

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 14,14 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 A2/B2 Hispano-Suiza est utilisé par les forces aériennes suivantes : Abyssinie (3), Grèce (30), Roumanie (12), Suisse (5), Uruguay (1), Yougoslavie (10), France (Escadrille Ministérielle). La Yougoslavie obtient une licence de production de 300 Potez 25 Jupiter en 1925, et commande également en urgence 40 Potez 25 en France (10 Hispano et 30 Lorraine). Les Potez 25 yougoslaves sont utilisés jusqu'en 1941, certains Hispano ou Lorraine étant remotorisés en Jupiter. Quelques Potez 25 yougoslaves sont récupérés par les Croates. En parallèle des 6 Potez 25 A2 à moteur Jupiter (851 à 854, 859 et 860) livrés en 1927, la Suisse acquiert 4 appareils A2 à moteur HS-50 12 Gb de 500 ch (855 à 858), un cinquième (853) étant mis en service en 1931. Ces avions sont modifiés en cours de service, principalement la dérive passe à 2,44 m. Les Potez 25 suisses sont utilisés au sein du Flieger-Abteilung II jusqu'en 1940. La Roumanie, en 1927, commence la construction sous licence de Potez 25 Lorraine, mais acquiert également, en 1928, douze Potez Hispano (à moteur 12 HB de 500 ch) qui pouvaient être configurés en monoplane ou en biplan. Trois Potez 25 Hispano participent aux concours de la Petite Entente et Pologne qui débute en août 1928 en Tchécoslovaquie.

En 1930, la Grèce commande 30 Potez 25 A2 à moteur Hispano-Suiza 12 Jb de 450 ch. Les appareils seraient livrés en 1931. Ils sont codés Sigma 1 à 30 et interviennent lors du coup d'État de 1935. 17 sont encore en service lors de l'attaque italienne d'octobre 1940, jusqu'à l'intervention allemande d'avril 1941. Bien que dépassés, ils sont utilisés faute d'autres moyens disponibles pour des missions de reconnaissance. En 1940, les appareils sont camouflés.

Spécifications : biplan biplace de reconnaissance (A2) et de bombardement (B2). Moteur Hispano-Suiza 12 Gb de 500 ch. Envergure 14,14 m, longueur 9,20 m. Vitesse maximale 230 km/h, plafond théorique 7 300 m, masse maximum 2 500 kg. Armement : 1 mitrailleuse fixe Vickers, 2 mitrailleuses Lewis sur affût TO7, 1 mitrailleuse Lewis ventrale. Armement offensif (B2) : jusqu'à 400 kg de bombes.

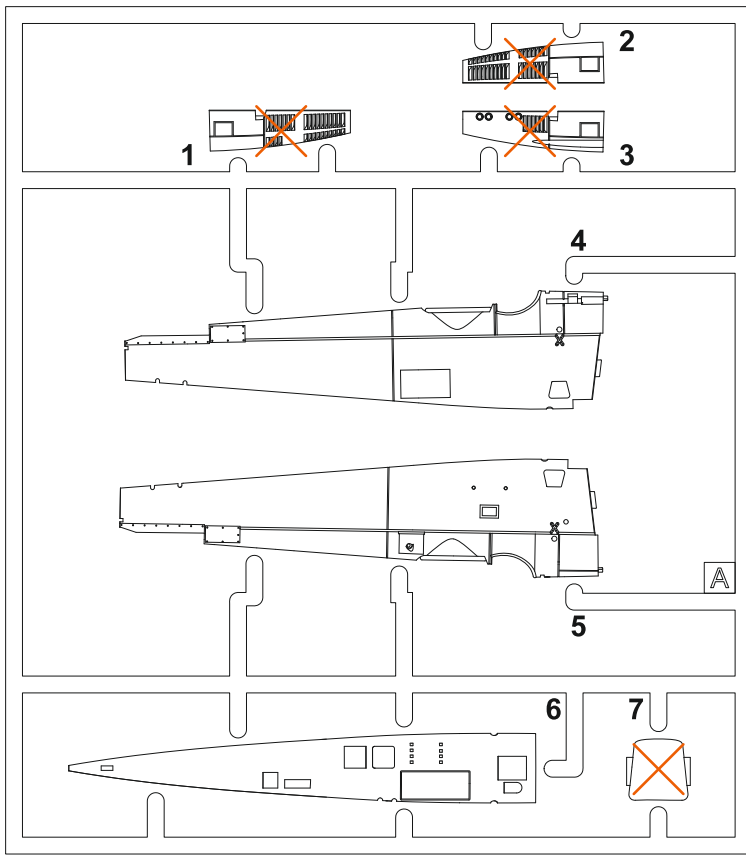
EN

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 hp 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 14.14 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.

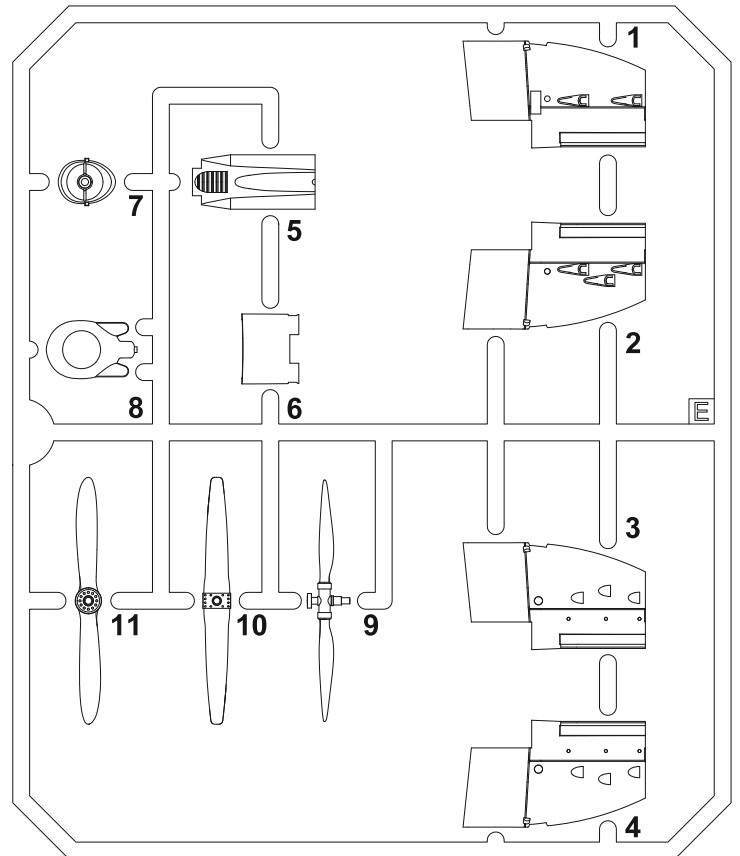
The Hispano-Suiza powered Potez 25 A2/B2 was used by Abyssinia (3), Greece (30), Rumania (12), Switzerland (5), Uruguay (1), Yugoslavia (10), France (Ministry Transport Squadron). In 1925 Potez granted a licence to build 300 Potez 25 with Jupiter to Yugoslavia and sold ten Hispano and thirty Lorraine powered aircraft to meet an urgent requirement. These were still in use until 1941, although some Hispano and Lorraine powered planes were re-engined with Jupiters. Some of these aircraft were then used by the Croats. In 1927 Switzerland bought six Jupiter-powered Potez 25 A2 (851 to 854, 859 and 860) and four A2 aircraft fitted with Hispano-Suiza HS-50 12 Gb engines delivering 500 hp (855 to 858), a fifth Hispano-powered plane (853) was added into service in 1931. These aircraft were modified during their service with an increase in tailfin area to 2.44 m. The Potez 25 served with the Swiss Flieger-Abteilung II until 1940. In 1927, Rumania began building hundreds of Lorraine-powered Potez 25 under licence, and in 1928 they bought 12 Potez Hispano-powered examples (Hispano 12 HB of 500 hp). These aircraft could easily be altered between biplane or monoplane configuration. Three Hispano-powered Potez 25 participated in the "Little Entente" and Poland competition held in Czechoslovakia in August 1928.

In 1930, Greece ordered thirty Potez 25 A2 fitted with Hispano-Suiza 12 Jb engine delivering 450 hp, these aircraft are thought to have been delivered in 1931. They were coded as Sigma 1 to 30. Unfortunately, these planes flew combat missions during the 1935 coup d'état. Seventeen were still in use when Italy attacked Greece in October 1940, and served until Greece's defeat following German intervention in April 1941. Although obsolete by 1940, they adopted camouflage and were used for reconnaissance missions because more modern aircraft were not available.

Specifications (1929): Two-seat single-engined biplane for reconnaissance (A2) or bombing (B2). Engine: Hispano-Suiza 12 Gb giving 500 ch. Wingspan 14.14 m, length 9.20 m. Maximum speed: 230 km/h, ceiling 7,300 m, maximum weight 2,500 kg. Weapons: 1 fixed Vickers machine-gun, 2 Lewis machine-guns on TO7 mount, 1 Lewis machine-gun under belly. Bomb load (B2): up to 400 kg.

