



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. La société Salmson développe un moteur en double étoile à 18 cylindres refroidi par eau de 520 ch, donc légèrement plus puissant que le Lorraine 12Eb, ce qui permet d'obtenir des commandes de Potez 25 A2/B2 équipés de ce moteur, à l'apparence caractéristique (270 appareils commandés). Une dérive doit être spécialement développée, le haut est de forme plus rectangulaire, très visible. Un certain nombre de ces avions sont affectés au 38 ème RAM, basé à Thionville, dont une escadrille porte l'insigne du Gaulois, inspiré dans sa seconde version par le Gaulois des paquets de cigarettes. Seize Potez 25 sont équipés d'un moteur Salmson 18 Ab, en doubles cylindres mais à refroidissement par air, d'apparence très différente. Des Potez 25 Salmson furent reconvertis en appareils civils, l'un a porté l'immatriculation F-AOMG.(18 CMB), un autre le F-AMQD (18 Ab). Un certain nombre d'appareils équipés de Salmson 18 CMB furent livrés au Gouvernement espagnol (républicain) lors de la guerre civile, au moins un a servi dans le Grupo 71.

Spécifications (Salmson 18 CMB) : biplan biplace de reconnaissance (A2) et bombardement (B2). Moteur Salmson 18 CMB à 18 cylindres en étoile de 520 ch. Envergure 14,16 m, longueur 9,61 m. Armement : 1 mitrailleuse fixe Vickers, 2 mitrailleuses Lewis sur affût TO7, 1 mitrailleuse Lewis ventrale.

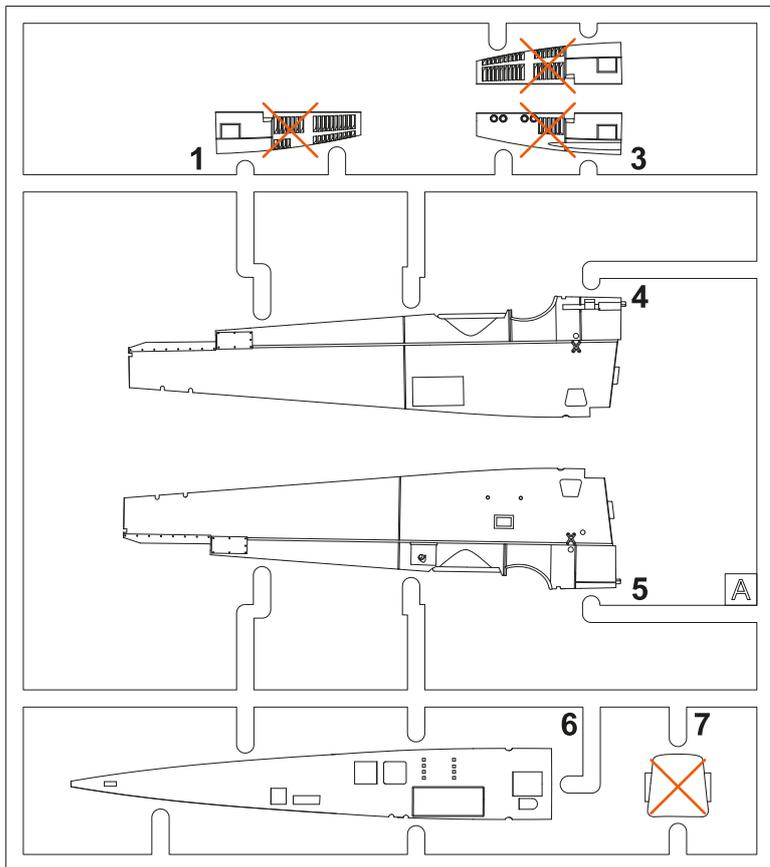
EN

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 Salmson 18 CMB engine was unusual, being a water-cooled radial (most radials being air-cooled) with 18 cylinders giving 520 ch, which was slightly more powerful than the Lorraine 12Eb. 270 Potez 25s A2/B2s were ordered with this distinctive 18 CMB engine. These aircraft had a new more rectangular tail-fin whose shape made it readily identifiable. A number of these aircraft were assigned to the 38th RAM, based at Thionville, one of this unit's squadrons used the Gaul's head badge, which in its second iteration was inspired by the logo used on cigarette packets at that time. Sixteen Potez 25s were powered by Salmson 18 Ab engines, these had a very different appearance from the 18 CMB as they were conventional air-cooled twin-row radials. A few Salmson-powered Potez 25s were converted for civilian use, two confirmed registrations being F-AOMG (18cCMB) and F-AMQD (18cAb). Several Salmson 18 CMB-powered aircraft were delivered to Spain's Republican Government during the civil war, with at least one of these aircraft serving with Grupo 71.

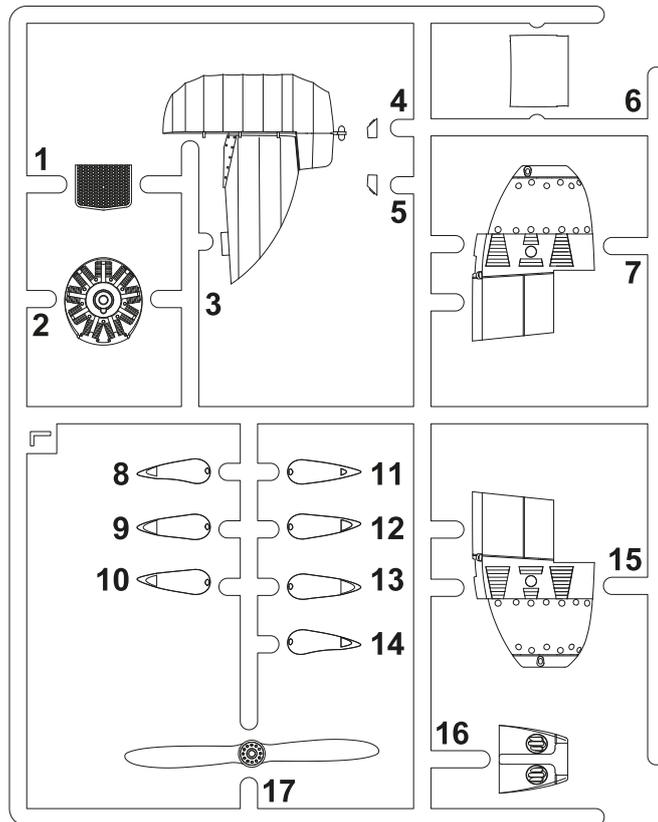
Specifications (Salmson 18 CMB): reconnaissance (A2) and bombing (B2) biplane. Salmson 18 CMB 18-cylinder radial engine rated at 520 ch. Wingspan 14.16 m, length 9.61 m. Armament: 1 fixed Vickers machine gun, 2 Lewis machine guns on TO7 mountings, 1 ventral Lewis machine gun.

