



**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.

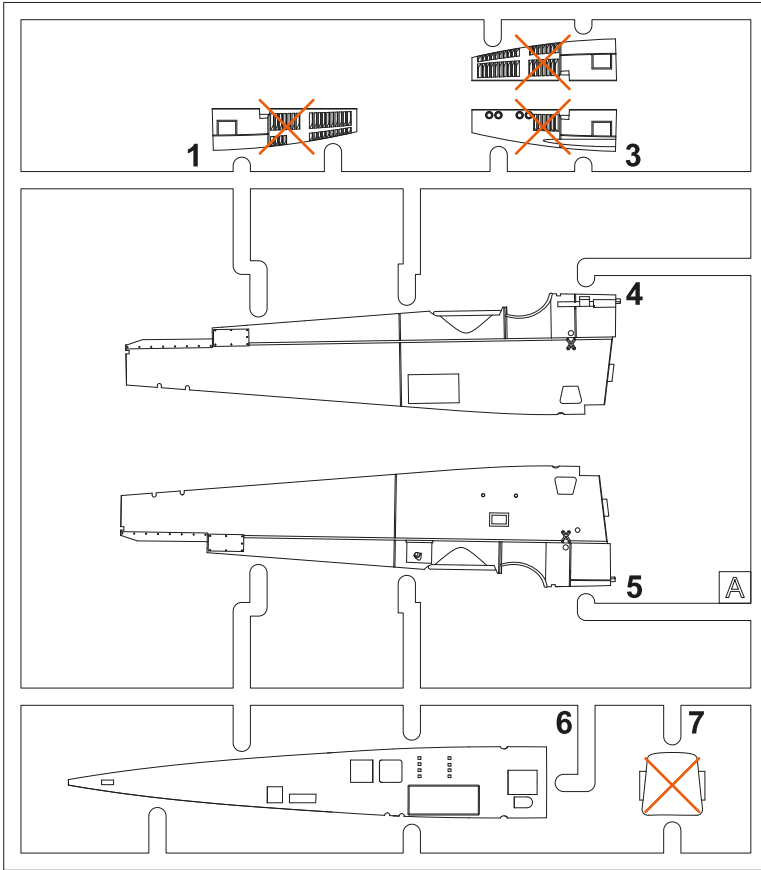
**EN**

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.

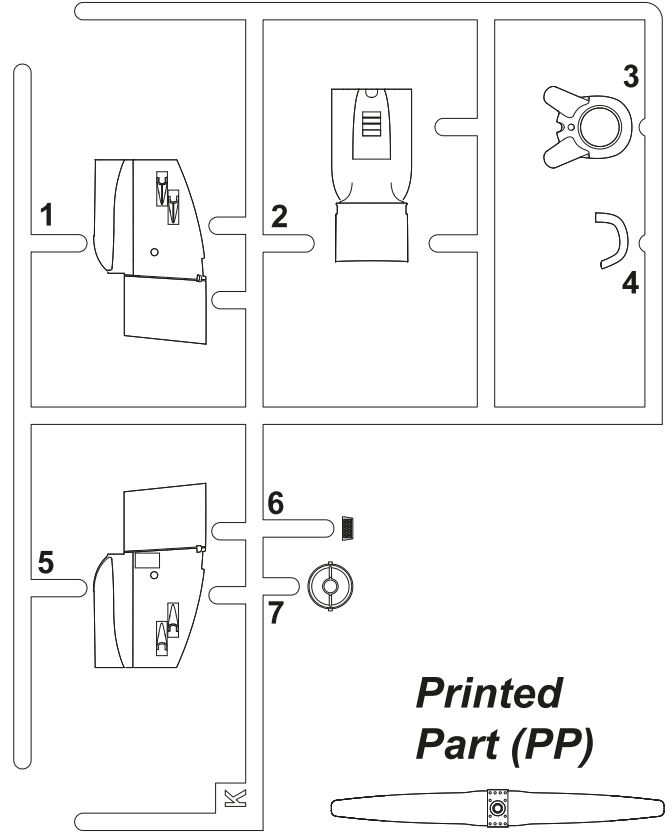
Specifications (Renault 12 Kg, 1932): reconnaissance (A2) and bombing (B2) two-seater biplane. 550 ch Renault 12 Kg direct drive engine. Wingspan 14.16 m, length 9.61 m. Maximum speed 212 km/h at 2,000 m, theoretical ceiling 6,800 m, maximum weight 2,268 kg. Armament: 1 fixed Vickers machine gun, 2 Lewis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

