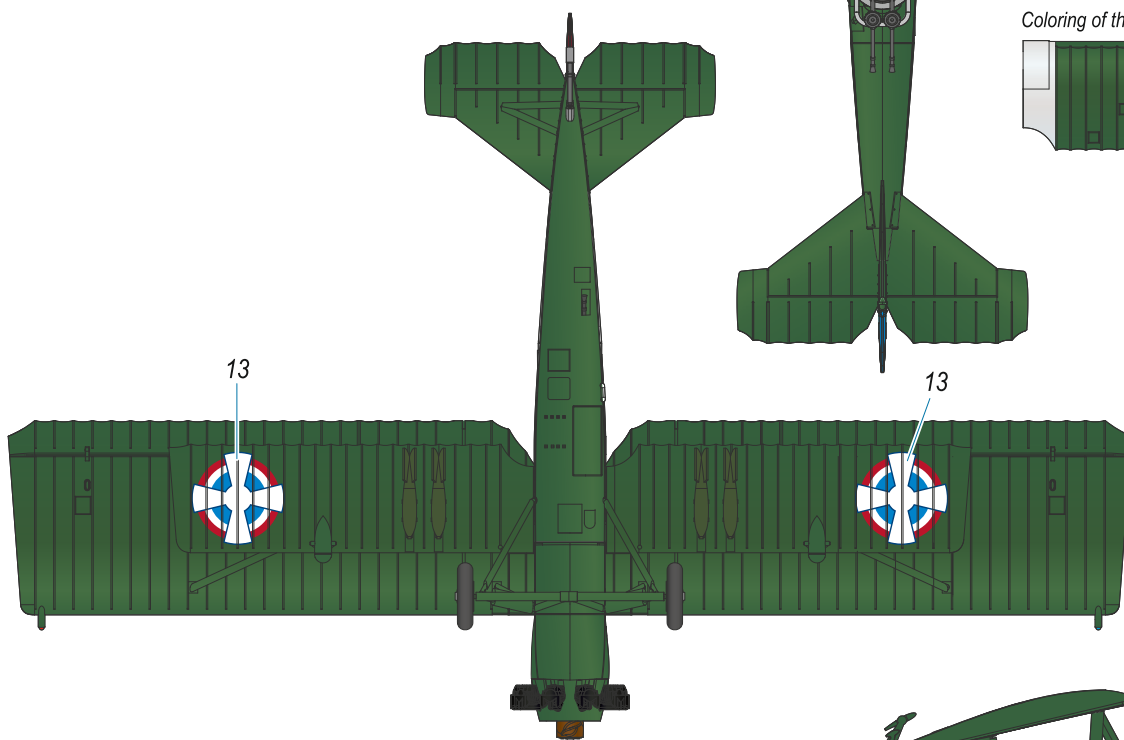
Potez 25A2, No 28., letectvo Království Jugoslávie, Jugoslávie 1933. Letoun dostal číslo 32 při manévrech, které se konaly u města Bijeljina (dnes Bosna a Hercegovina, Republika srbská). Během těchto manévřů havaroval a skončil koly vzhůru.



Scheme C



Coloring of the left and right lower wings.



- A** Dark Green
Tmavě zelená
H36/C15
- B** Natural Metal
Přírodní kov
H8/C8
- C** White
Bílá
H1/C1



1/72
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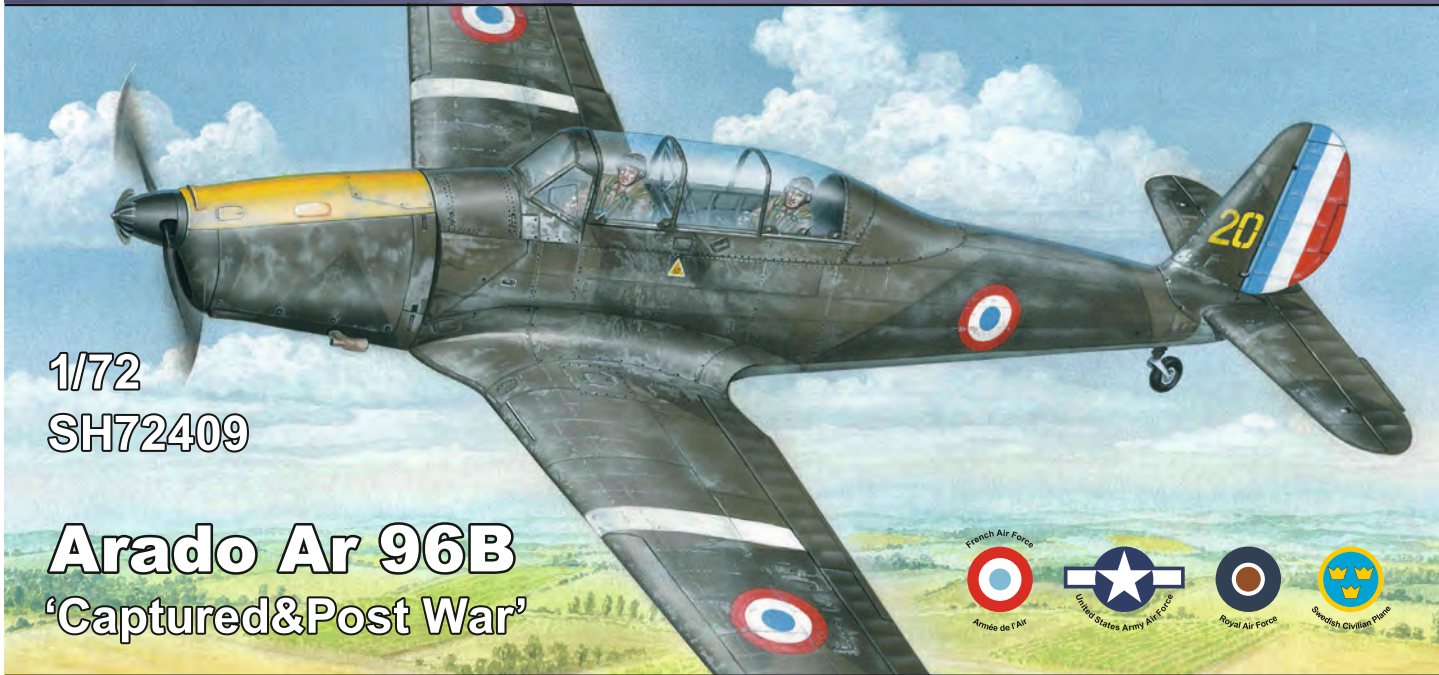
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