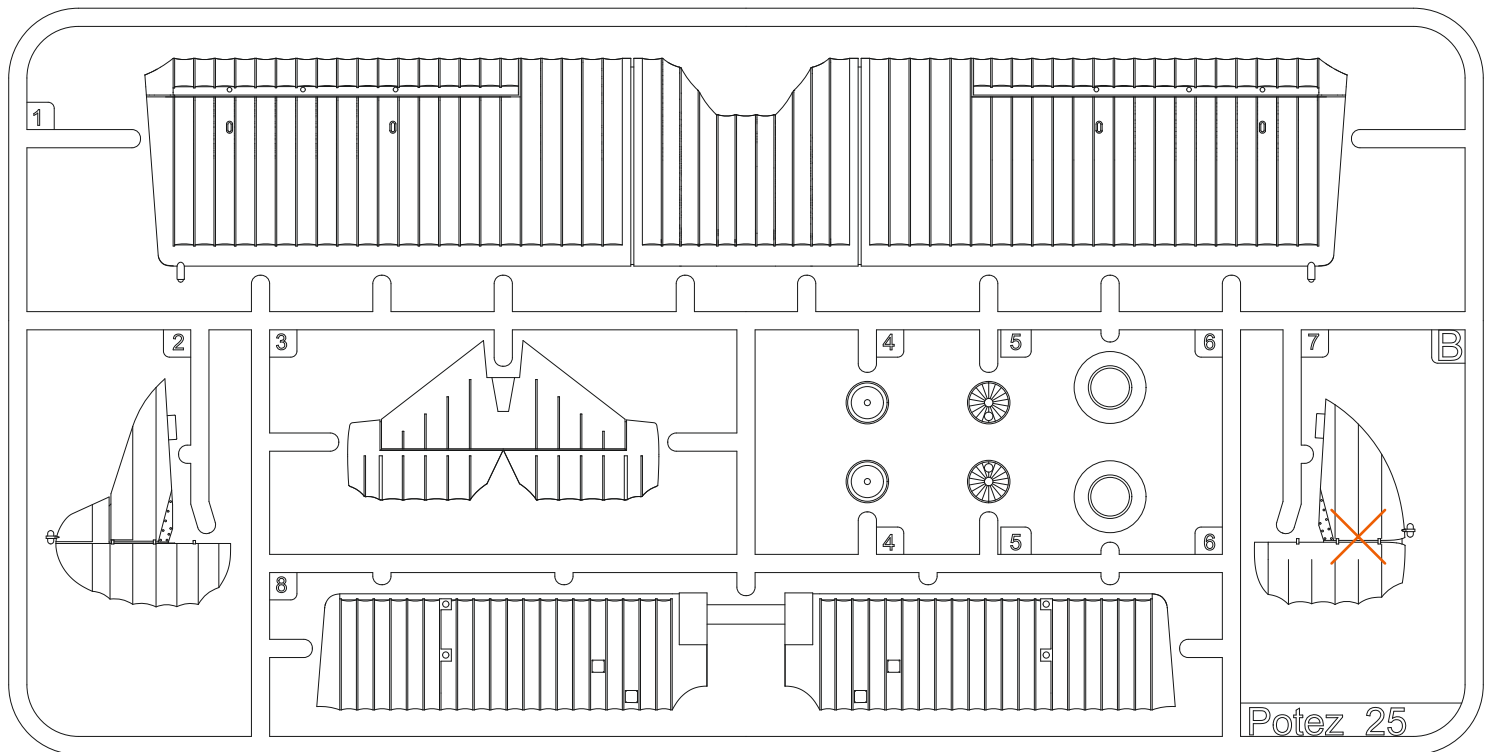


A



E

B



B

Potez 25

Ces pièces ne s'appliquent pas  Do not use this part

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		

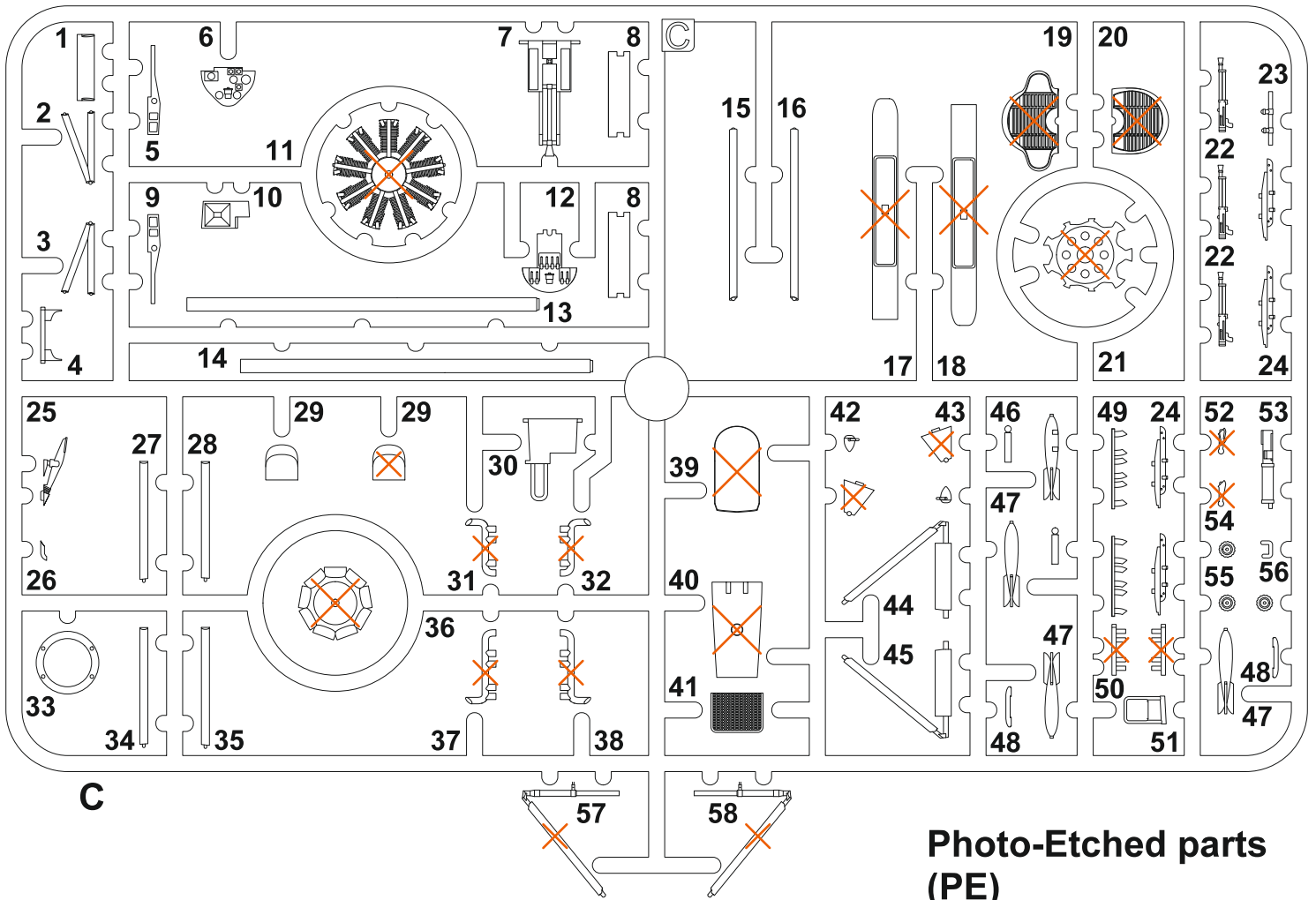
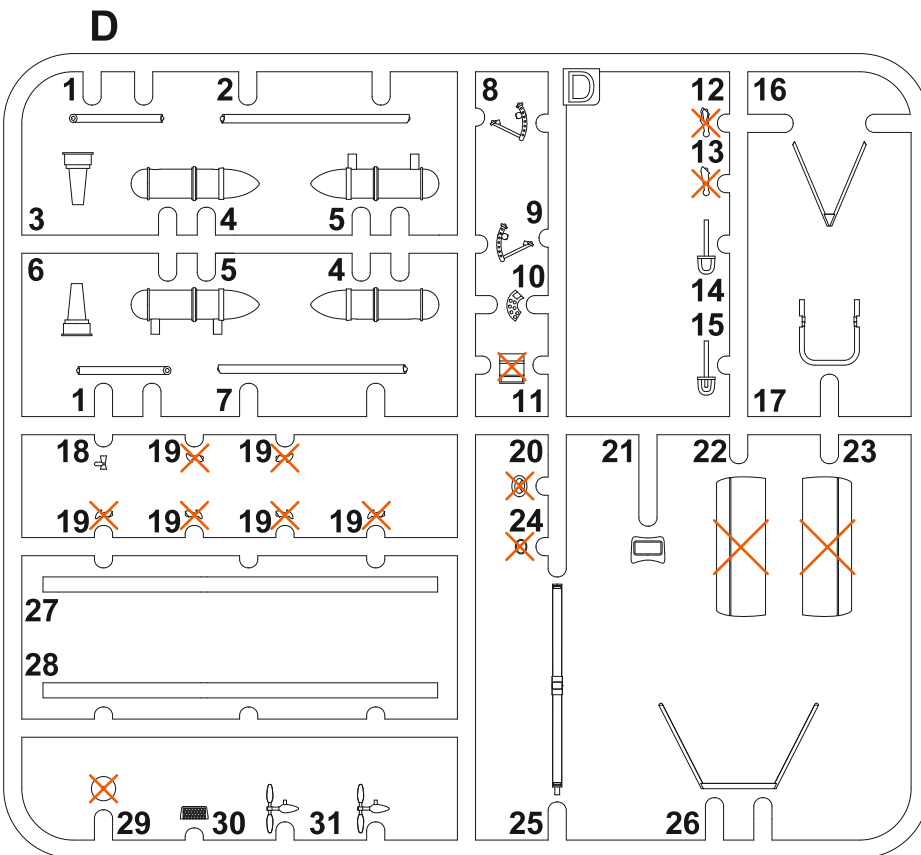
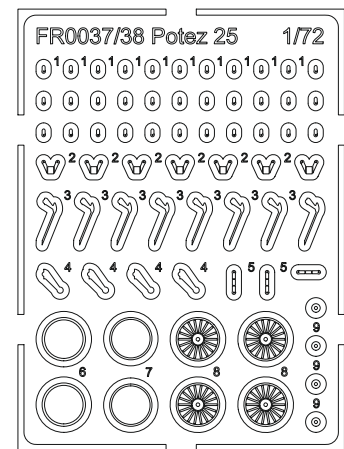
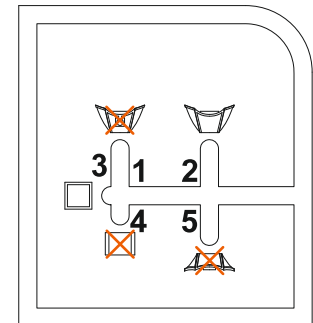


Photo-Etched parts (PE)



Clear parts (CP)



SYMBOLS

? MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION

🔴 POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLATKLEBER
COLLE CYANOACRYLAT

↻ OHNOUT
BEND
BIEGEN
COURBER

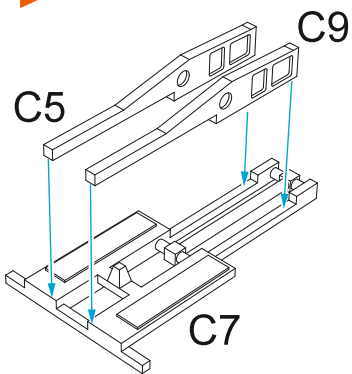
👉 ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER

✂️ ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

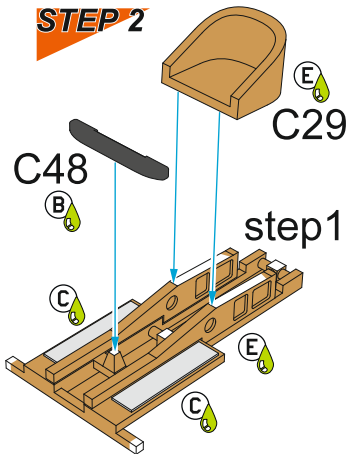
A NATŘÍT
COLOUR
FARBEN
PEINDRE

GSI colours code

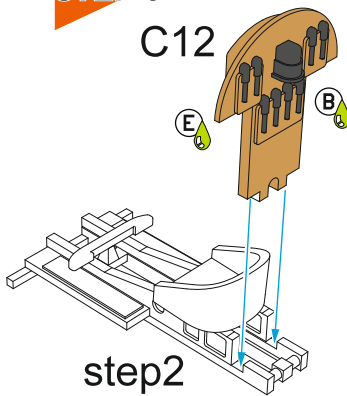
STEP 1



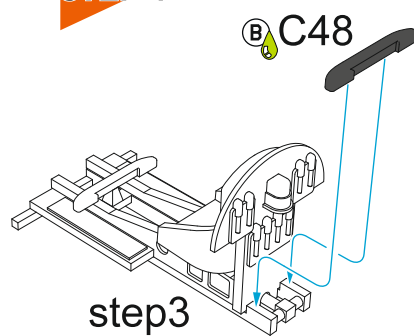
STEP 2



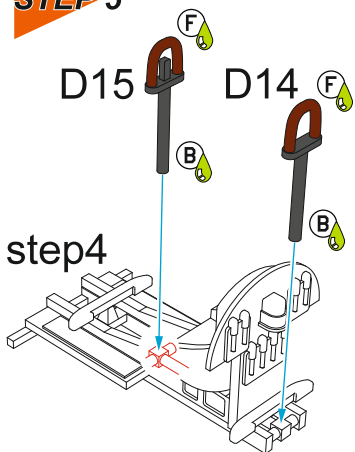
STEP 3



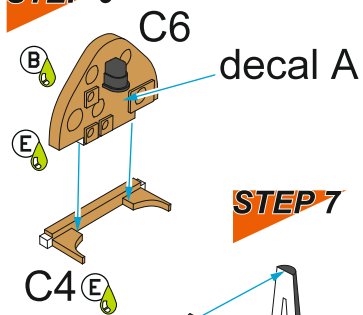
STEP 4



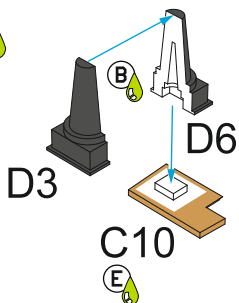
STEP 5



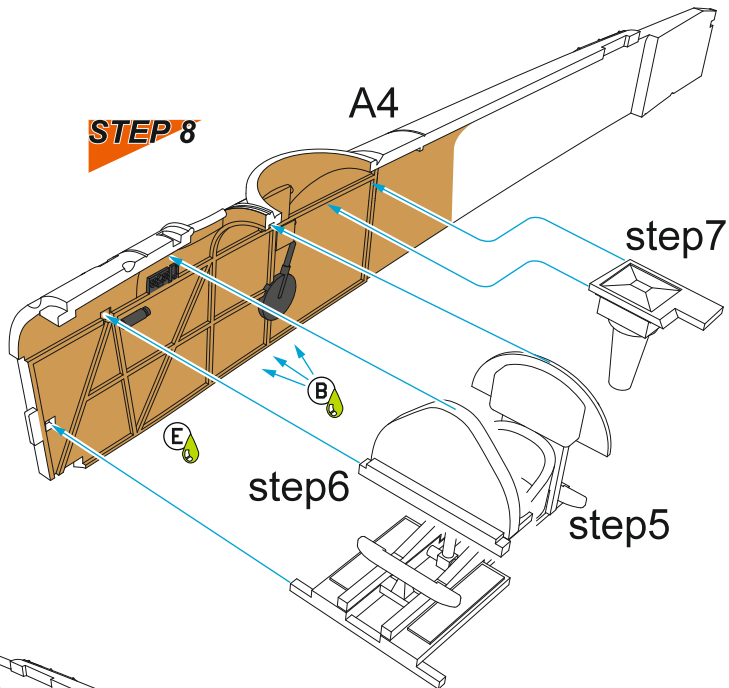
STEP 6



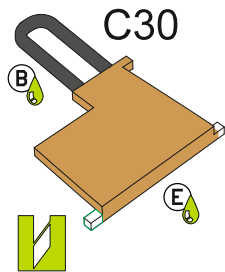
STEP 7



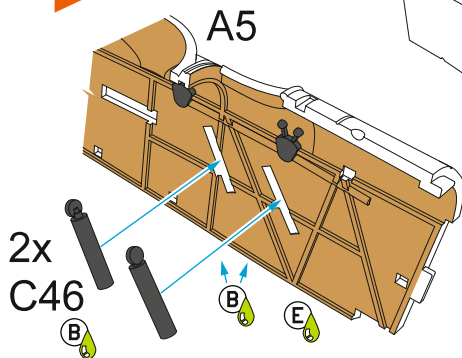
STEP 8



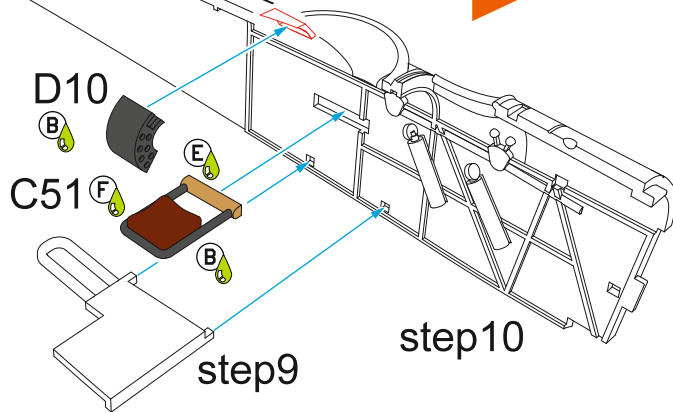
STEP 9



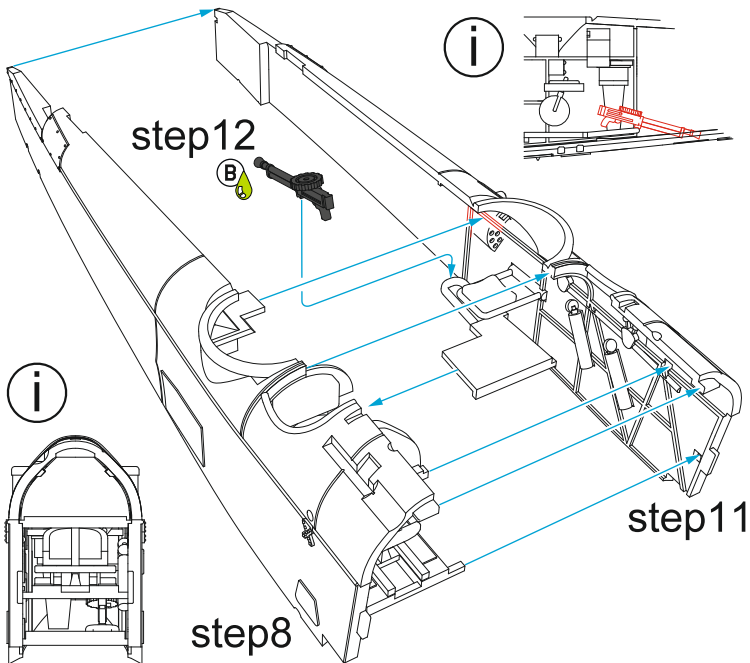
STEP 10



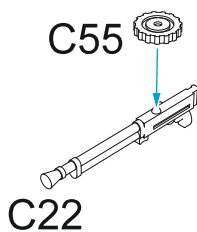
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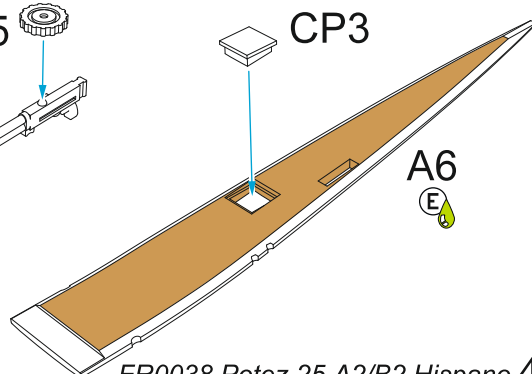
STEP 13