# Plastic Parts

A

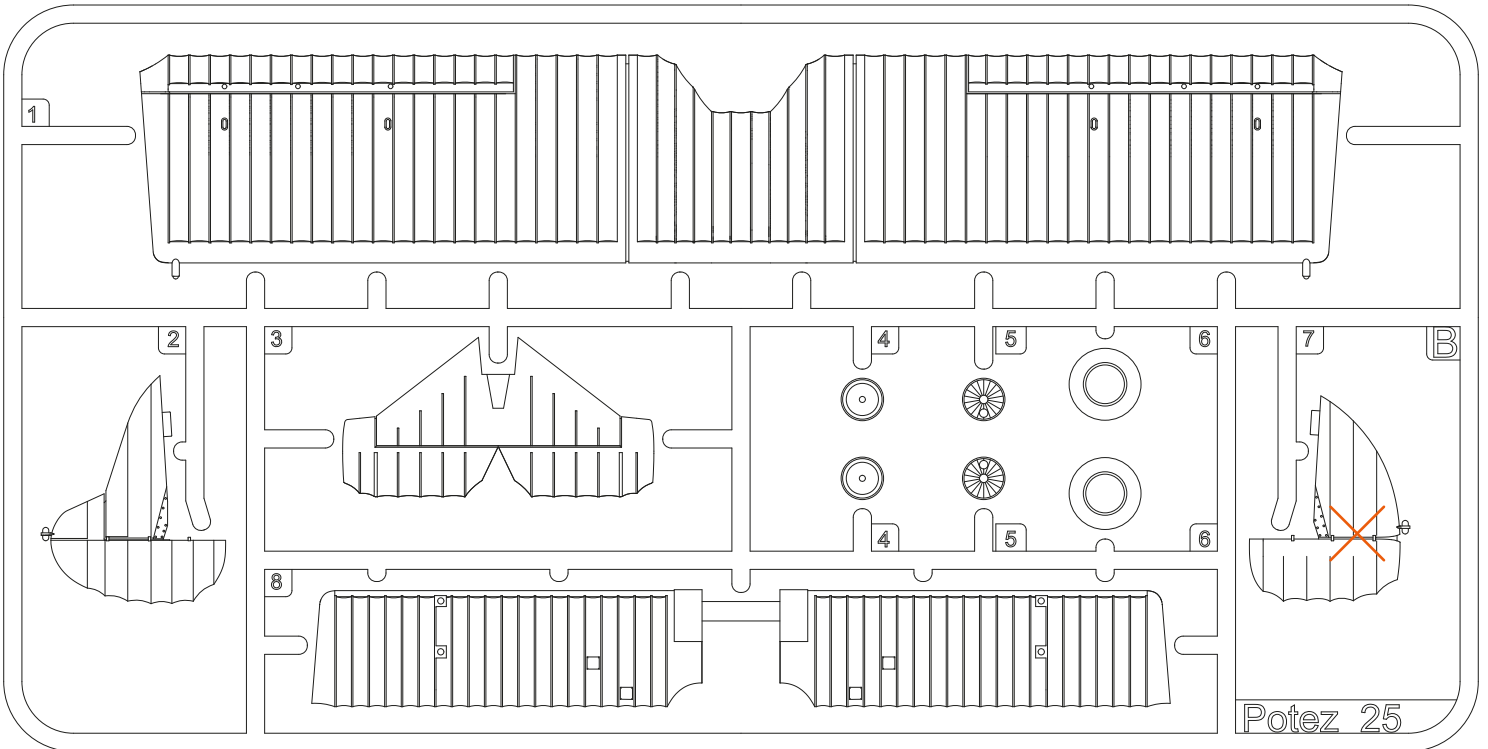


K



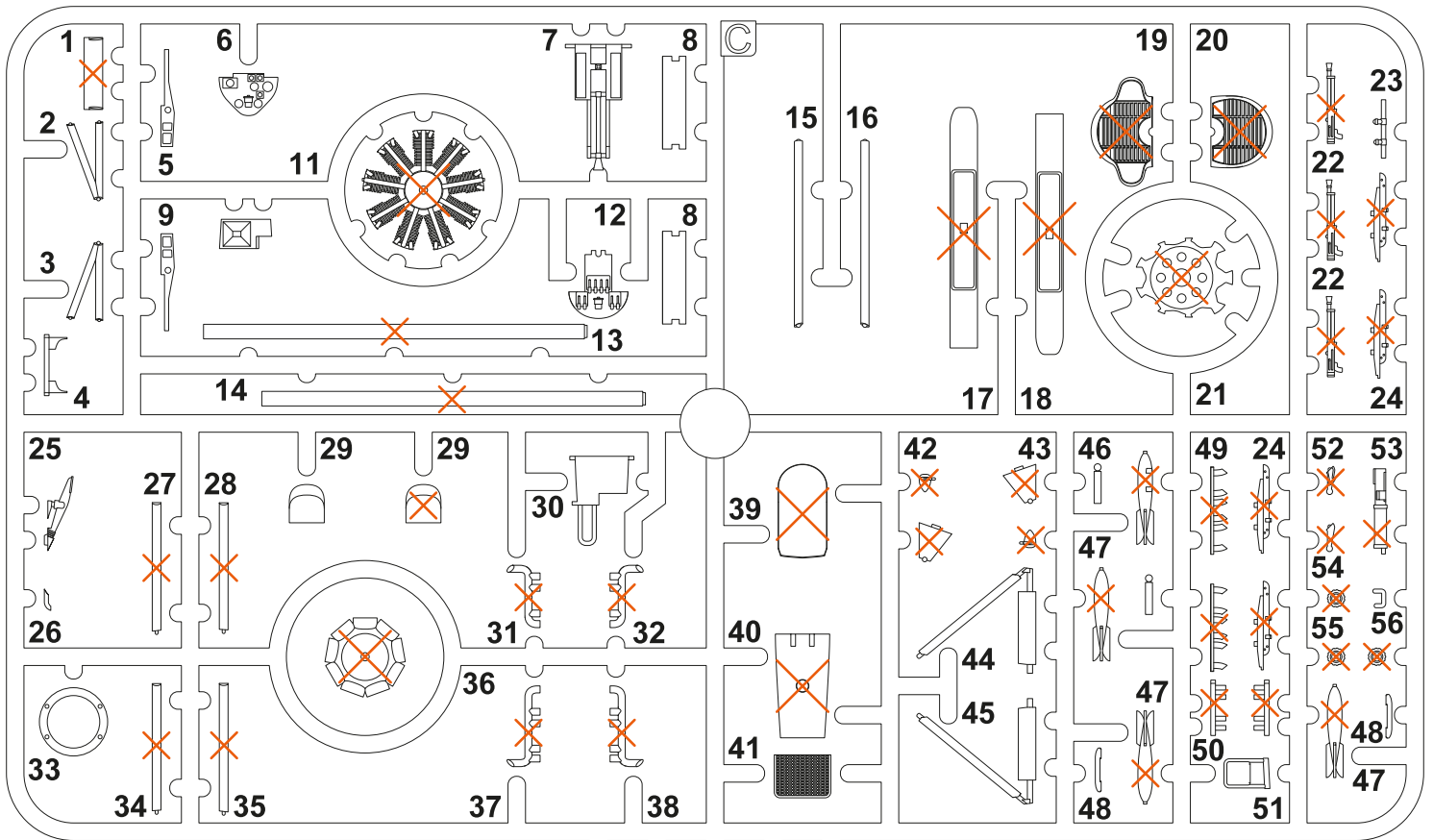
**Printed Part (PP)**

B



**Barvy GUNZE/ GUNZE Colour No.**

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



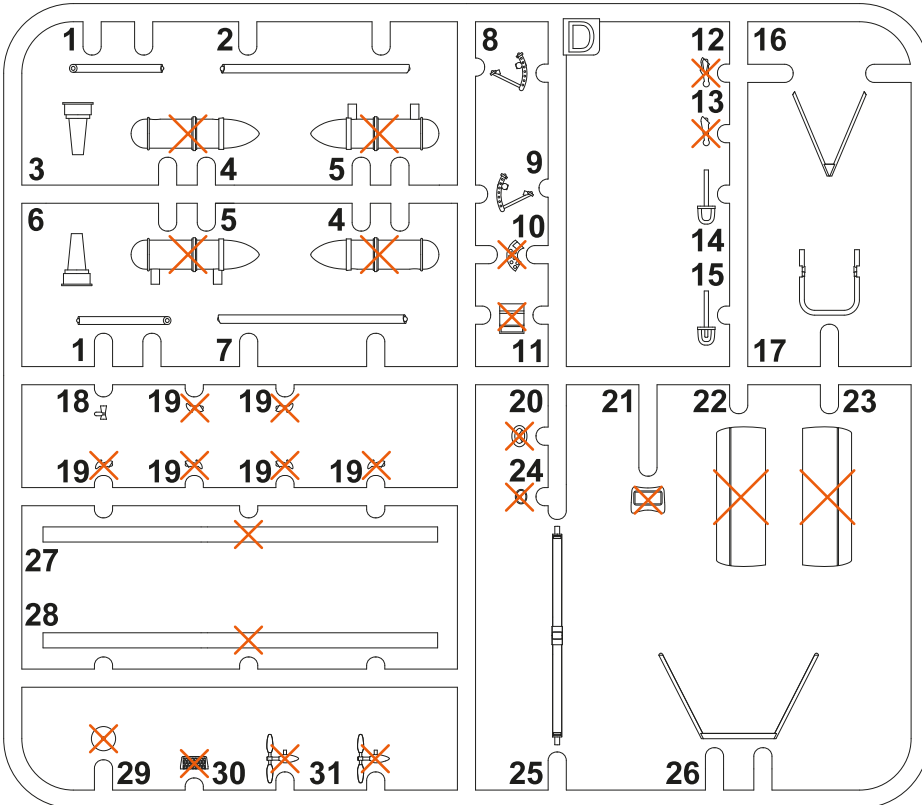
**C**

*Ces pièces ne s'appliquent pas*

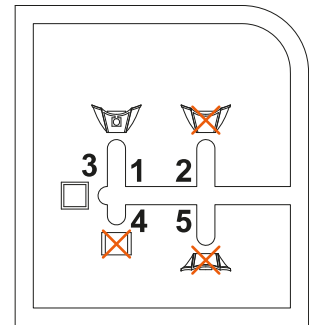


*Do not use this part*

**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

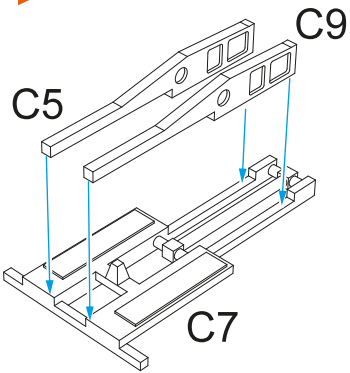
ZHOTOVIT NOVÉ  
SCRATCH BUILD  
FERTIGSTELLEN  
ACHEVER

