



## Potez 25TOE

‘For France – anytime, anywhere’

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 the competition and eventually the interest among operators of 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 reach the production but had seen the introduction of some new technical ideas within their structure later to be used in the Potez 25. One of which and possibly the most important in the design was that the engine bearer struts were attached to the fuselage by the 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 the production and remained just prototypes with just a few of them entering the production and service in the end.

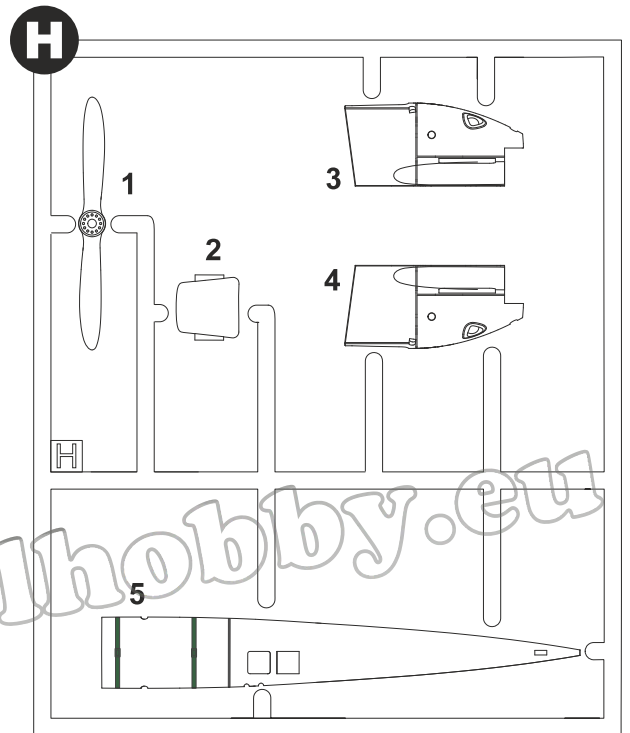
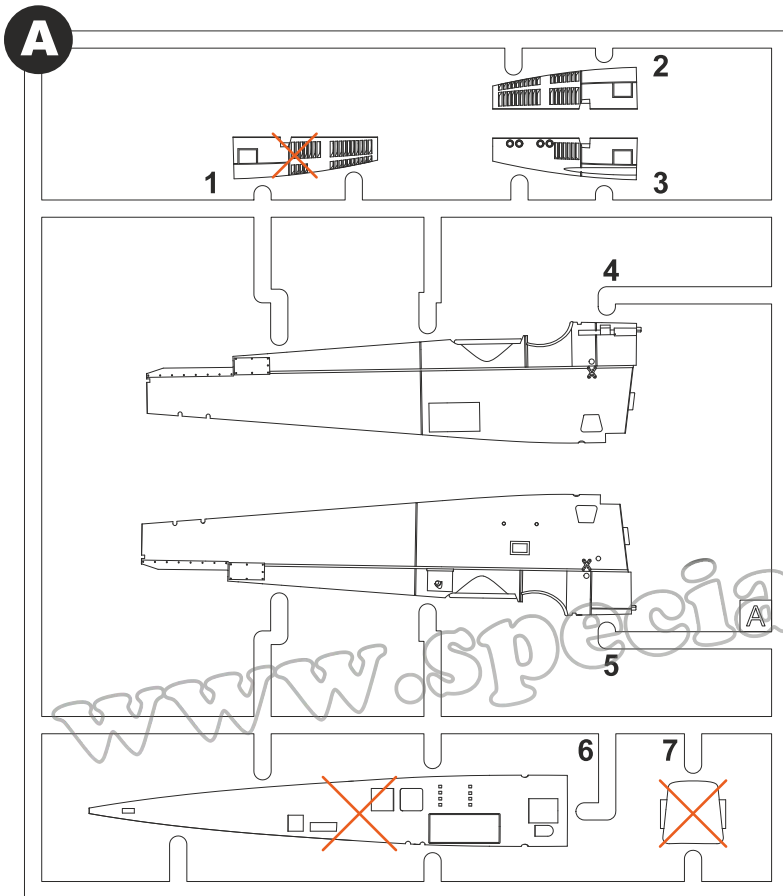
The Potez 25 was a biplane with its lower wing significantly smaller, the airframe was of a mixed construction. It was built not just in France, but also under licence in Poland, Yugoslavia, Portugal and Rumania. The French military operated the A2/B2 versions which were fitted with a Lorraine power plant and the Farman-engined Potez 25.8 version 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.

