

## Potez 25 B2 polish Jupiter 'Against The Tide'

1/72

**CZ**

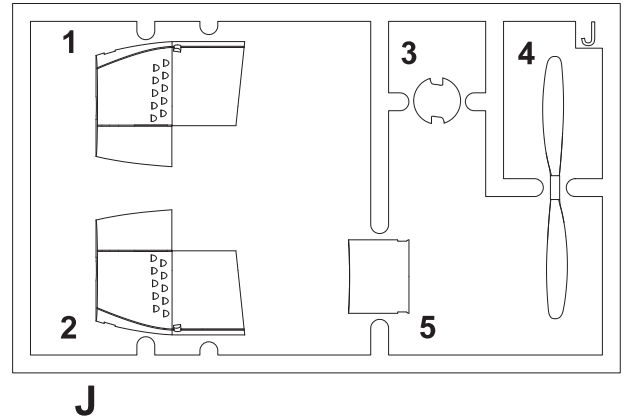
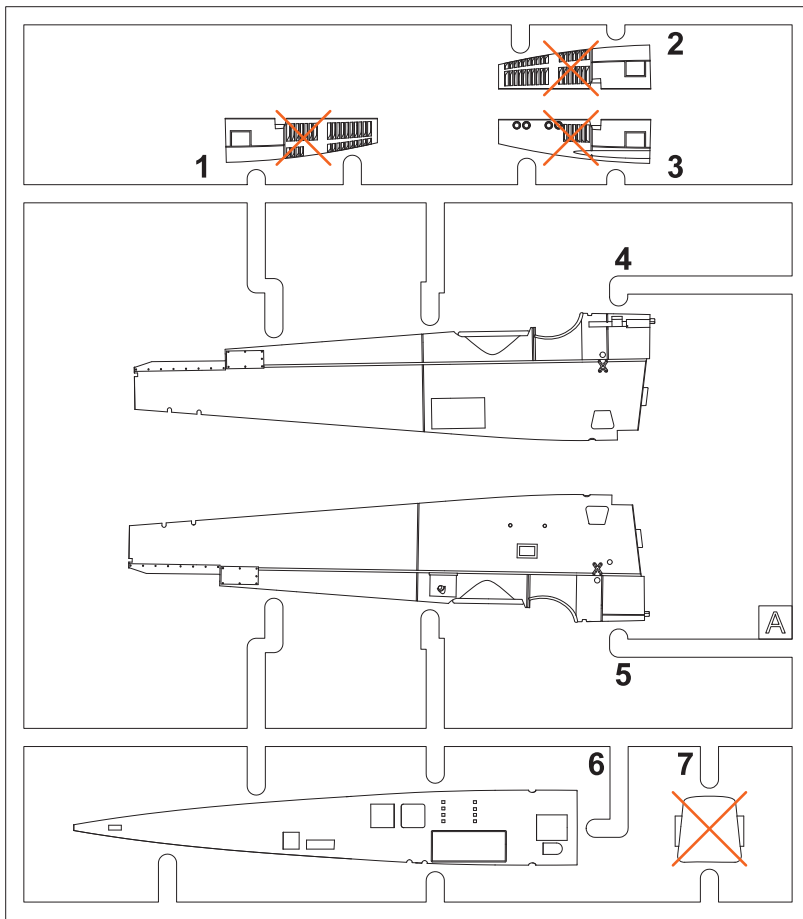
Potez 25 se stal jedním z prvních masově vyráběných letadel, které po první světové válce začaly nahrazovat letadla z válečných přebytků. Francouzské letectvo vypsal v roce 1923 soutěž na dvoumístný typ letounu, který by byl schopen průzkumu (kategorie A2) i bombardování (kategorie B2). Vítězem soutěže 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.

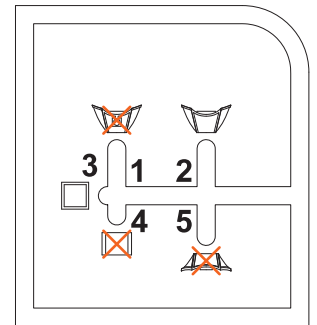
Wingspan: 14.06 m, length: 9.14 m, max. speed: 210 km/h, range: 765 km, ceiling: 6,750 m.



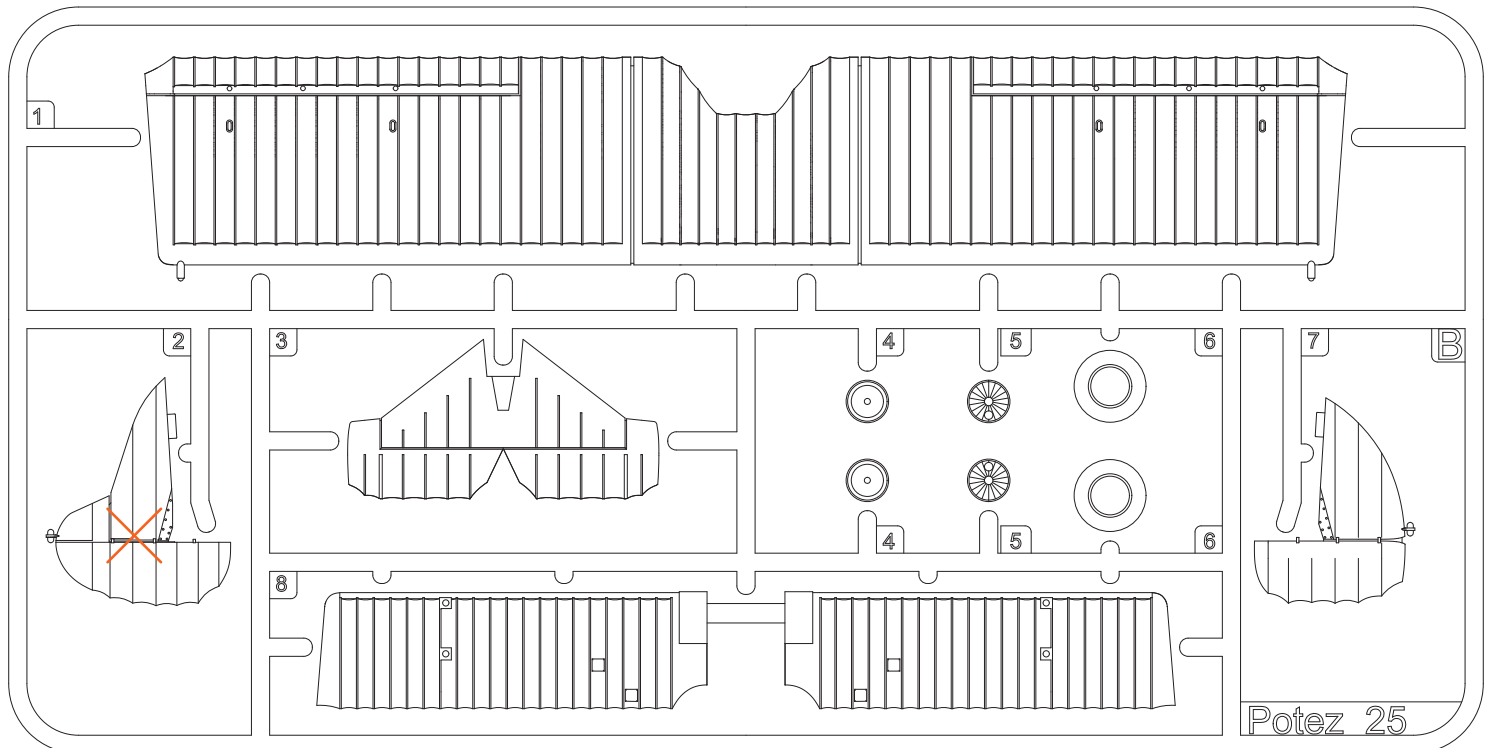
A

J

Clear parts (CP)