ŘEZAT/VRTAT  
CUT OFF/DRILL  
ENTFERNEN  
DETACHER

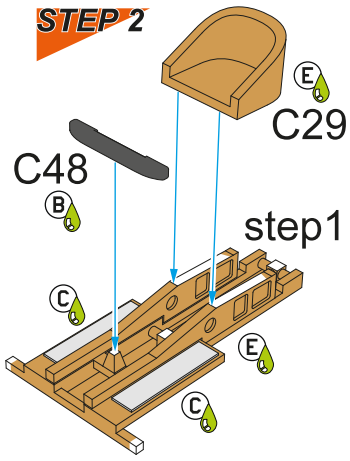
GSI  
colours code

NÁTRIT  
COLOUR  
FARBEN  
PEINDRE

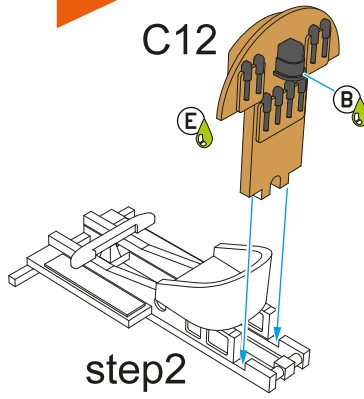
**STEP 1**



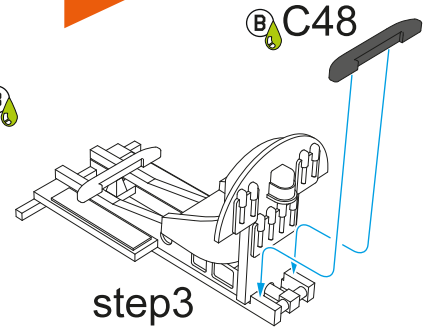
**STEP 2**



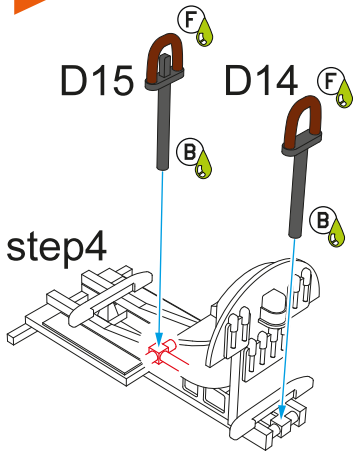
**STEP 3**



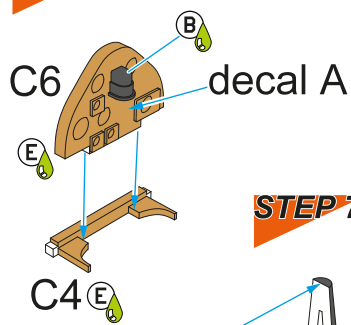
**STEP 4**



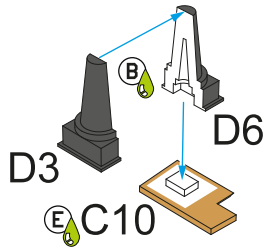
**STEP 5**



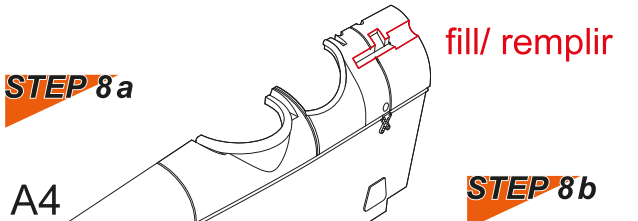
**STEP 6**



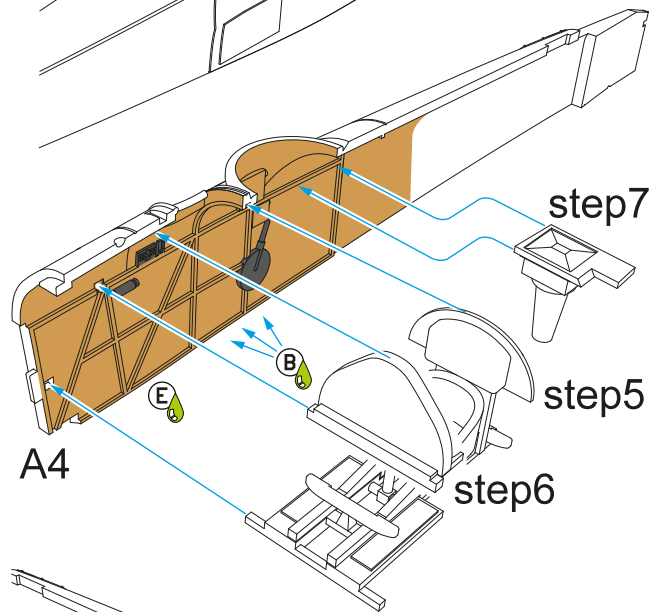
**STEP 7**



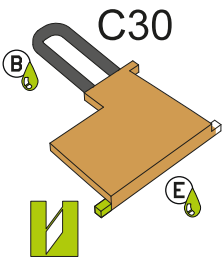