CZ

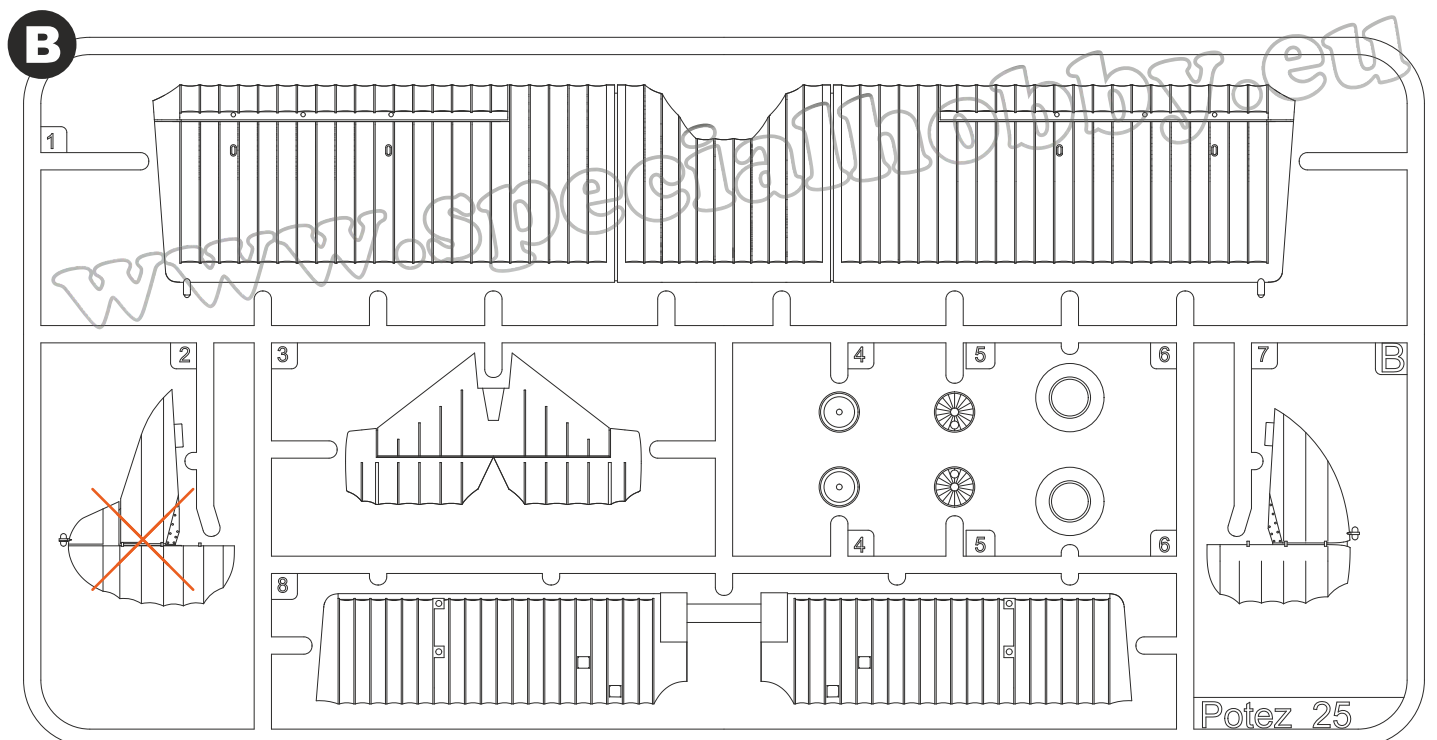
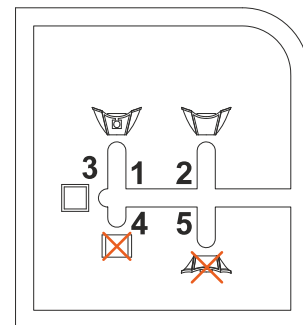
Potez 25 se stal jedním z prvních masově vyráběných letadel, které po první světové válce začaly nahrazovat letadla z válečných přebytků. Francouzské letectvo vypsalo v roce 1923 soutěž na dvoumístný typ letounu, který by byl schopen průzkumu (kategorie A2) i bombardování (kategorie B2). Vítězem soutěže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

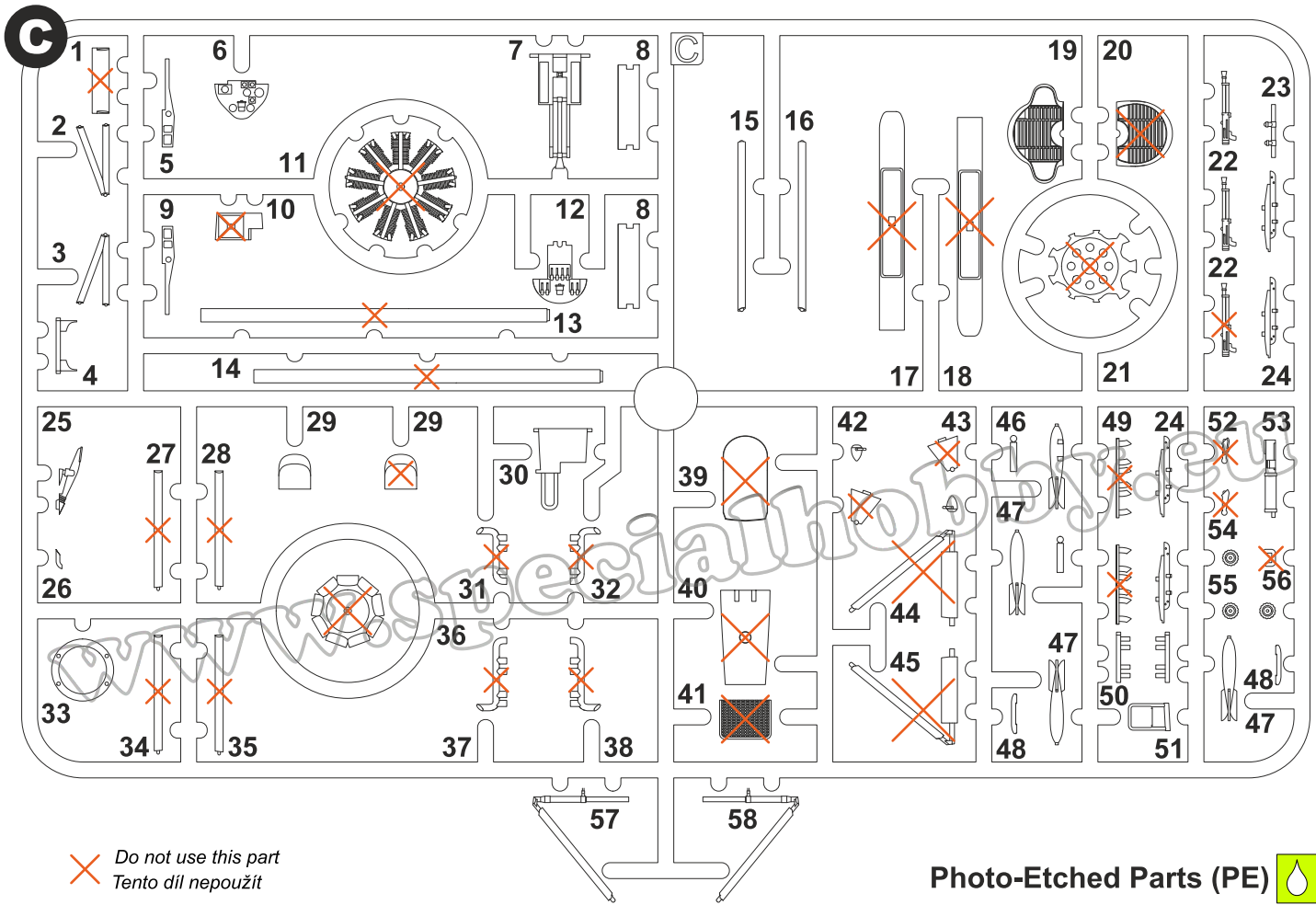
Rozpětí: 14,06 m, délka: 9,14 m, max. rychlost: 210 km/h, dolet: 765 km, dostup: 6 750 m.