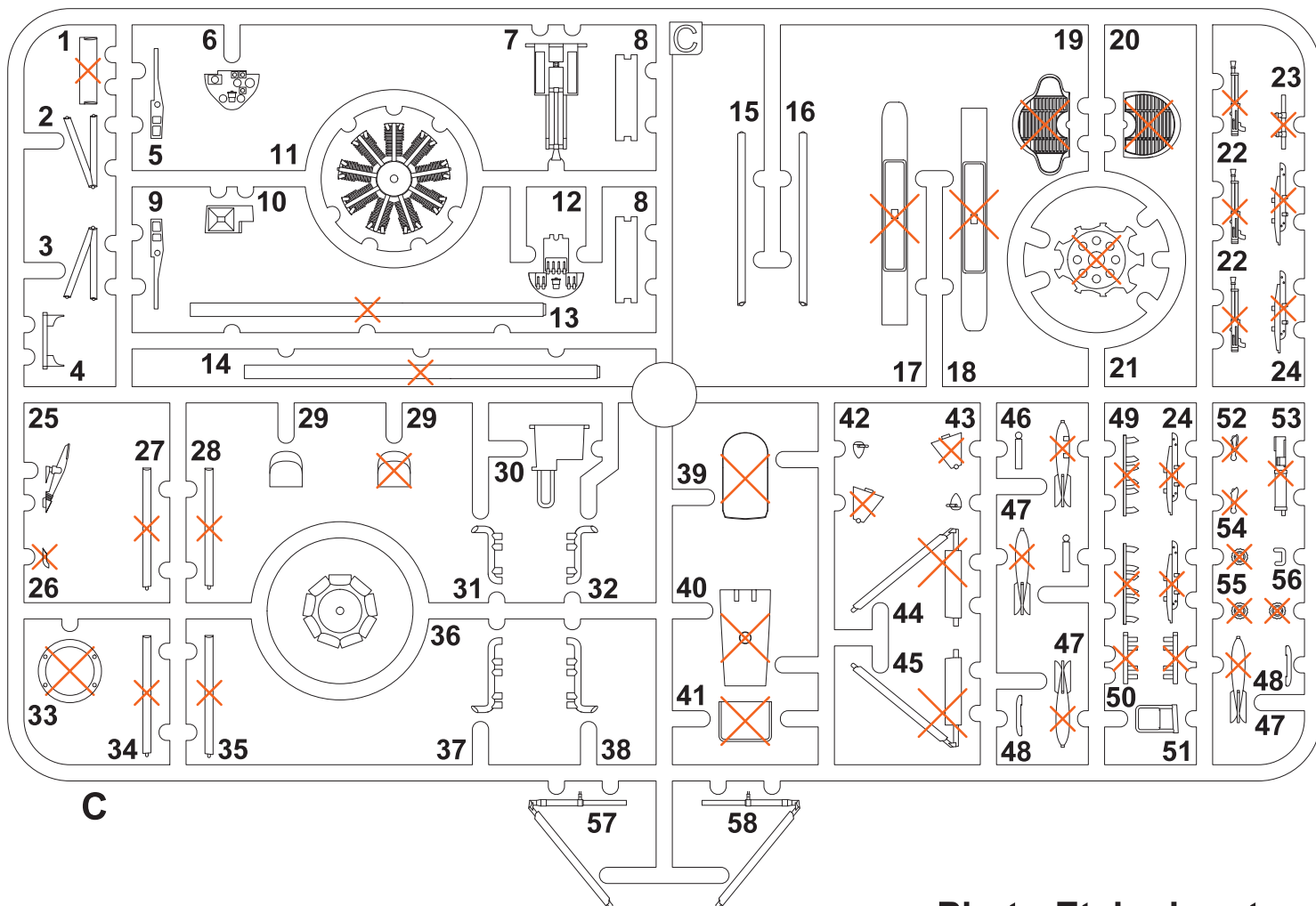


B

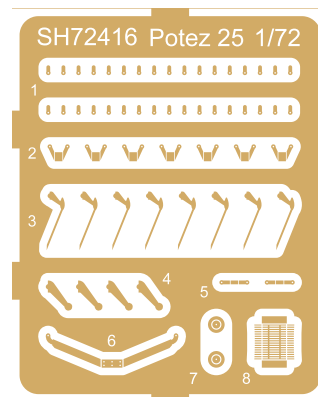
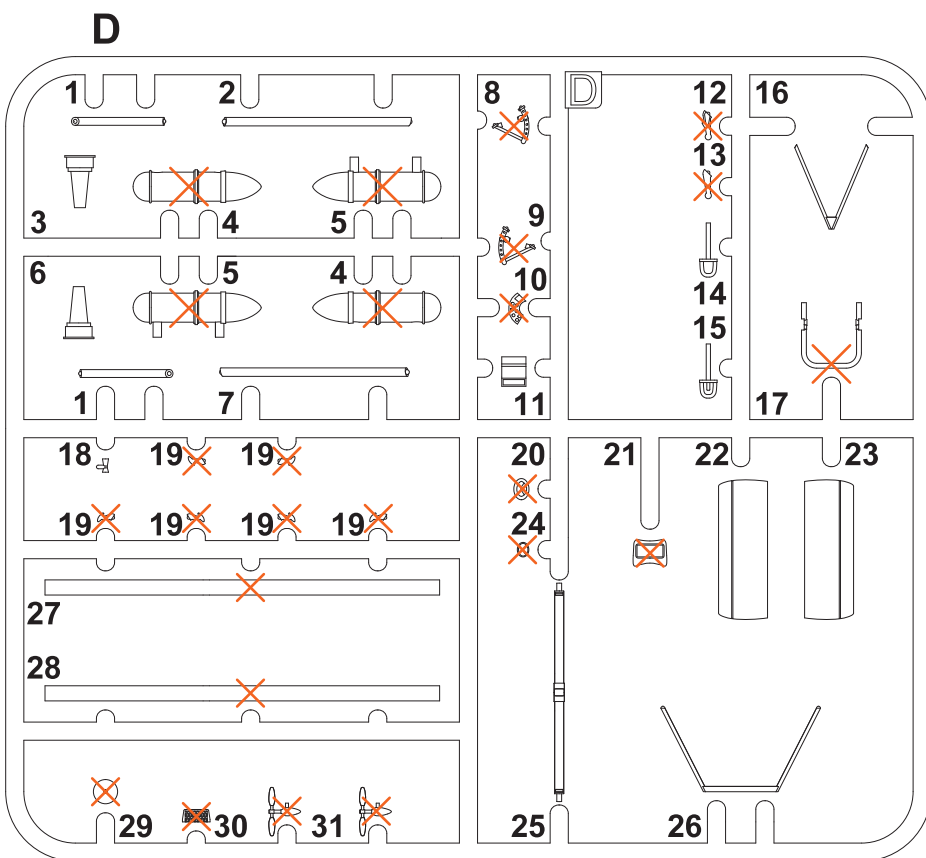


Barvy GUNZE/ GUNZE Colour No.

(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) Olivově hnědá / Olive Brown	H81 / C55 70%
(D) Opálený kov / Burnt Iron	SM05	(I) Světle modro-šedá / Light Blue-Grey	H302 / C302 30%
(E) Překližka / Plywood	C19		H67 / C115 85%
			H1 / C1 15%



## Photo-Etched parts (PE)



**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

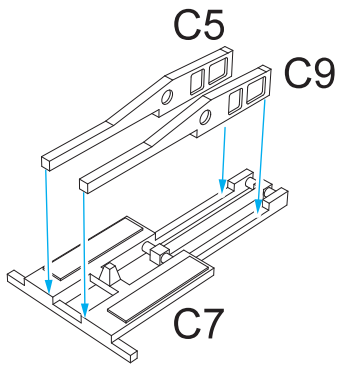
ZHOTOVIT NOVÉ  
SCRATCH BUILD  
FERTIGSTELLEN  
ACHEVER

ŘEZAT/VRTAT  
CUT OFF/DRILL  
ENTFERNEN  
DETACHER

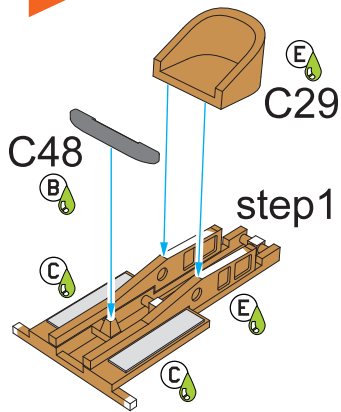
GSI  
colours code

NATŘÍT  
COLOUR  
FARBEN  
PEINDRE

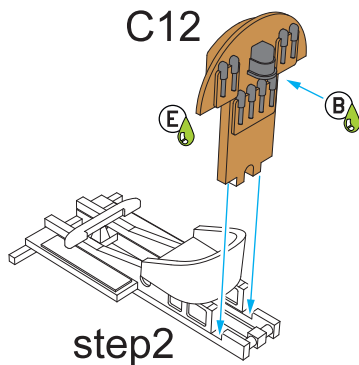
**STEP 1**



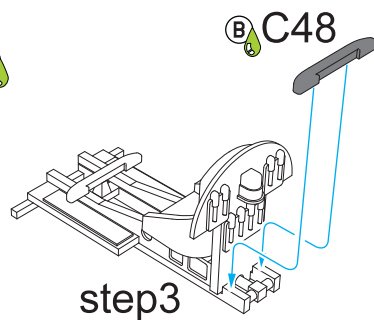
**STEP 2**



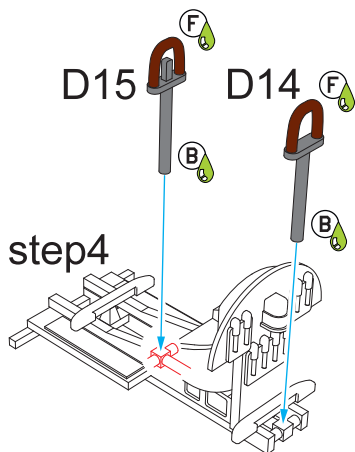
**STEP 3**



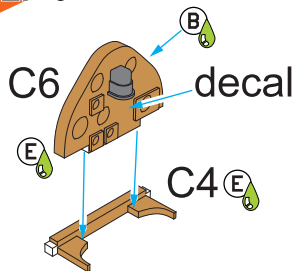
**STEP 4**



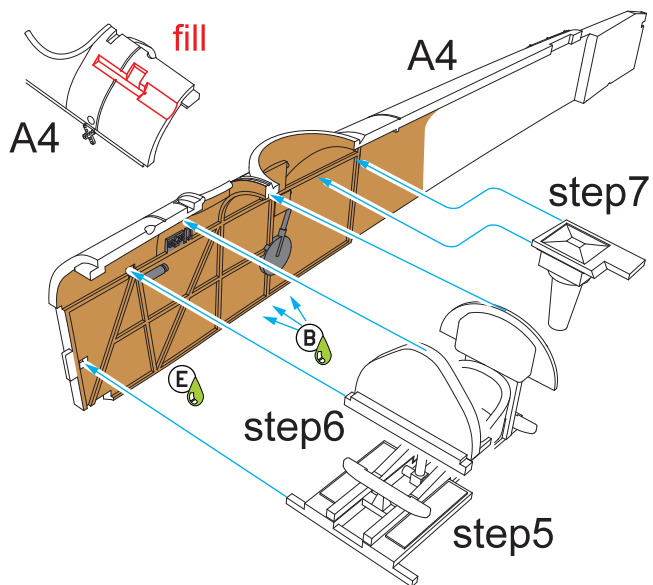
**STEP 5**



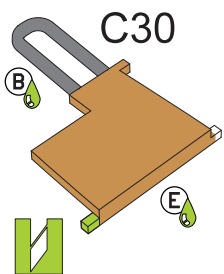
**STEP 6**



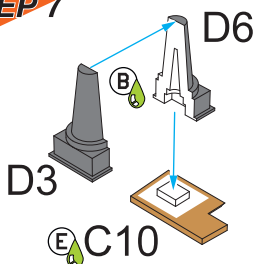
**STEP 8**



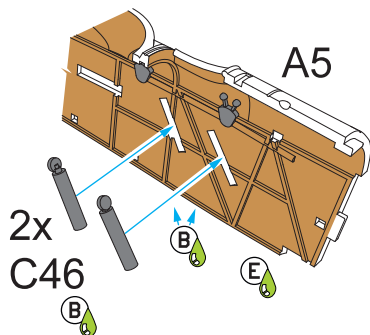
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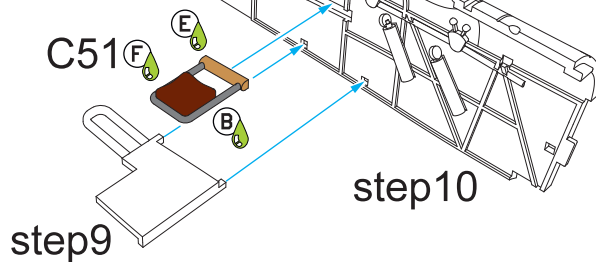
**STEP 7**