Plastic Parts

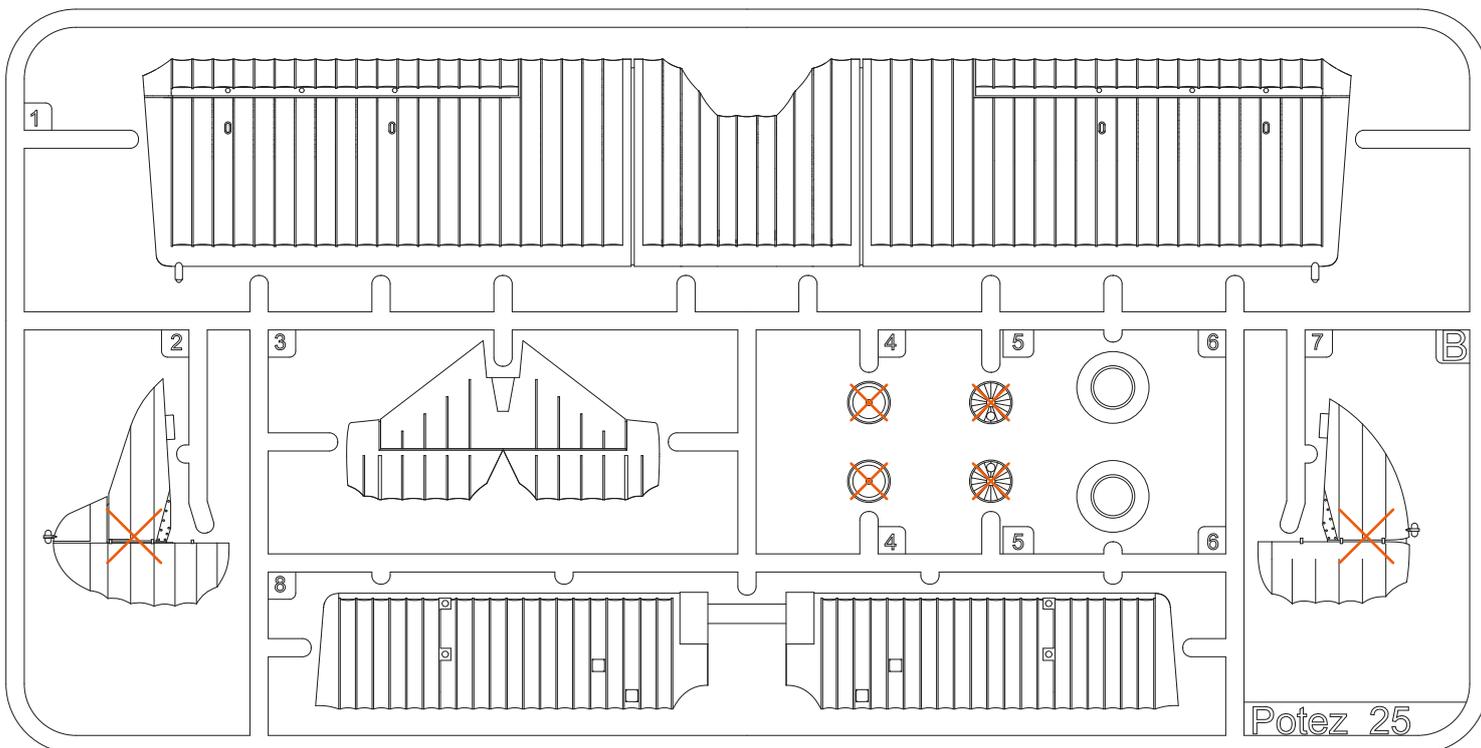
A



L

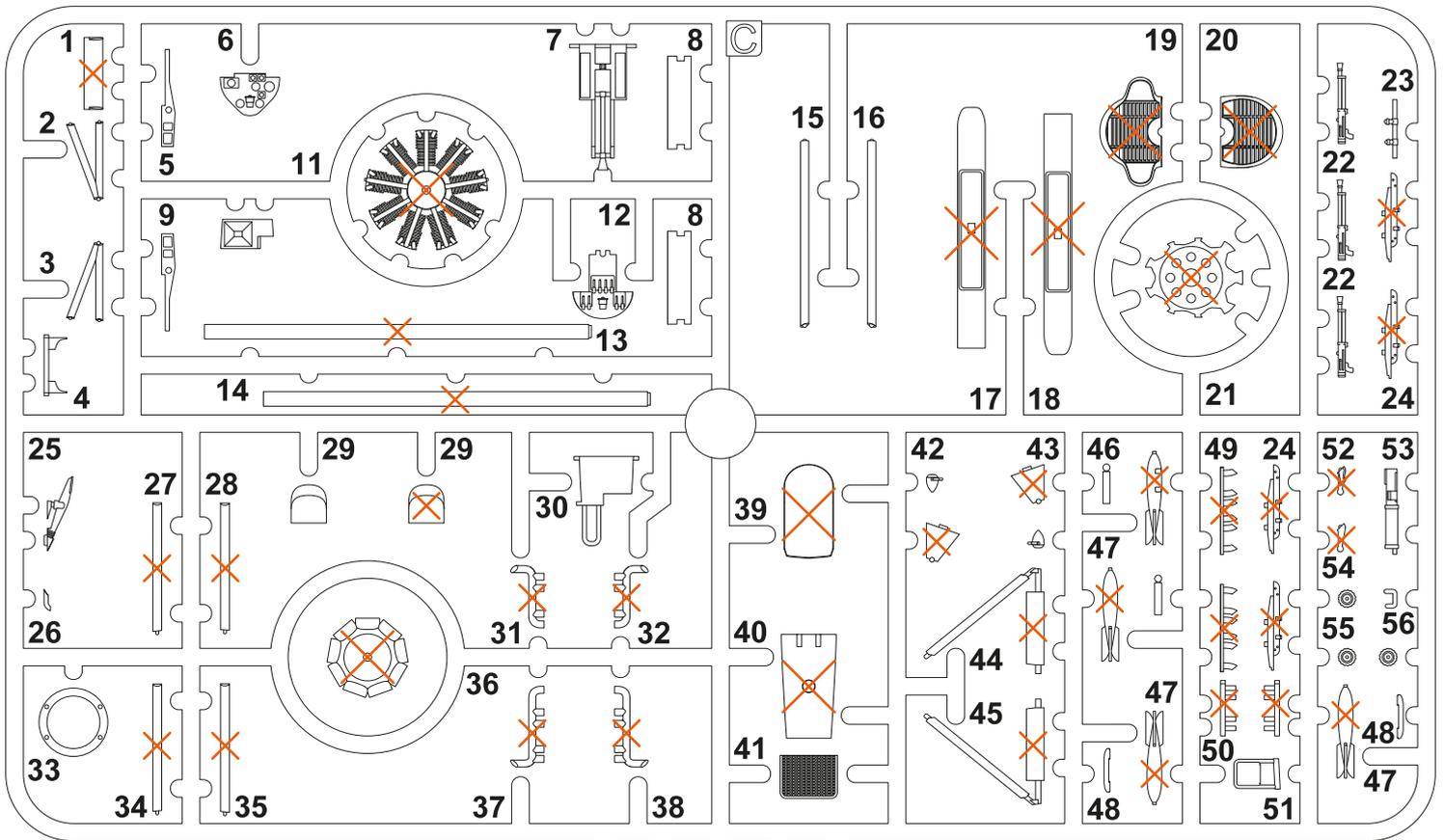


B



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



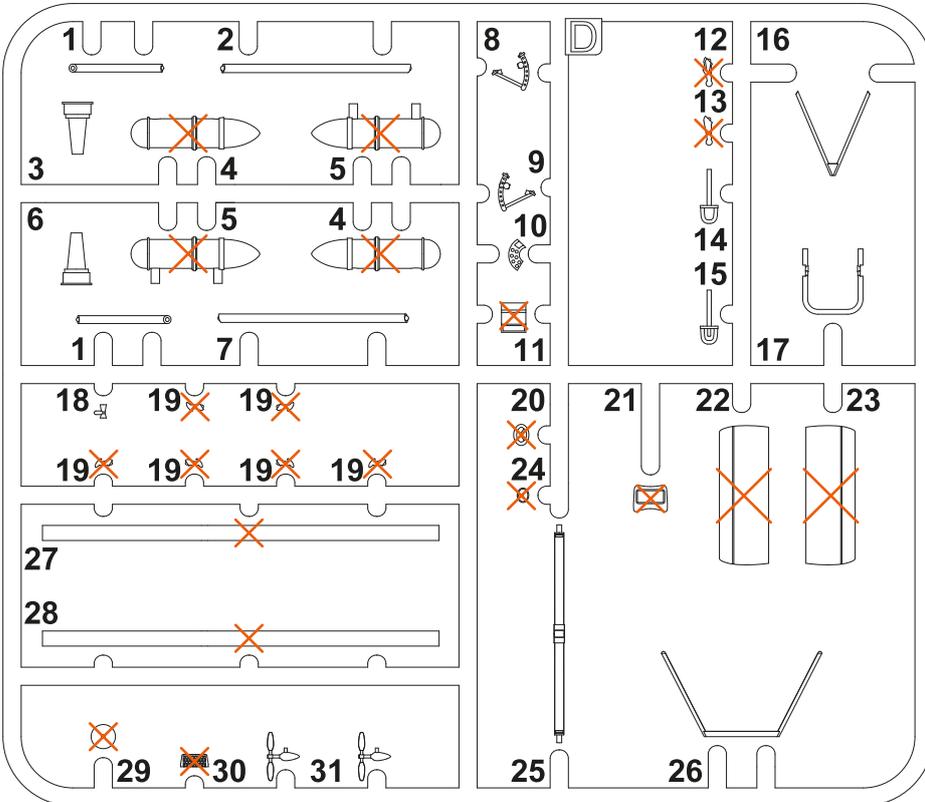
C

Ces pièces ne s'appliquent pas



Do not use this part

D



Clear Parts (CP)

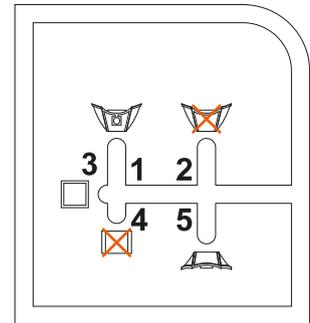
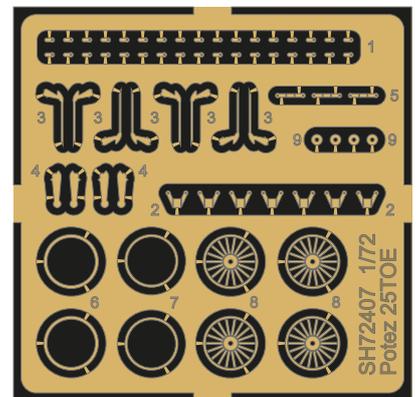


Photo-Etched Parts (PE)



SYMBOLS

MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION

POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLATKLEBER
COLLE CYANOACRYLAT

OHNOUT
BEND
BIEGEN
COURBER

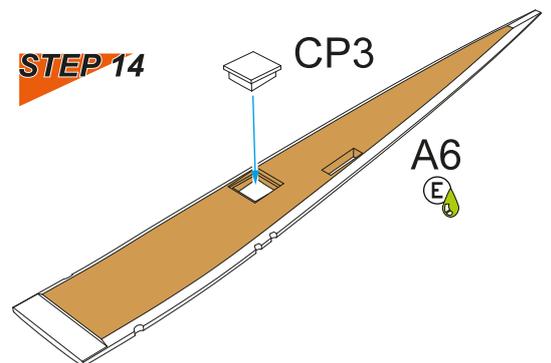
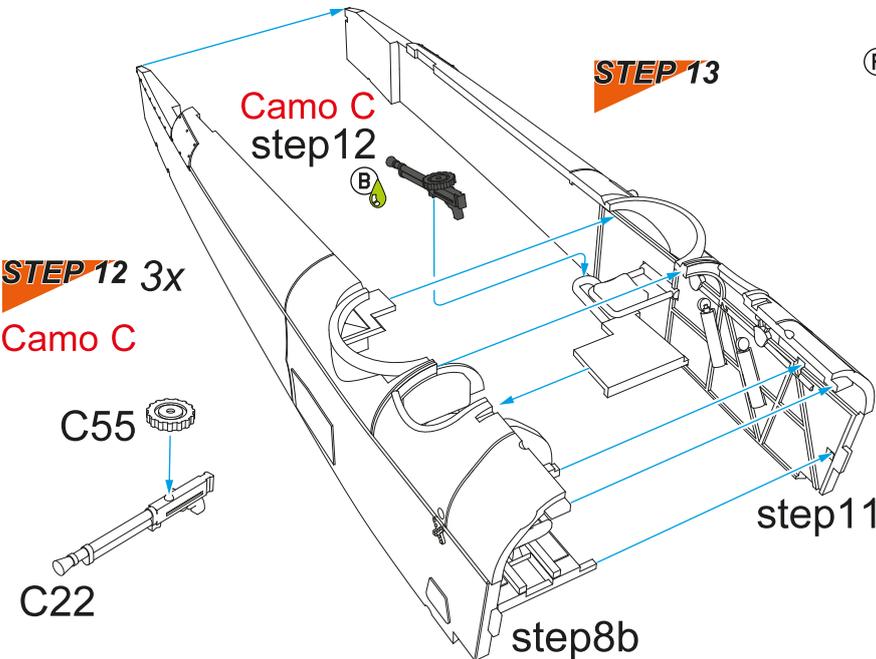
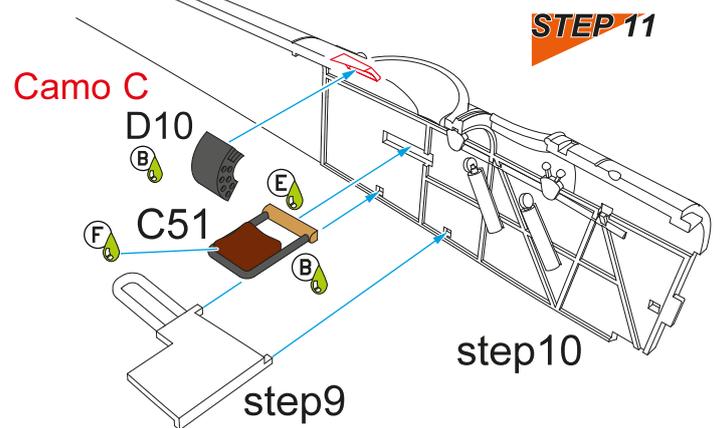
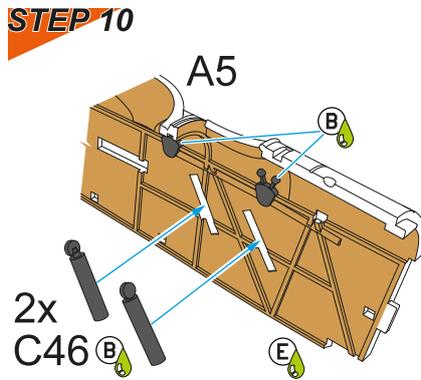
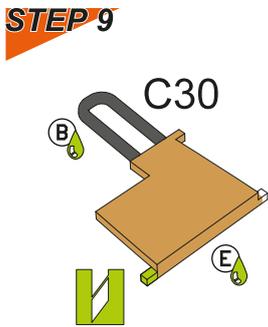
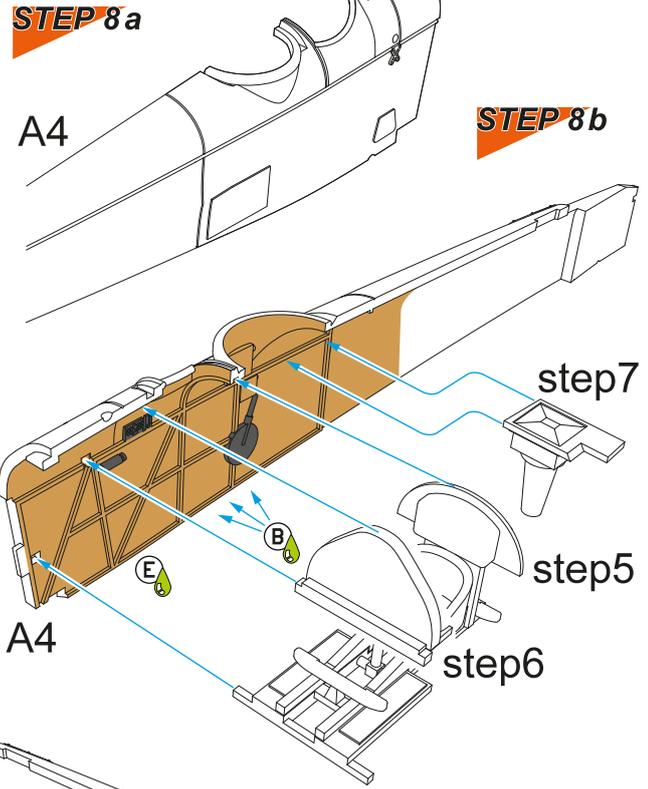
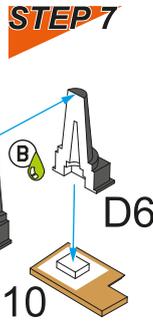
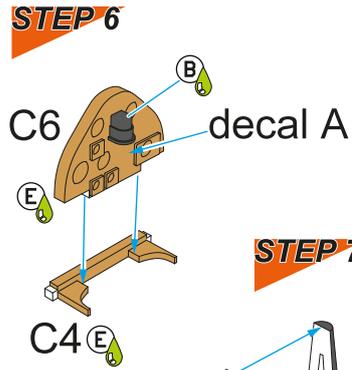
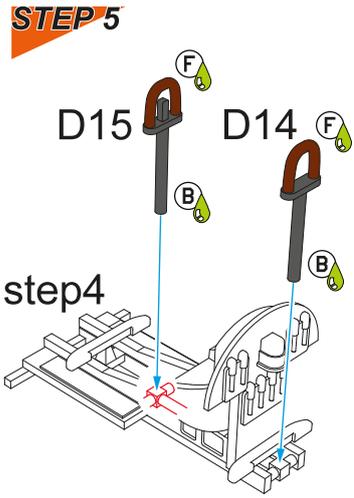
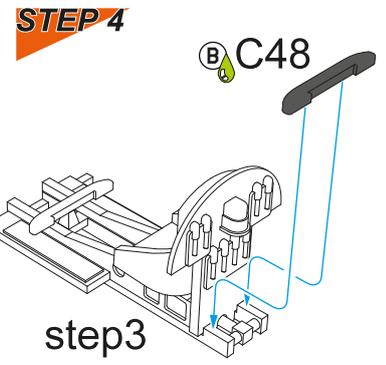
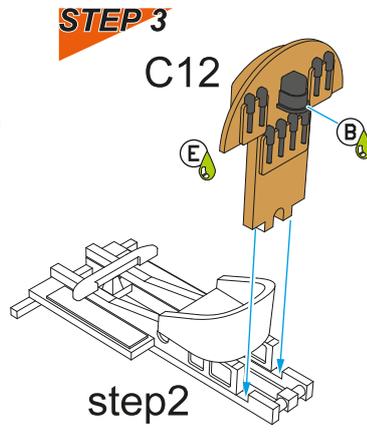
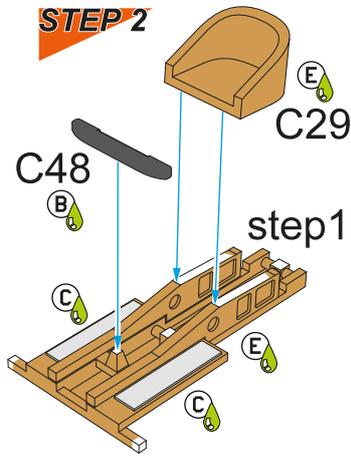
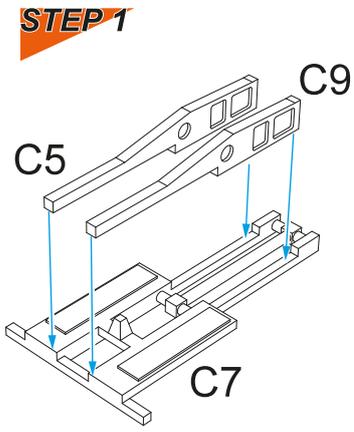
ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER



ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

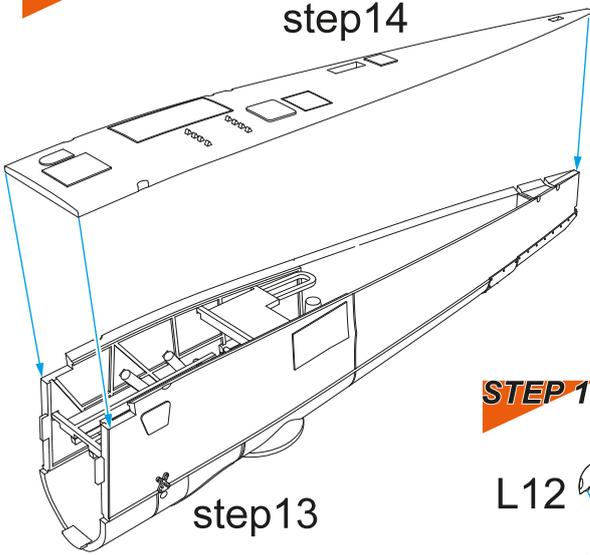
GSI
colours code

NÁTŘIT
COLOUR
FARBEN
PEINDRE

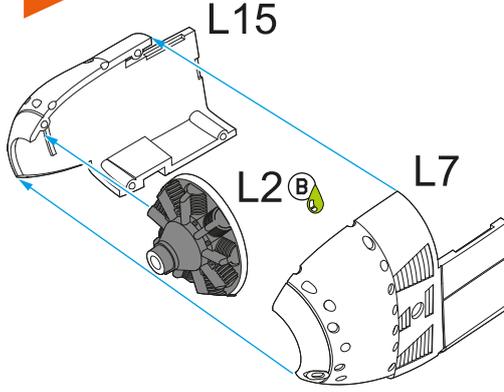


Camo A, B
fill/ remplir

STEP 15

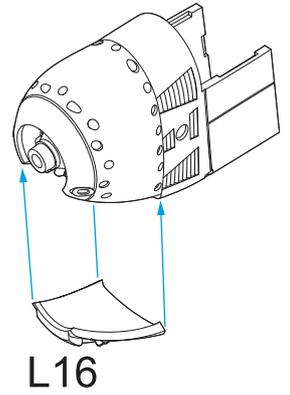


STEP 16

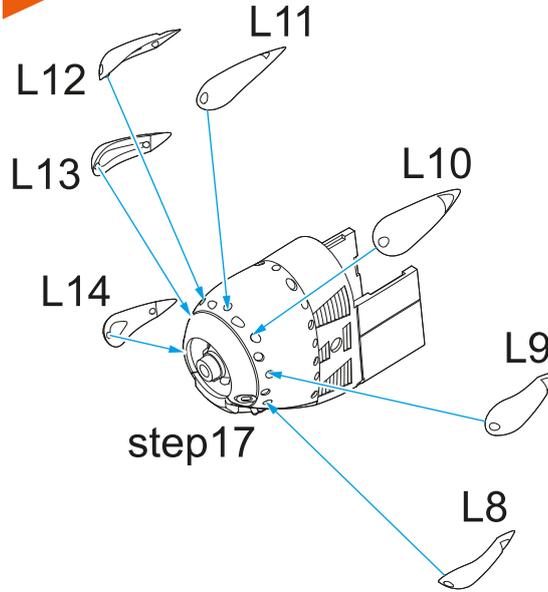


STEP 17

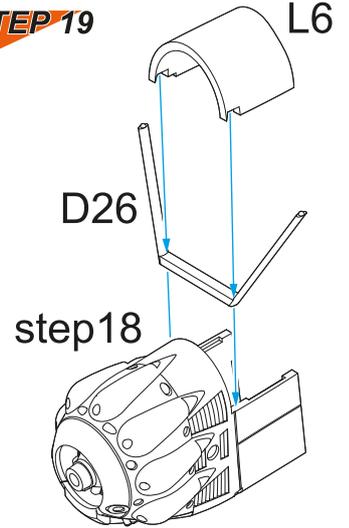
step16



STEP 18



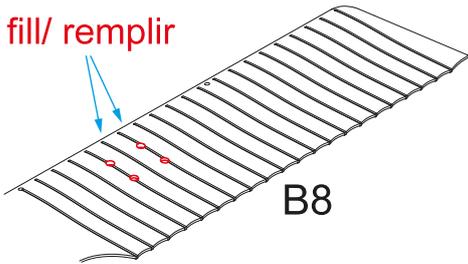
STEP 19



STEP 20

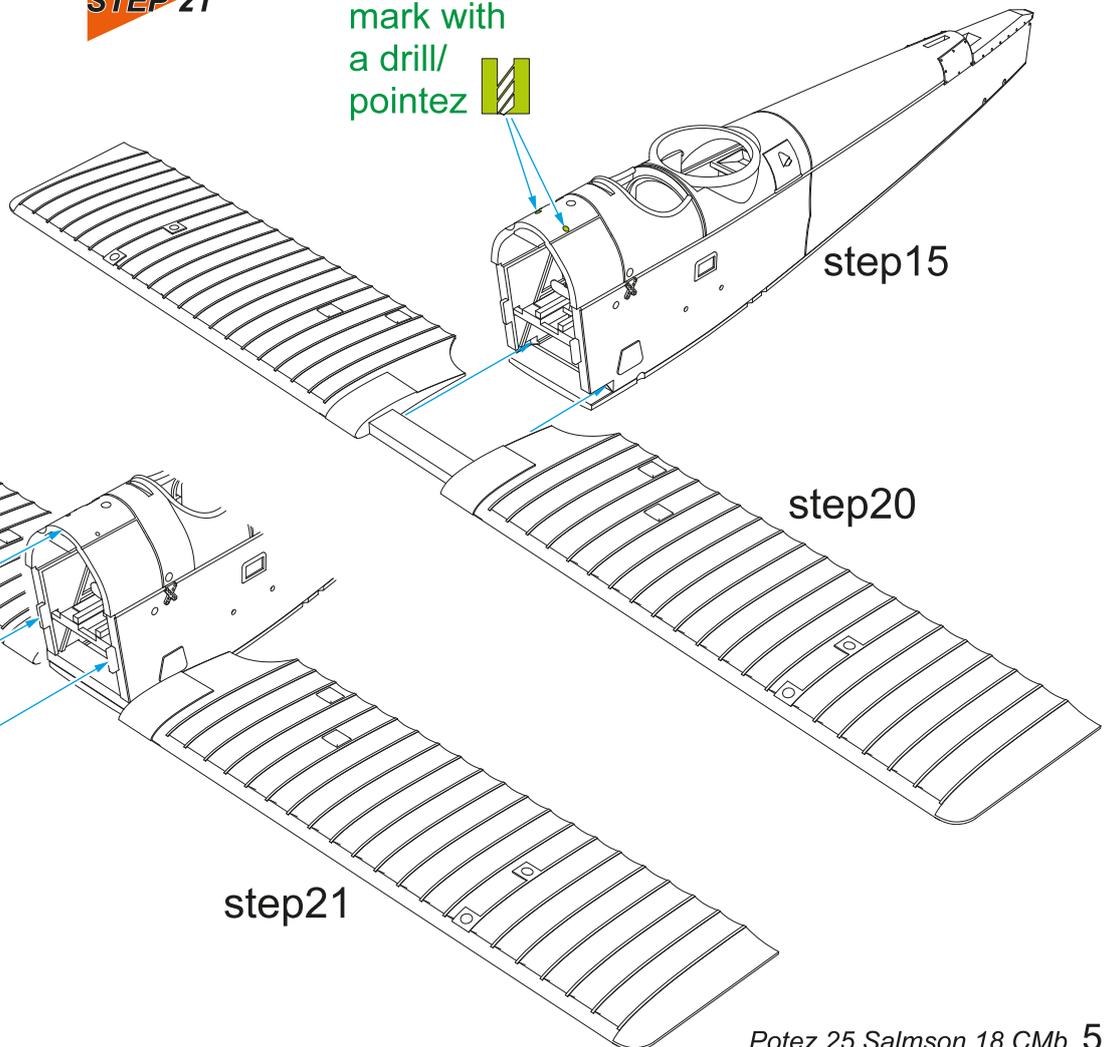
both sides/ symétrique

fill/ remplir



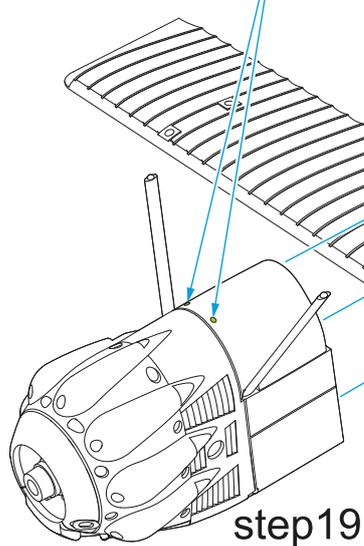
STEP 21