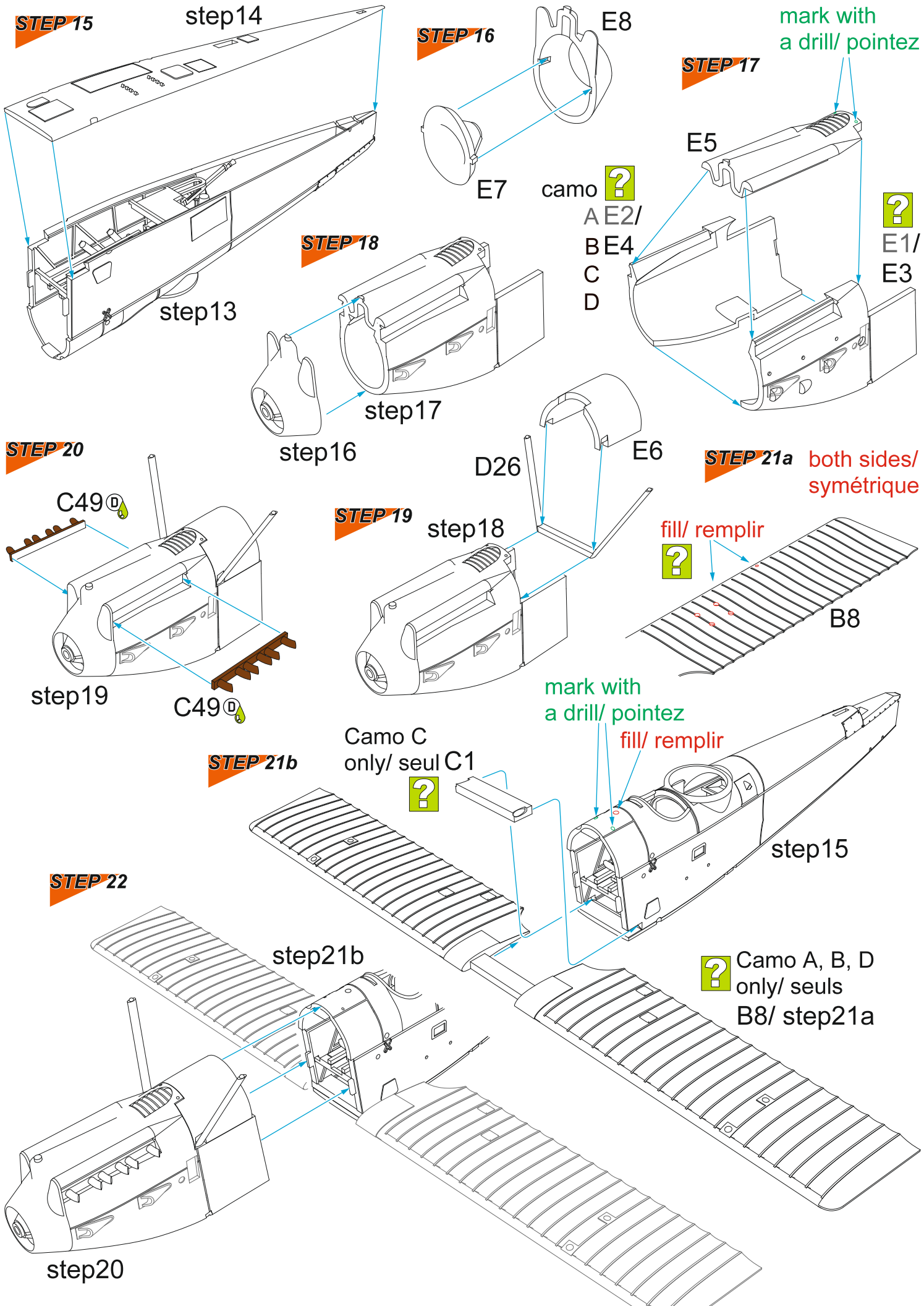


STEP 12



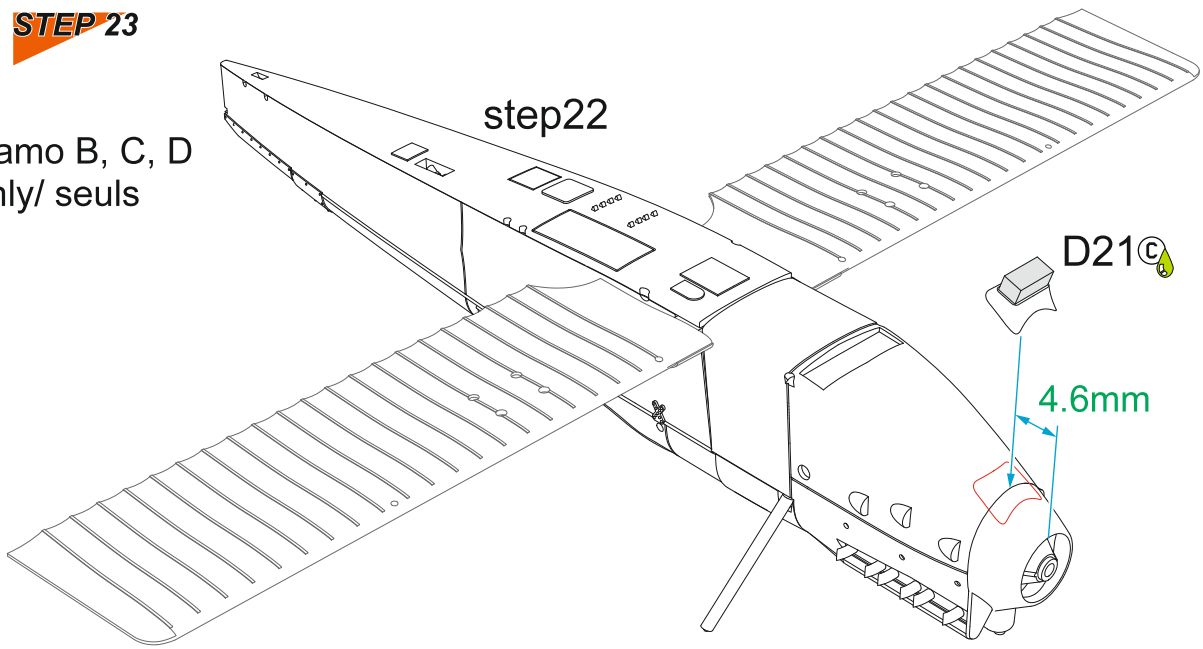
STEP 14



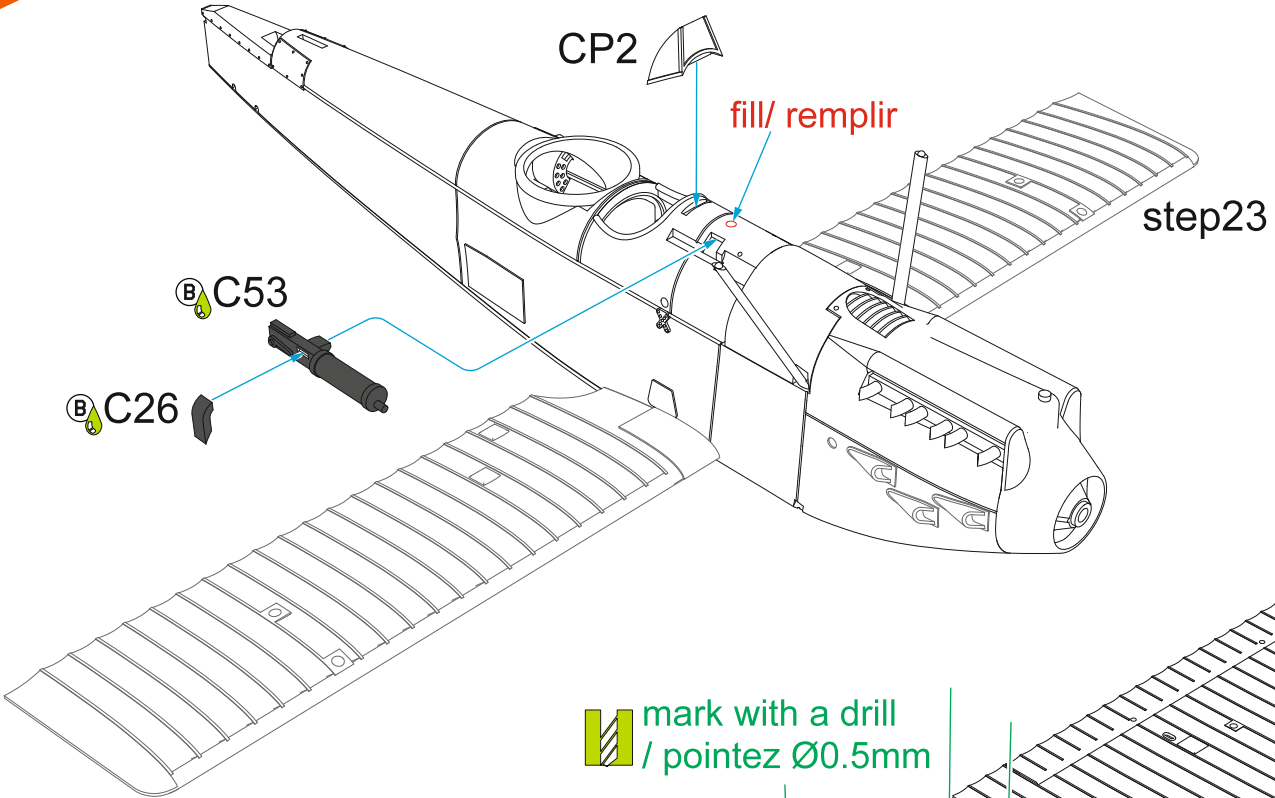


STEP 23

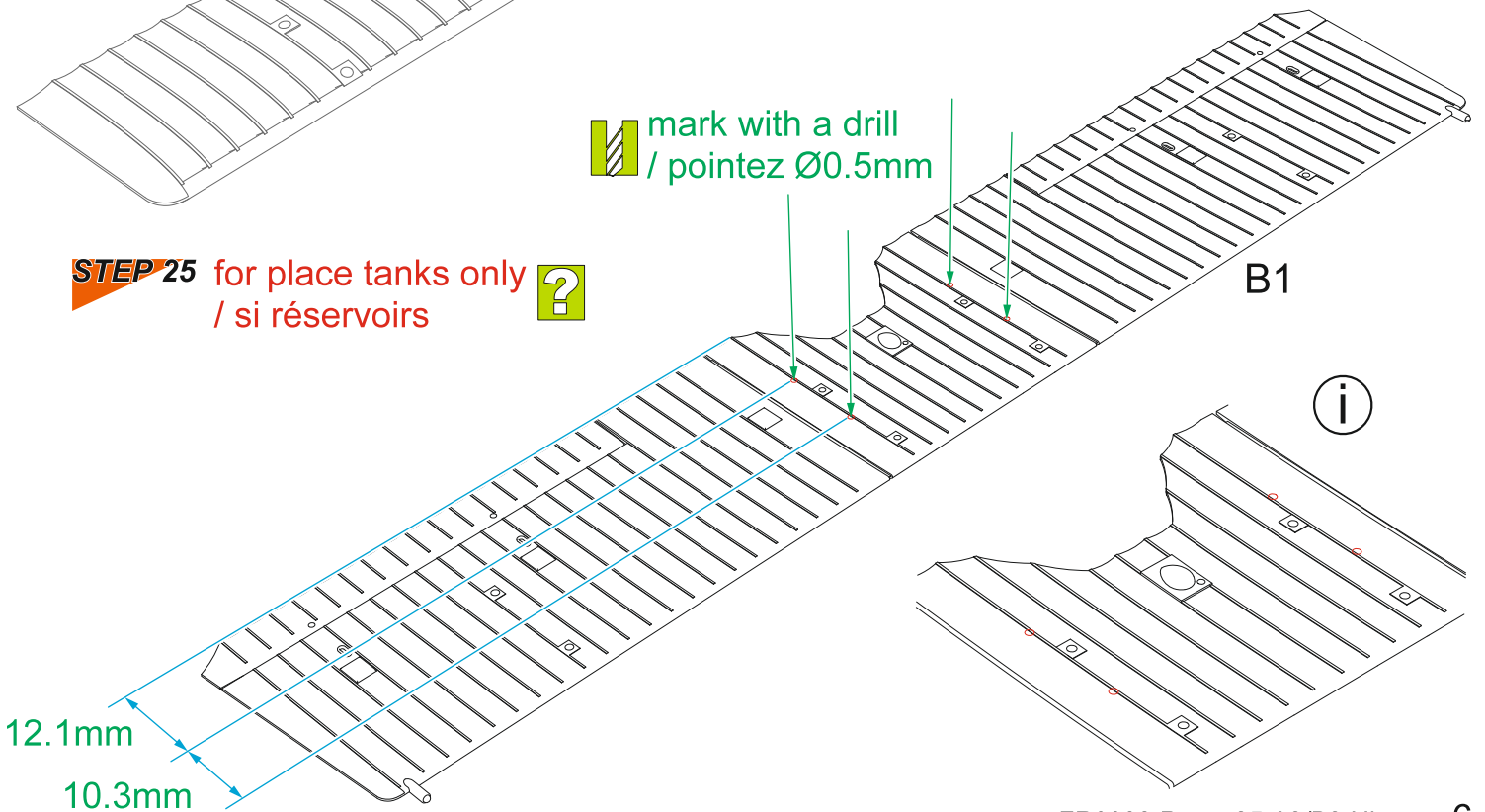