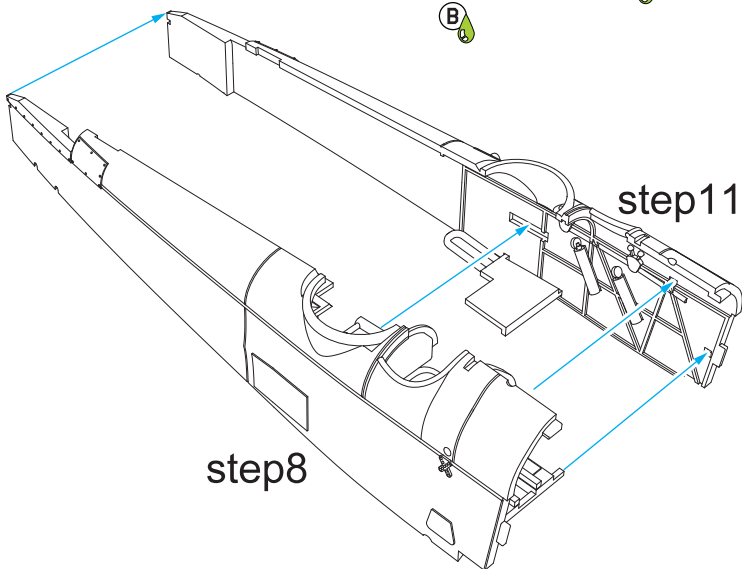
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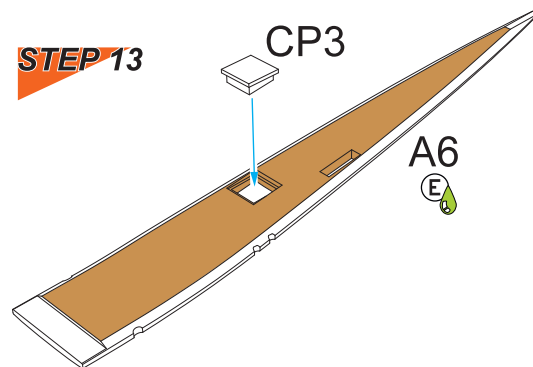
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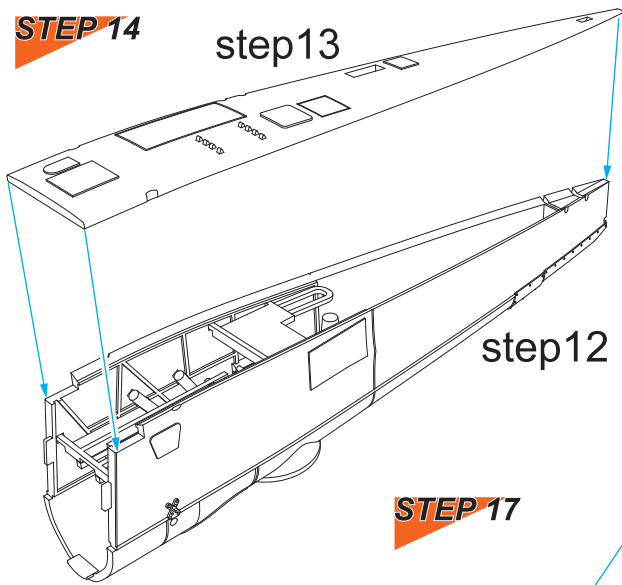
**STEP 12**