mark with a drill/ pointez

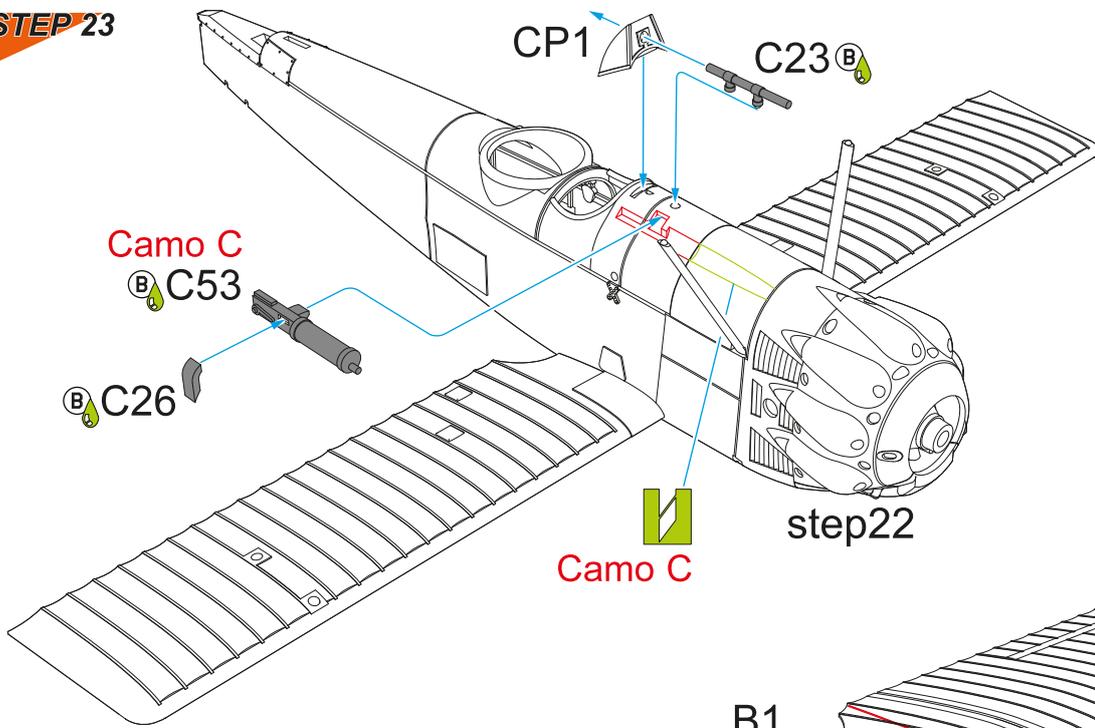


STEP 22

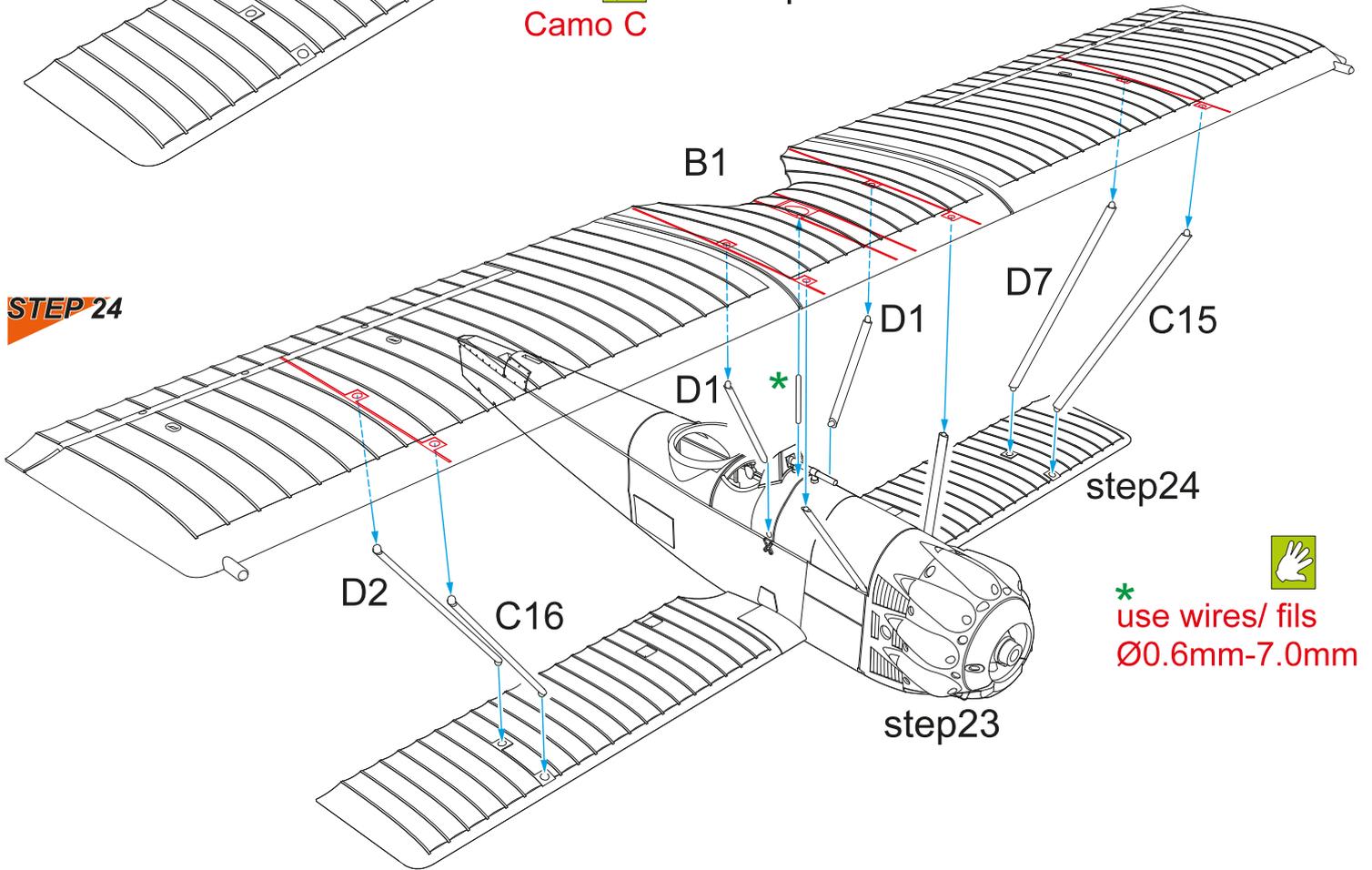
mark with a drill/ pointez



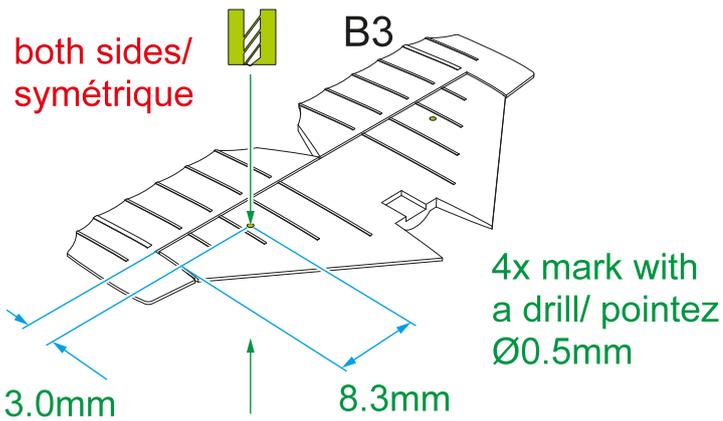
STEP 23



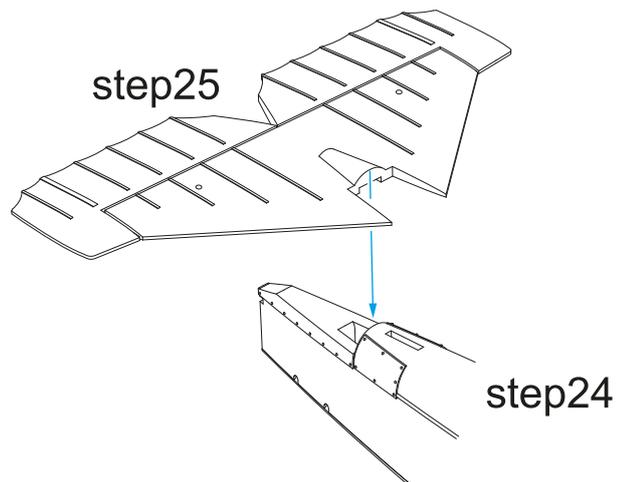
STEP 24



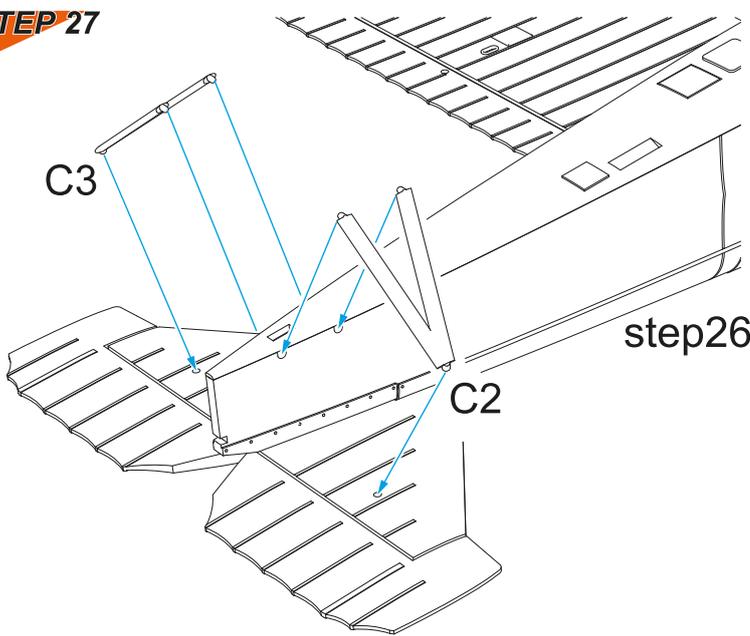
STEP 25



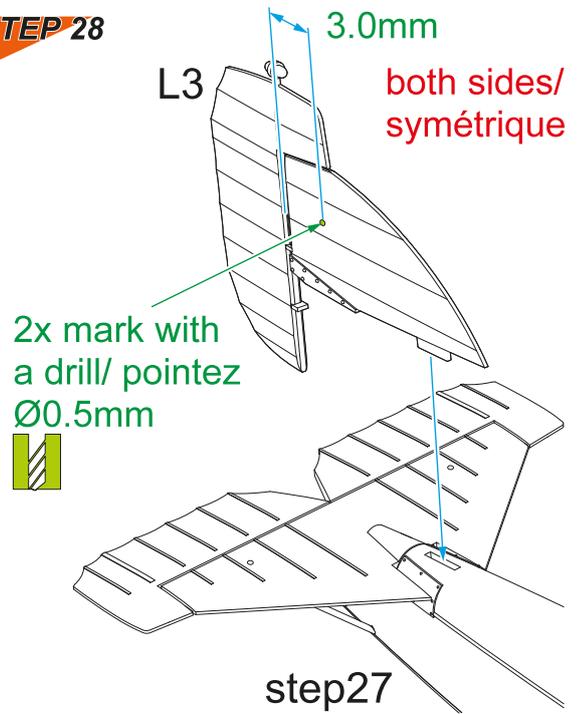
STEP 26



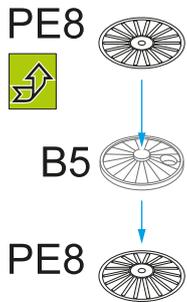
STEP 27



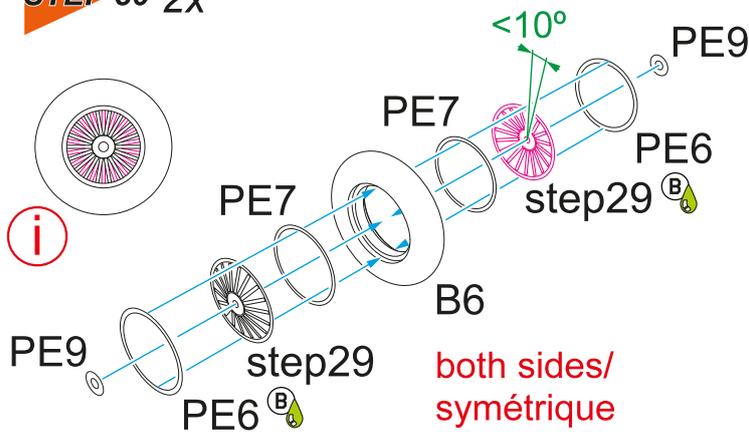
STEP 28



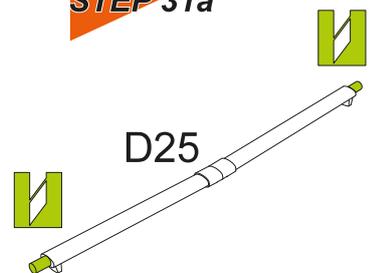
STEP 29 4x



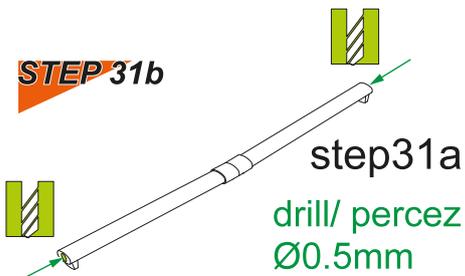
STEP 30 2x



STEP 31a