? Camo B, C, D only/ seuls



STEP 24

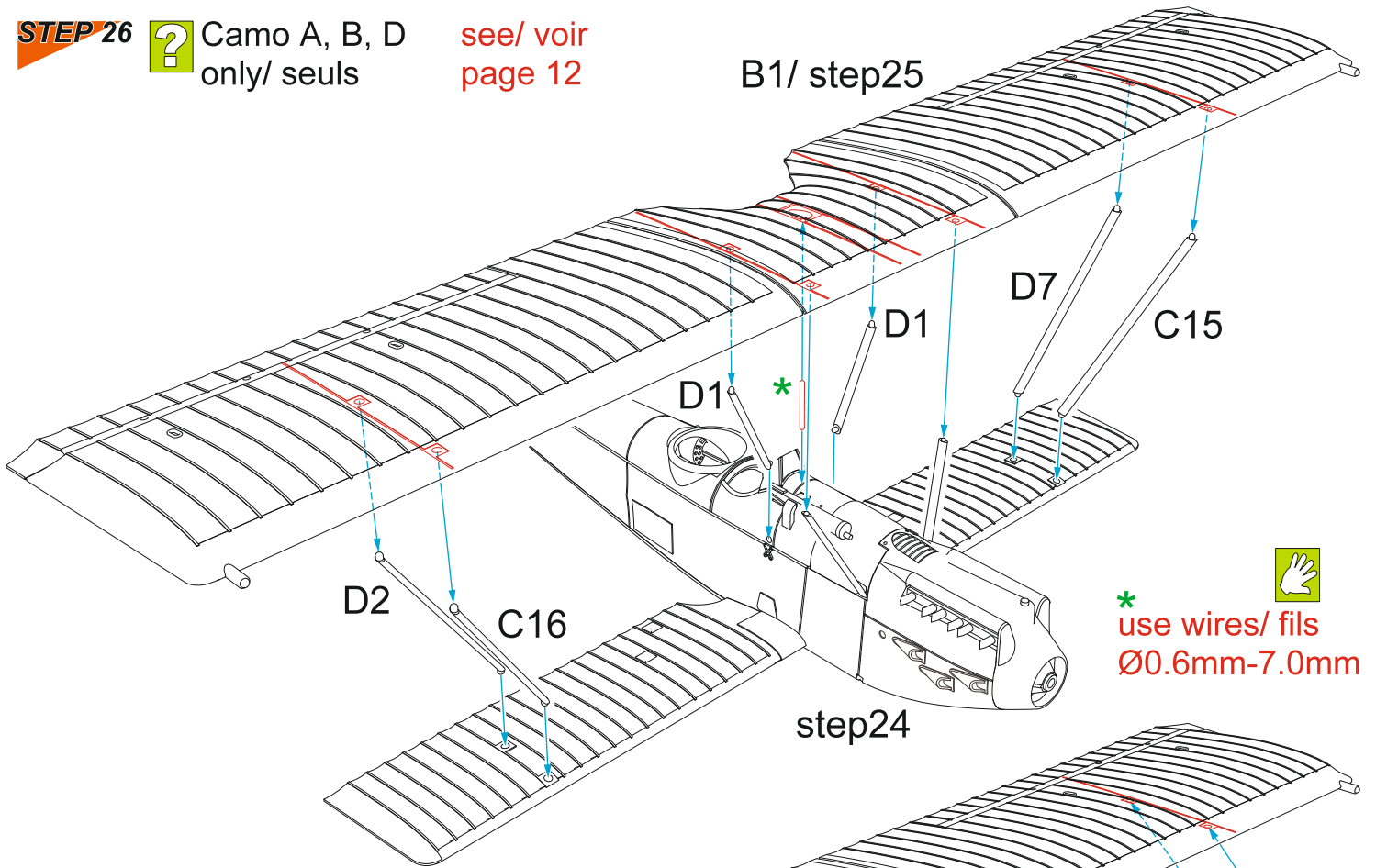


STEP 25 for place tanks only / si réservoirs **?**

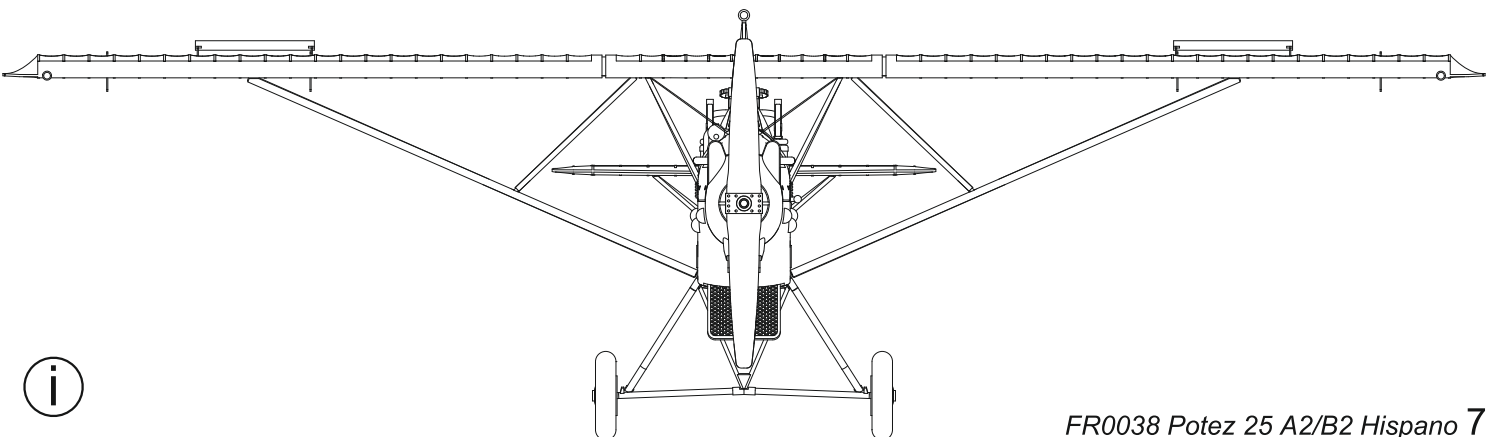
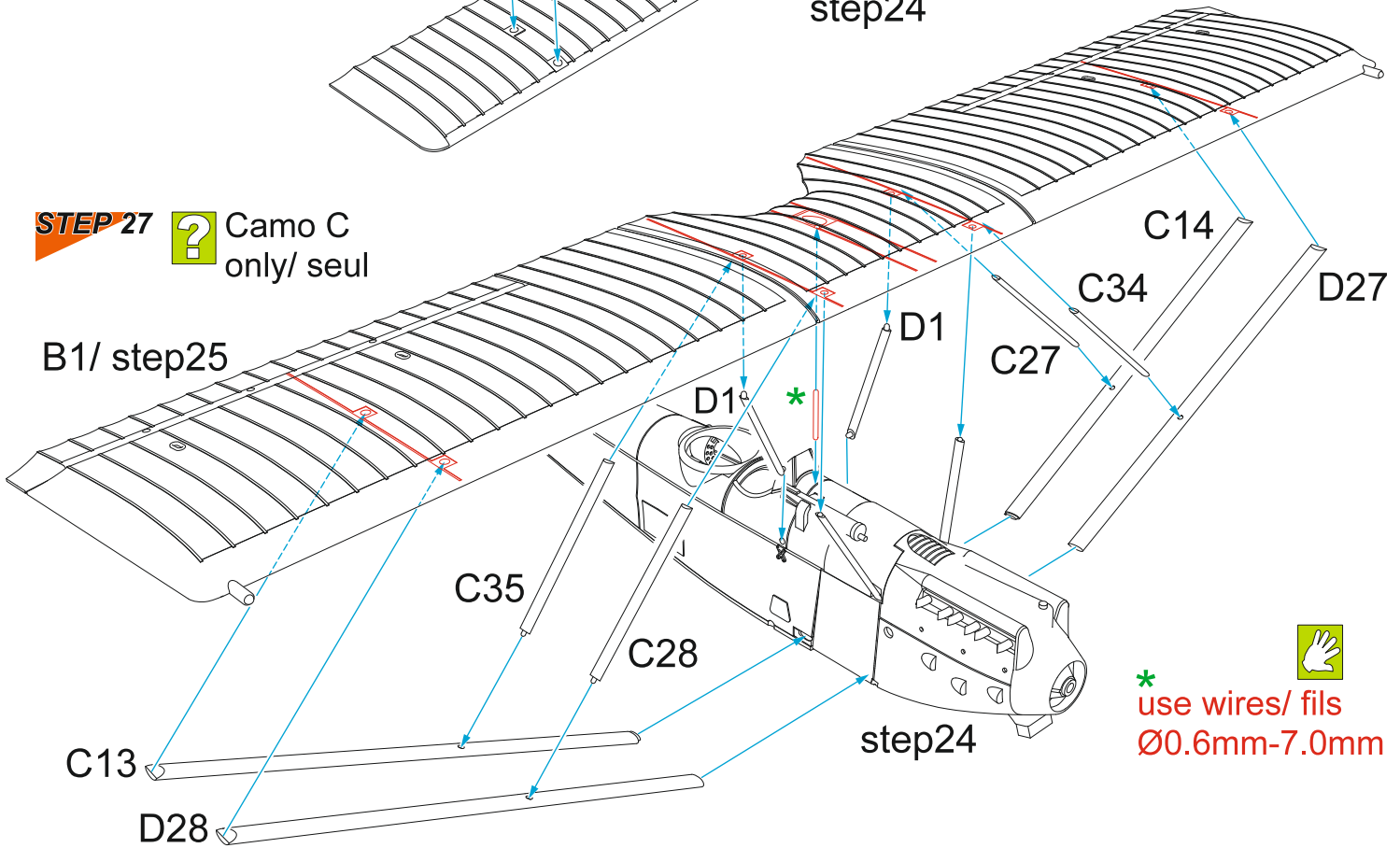