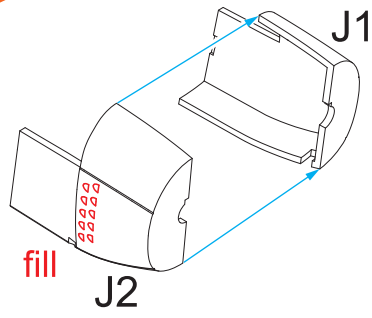
**STEP 13**



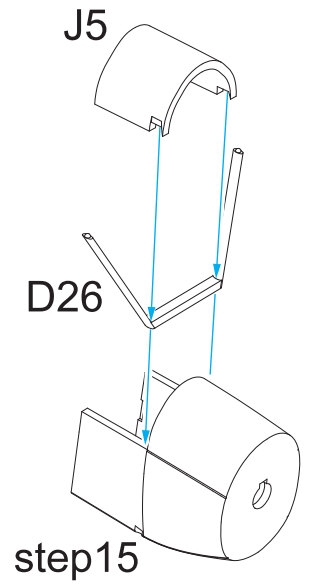
**STEP 14**



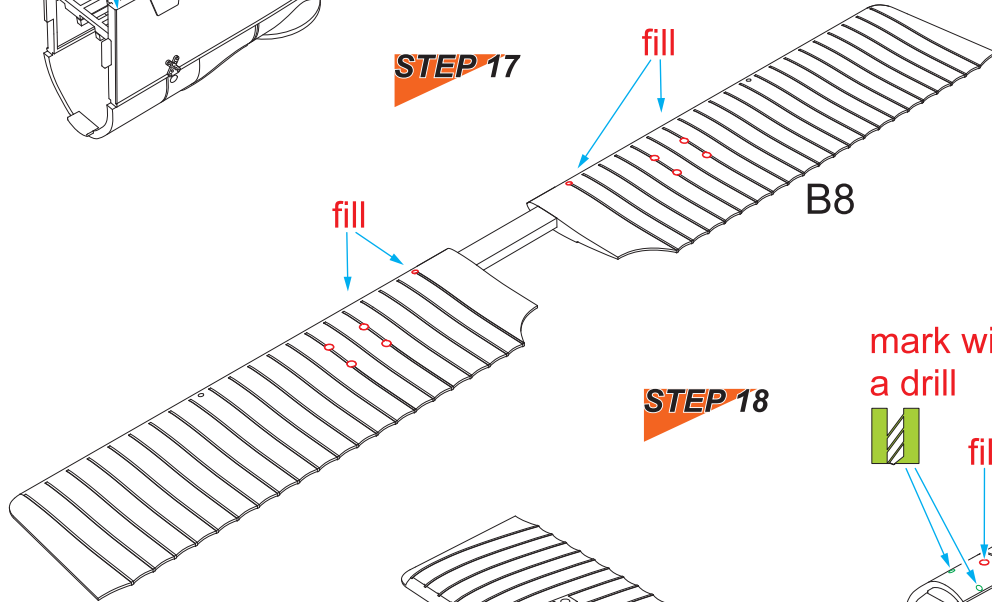
**STEP 15**



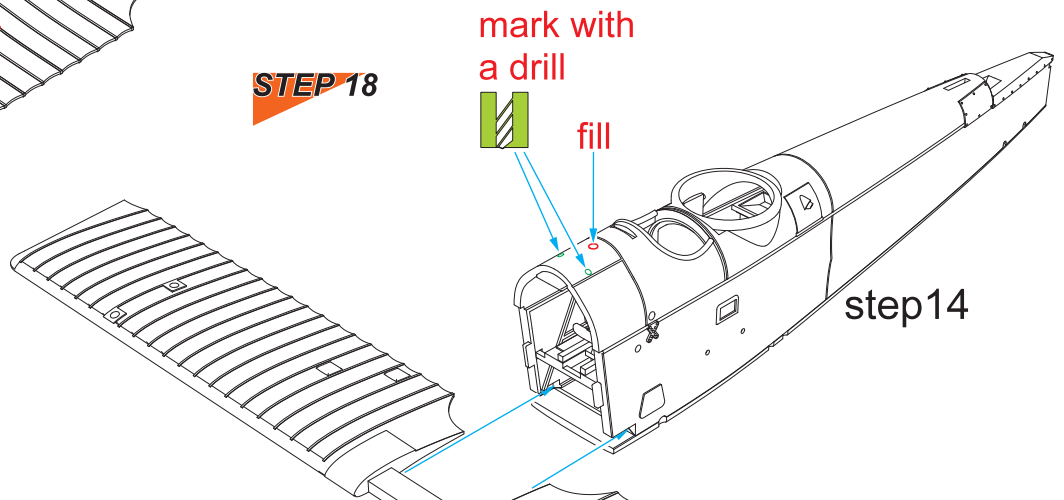
**STEP 16**



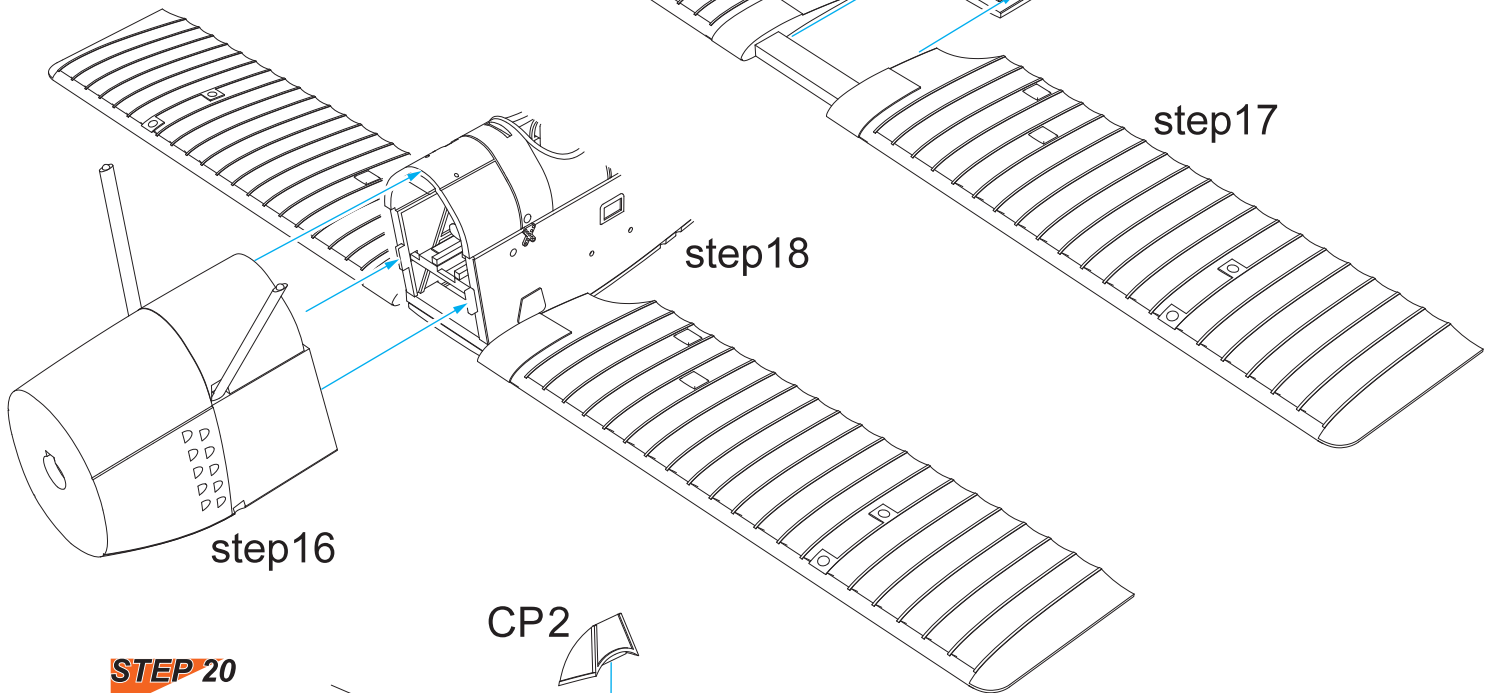
**STEP 17**



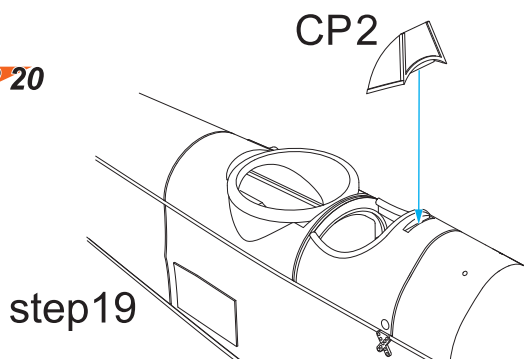
**STEP 18**



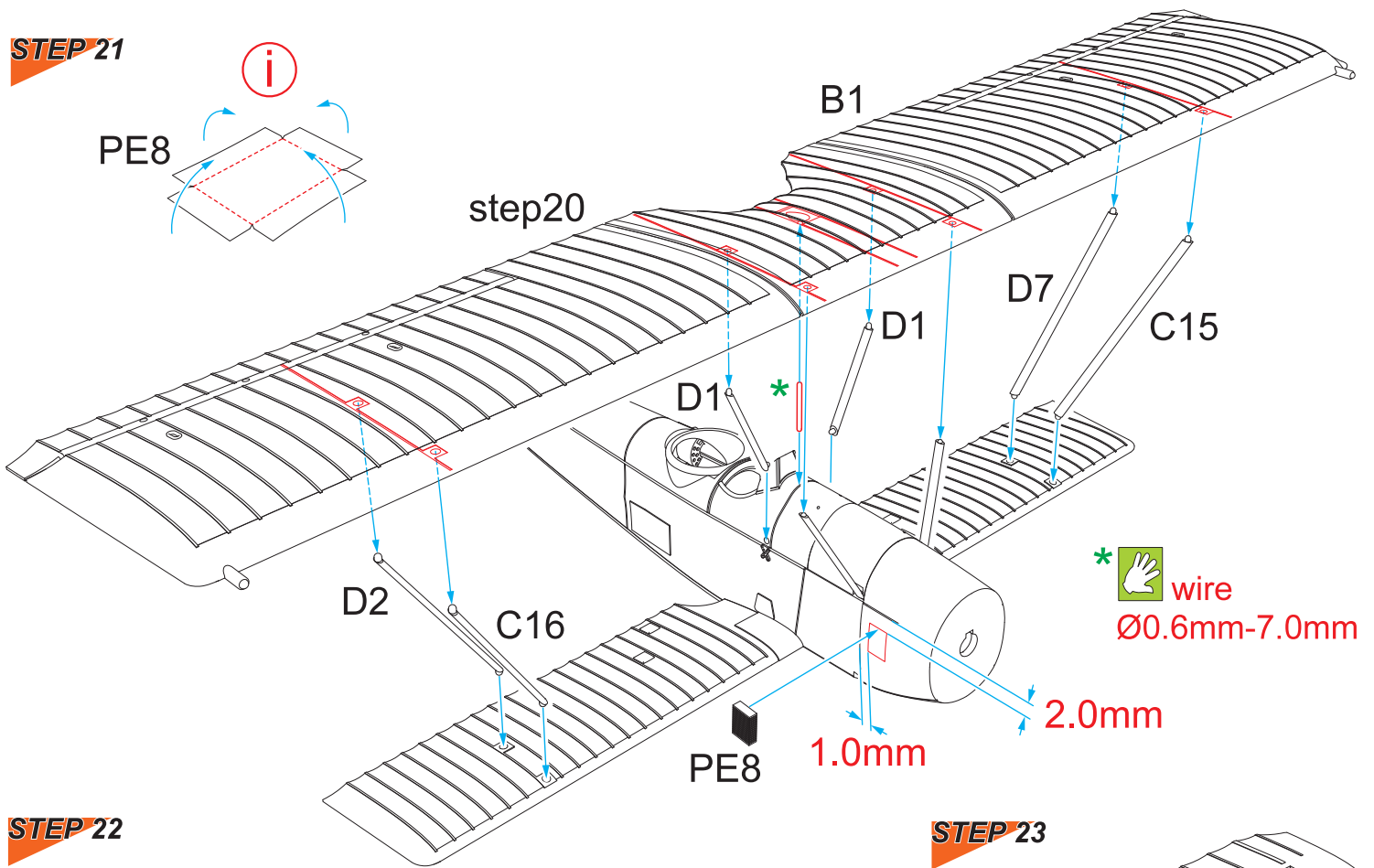
**STEP 19**



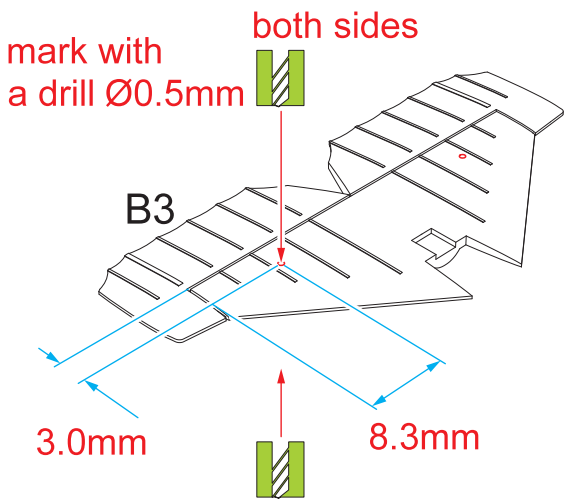
**STEP 20**



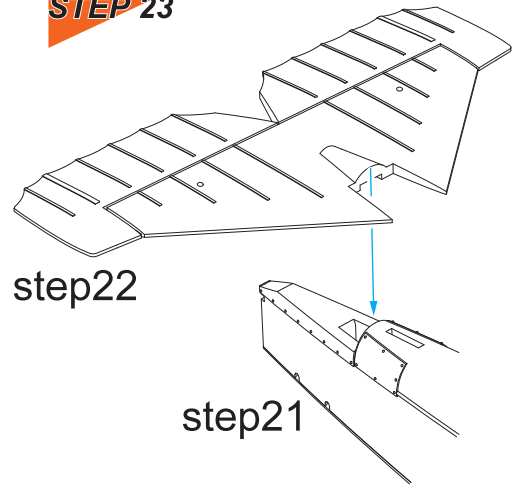