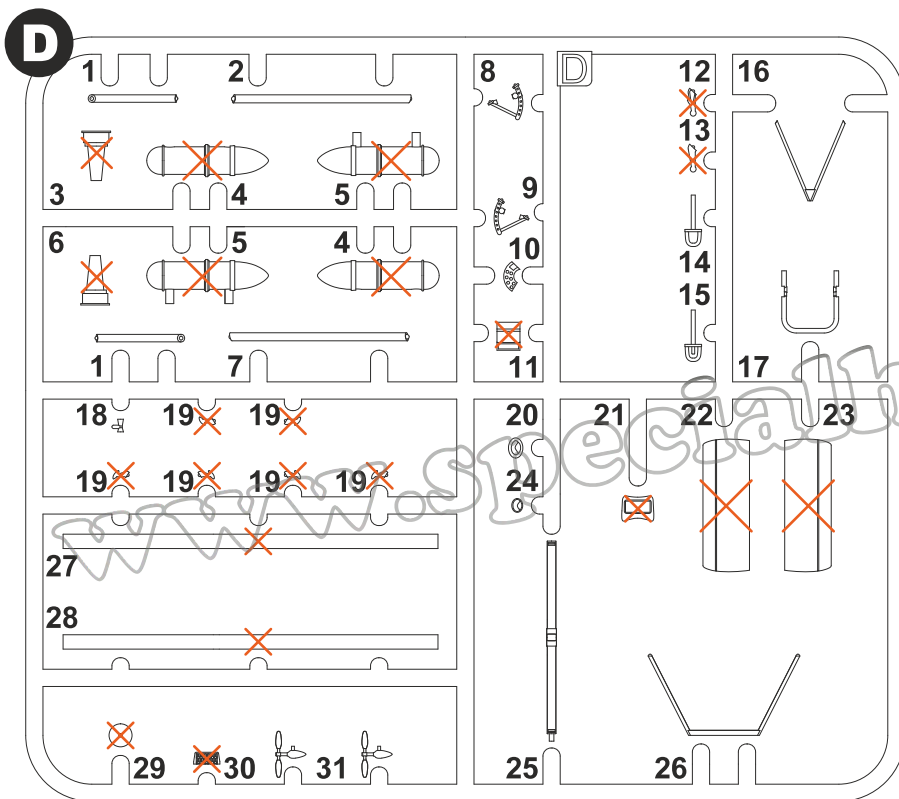
 Do not use this part  
 Tento díl nepoužít

**Clear Parts (CP)**





**Photo-Etched Parts (PE)**



**Barvy GUNZE/ GUNZE Colour No.**

<b>A</b>	Tire Black / barva pneu	H77/C137
<b>B</b>	Metal Black / tmavý kov	H28/C78
<b>C</b>	Aluminium / hliník	H8/C8
<b>D</b>	Burnt Iron / opálený kov	H76/C61
<b>E</b>	Plywood / překližka	C19
<b>F</b>	Leather / kůže	H17/C29
<b>G</b>	Wood / dřevo	H37/C43
<b>H</b>	Clear Red / červená čírá	H90/C47
<b>I</b>	Clear Blue / modrá čírá	H93/C50

**?** OPTIONAL  
MOŽNOST VOLBY  
NACH BELIEBEN  
OPTION

**💧** INSTANT CYANOACRYLATE GLUE  
POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO  
ZYANOAKRYLATKLEBER  
ADHÉSIF CYANOACRYLAT