STEP 26 ? Camo A, B, D
only/ seuls

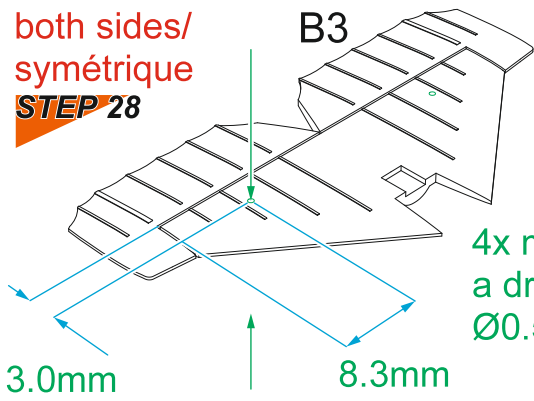
see/ voir
page 12



STEP 27 ? Camo C
only/ seul

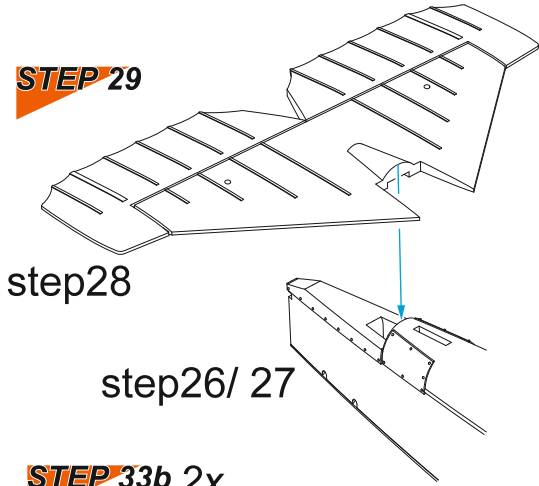


both sides/
symétrique
STEP 28

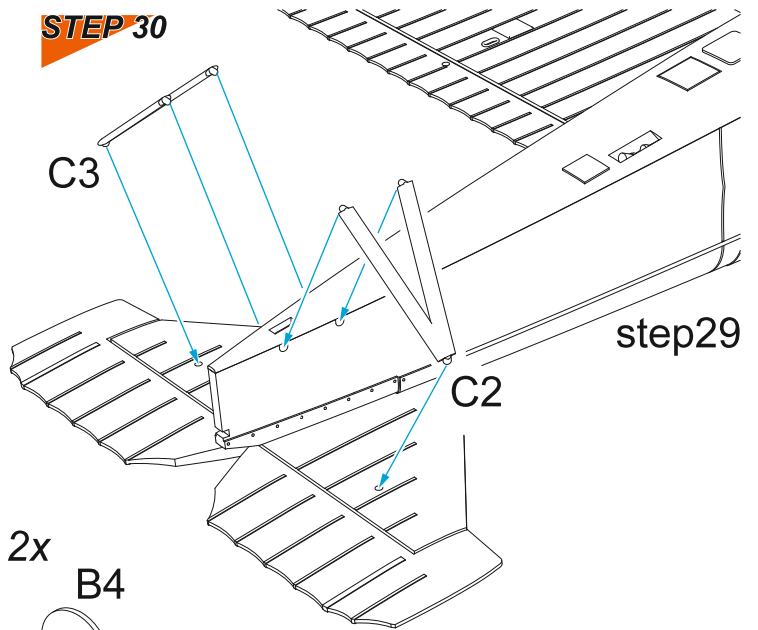


4x mark with
a drill/ pointez
Ø0.5mm

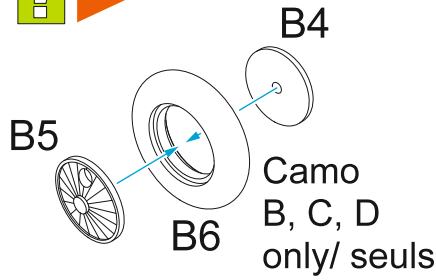
STEP 29



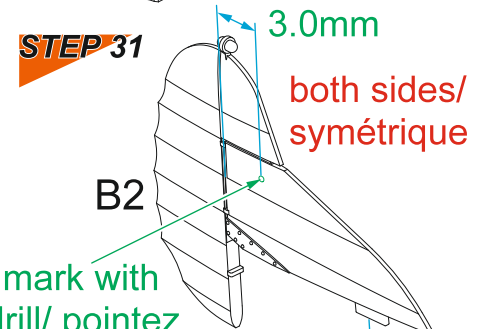
STEP 30



? **STEP 32 2x**

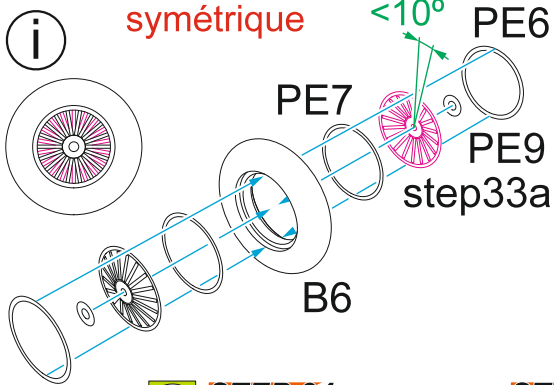


STEP 31

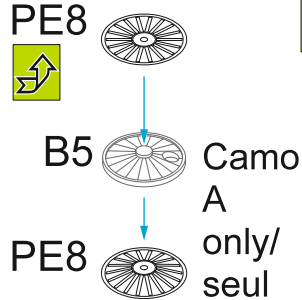


STEP 33b 2x

both sides/
symétrique



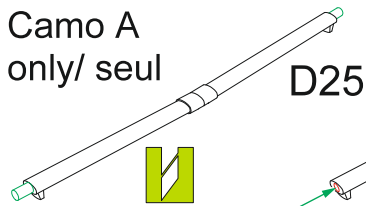
? **STEP 33a 4x**



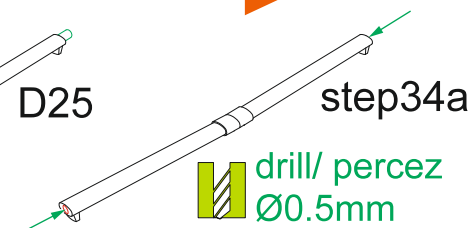
2x mark with
a drill/ pointez
Ø0.5mm

step30

? **STEP 34a**

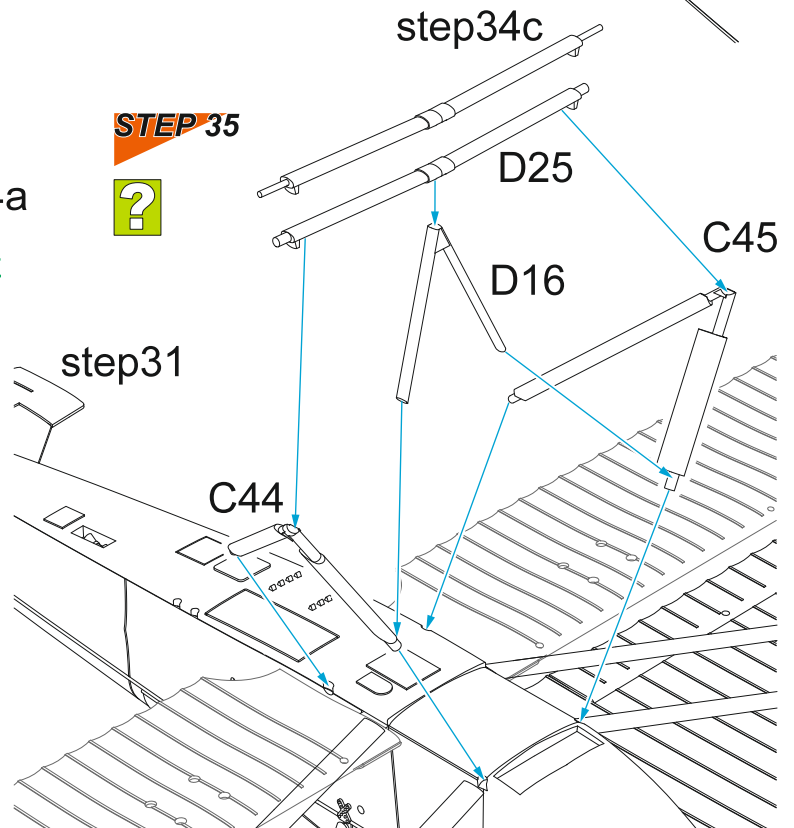


STEP 34b



STEP 35

? **STEP 35**



STEP 34c



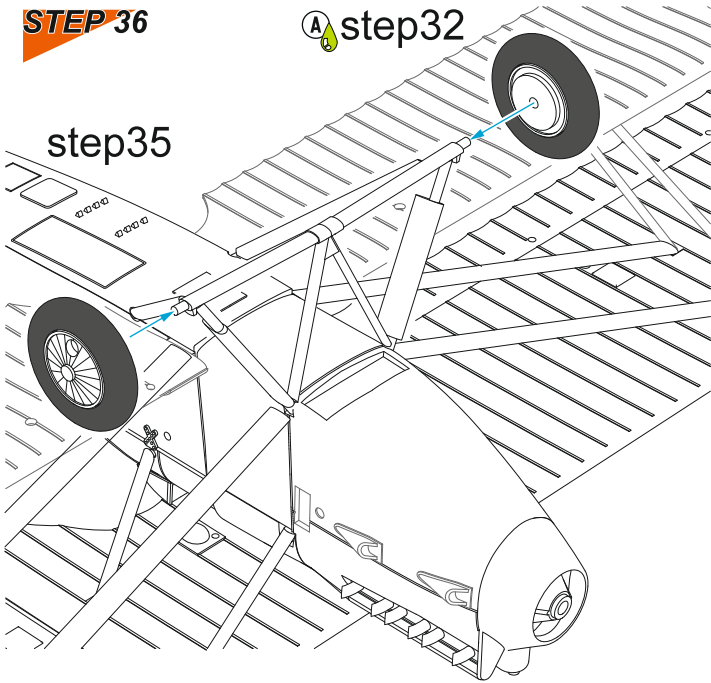
3.0mm



3.0mm

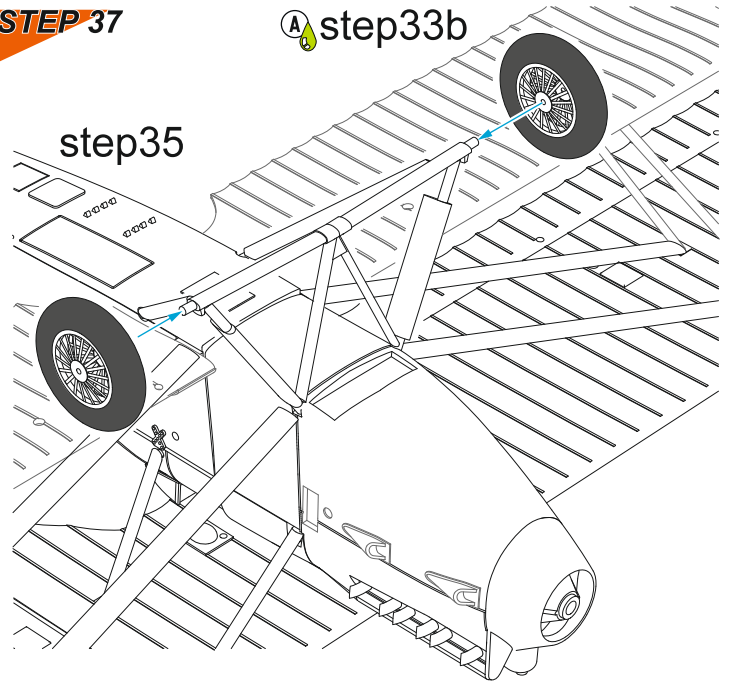
STEP 36

step32



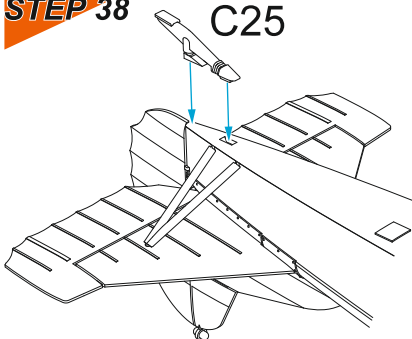
STEP 37

step33b

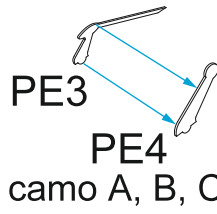


STEP 38

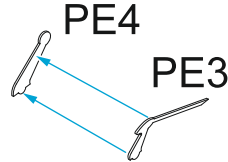
C25



STEP 39a



STEP 39b



STEP 40

C8

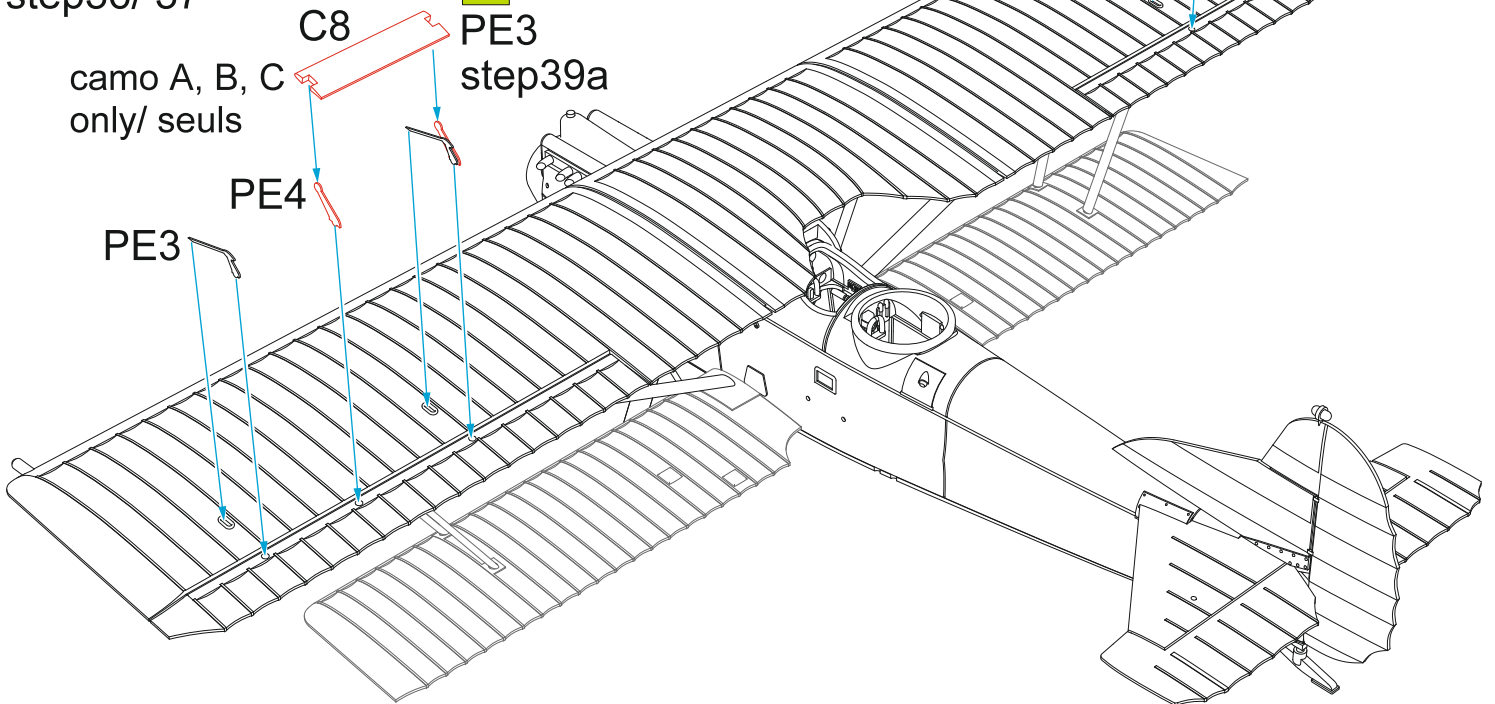
PE4

PE3
step39b
?