**STEP 21**



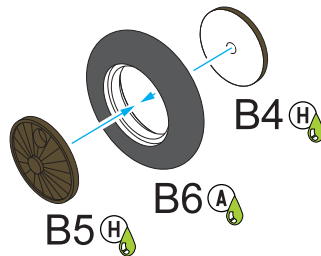
**STEP 22**



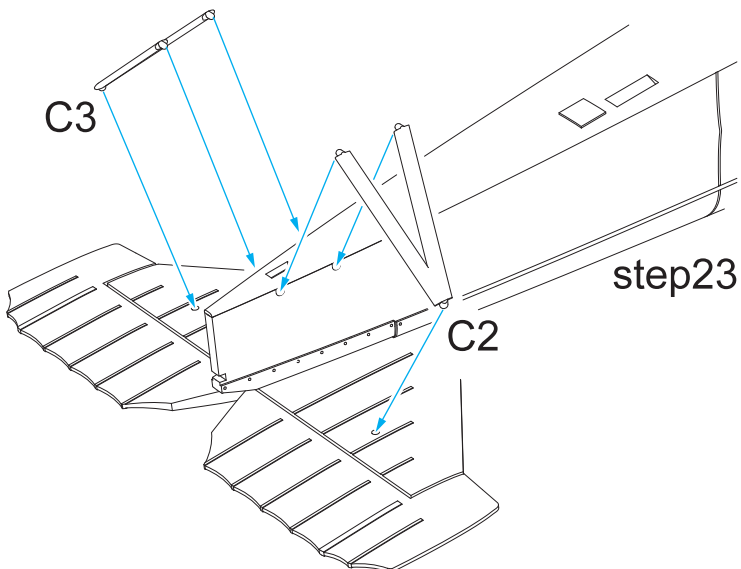
**STEP 23**



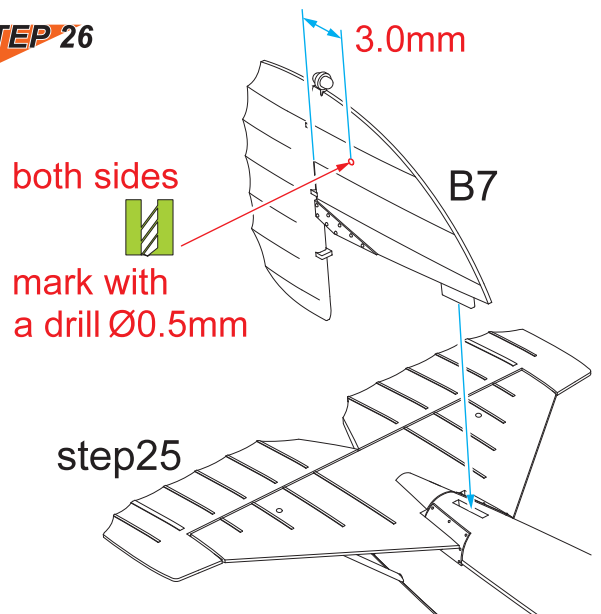
**STEP 24 2x**



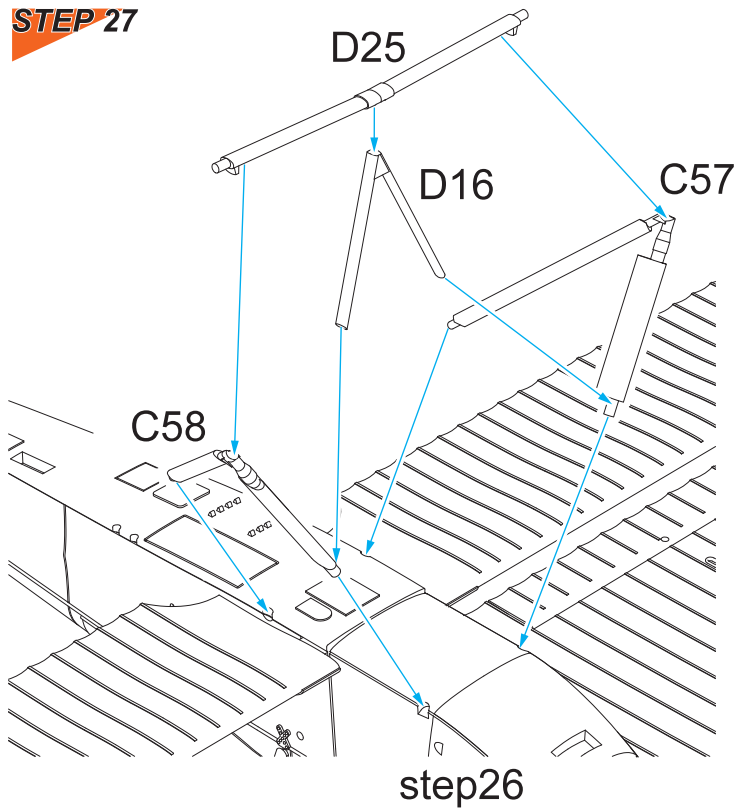
**STEP 25**



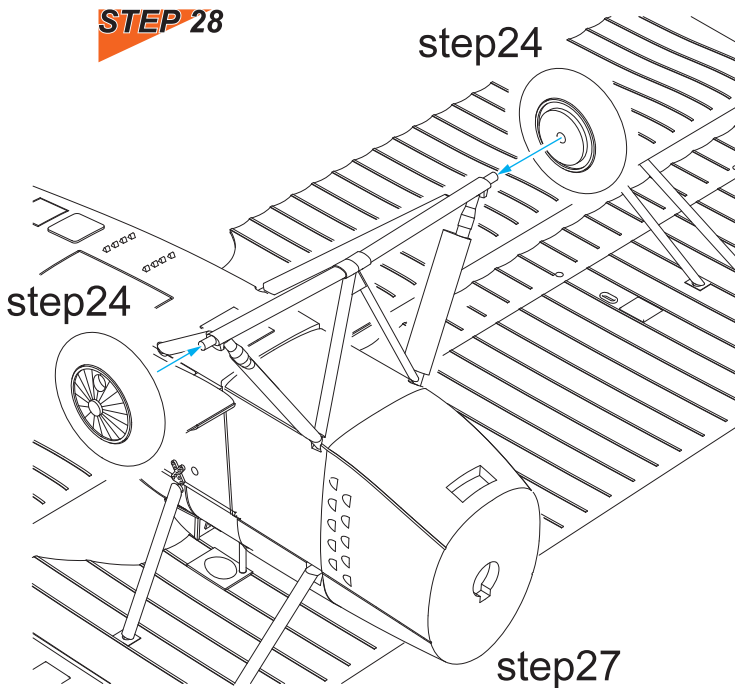
**STEP 26**



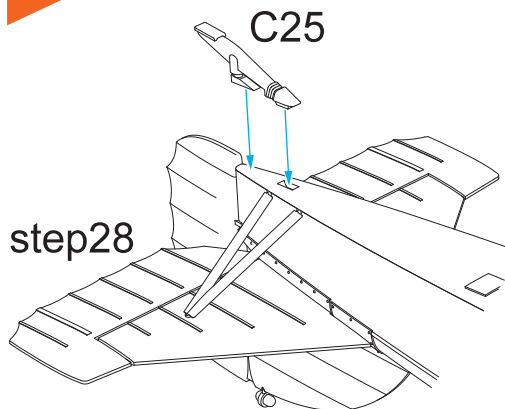
**STEP 27**



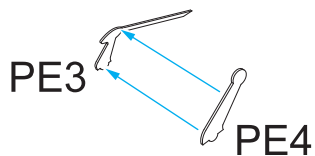
**STEP 28**



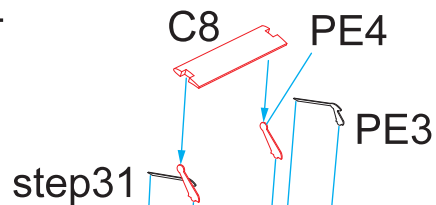
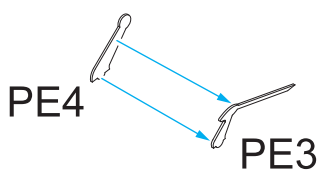
**STEP 29**