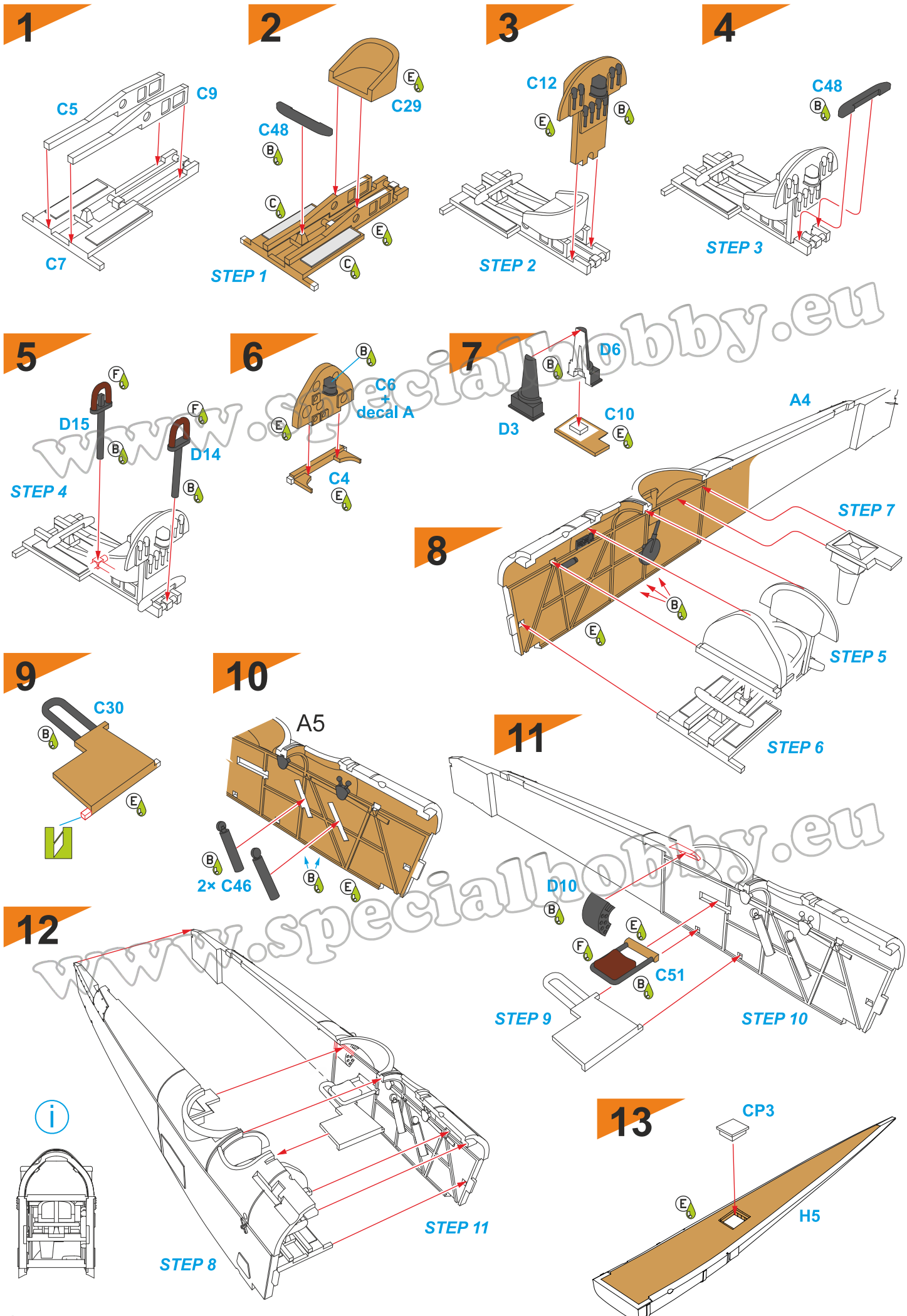
**SYMBOLS**

**↪** BEND  
OHNOUT  
BIEGEN  
COURBER

**✋** SCRATCH BUILD  
ZHOTOVIT NOVÉ  
FERTIGSTELLEN  
ACHEVER

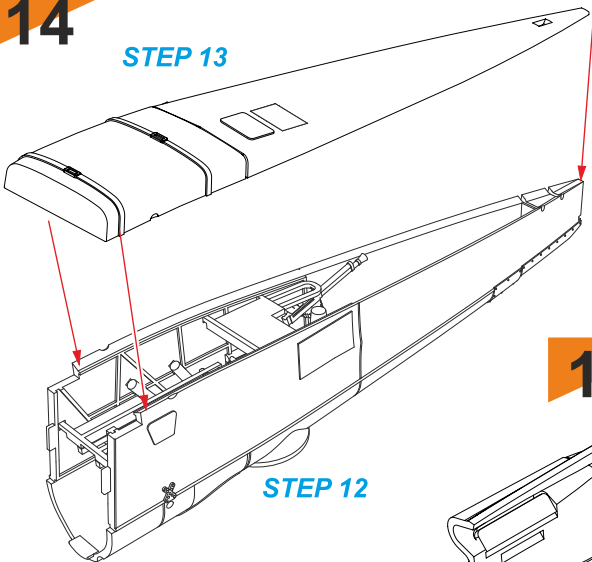
**✂** CUT OFF/DRILL  
ŘEZAT/VRTAT  
ENTFERNEN  
DETACHER