**STEP 8a**



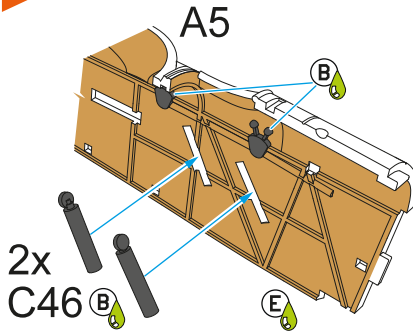
**STEP 8b**



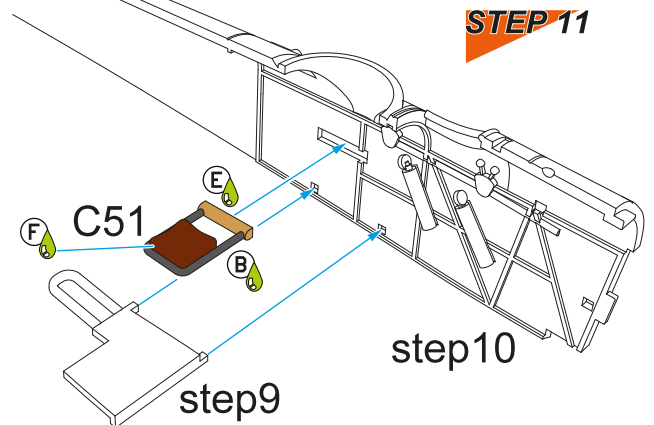
**STEP 9**



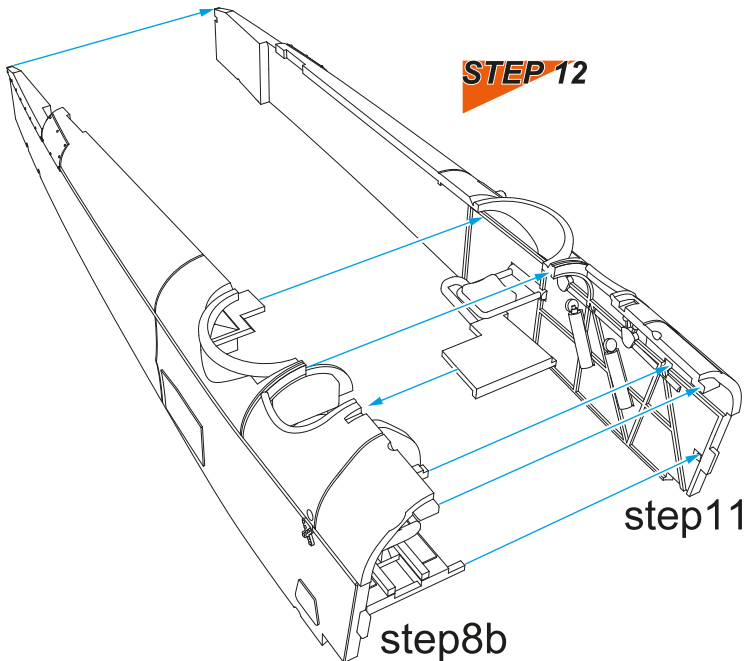
**STEP 10**



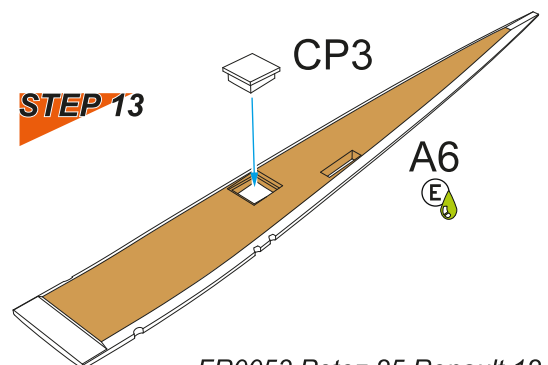
**STEP 11**



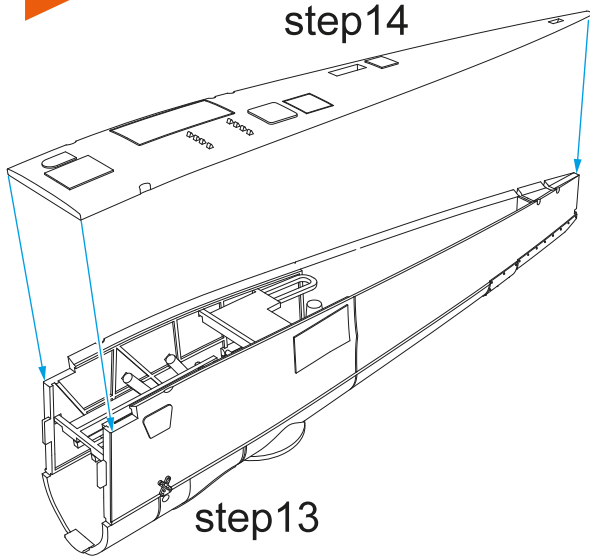
**STEP 12**



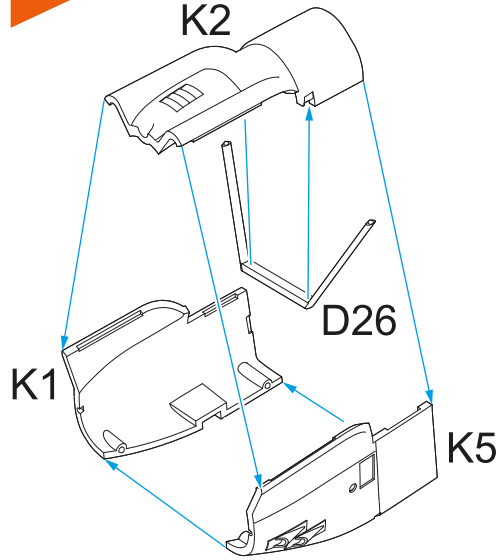
**STEP 13**



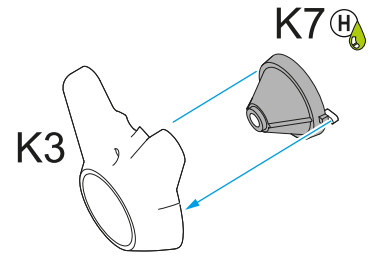
**STEP 14**



**STEP 15**

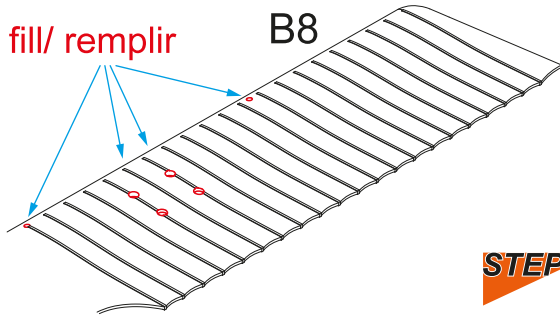


**STEP 16**

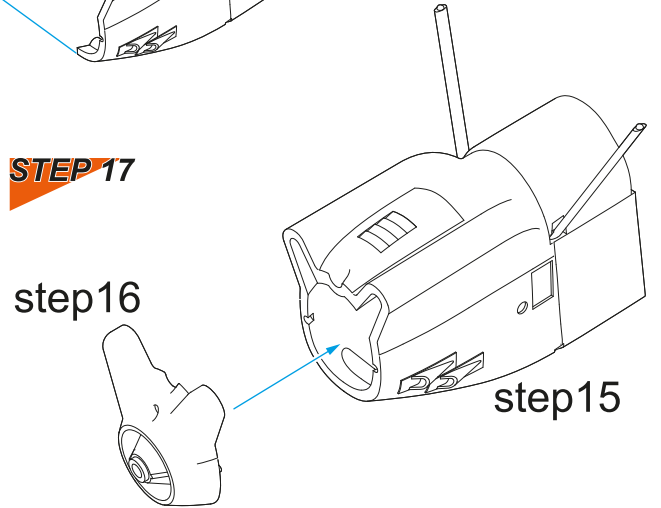


**STEP 18**

both sides/ symétrique

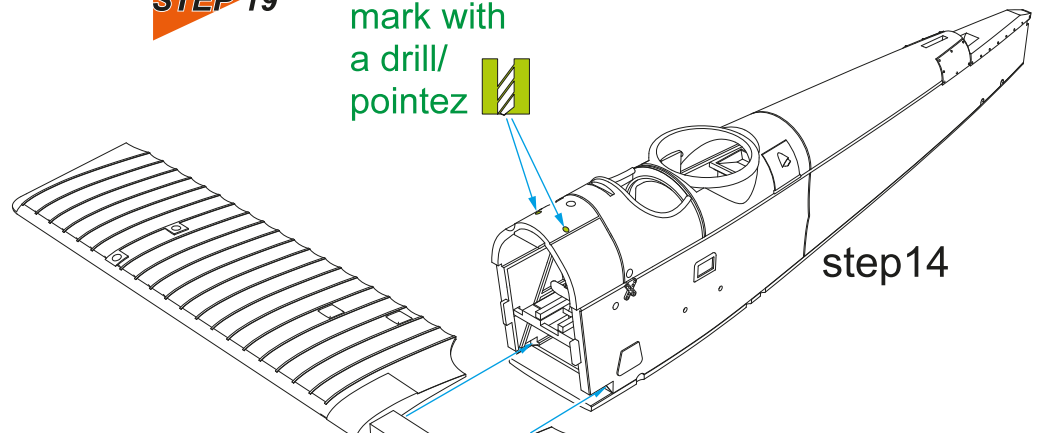