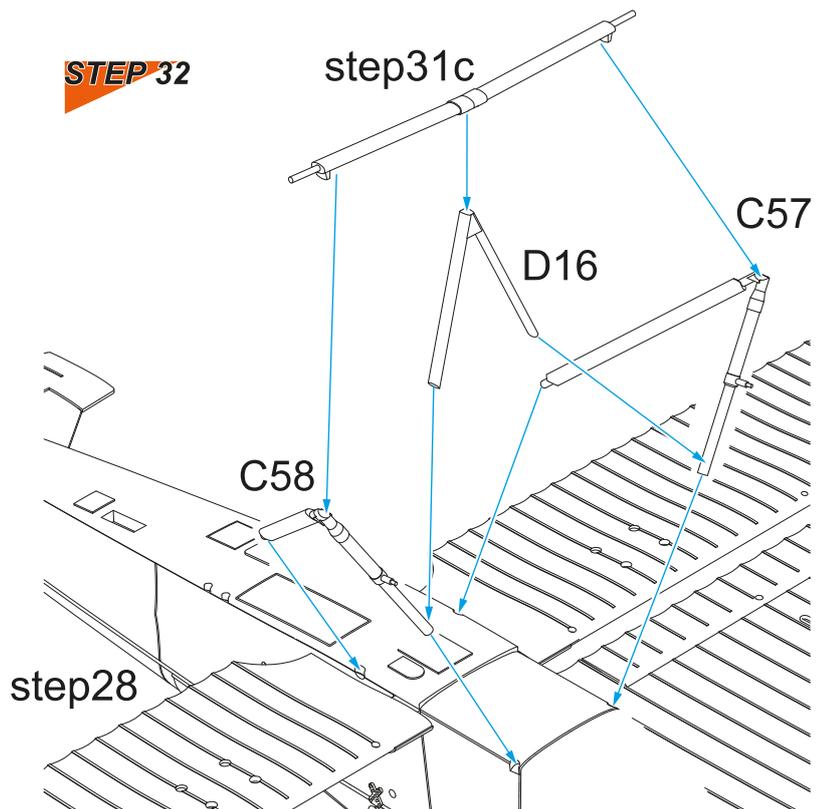
STEP 31b



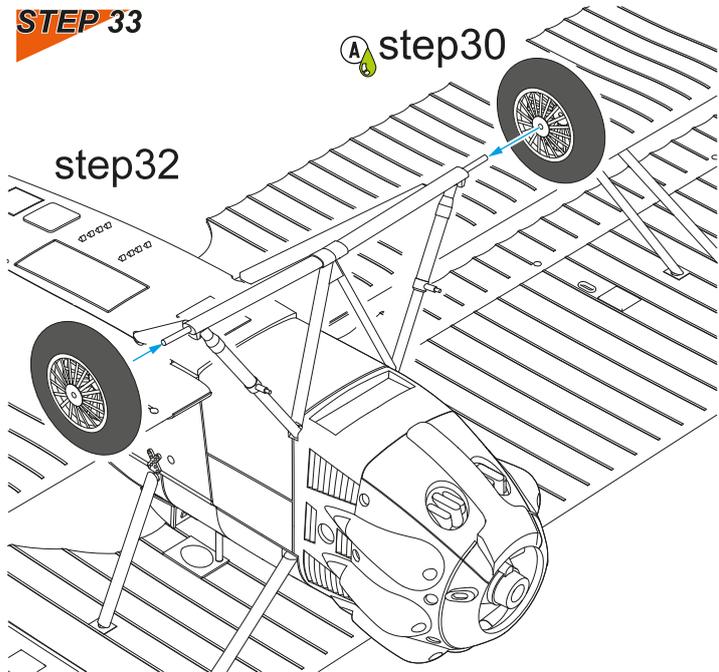
STEP 31c



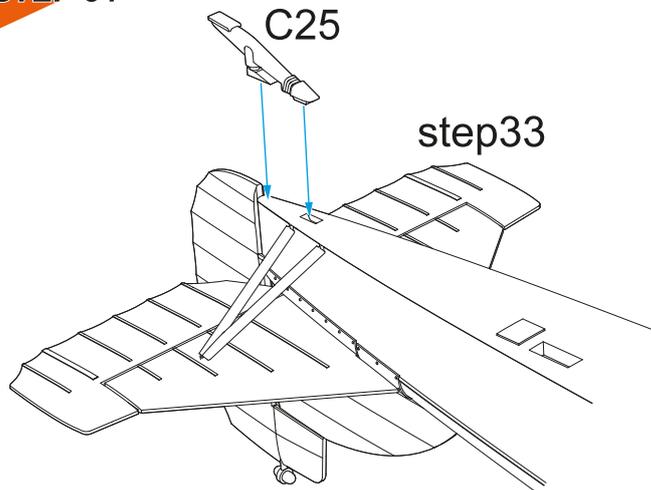
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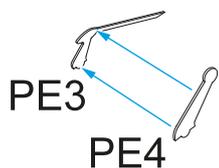
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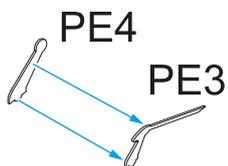
STEP 34



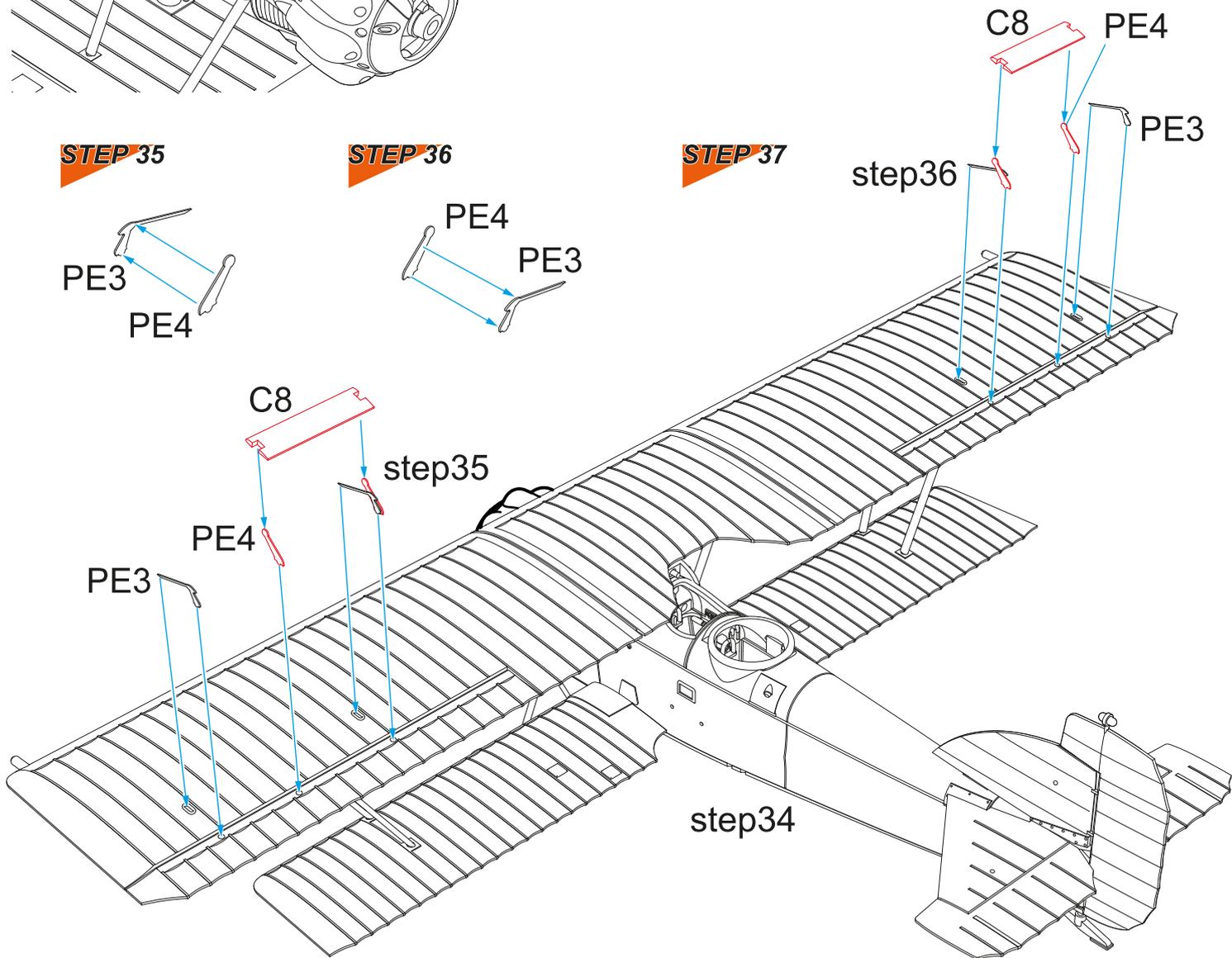
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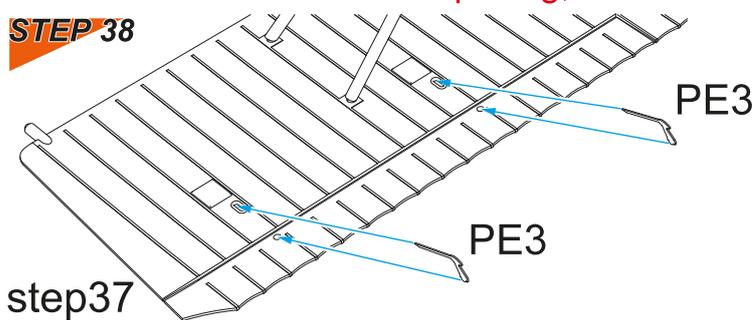
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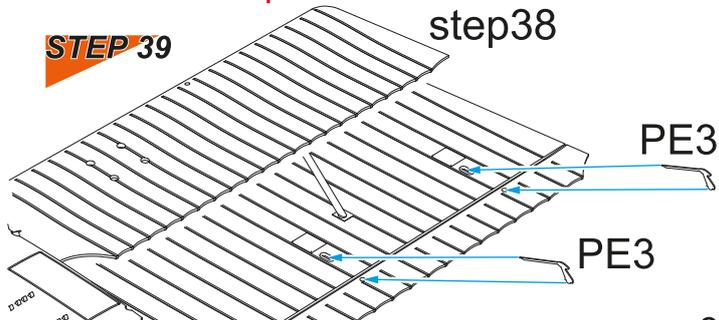
STEP 37