**A** GSI  
colours code  
COLOUR  
NATRÍT  
FARBEN  
PEINDRE



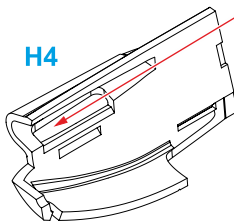
14

STEP 13



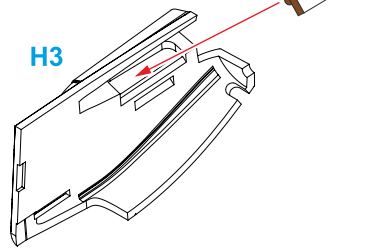
15

H4



16

H3

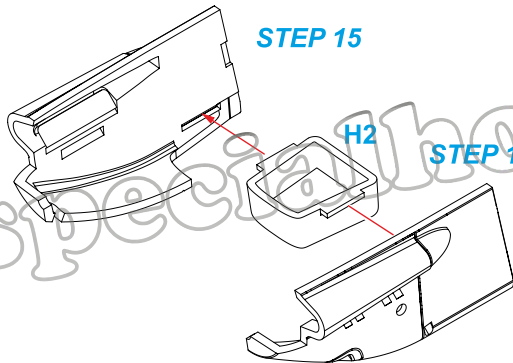


C50

C50

17

STEP 15



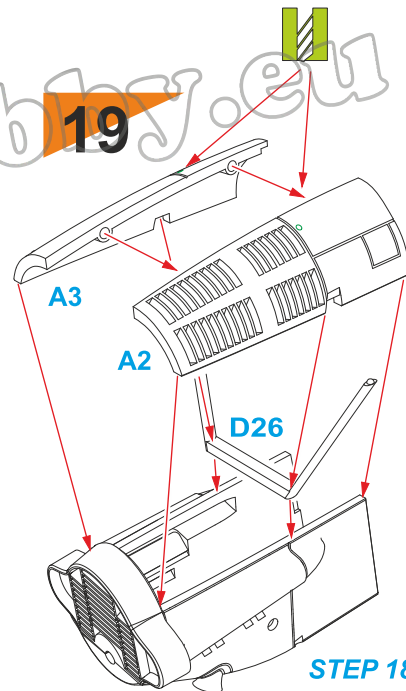
STEP 16

19

A3

A2

D26

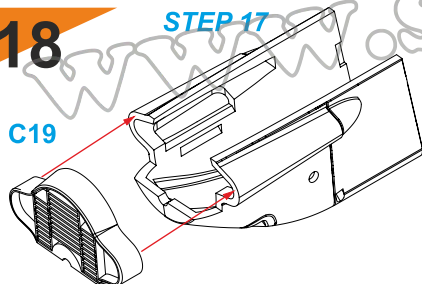


STEP 18

18

STEP 17

C19

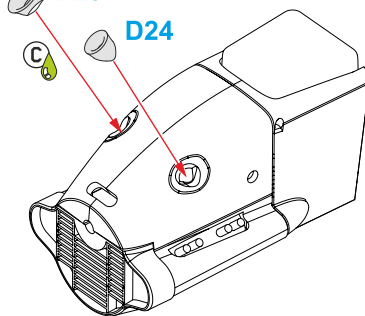


20

STEP 19

D20

D24

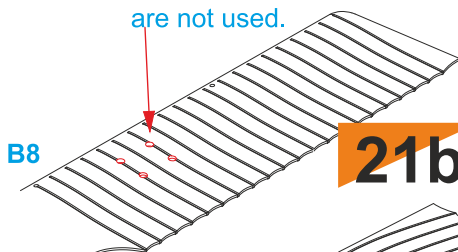


21a



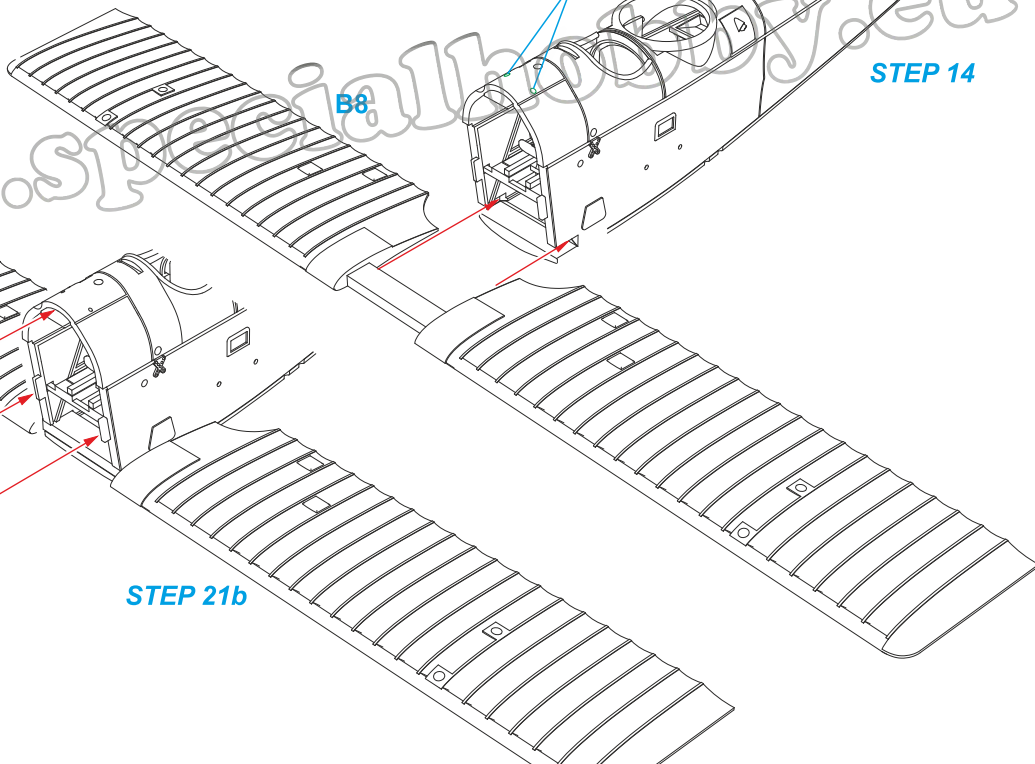
Fill with putty if bomb racks are not used.