PE3

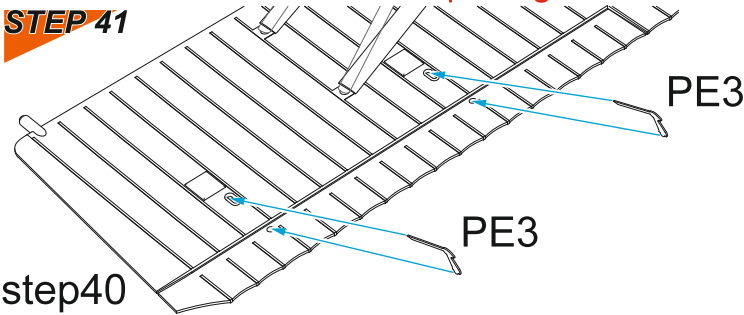
step36/ 37

camo A, B, C only/ seuls

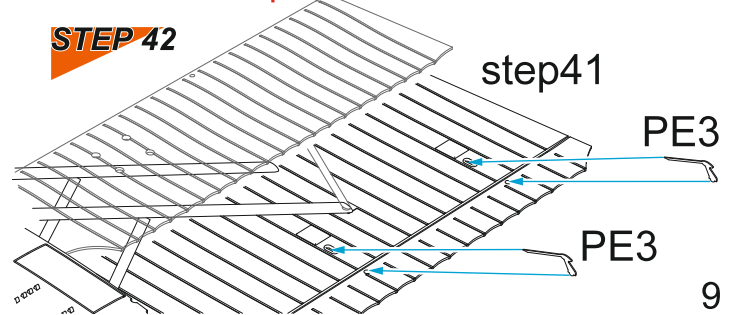


top wing, bottom side/ intrados aile sup

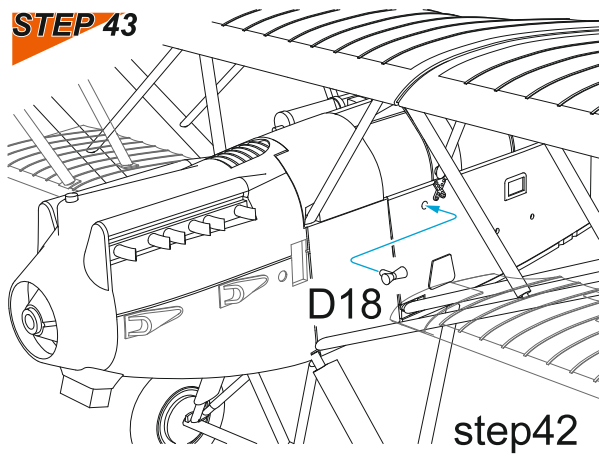
STEP 41



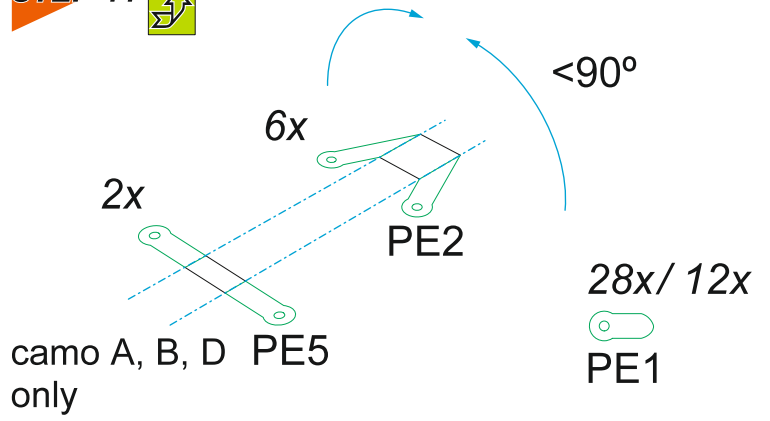
STEP 42



STEP 43

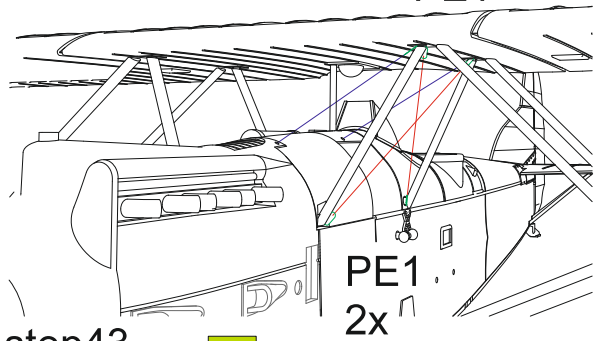


STEP 44



STEP 45 both sides/ symétrique

4x PE1



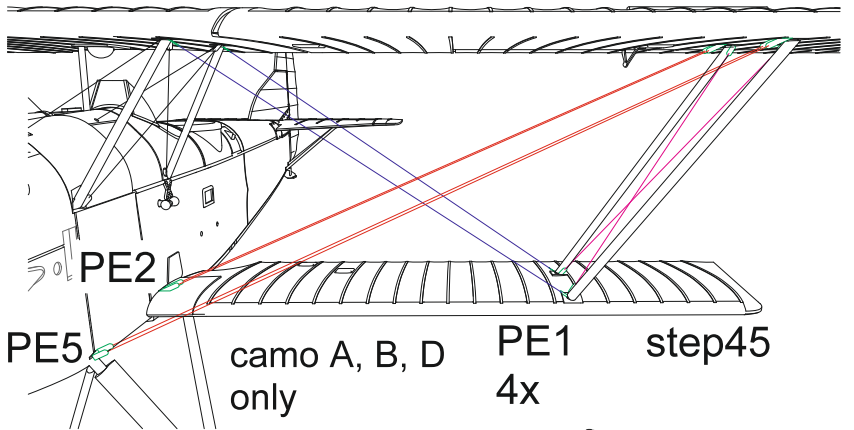
use wires/ fils Ø0.2mm

STEP 46

2x PE1

both sides/ symétrique

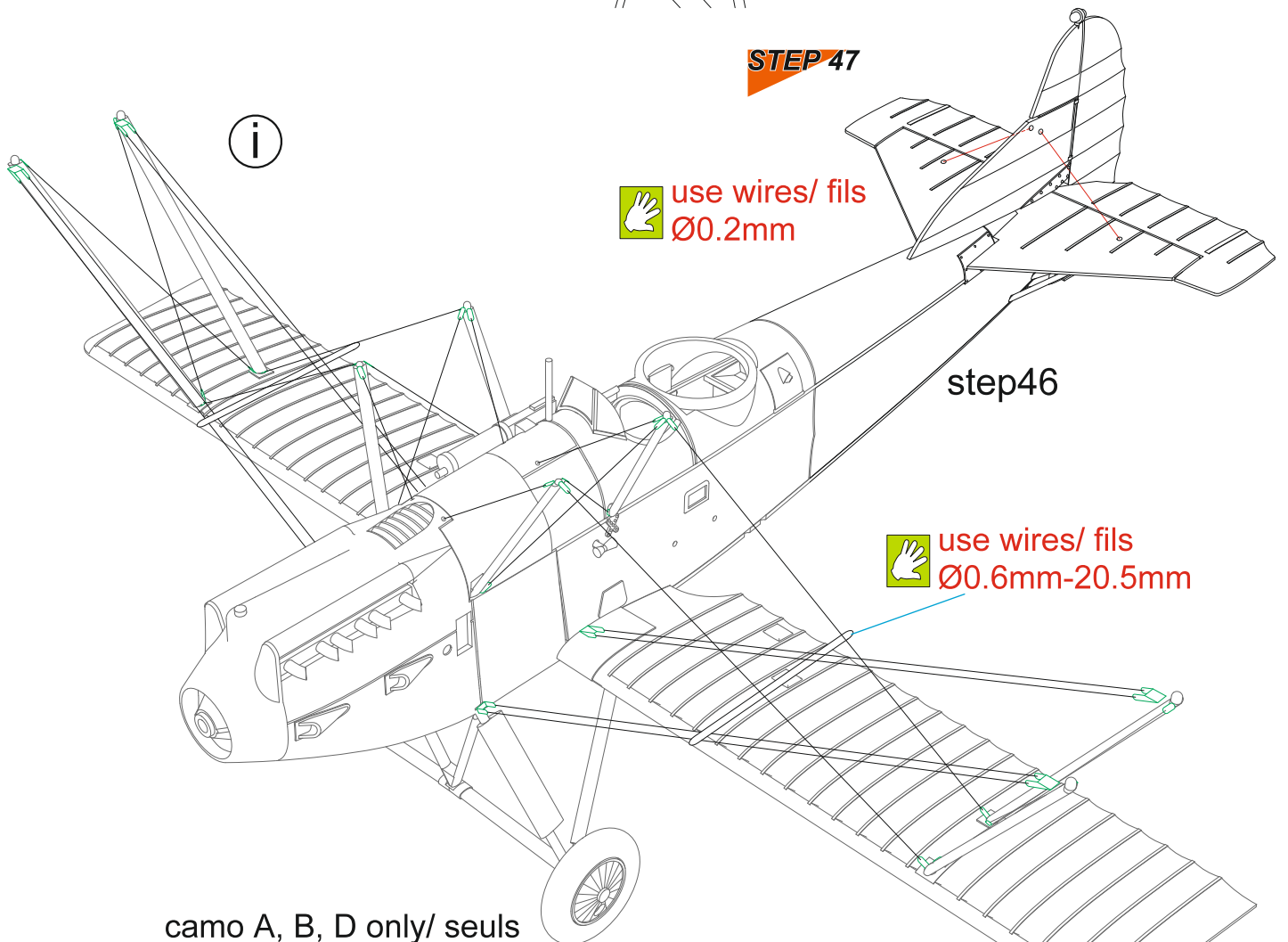
2x PE2 2x PE1



STEP 47



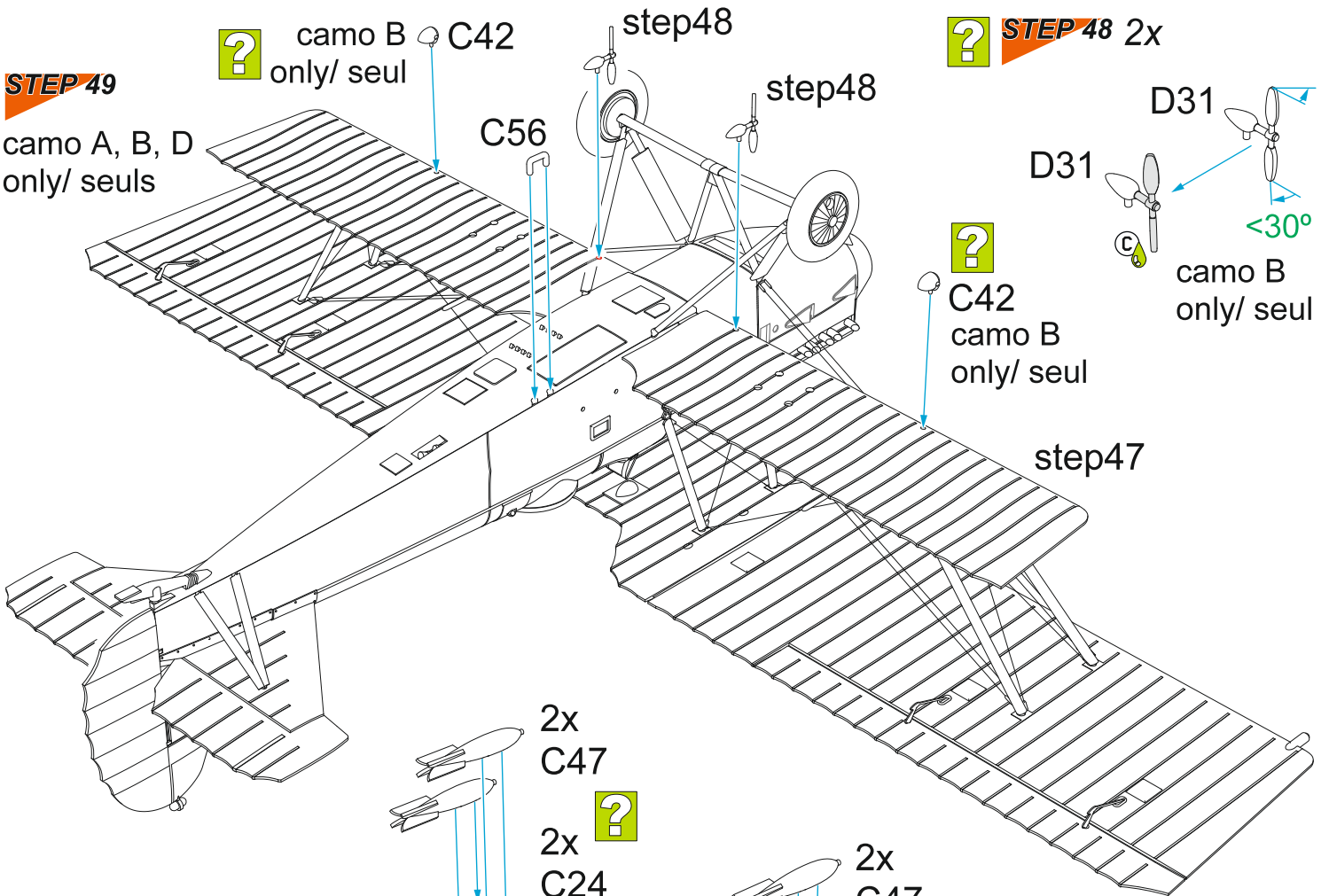
use wires/ fils Ø0.2mm



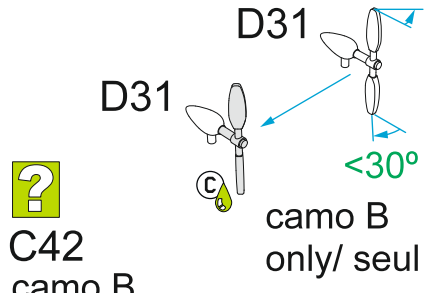
STEP 49

camo A, B, D
only/ seuls

? camo B
only/ seul C42



? **STEP 48** 2x



D31

D31

? C42