**STEP 17**



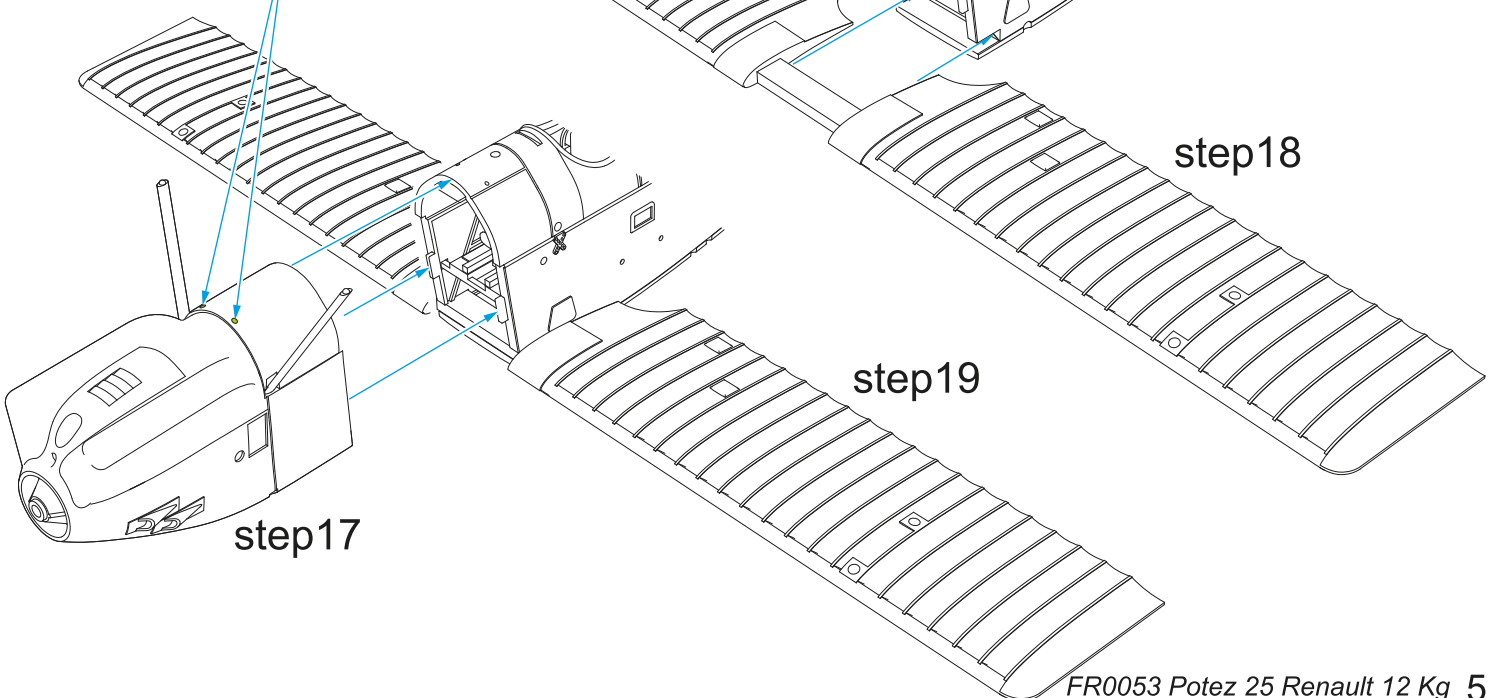
**STEP 19**

mark with a drill/ pointez

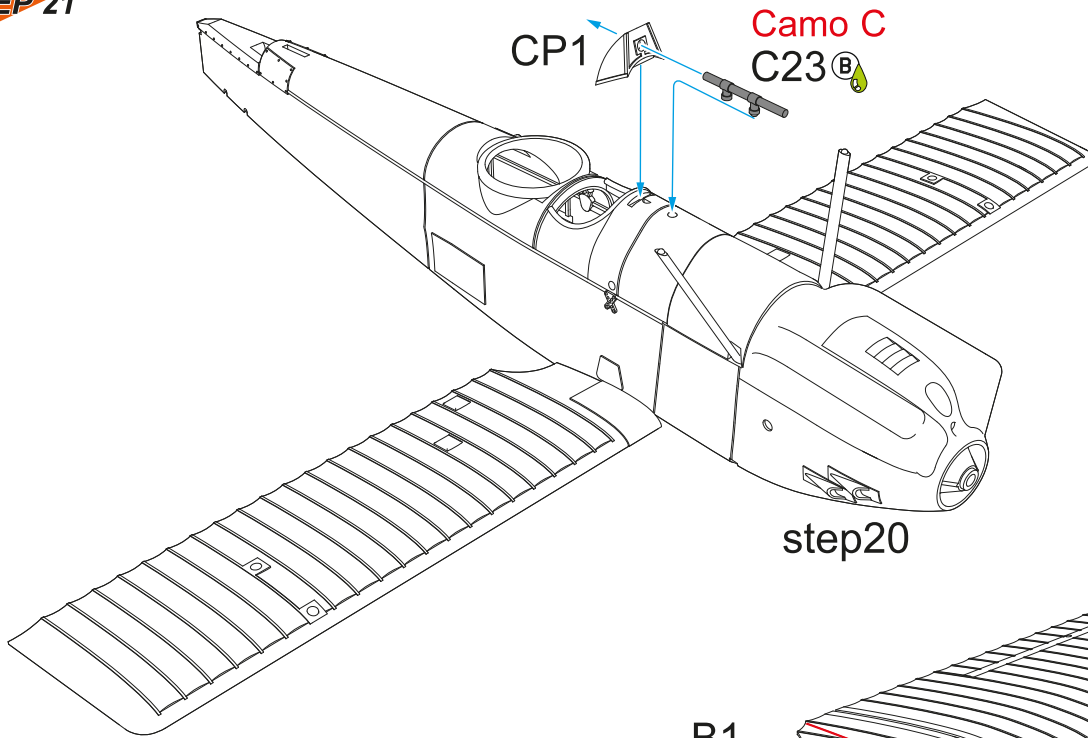


**STEP 20**

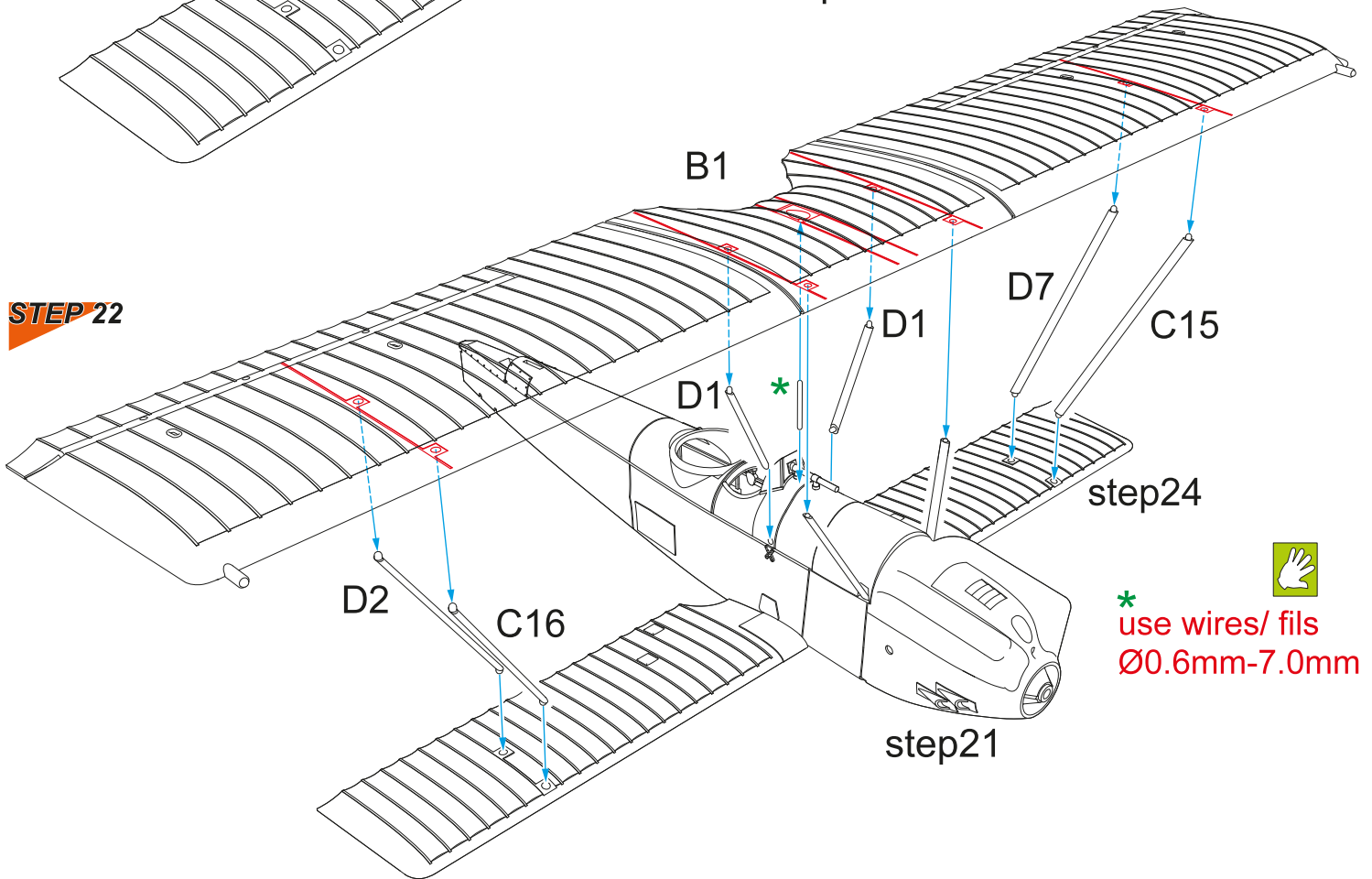
mark with a drill/ pointez



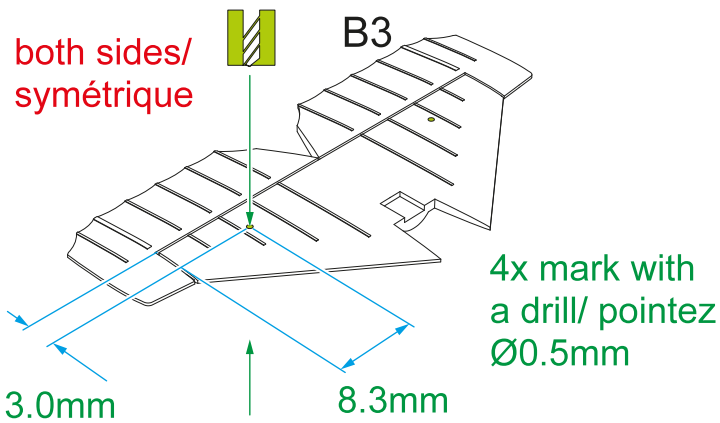
**STEP 21**



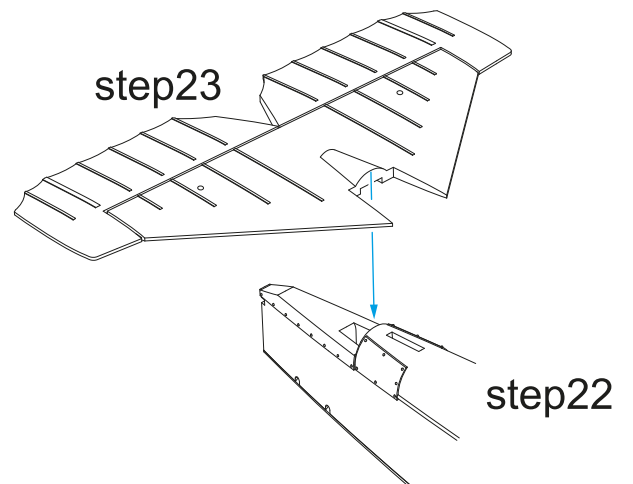
**STEP 22**



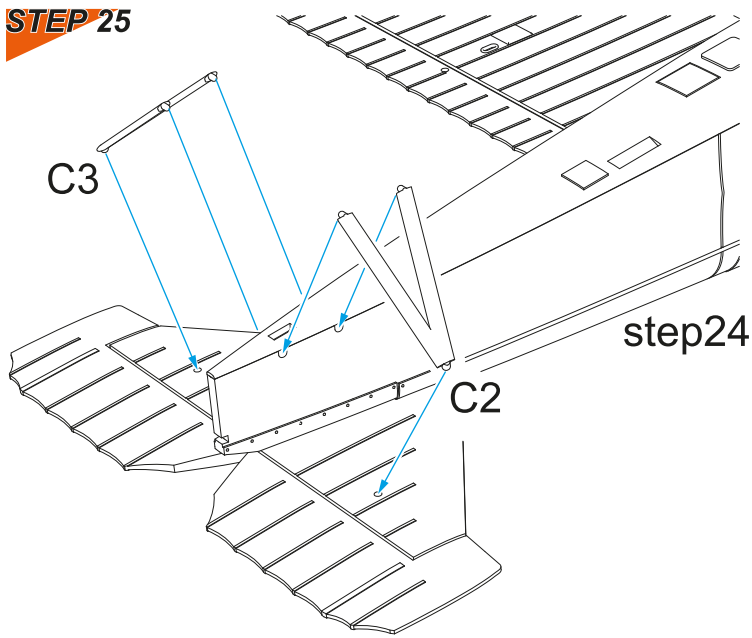
**STEP 23**



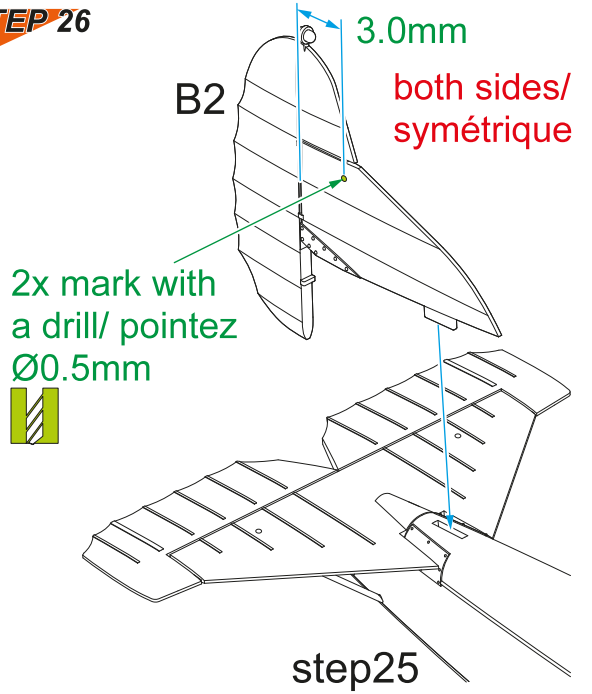
**STEP 24**



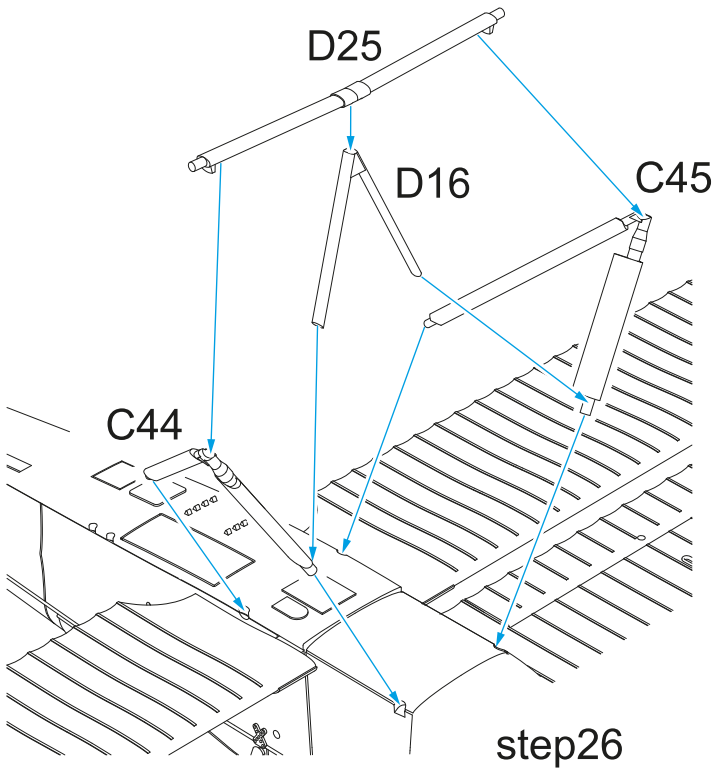
**STEP 25**



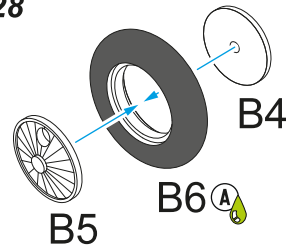