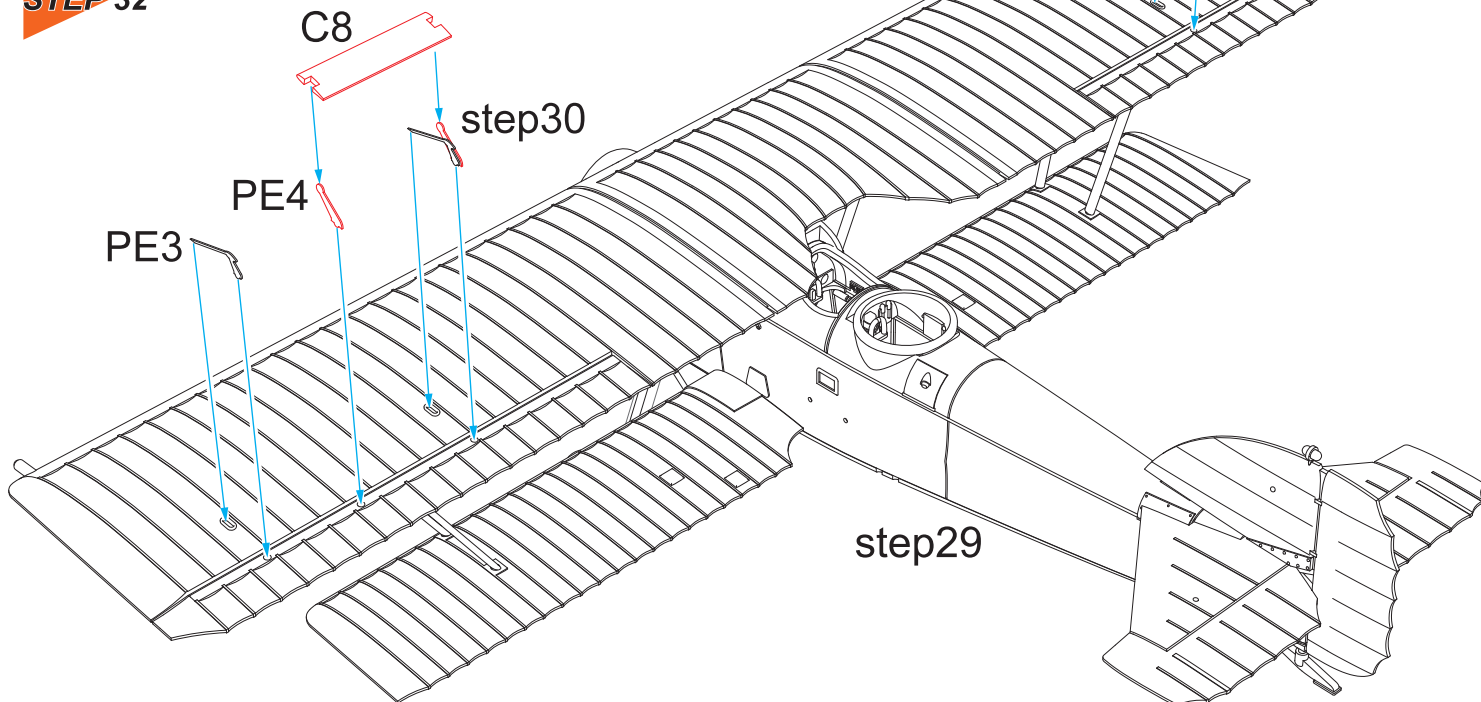
**STEP 30**



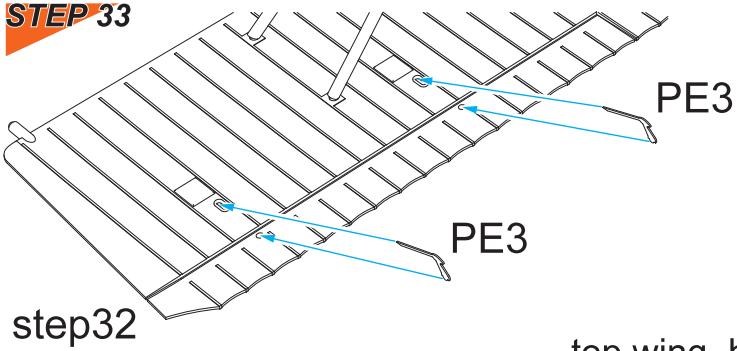
**STEP 31**



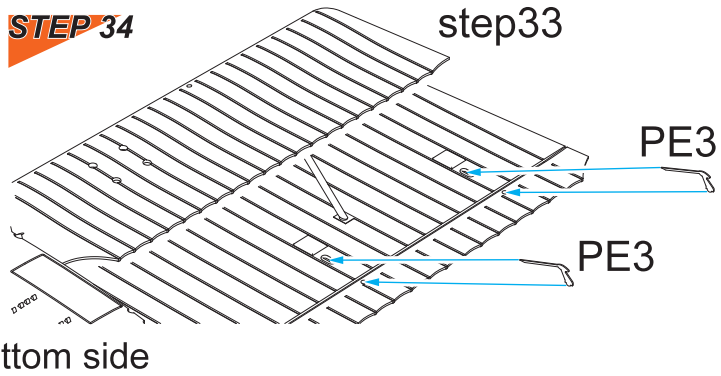
**STEP 32**



**STEP 33**

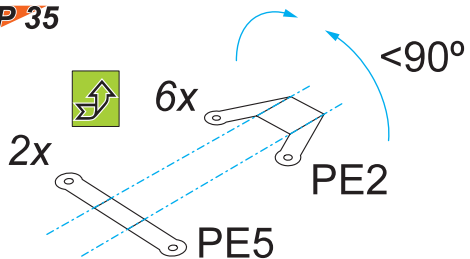


**STEP 34**

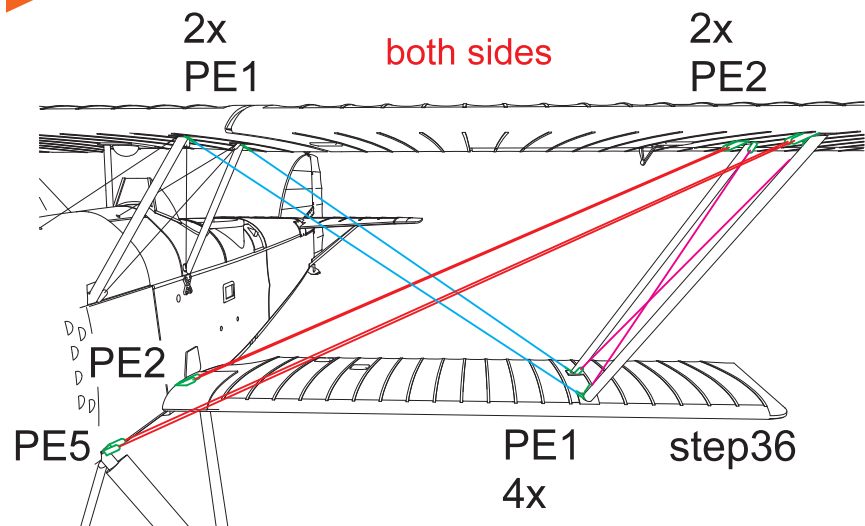


top wing, bottom side

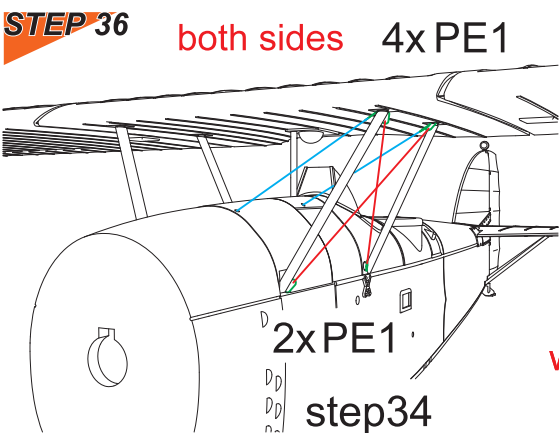
**STEP 35**



**STEP 37**

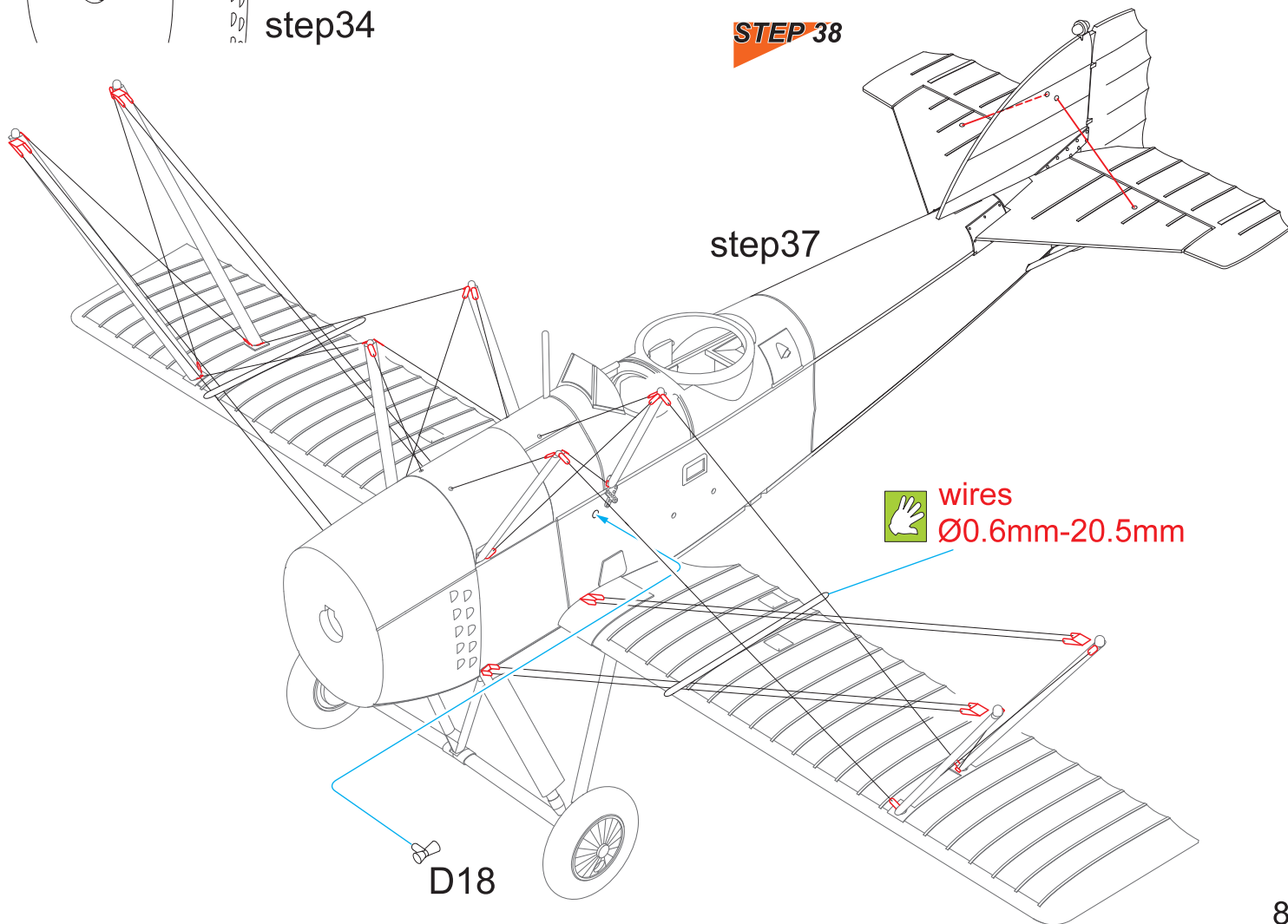


**STEP 36**



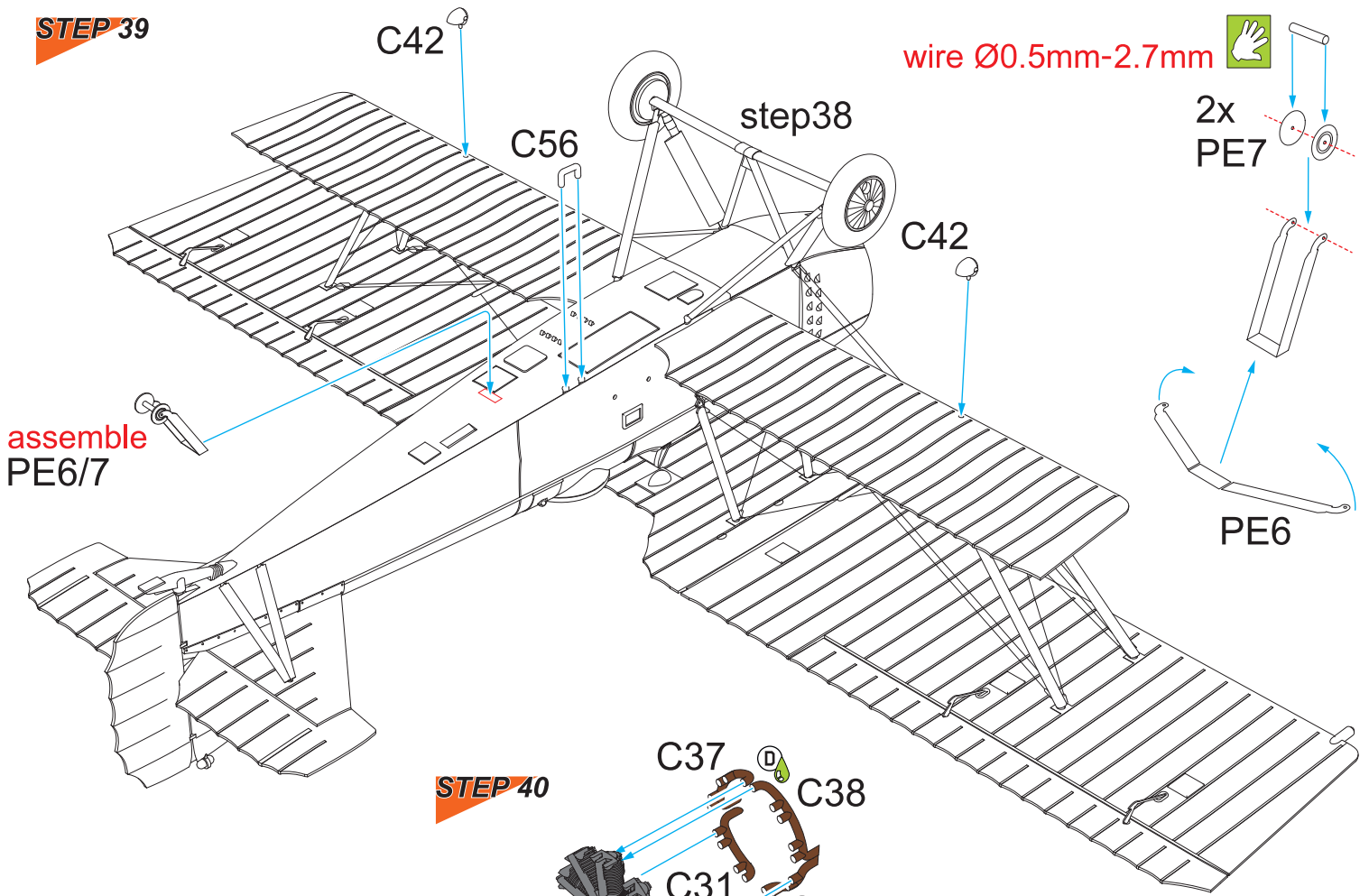