camo B
only/ seul

step47

2x
C47

2x **?**
C24

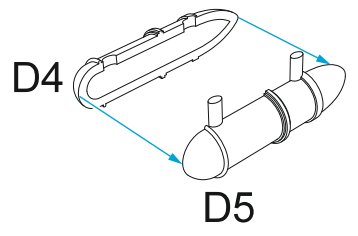
2x
C47

2x **?**
C24

STEP 51

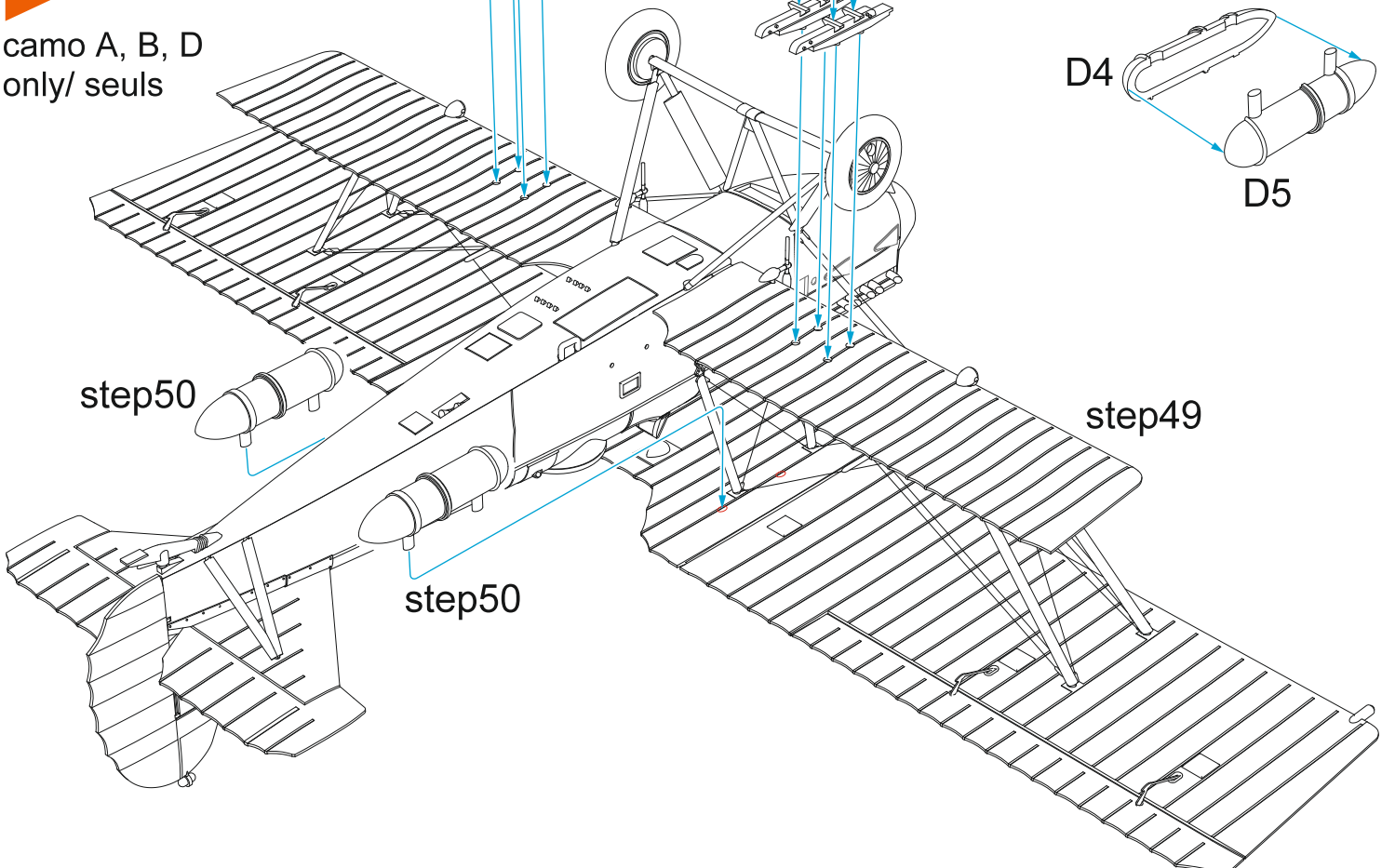
camo A, B, D
only/ seuls

STEP 50 2x **?**



D4

D5

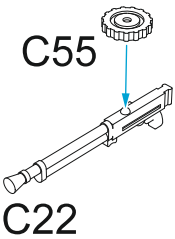


step50

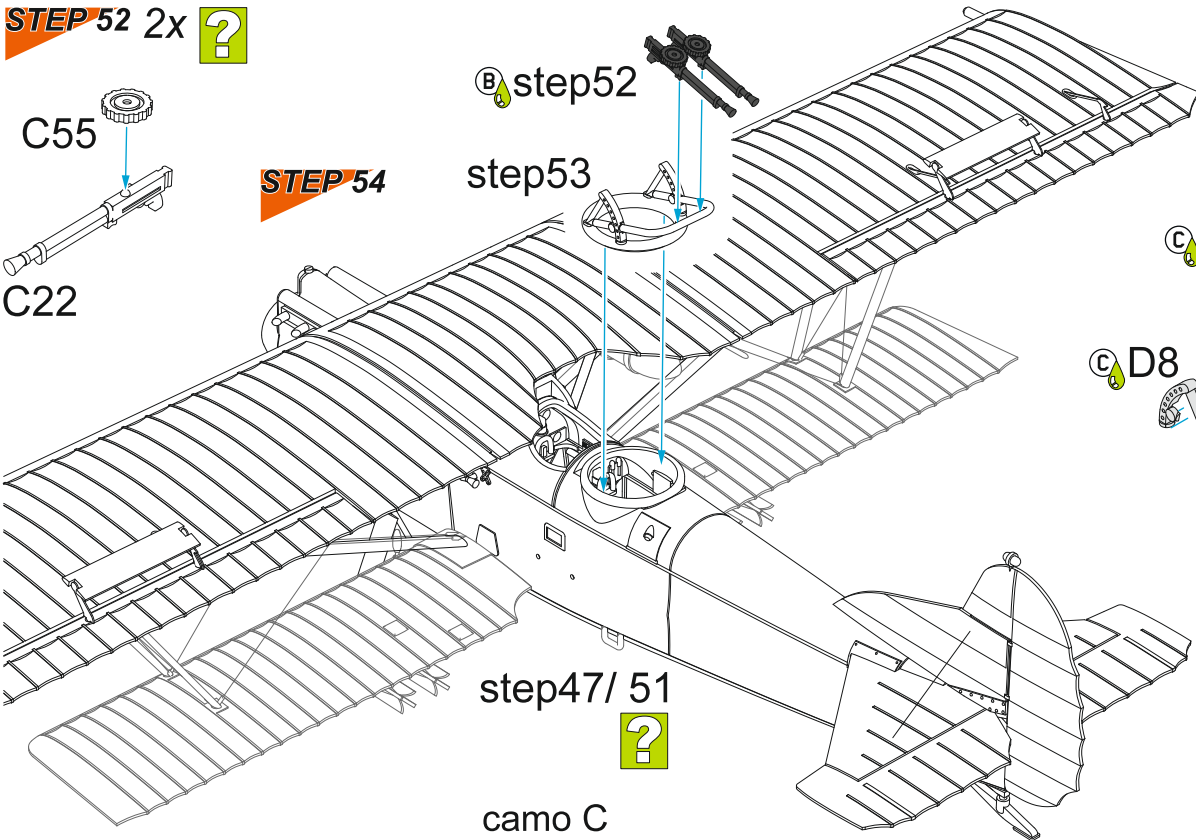
step50

step49

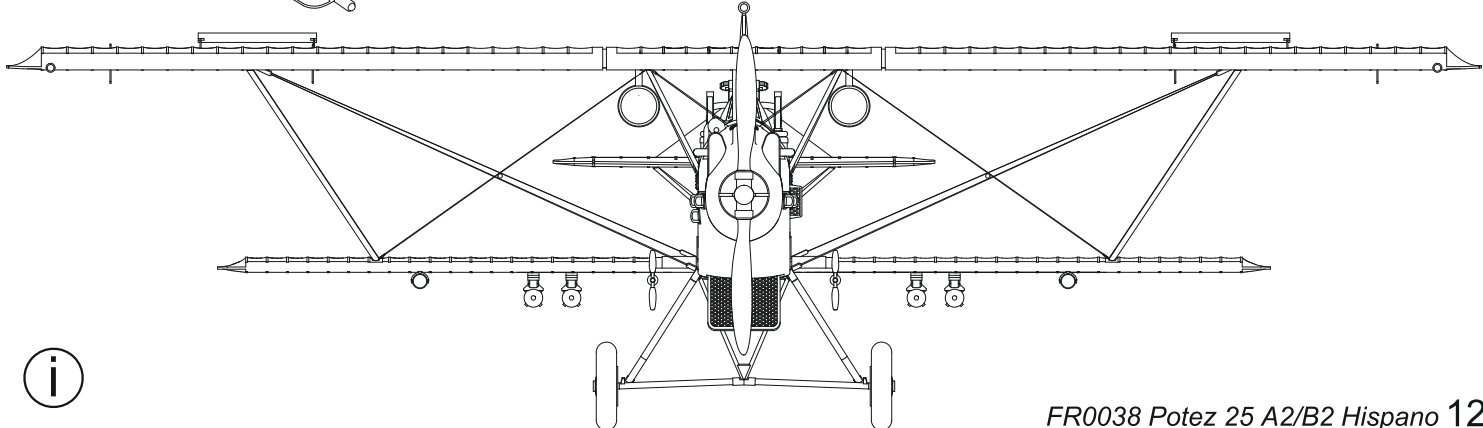
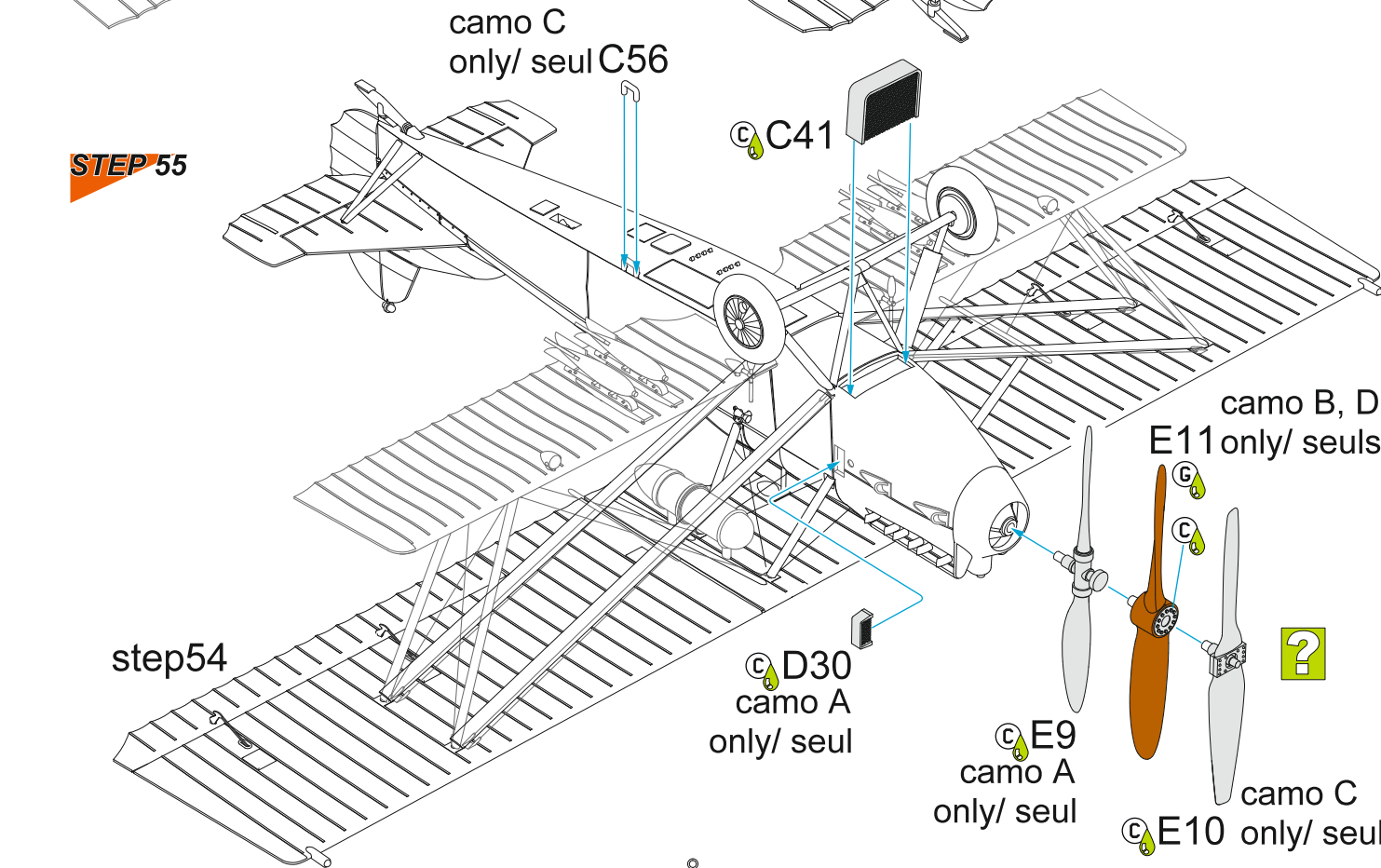
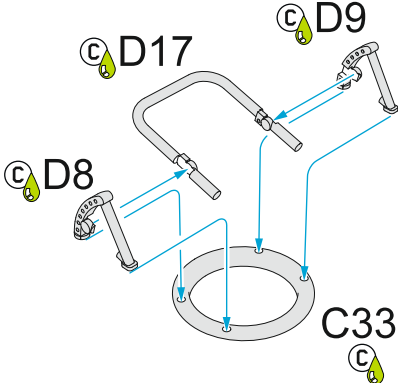
STEP 52 2x ?



STEP 54



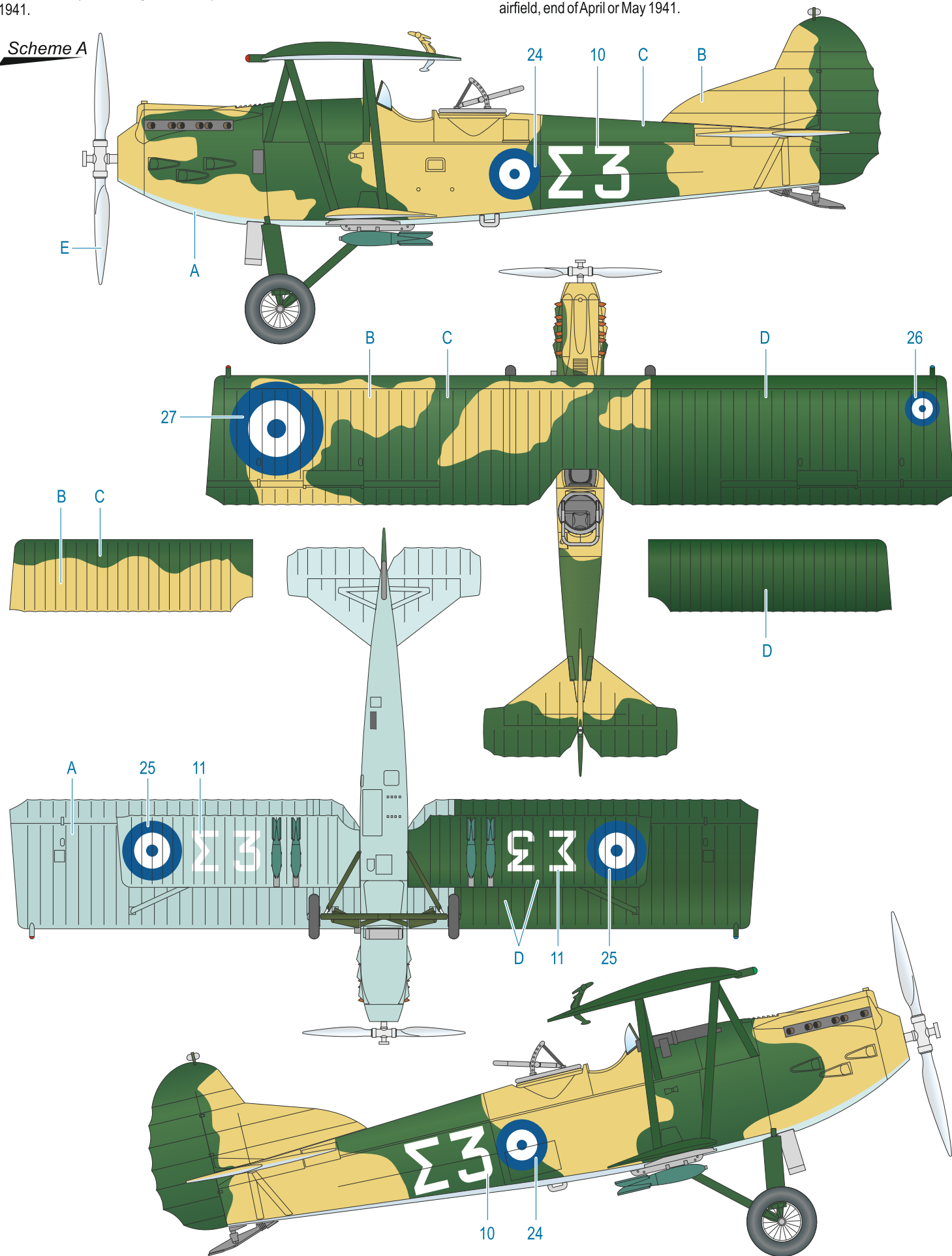
STEP 53



Potez 25 A2 de la Force Aérienne Royale Hellénique, Sigma 3. L'aile droite n'a pas été camouflée, ou a été reprise d'une autre appareil. Capturé avec 5 autres (dont les Sigma 2, 5 et 6). Aérodrome d'Athènes-Tatoi, fin avril ou mai 1941.