B8



21b

B8

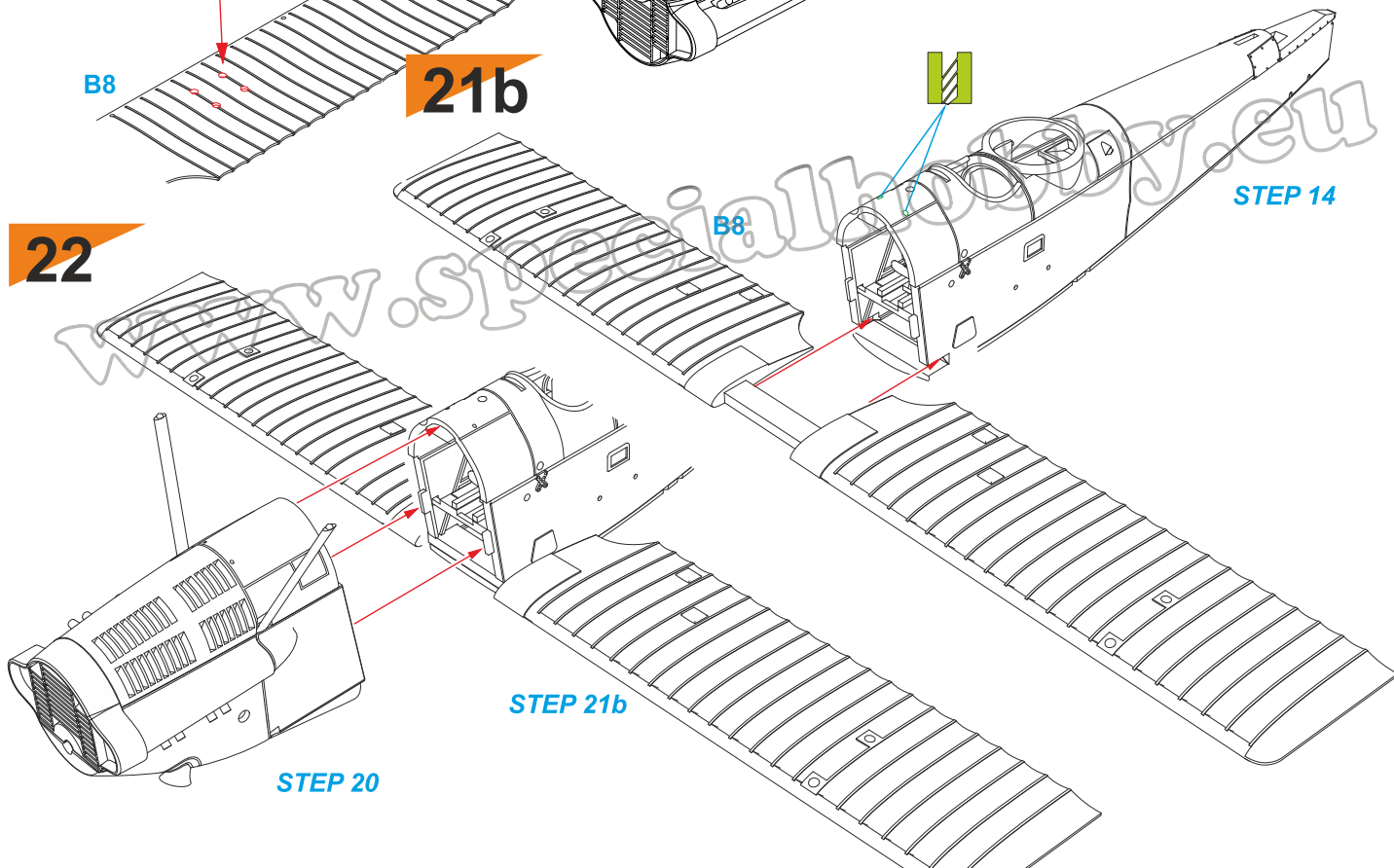


STEP 14

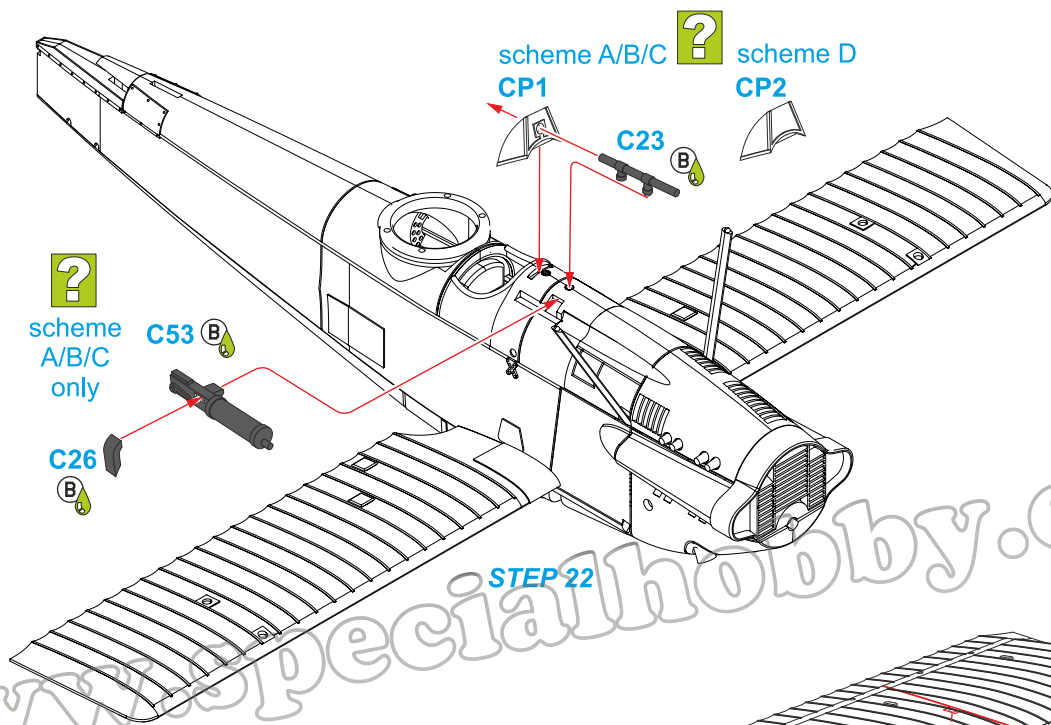
22

STEP 21b

STEP 20

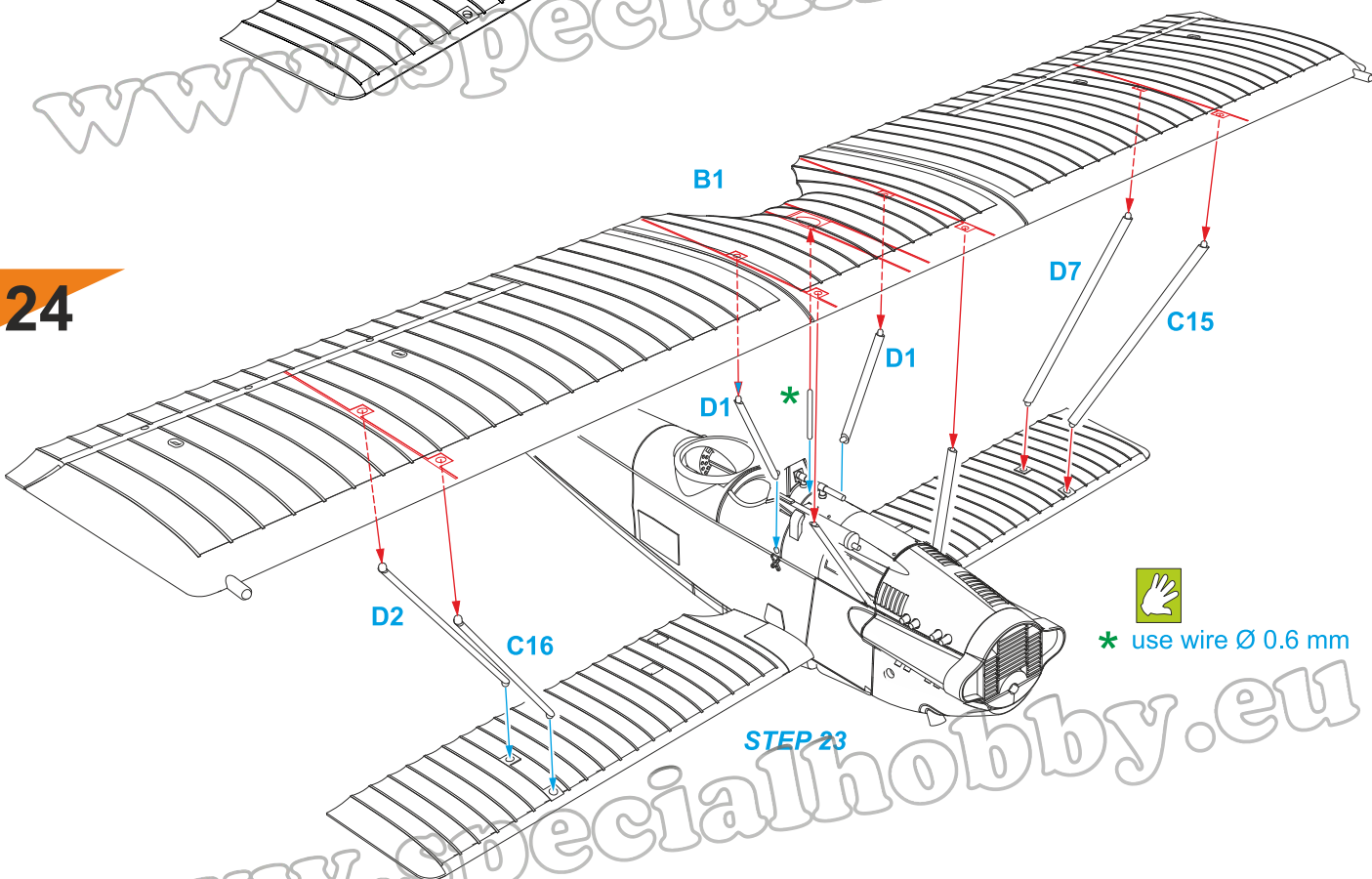


23



STEP 22