wires Ø0.2mm

**STEP 38**





**STEP 39**



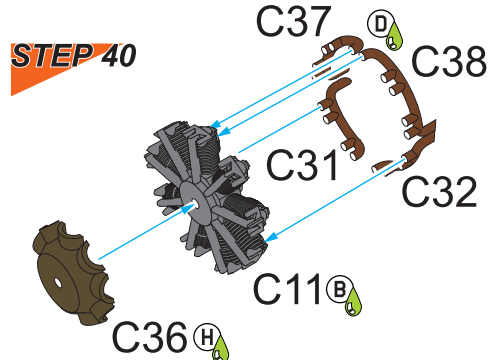
assemble PE6/7

wire  $\varnothing 0.5\text{mm}-2.7\text{mm}$

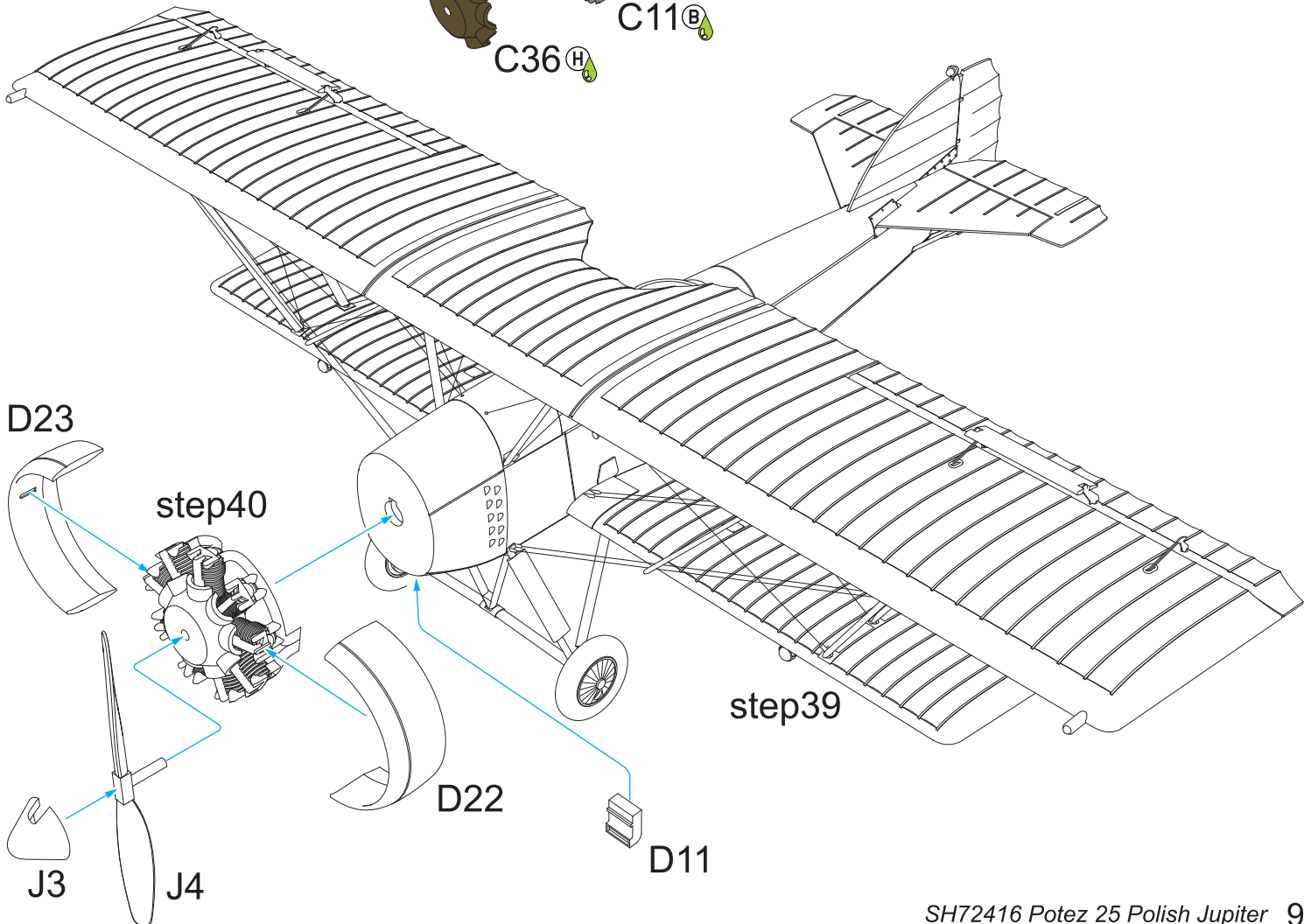
2x PE7

PE6

**STEP 40**

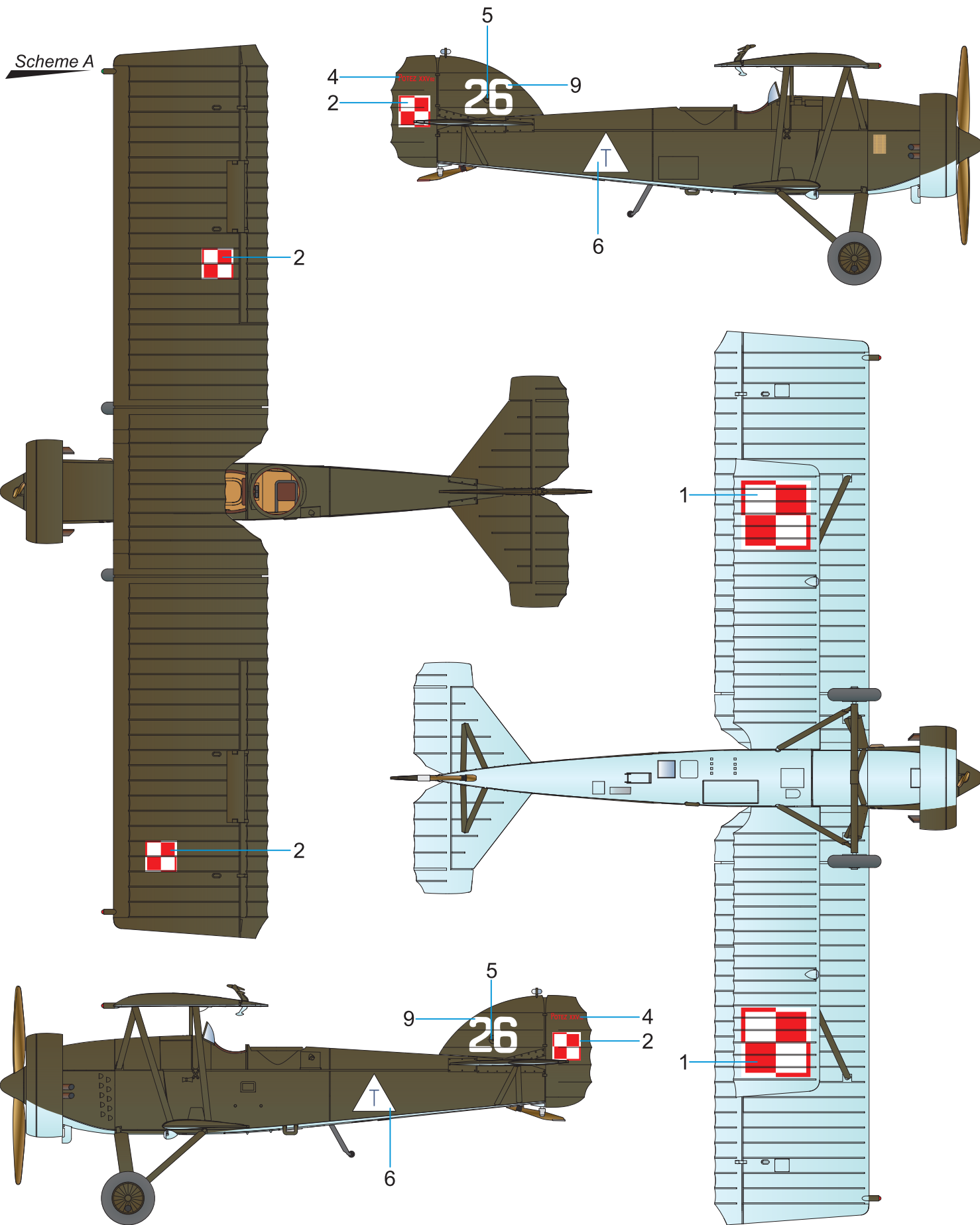


**STEP 41**



Potez 25 B2 Jupiter, white 26, Training Squadron, 1 Air Regiment, Polish Air Force, 1939. The machine fell into German hands at Deblin airfield on 15 September 1939.