Potez 25 A2, Royal Hellenic Air Force, coded Sigma 3. The starboard wing was not camouflaged or had been taken from another aircraft. Captured along with five other planes (including Sigma 2, 5 and 6). Athens-Tatoi airfield, end of April or May 1941.

Schema A

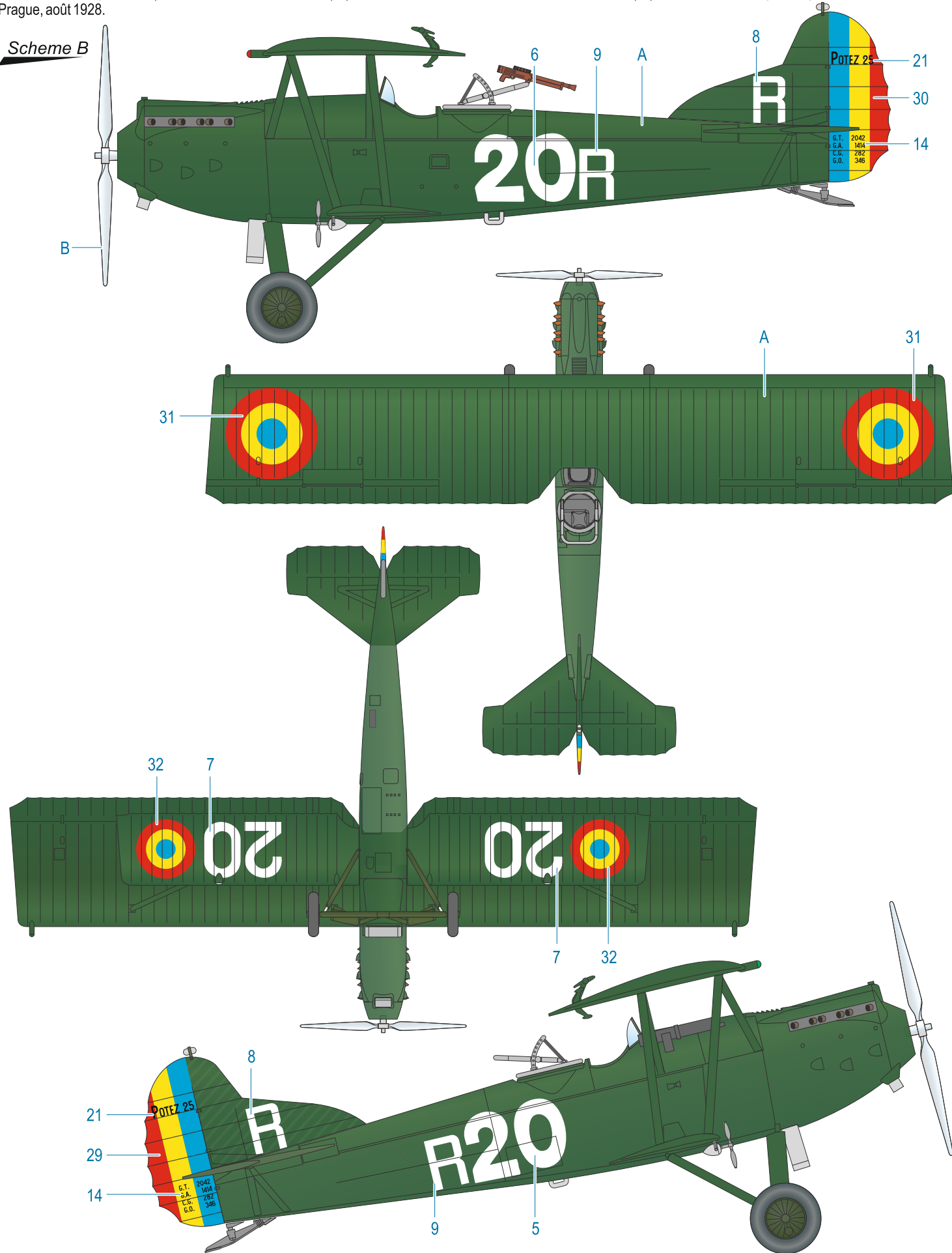


- | | | | | | | | | | |
|--|---|---|----------------------------------|---|---|---|--|---|---|
|  | A Gris Bleu Clair
Light Blue Grey
H/C323 +20%white |  | B Sable
Sand
H/C310 |  | C Vert Foncé
Dark Green
H/C320 |  | D Vert Foncé
Dark Green
H36/C15 |  | E Métal Naturel
Natural Metal
H/C8 |
|--|---|---|----------------------------------|---|---|---|--|---|---|

Potez 25 A2 de l'Aéronautique Royale Roumaine. Participe au concours aérien de la Petite Entente et Pologne en 1928. Pilote Cne Gheorghe Ceaușu, observateur Cne Adrian Cașolțeanu, classé 6^{ème}. Prague, août 1928.

Potez 25 A2, Royal Rumanian Air Force. Took part in the 1928 "Little Entente and Poland" air race. Pilot Cpt. Gheorghe Ceausu, observer Cpt. Adrian Cașolțeanu, 6th place. Prague, August 1928.

Scheme B



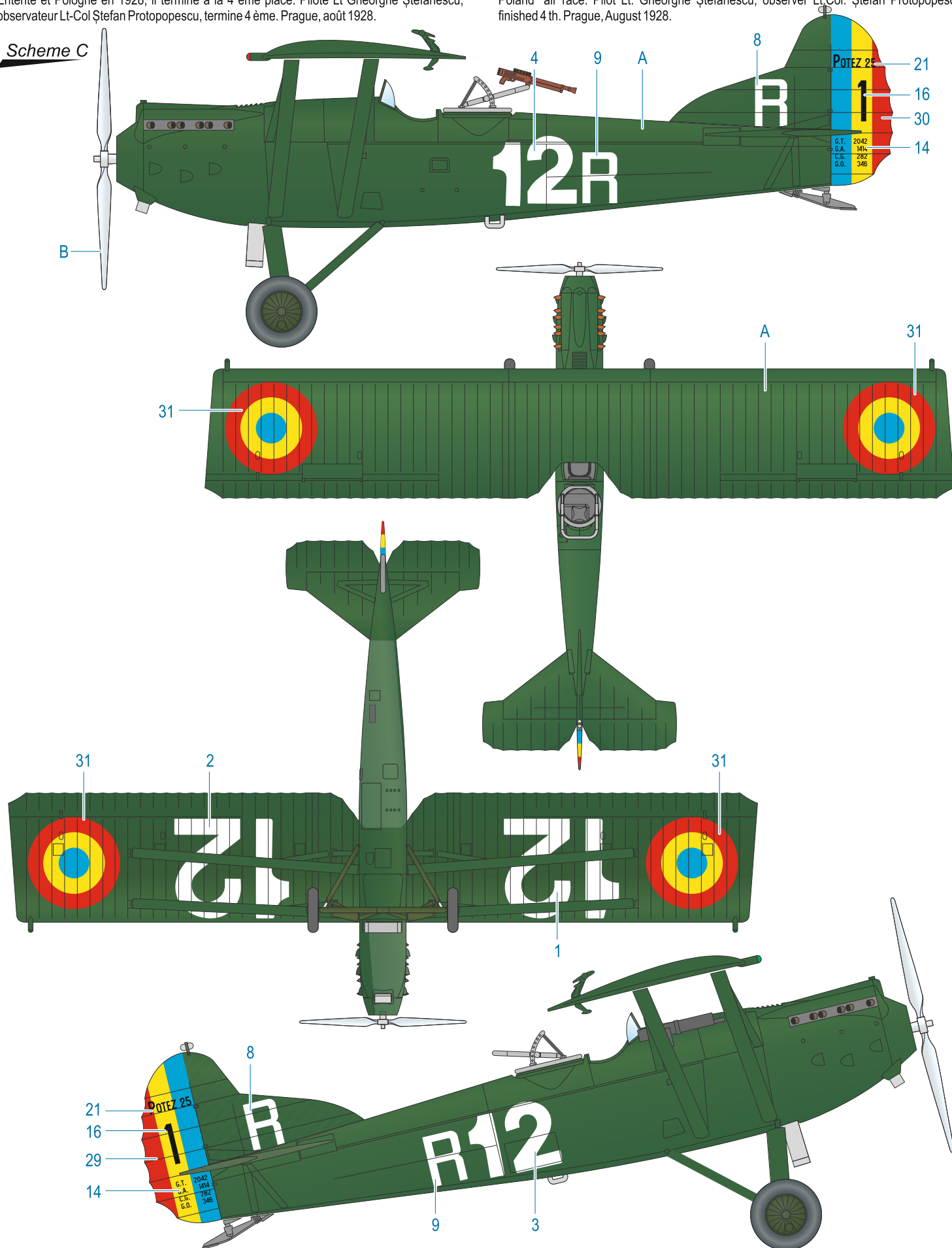
A Vert Foncé
Dark Green
H36/C15

B Métal Naturel
Natural Metal
H/C8

Potez 25 A2 de l'Aéronautique Royale Roumaine, premier Potez Hispano livré à la Roumanie en 1928, en configuration monoplan (il faut 15 minutes pour passer du biplan au monoplan). Inscrit au concours aérien de la Petite Entente et Pologne en 1928, il termine à la 4^{ème} place. Pilote Lt Gheorghe Ștefănescu, observateur Lt-Col Ștefan Protopopescu, termine 4^{ème}. Prague, août 1928.

Potez 25 A2, Royal Rumanian Air Force, first Hispano Potez delivered to Rumania in 1928, in monoplane configuration (it required only 15min to go from biplane to monoplane). Took part in the 1928 "Little Entente and Poland" air race. Pilot Lt. Gheorghe Ștefănescu, observer Lt.Col. Ștefan Protopopescu, finished 4th. Prague, August 1928.

Scheme C



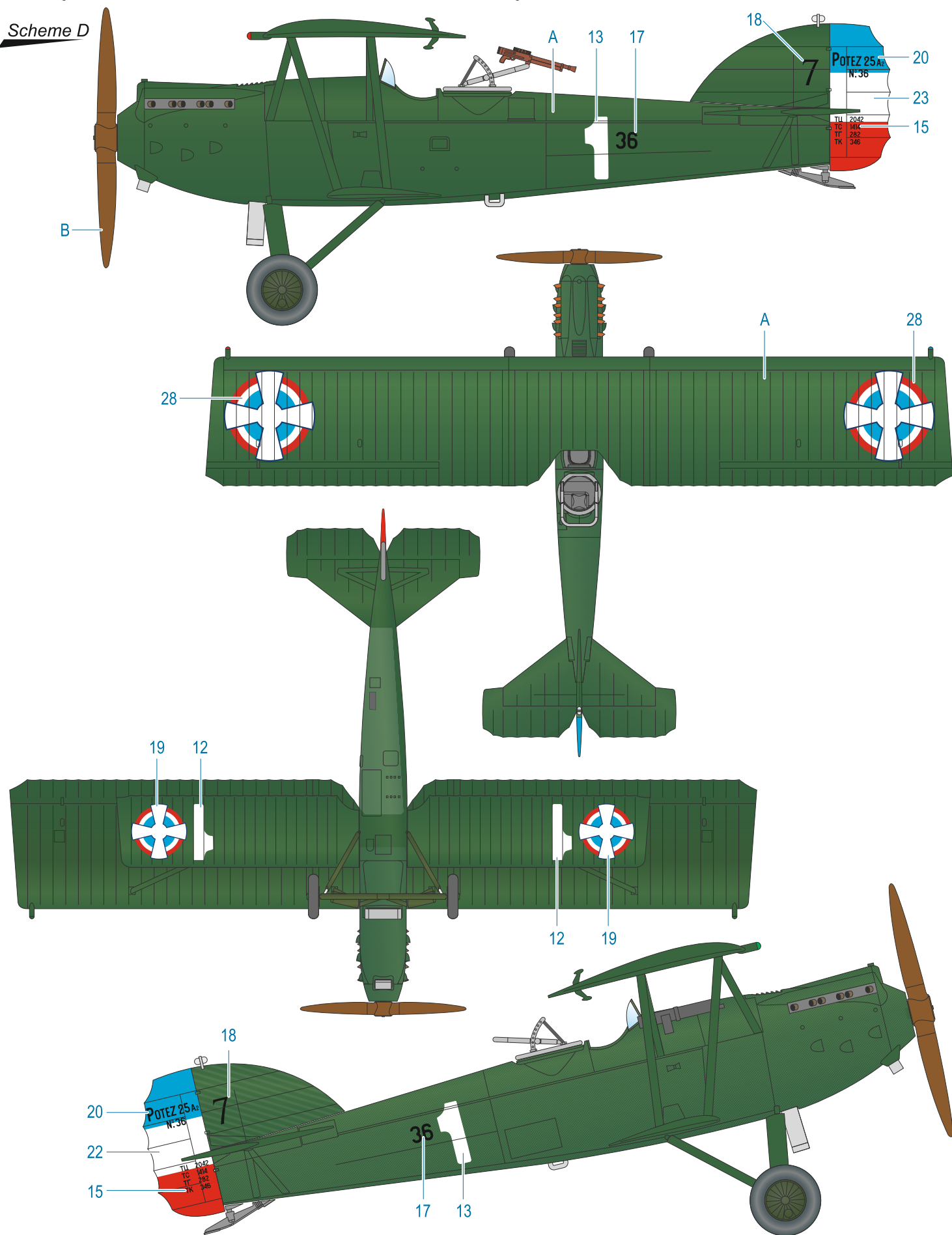
A Vert Foncé
Dark Green
H36/C15

B Métal Naturel
Natural Metal
H/C8

Potez 25 yougoslave, vu lors du concours aérien de la Petite Entente et Pologne, en 1928. Le 1 blanc est un numéro provisoire attribué pour le concours. Pilote Cne Hinko Hubl, observateur Lt Miodrag Lozić, non classé. Prague, août 1928.

Potez 25, Yugoslav Army. Also engaged in the 1928 "Little Entente and Poland" race. White 1 was a temporary number in use during the event. Pilot Cpt. Hinko Hubl, observer Lt. Miodrag Lozić, not qualified. Prague, August 1928.

Scheme D



A Vert Foncé
Dark Green
H36/C15

B Marron Foncé
Dark Brown
H37/C43