STEP 38

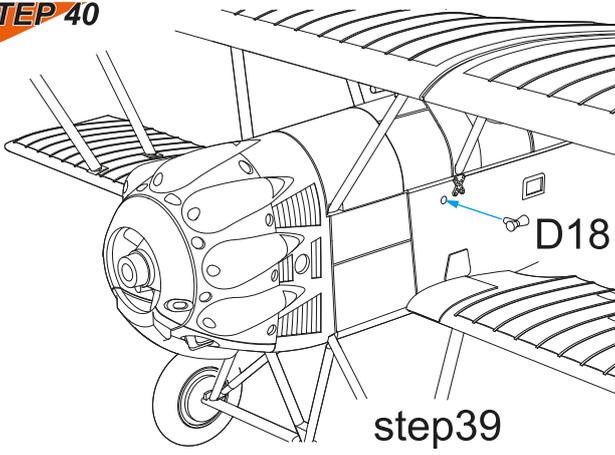


STEP 39

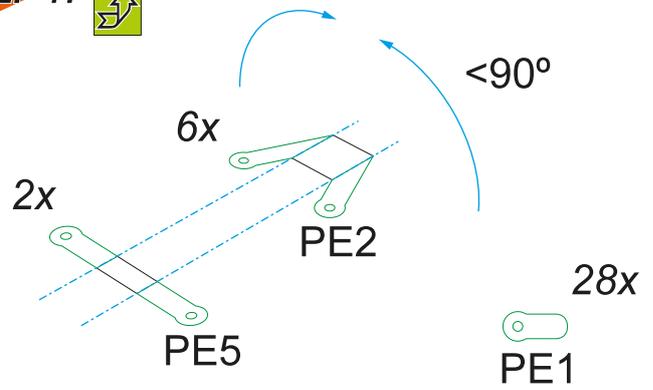


top wing, bottom side/ intrados aile sup

STEP 40



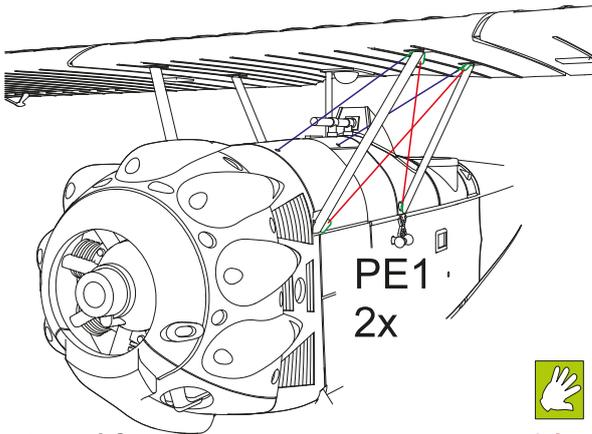
STEP 41



STEP 42

both sides/
symétrique

4x
PE1

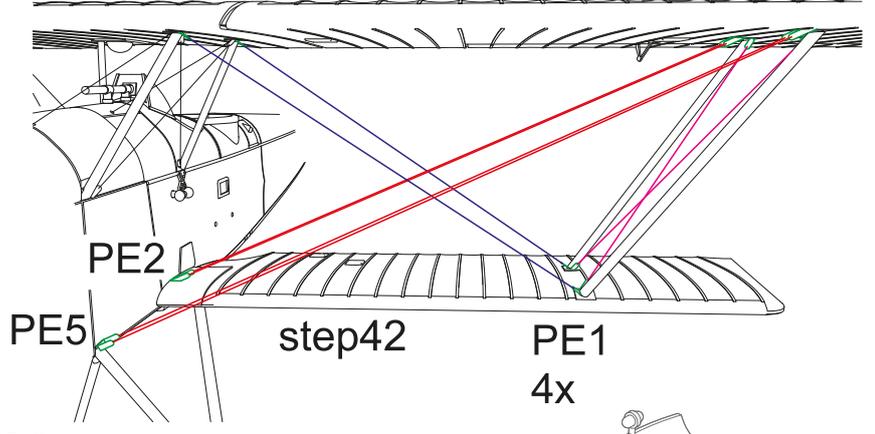


STEP 43

2x
PE1

both sides/
symétrique

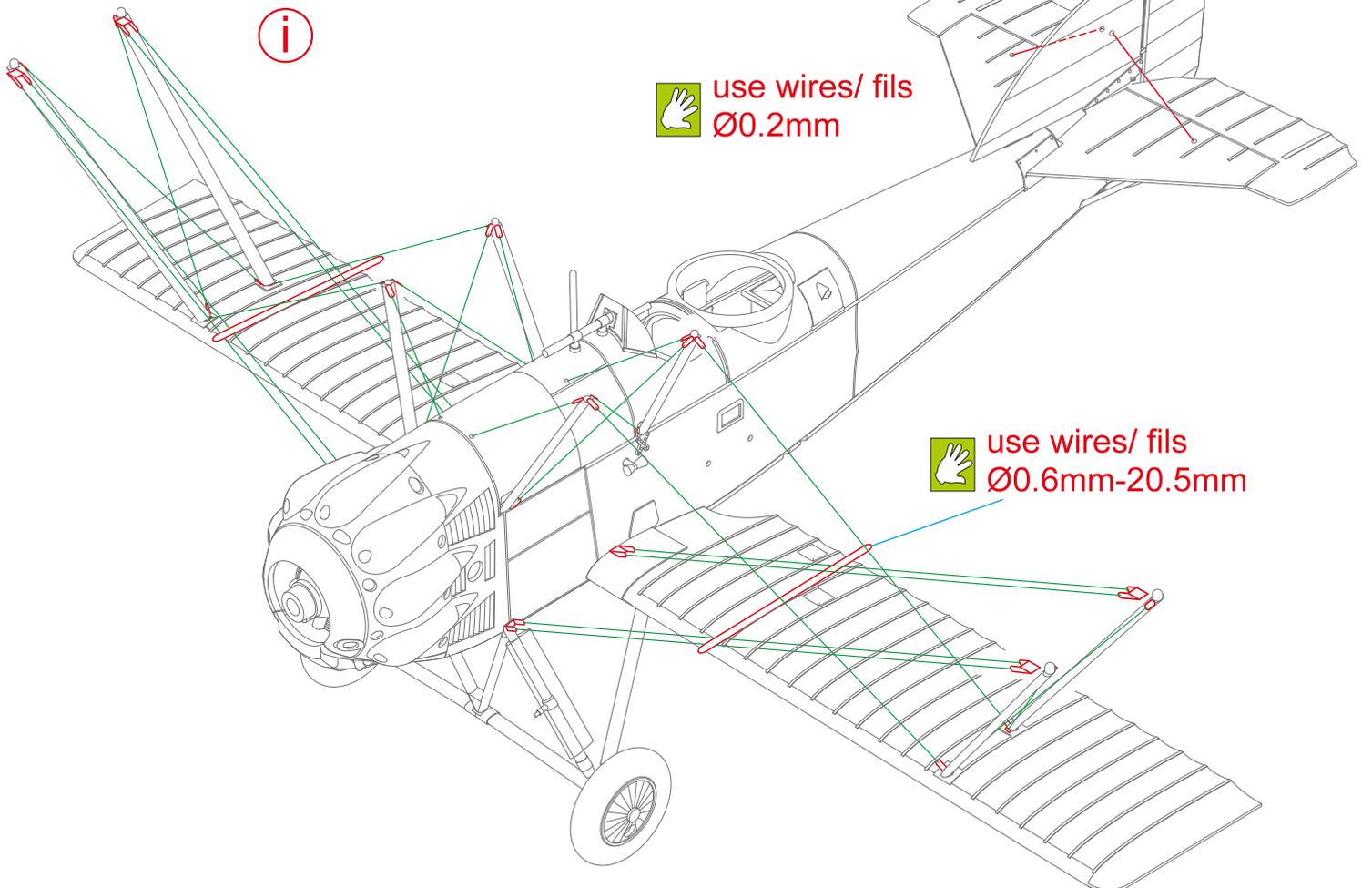
2x 2x
PE2 PE1



step40

use wires/ fils $\varnothing 0.2\text{mm}$