Potez 25 B2 Jupiter, bílá 26, Eskarda treningowa, 1. Pułk Lotniczy, Polské letectvo, 1939. Stroj padl do rukou Luftwaffe 15. září 1939 na letišti Deblin.

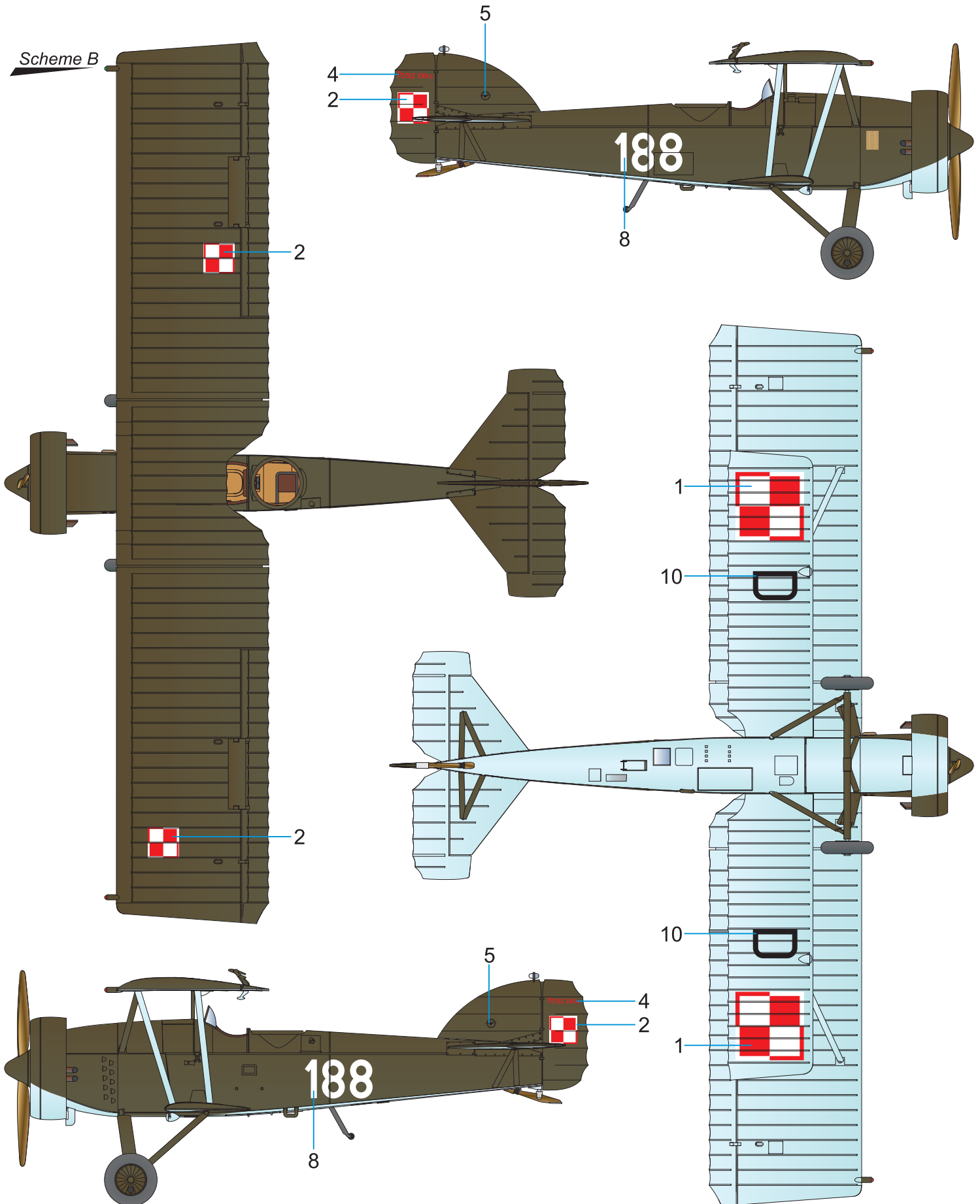


**A** Olivově hnědá  
Olive Brown  
H81 / C55 70%  
H302 / C302 30%

**B** Světle modro-šedá  
Light Blue-Grey  
H67 / C115 85%  
H1 / C1 15%

Potez 25 B2 Jupiter, white 188, Polish Air Force, 1939. The damaged machine was captured by the Luftwaffe in September 1939.

Potez 25 B2 Jupiter, bílá 188, Polské letectvo, 1939. Stroj padl do rukou Luftwaffe v září 1939 v poškozeném stavu.

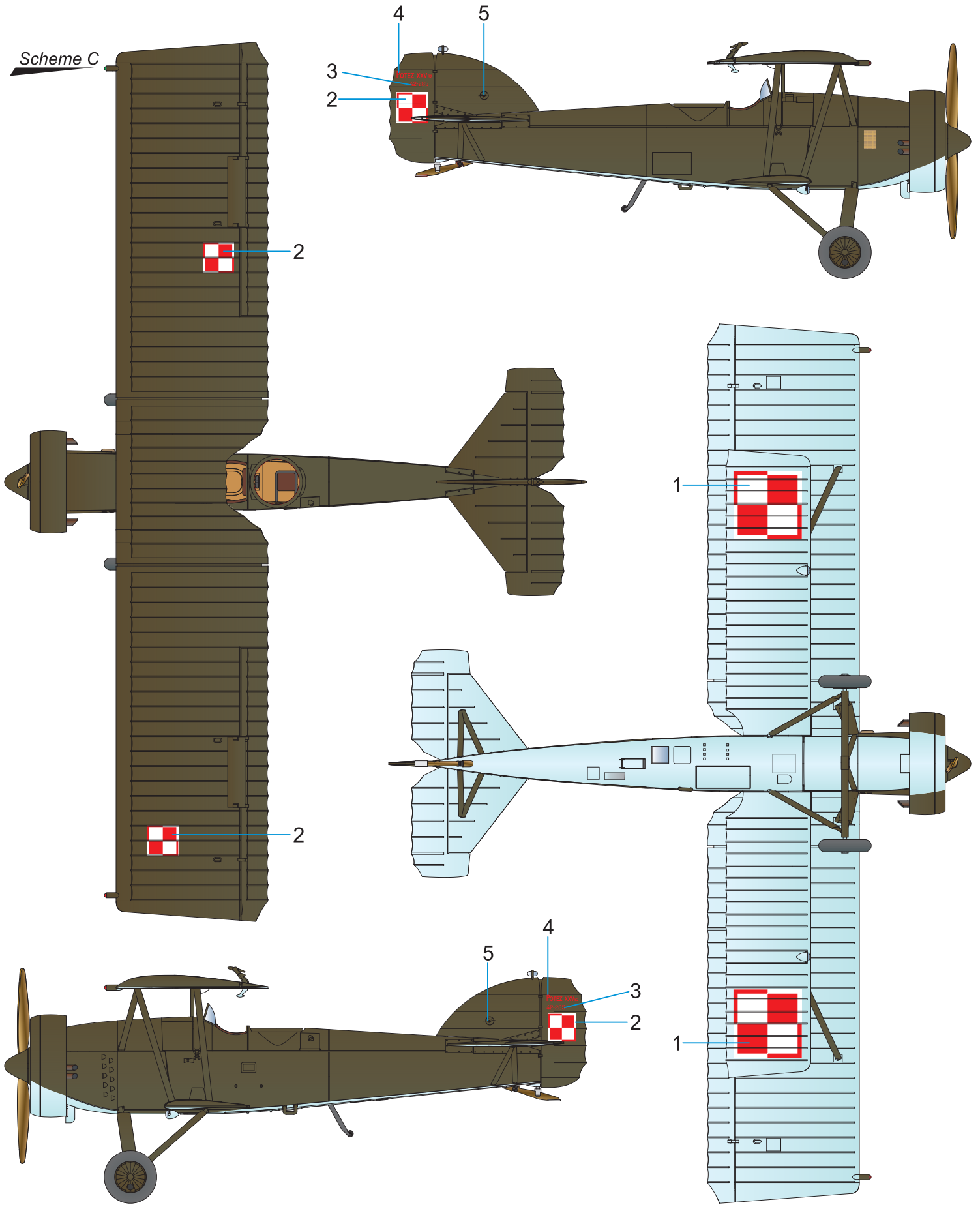


**A** Olivově hnědá  
Olive Brown  
H81 / C55 70%  
H302 / C302 30%

**B** Světle modro-šedá  
Light Blue-Grey  
H67 / C115 85%  
H1 / C1 15%

Potez 25 B2 Jupiter, probably 42-285, 4 Air Regiment, Polish Air Force, 1939. The machine was damaged at Torun airfield during one of the three German air raids on the very first day of the war. Later captured by the Luftwaffe.

Potez 25 B2 Jupiter, pravděpodobně 42-285, 4. Pułk Lotniczy, Polské letectvo, 1939. Stroj byl poškozen na letišti Toruň při jednom ze tří náletů první den války a později padl do rukou Luftwaffe.



**A** Olivově hnědá  
Olive Brown  
H81 / C55 70%  
H302 / C302 30%

**B** Světle modro-šedá  
Light Blue-Grey  
H67 / C115 85%  
H1 / C1 15%