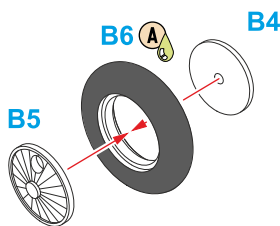
24



STEP 23

25 ? scheme A/B

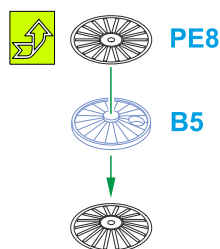
2x



26a ? scheme C/D

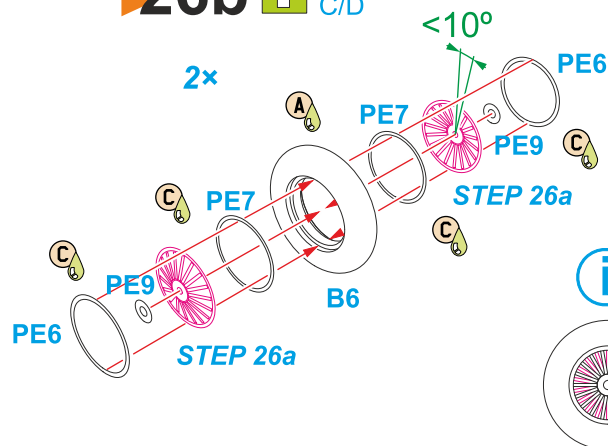
4x

PE8 bent to match piece B5.