**STEP 26**



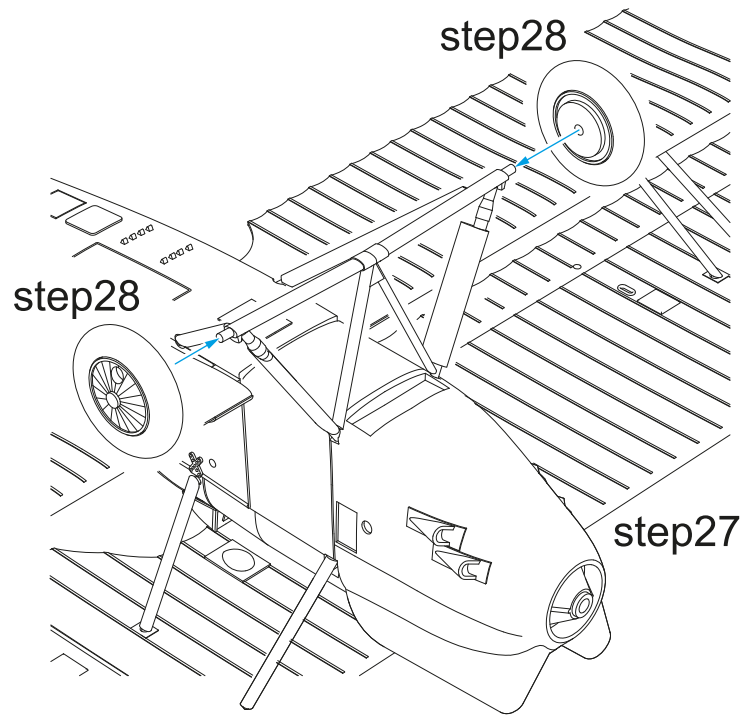
**STEP 27**



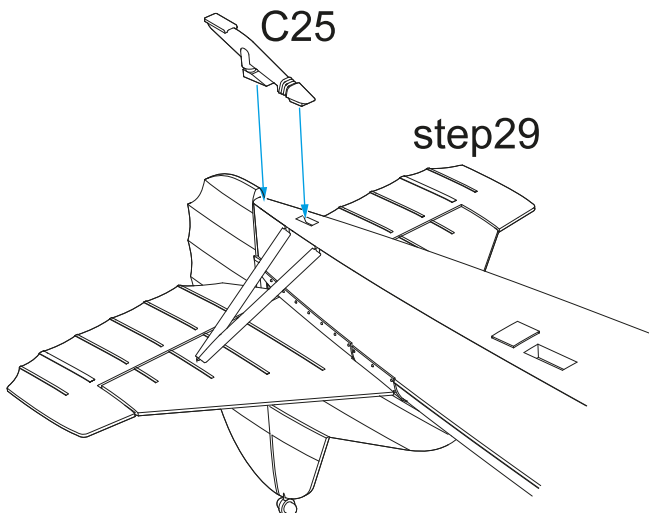
**STEP 28**



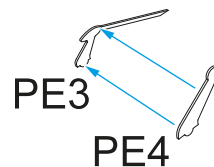
**STEP 29**



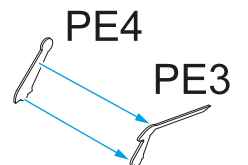
**STEP 30**



**STEP 31**

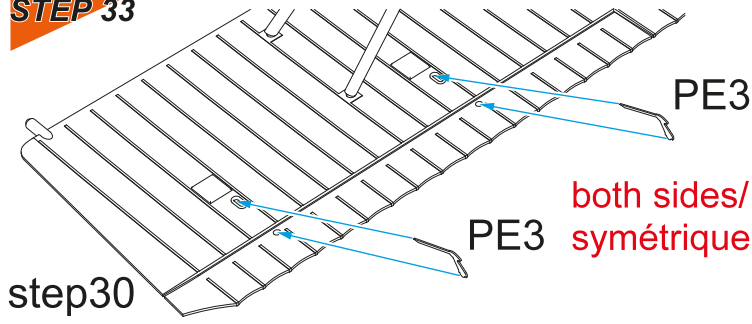


**STEP 32**

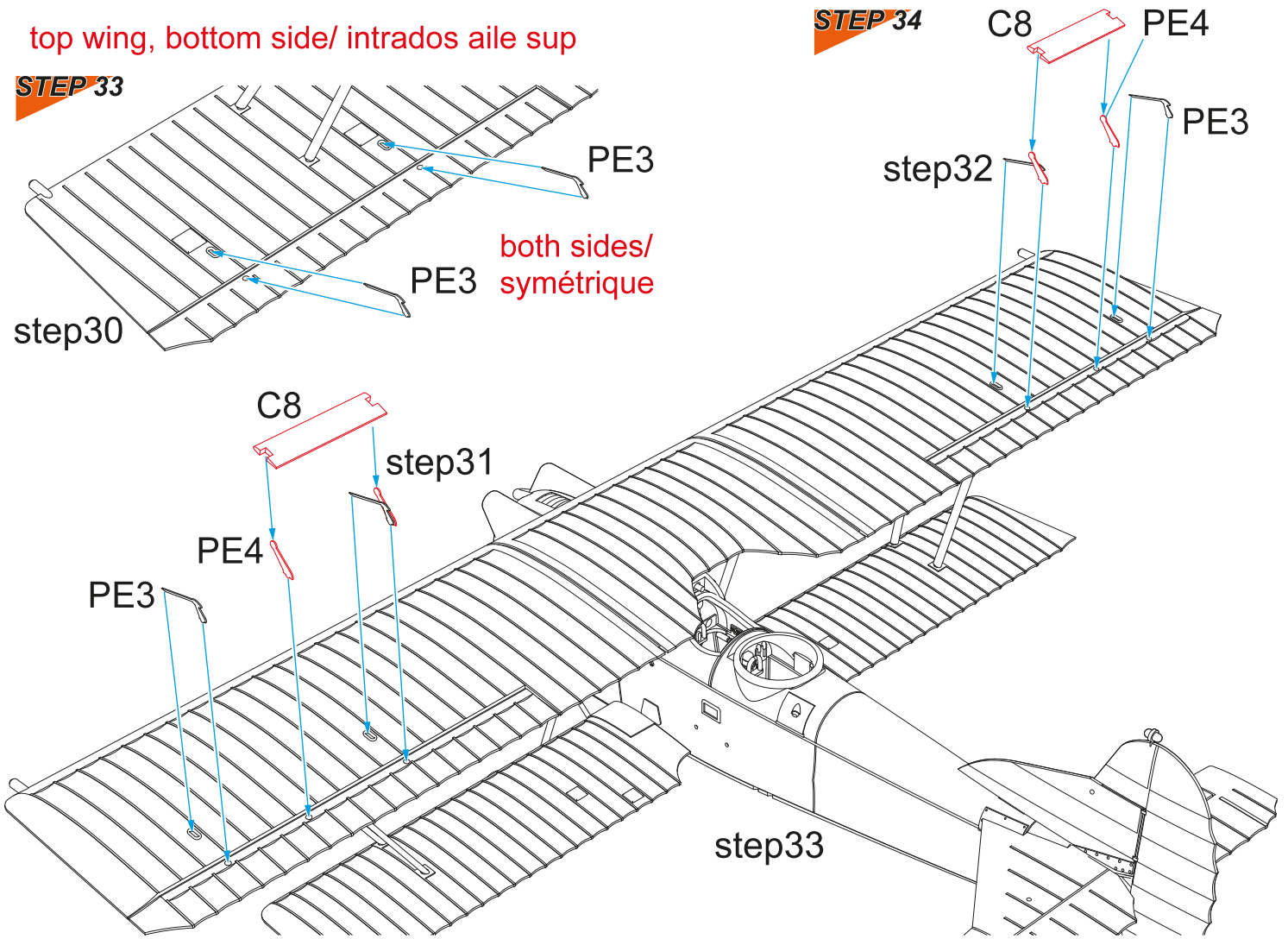


top wing, bottom side/ intrados aile sup

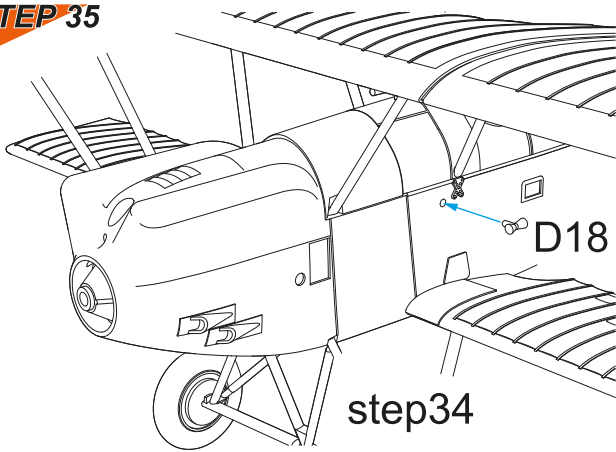
**STEP 33**



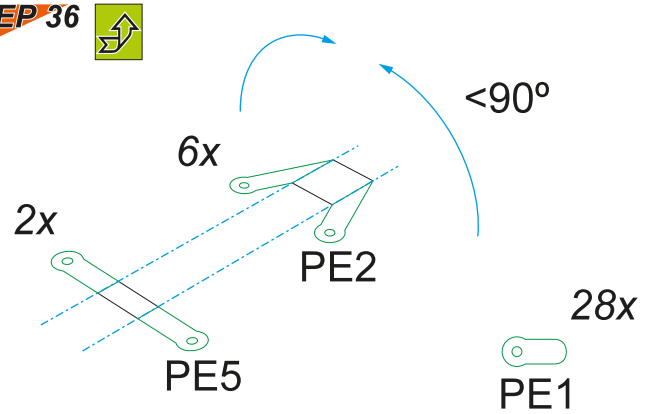
**STEP 34**



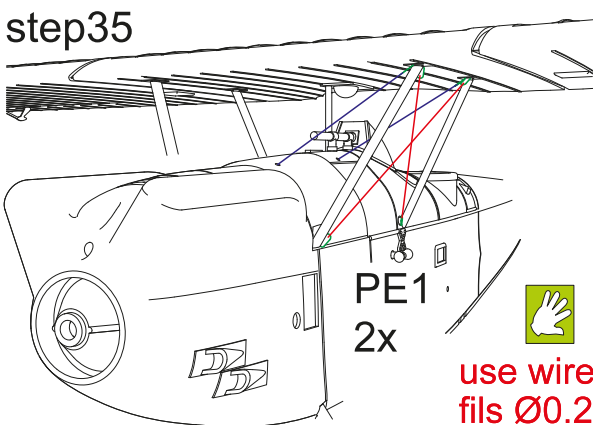
**STEP 35**



**STEP 36**

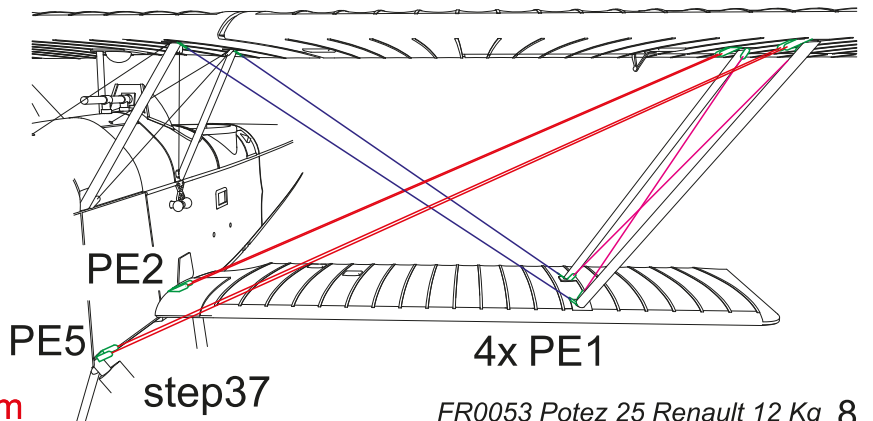