STEP 44

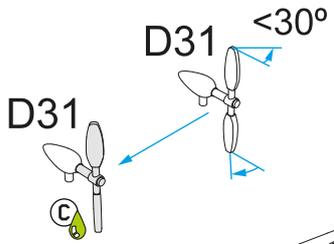


use wires/ fils
 $\varnothing 0.2\text{mm}$

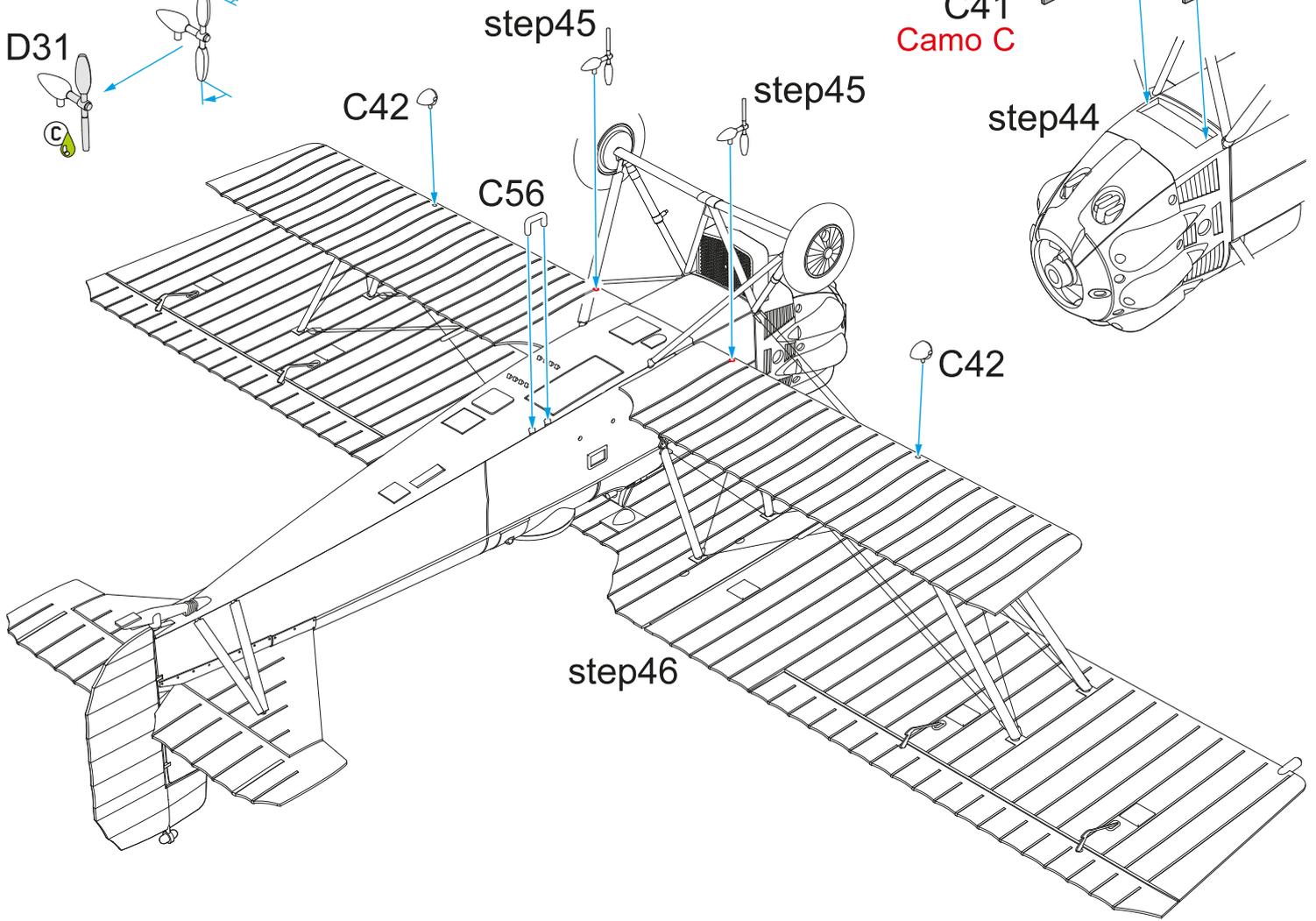


use wires/ fils
 $\varnothing 0.6\text{mm}-20.5\text{mm}$

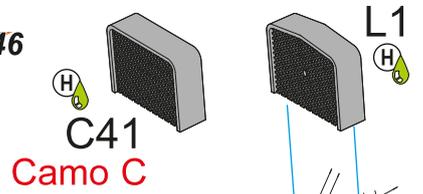
STEP 45 2x



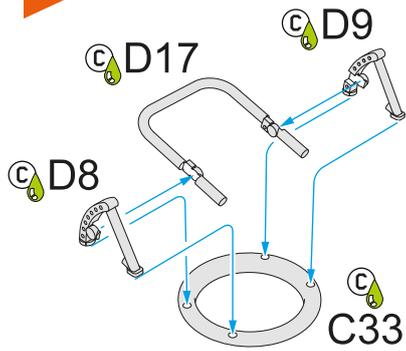
STEP 47



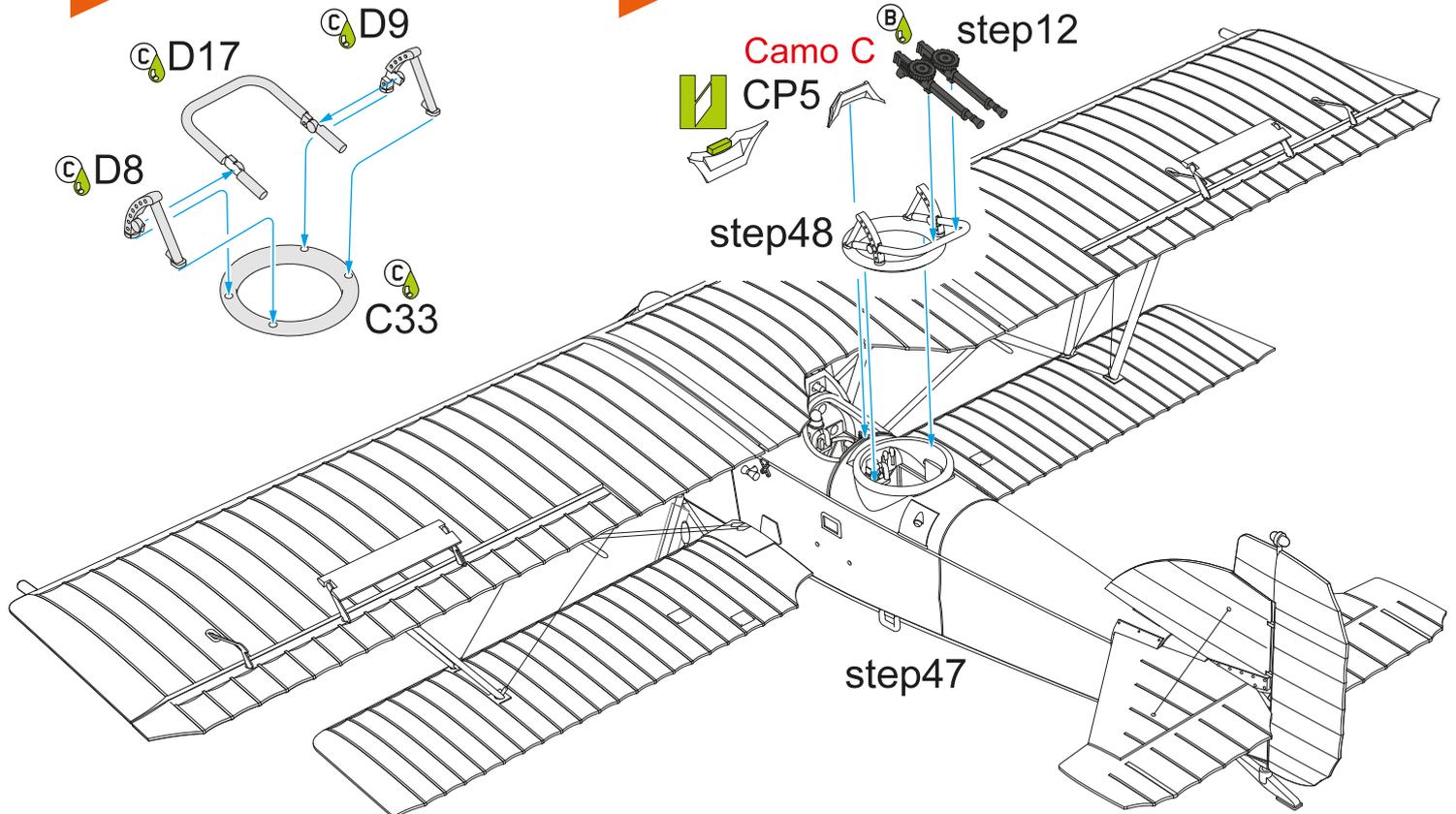
STEP 46

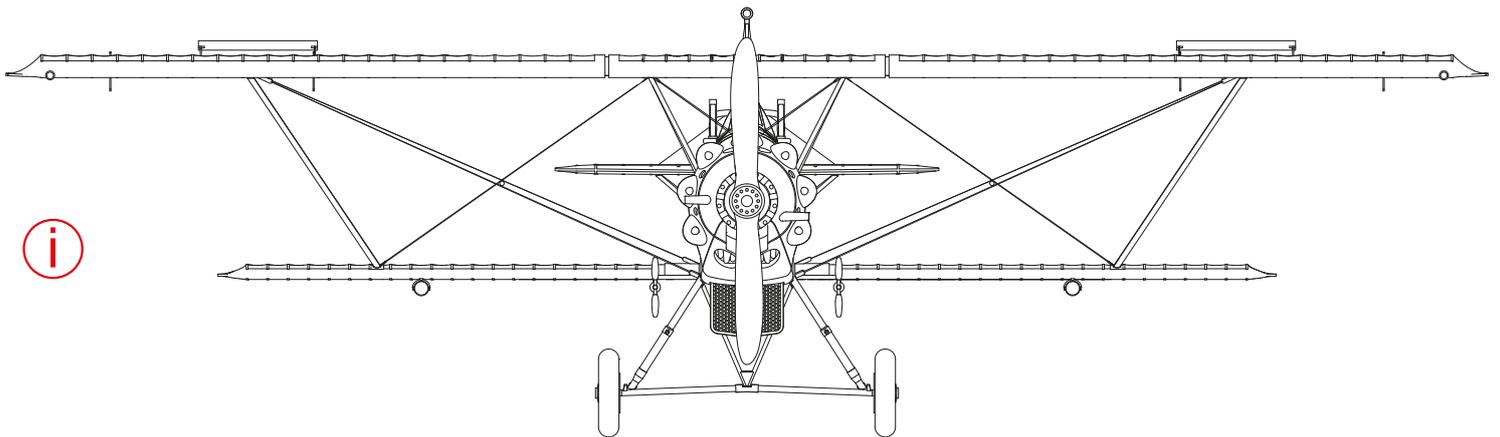
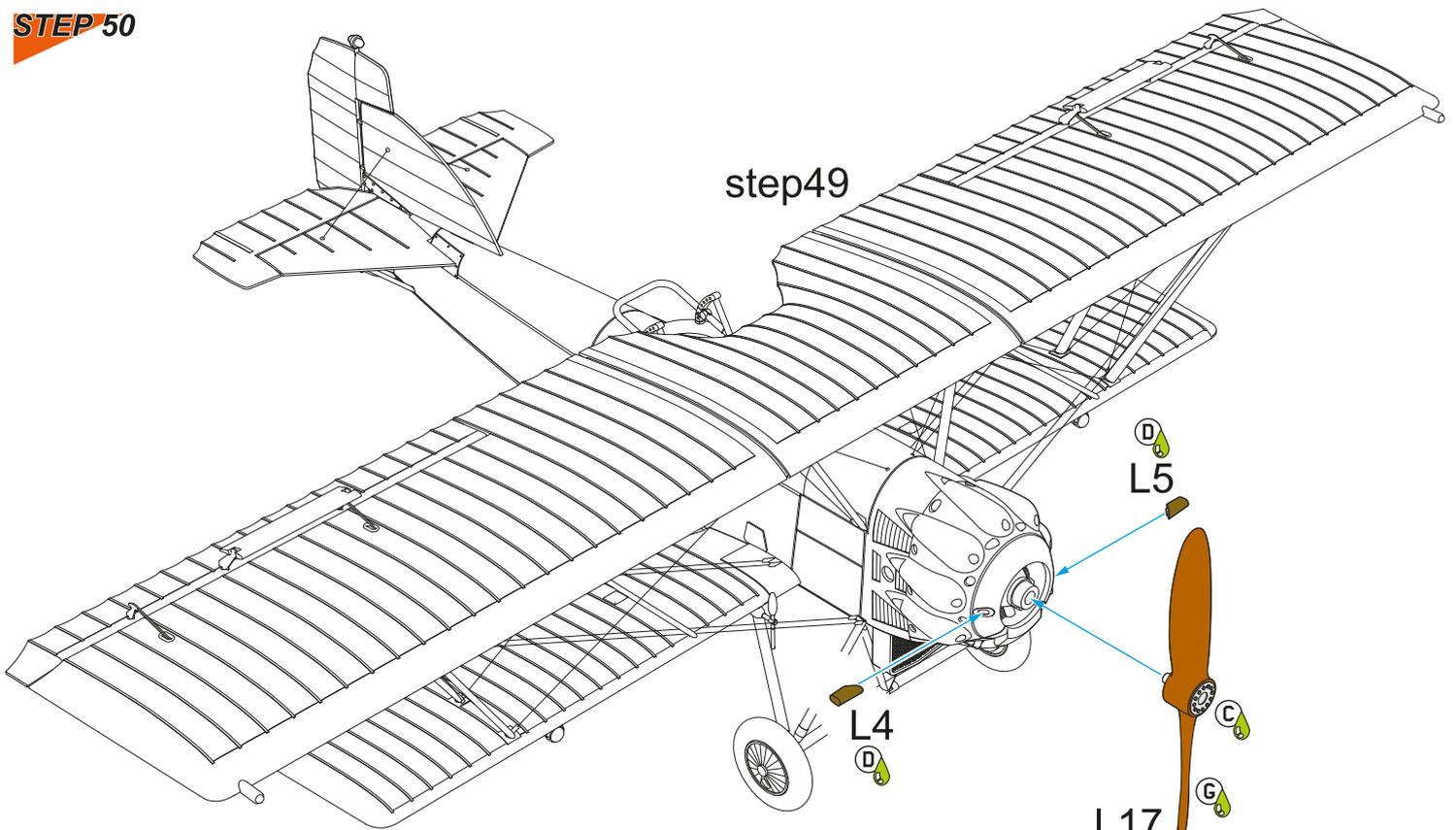