**STEP 37** both sides/ symétrique 4x PE1



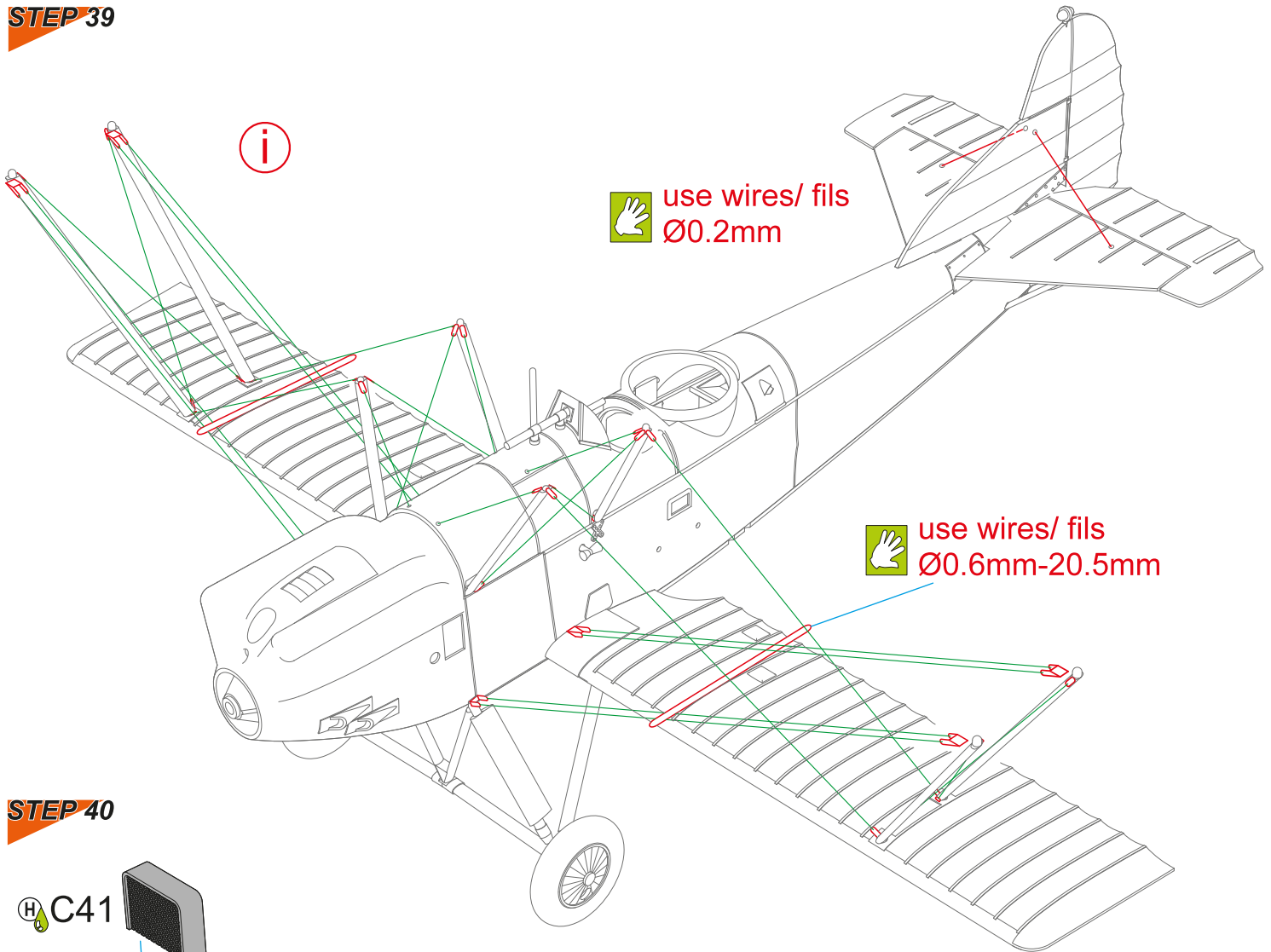
use wires/ fils Ø0.2mm

**STEP 38** 2x PE1 both sides/ symétrique 2x PE2 2x PE1

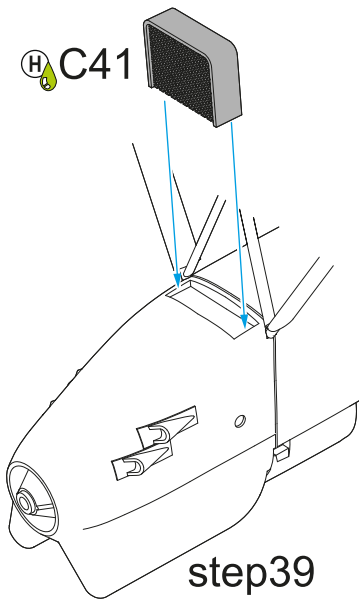




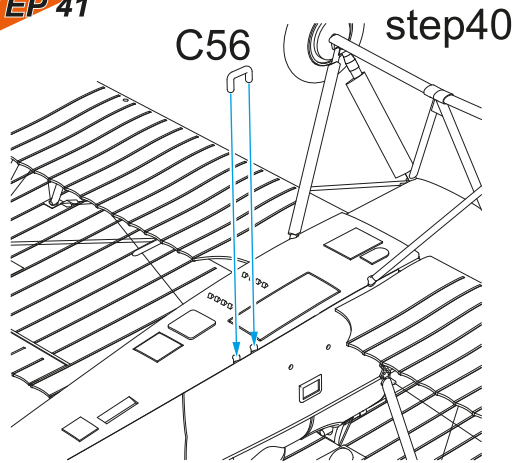
**STEP 39**



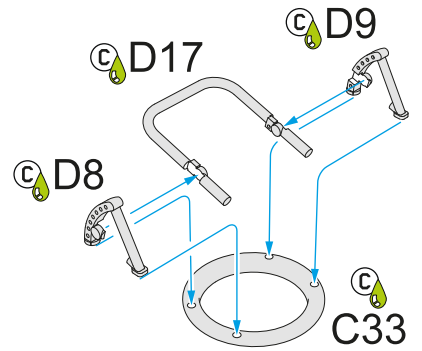
**STEP 40**



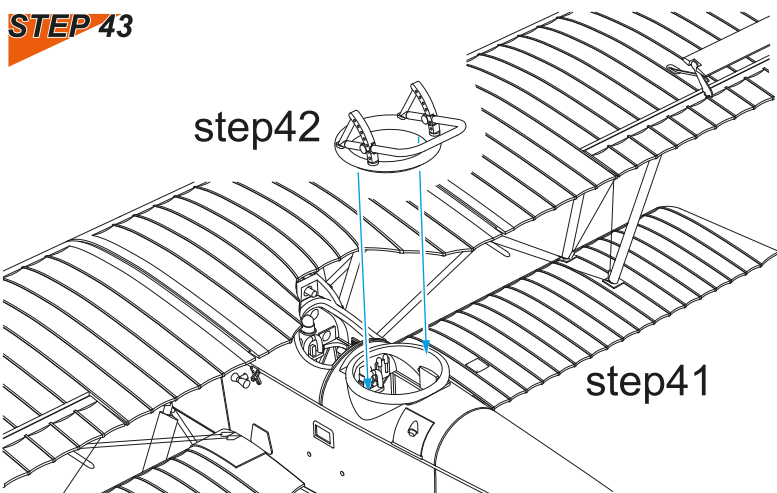
**STEP 41**



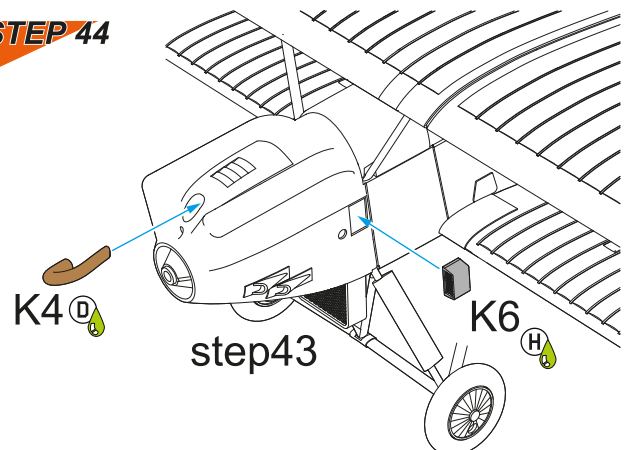
**STEP 42**

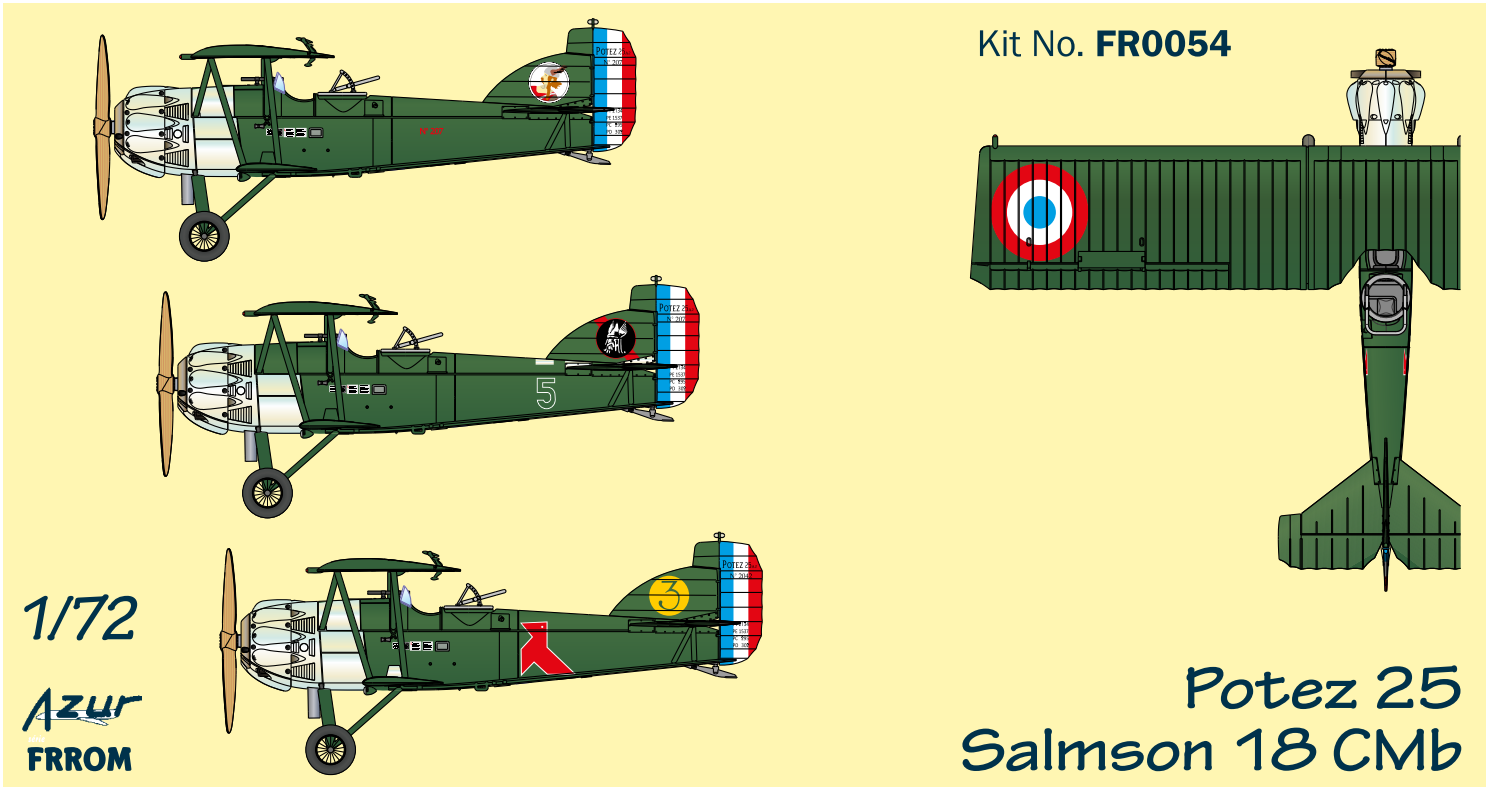
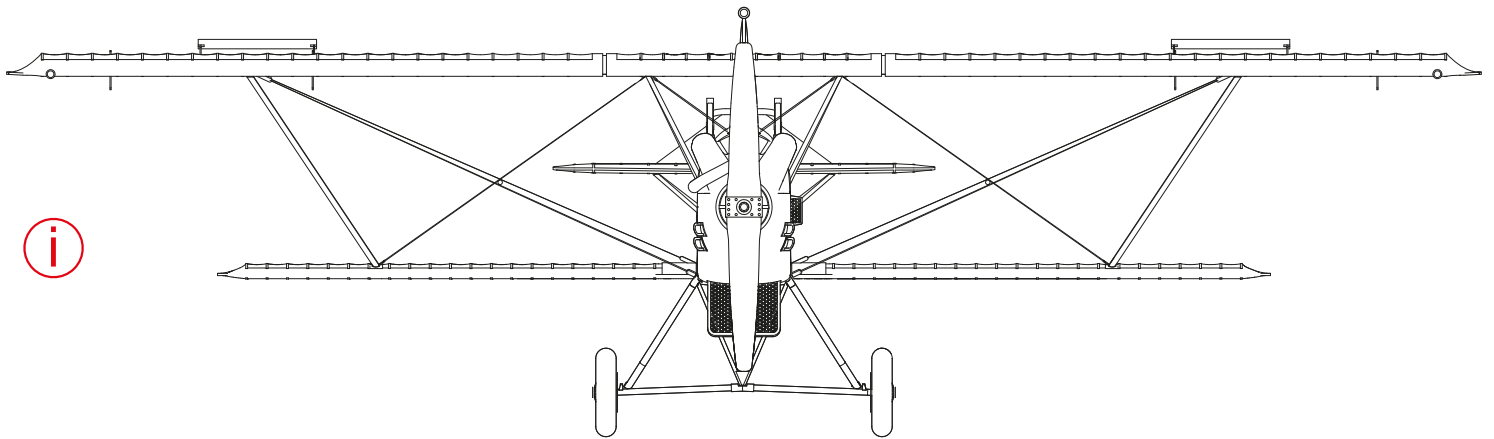
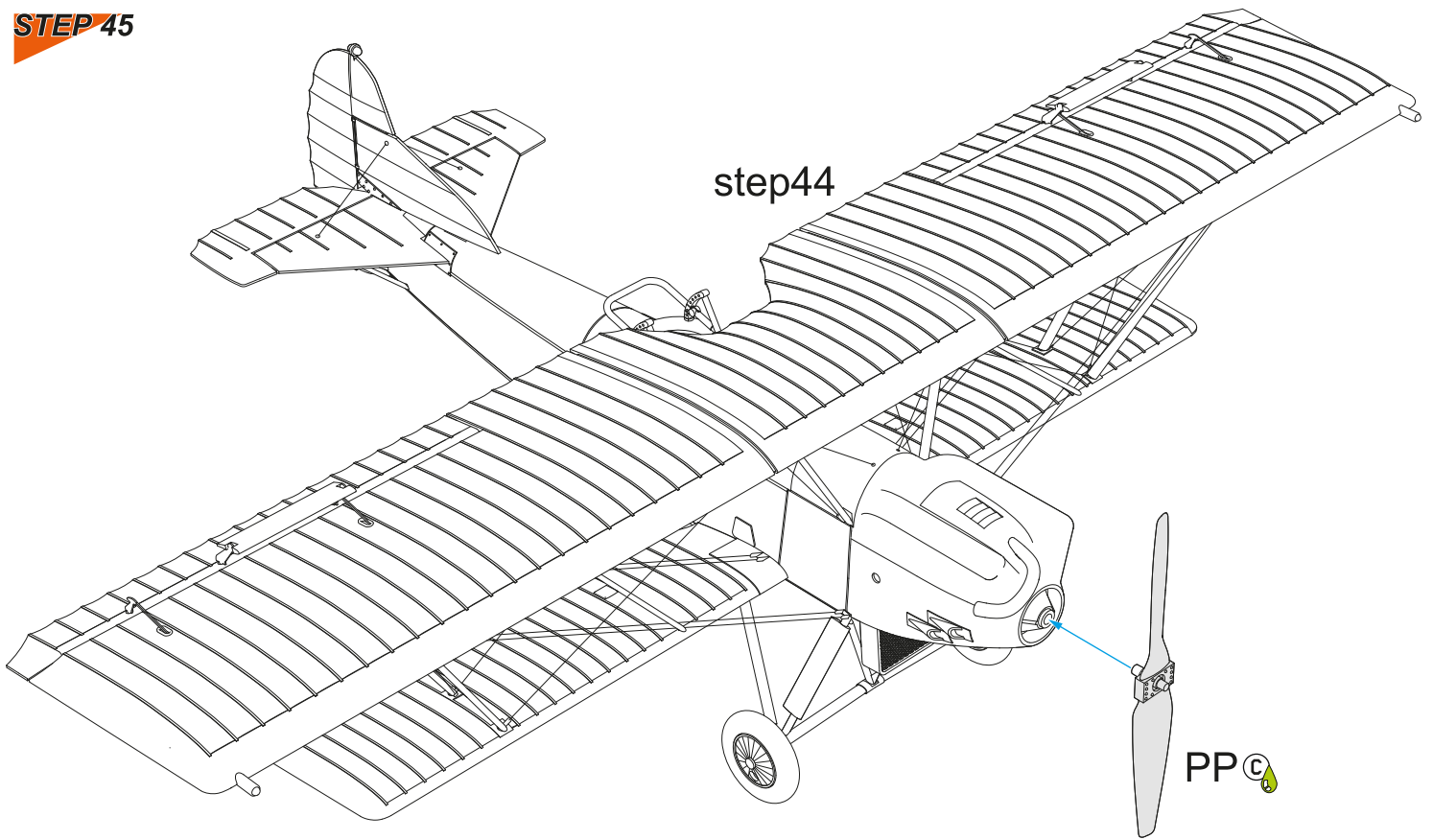