STEP 48



STEP 49





Kit No. **FR0053**

1/72

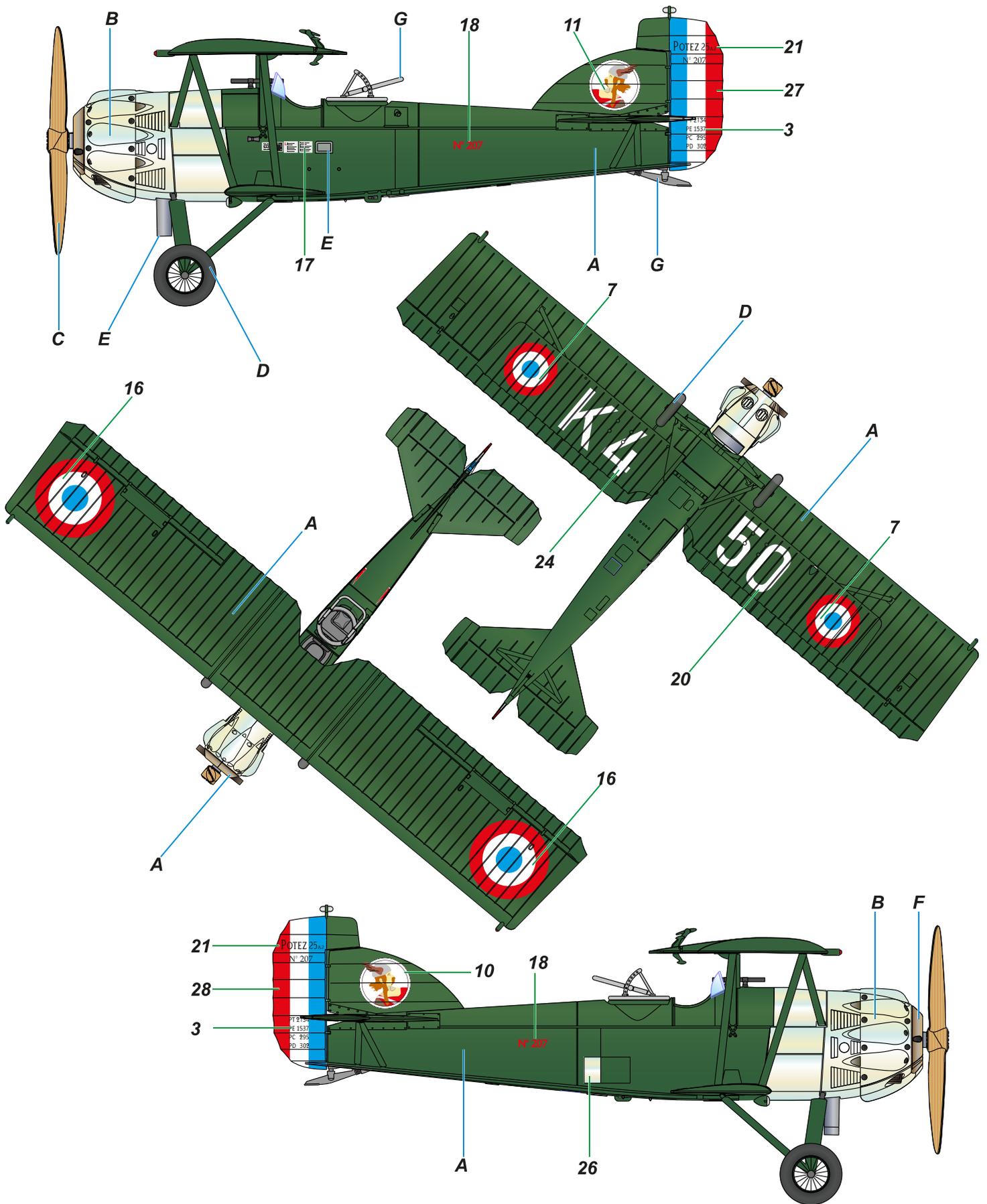
AZUR
FRROM

Potez 25
Renault 12 Kg

**Potez 25 N°207, 2 ème escadrille du GB I/38,
Mourmelon, juin 1929
(insigne "Tête de Gaulois" version 1)**

**Potez 25 Nr 207, 2 ème escadrille, GB I/38,
Mourmelon, June 1929
(badge "Gaul's Head", first iteration)**

CAMO. A

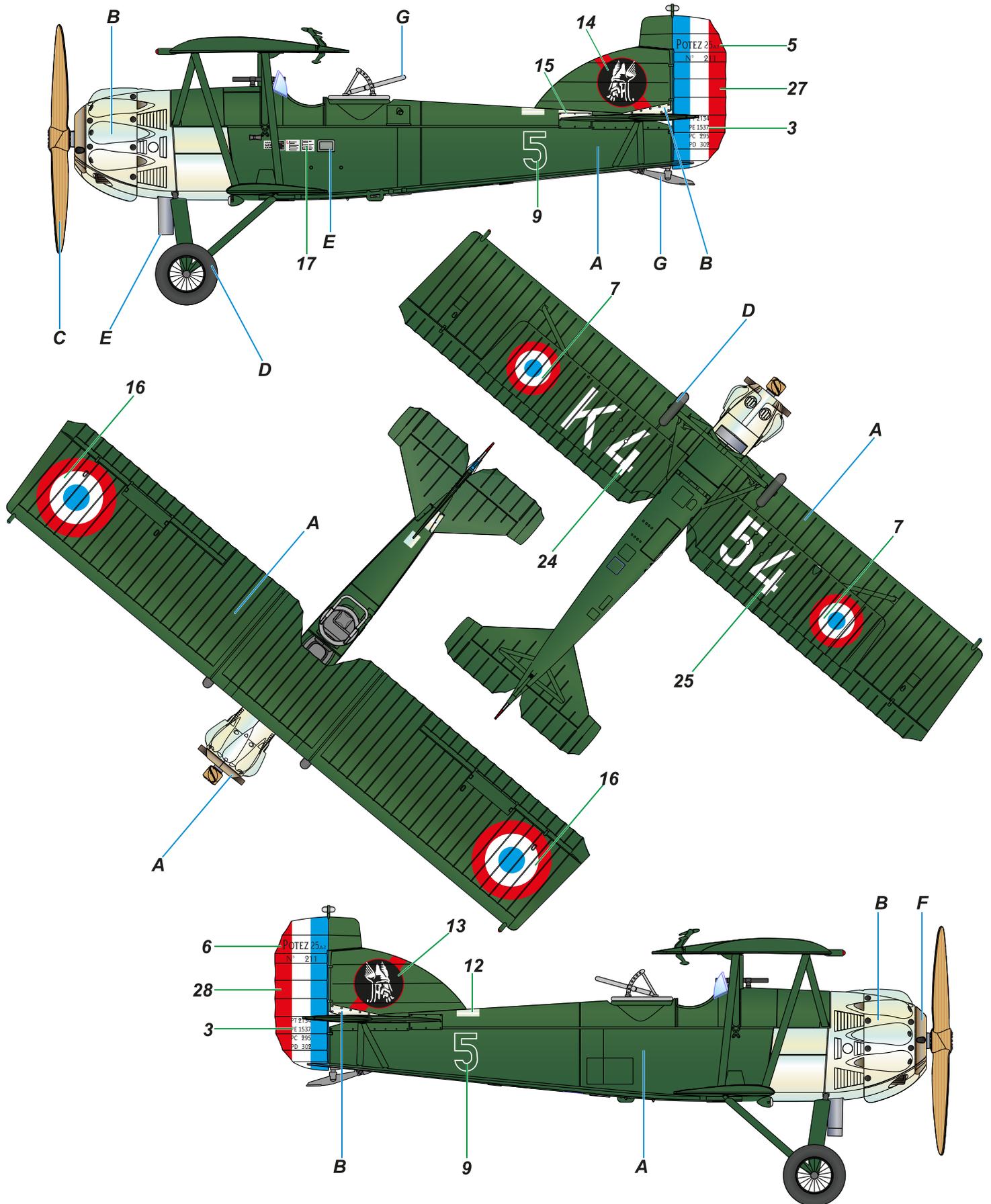


- | | | | | | | |
|--|--|----------------------------------|---|------------------------------------|--|--|
| A Vert Foncé
Dark Green
H36/C15 | B Metal Naturel
Natural Metal
H8/C8 | C Bois
Wood
H37/C43 | D Pneu Noir
Tire Black
H12/C33 | E Acier
Steel
H18/C28 | F Métal Tannée
Burn Metal
H76/C61 | G Gris Clair
Light Grey
H51/C11 |
|--|--|----------------------------------|---|------------------------------------|--|--|

Potez 25 N°211 codé 5, 2 ème escadrille du GB
I/38 à Thionville Basse-Yutz, mars 1933
(insigne "Tête de Gaulois", version 2)

Potez 25 Nr 211 coded 5, 2 ème escadrille, GB
I/38, Thionville Basse-Yutz, March 1933
(badge "Gaul's Head", second iteration)

CAMO. B



A Vert Foncé
Dark Green
H36/C15

B Metal Naturel
Natural Metal
H8/C8

C Bois
Wood
H37/C43

D Pneu Noir
Tire Black
H12/C33

E Acier
Steel
H18/C28

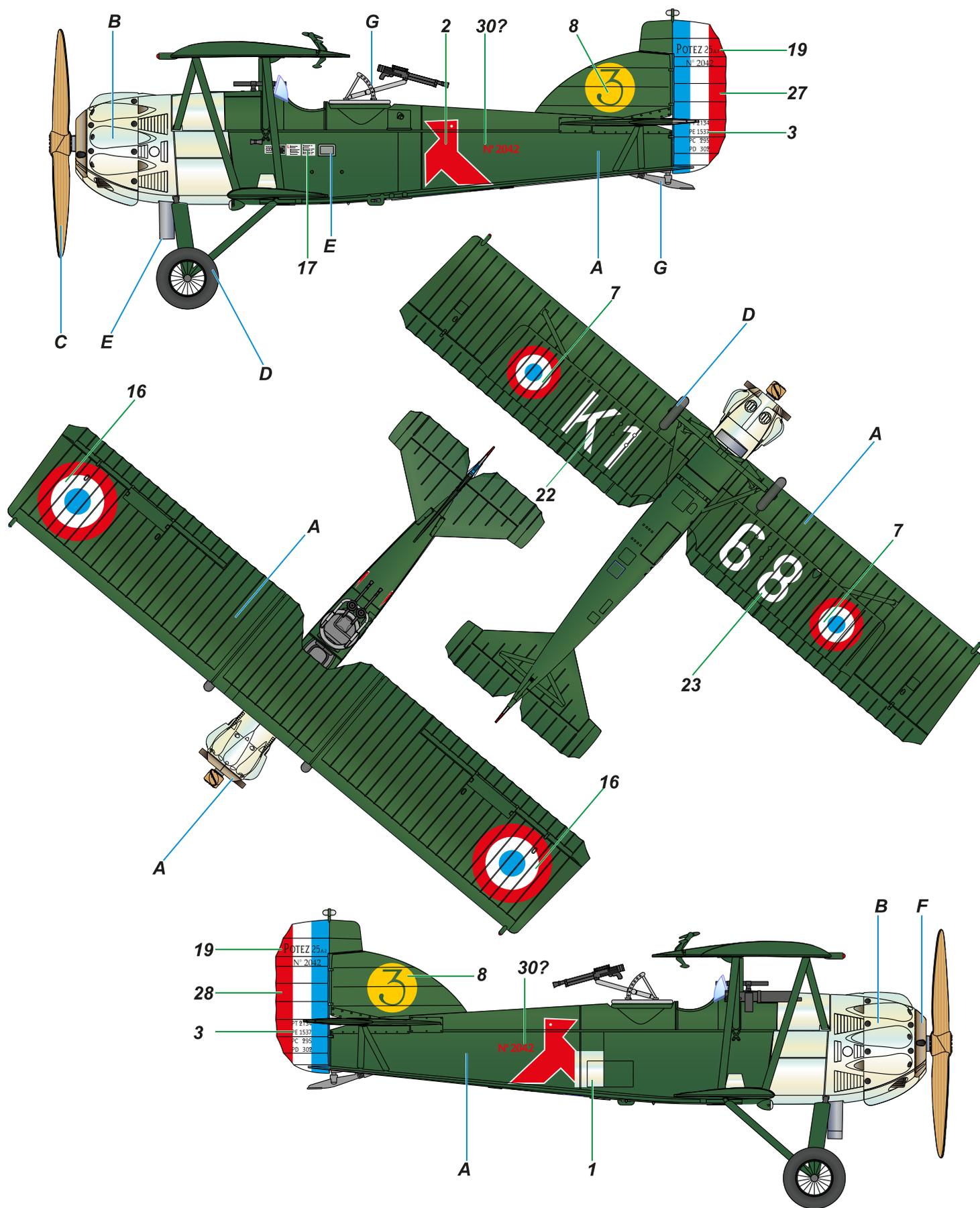
F Métal Tannée
Burn Metal
H76/C61

G Gris Clair
Light Grey
H51/C11

Potez 25 N°2042 codé 3, 1 ère escadrille
du GO I/33, Nancy, octobre 1932 à mars 1937

Potez 25 Nr 2042 coded 3, 1 ère escadrille, GO
I/33, Nancy, October 1932 to March 1937

CAMO. C



- | | | | | | | |
|---|---|---|--|---|---|---|
| <p>A Vert Foncé
Dark Green
H36/C15</p> | <p>B Metal Naturel
Natural Metal
H8/C8</p> | <p>C Bois
Wood
H37/C43</p> | <p>D Pneu Noir
Tire Black
H12/C33</p> | <p>E Acier
Steel
H18/C28</p> | <p>F Métal Tannée
Burn Metal
H76/C61</p> | <p>G Gris Clair
Light Grey
H51/C11</p> |
|---|---|---|--|---|---|---|

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



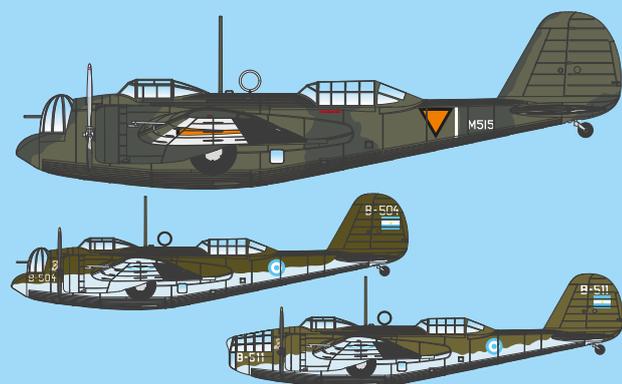
SPAD 510 (7ème Escadre)

FR0050



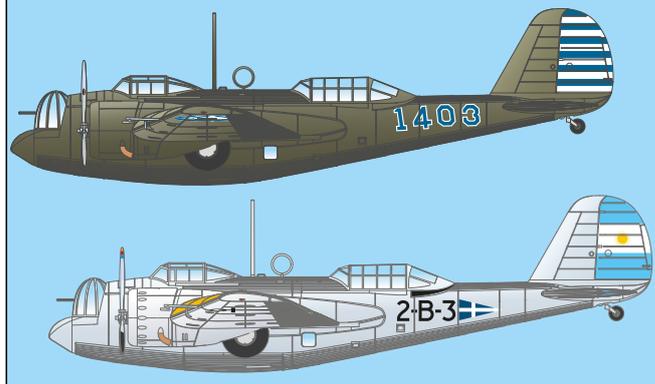
SPAD 510 at war

FR0042



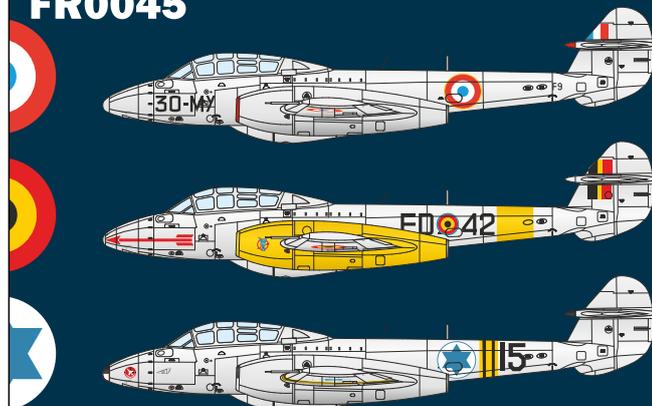
B-10B Export WH-2/WAA

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