**STEP 43**



**STEP 44**

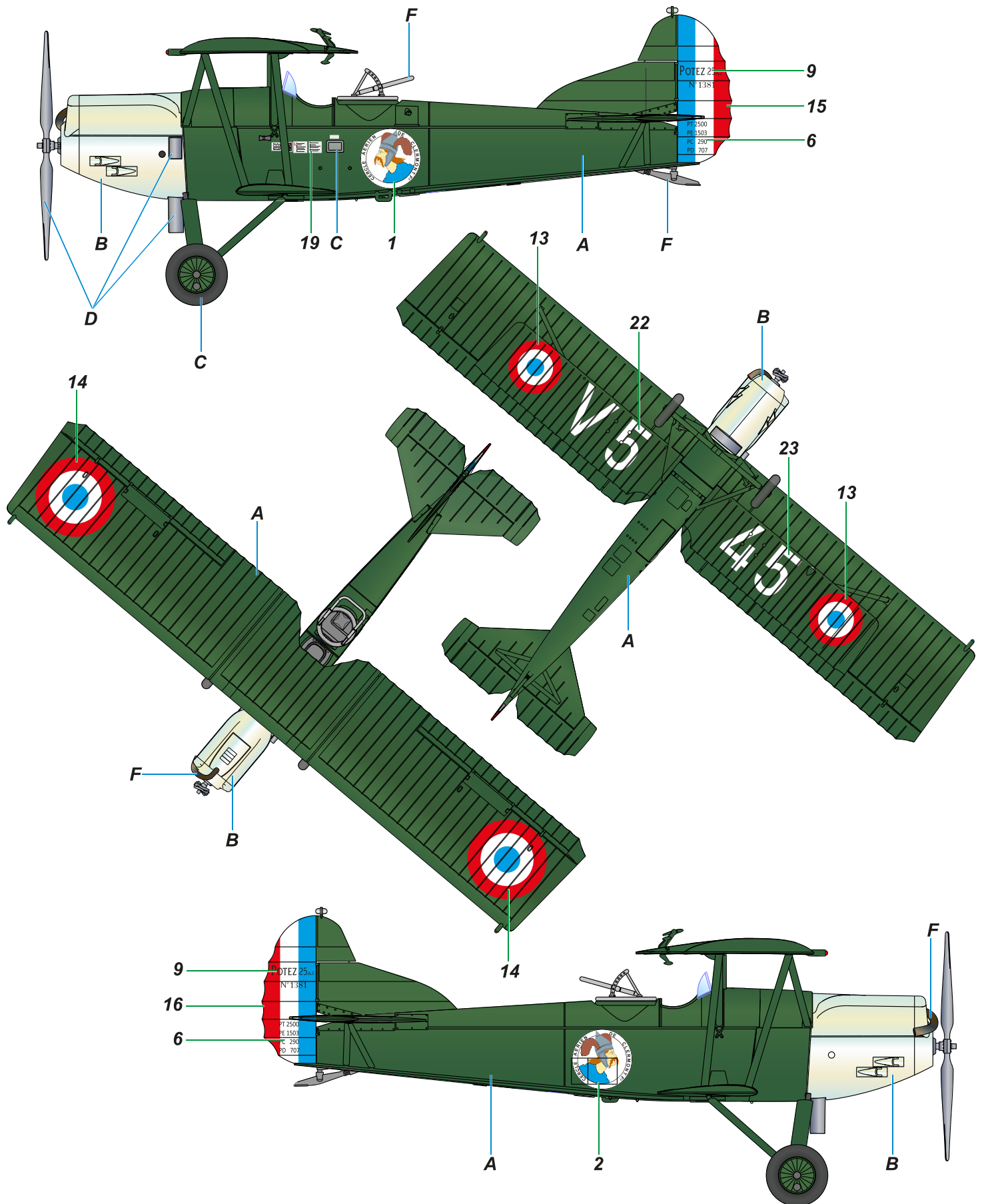




**Potez 25 N° 1381, Cercle Aérien Régional  
de Clermont-Ferrand, entre octobre 1933 et  
décembre 1936**

**Potez 25 Nr 1381, Cercle Aérien Régional  
de Clermont-Ferrand, from October 1933 to  
December 1936**

**CAMO. A**



**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

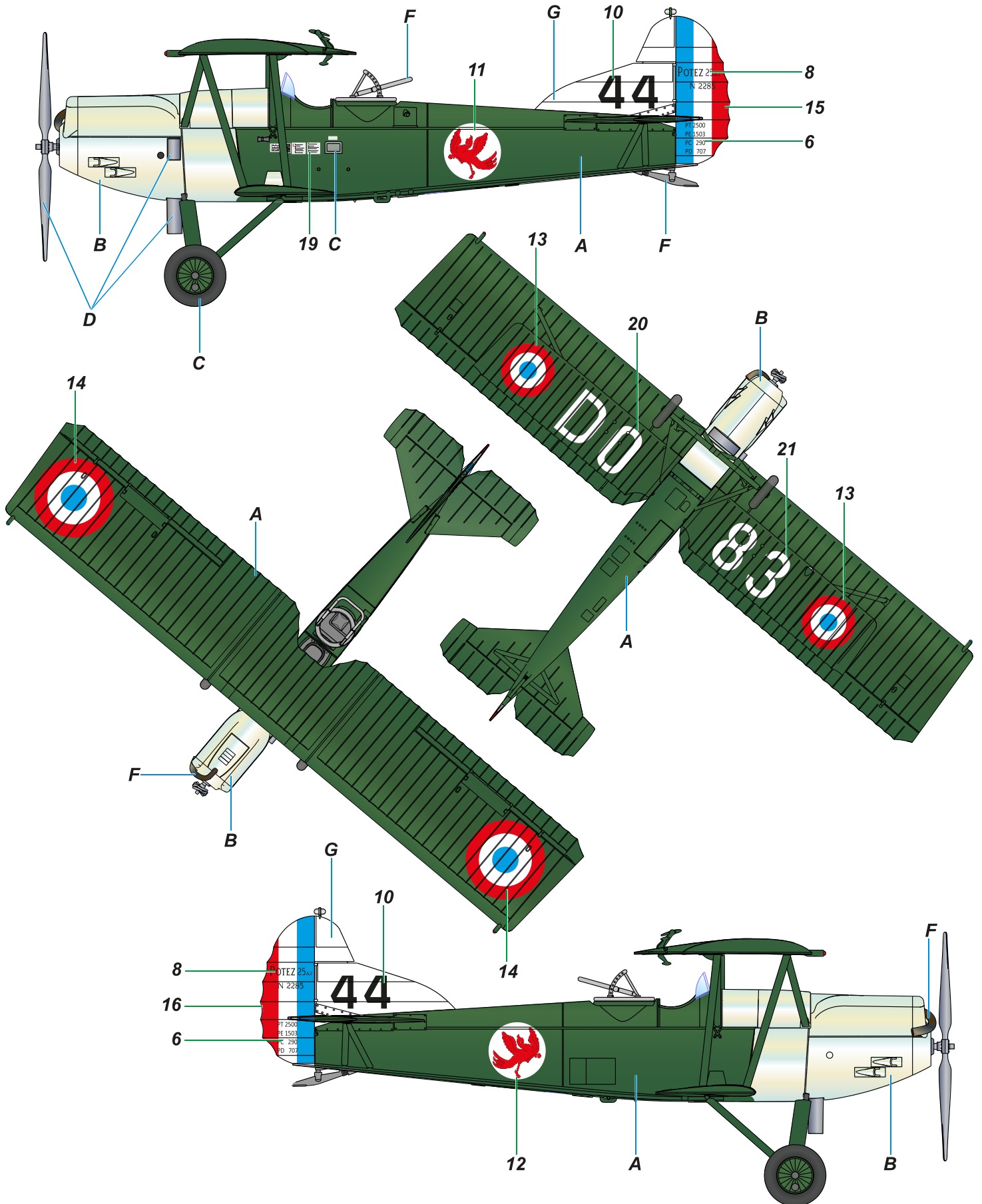
**E** Métal Tanné  
Burn Metal  
H76/C61

**F** Gris Clair  
Light Grey  
H51/C11

**Potez 25 N°2285, codé 44 noir sur queue blanche, probablement Versailles, 6<sup>ème</sup> escadrille, École de l'Air, 1937**

**Potez 25 Nr 2285, coded Black 44 on white tail, probably Versailles, 6<sup>ème</sup> 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

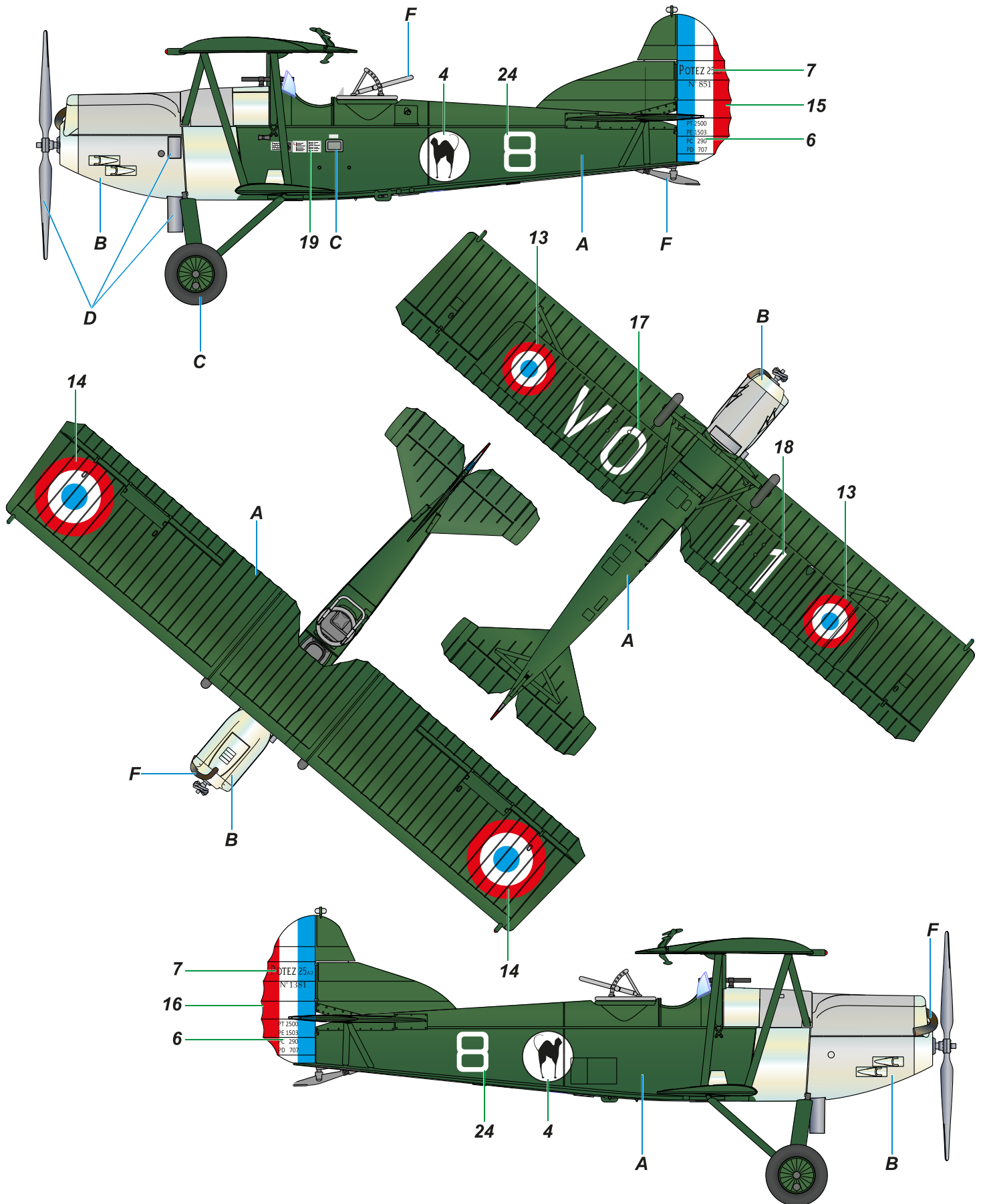
**E** Métal Tanné  
Burn Metal  
H76/C61

**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**



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



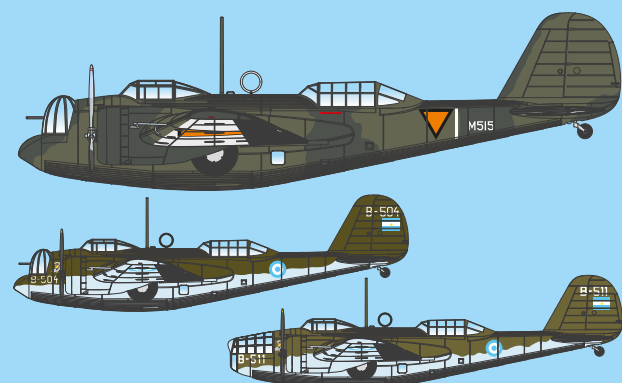
**SPAD 510 (7ème Escadre)**

**FR0050**



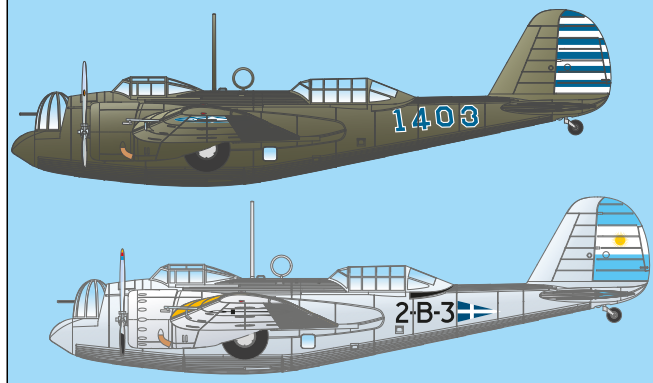
**SPAD 510 at war**

**FR0042**



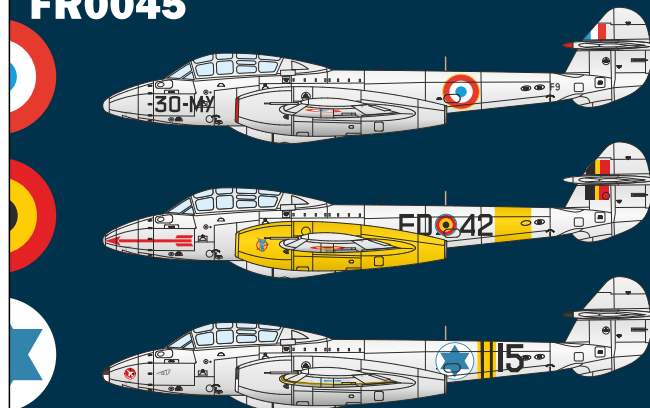
**B-10B Export WH-2/WAA**

**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**

# 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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