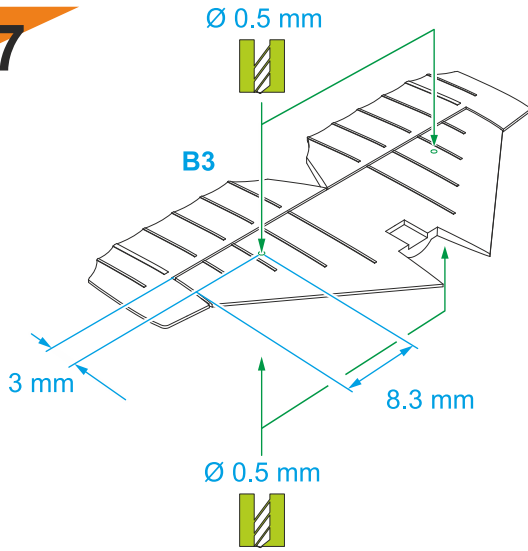


26b ? scheme C/D

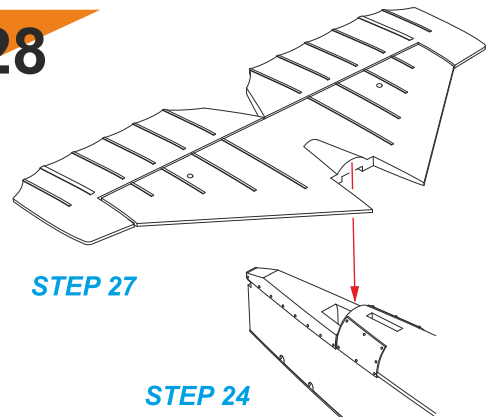
2x



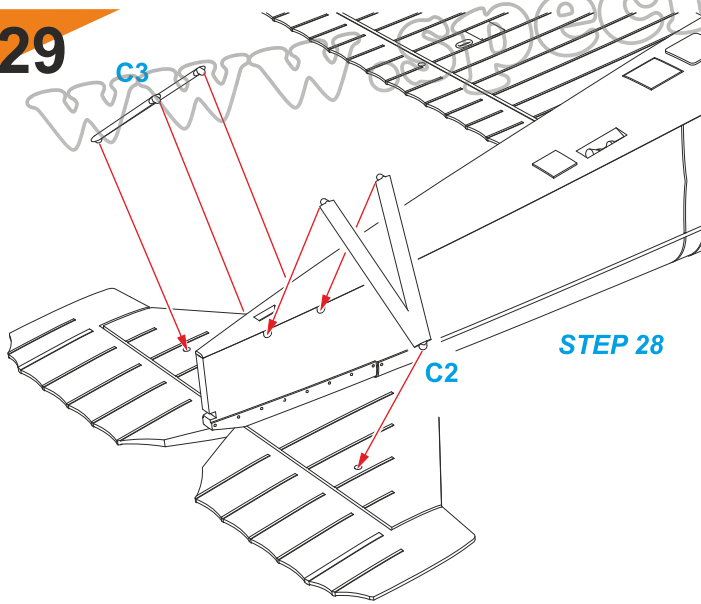
27



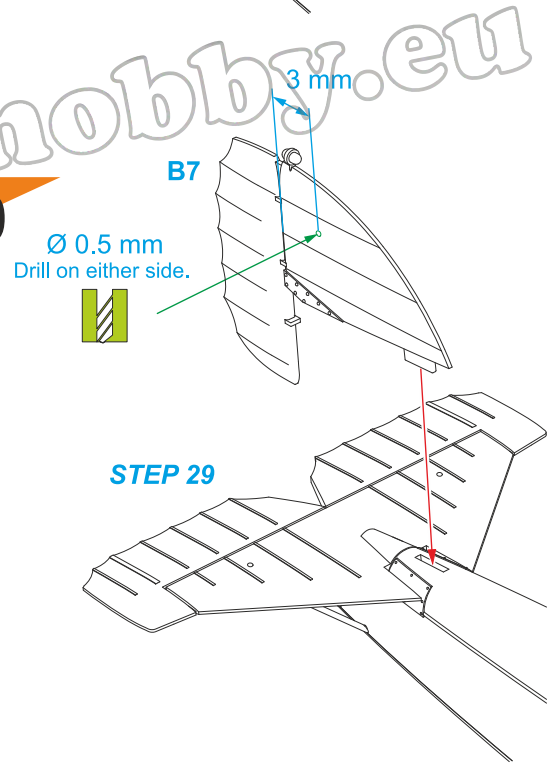
28



29



30



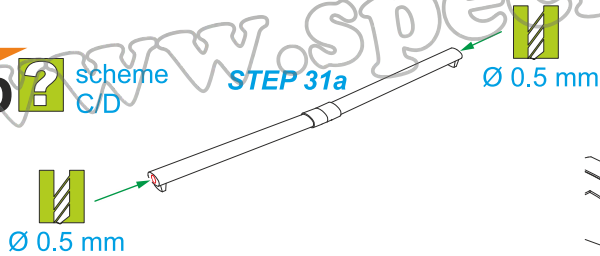
31a

🔍 scheme C/D



31b

🔍 scheme C/D

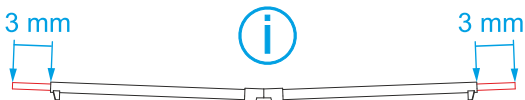


31c

🔍 scheme C/D

Use 2x metal rod 4 mm, Ø 0.5 mm (not included).

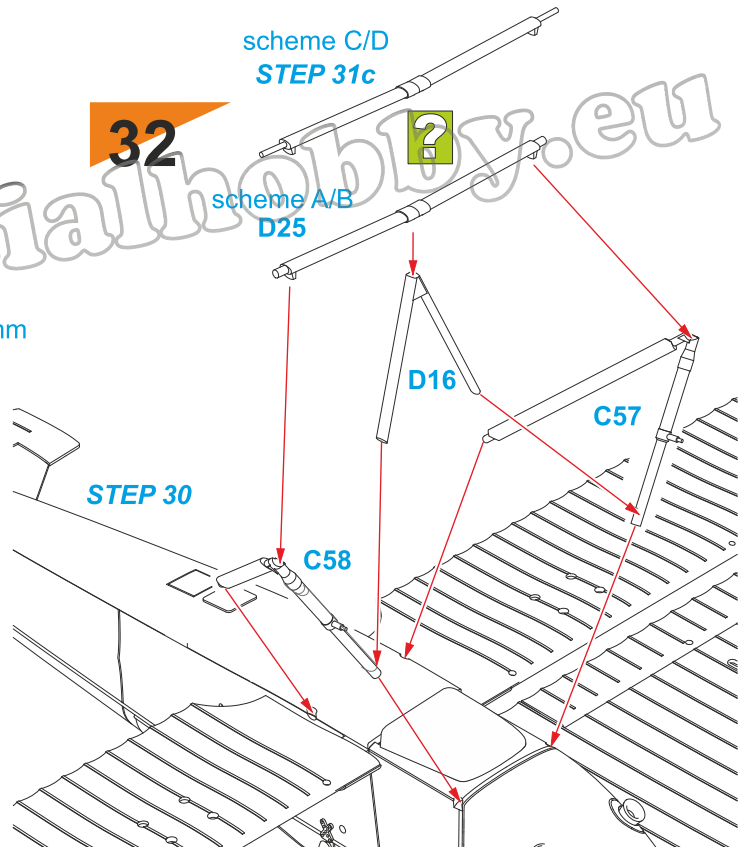
STEP 31b



32

scheme C/D  
STEP 31c

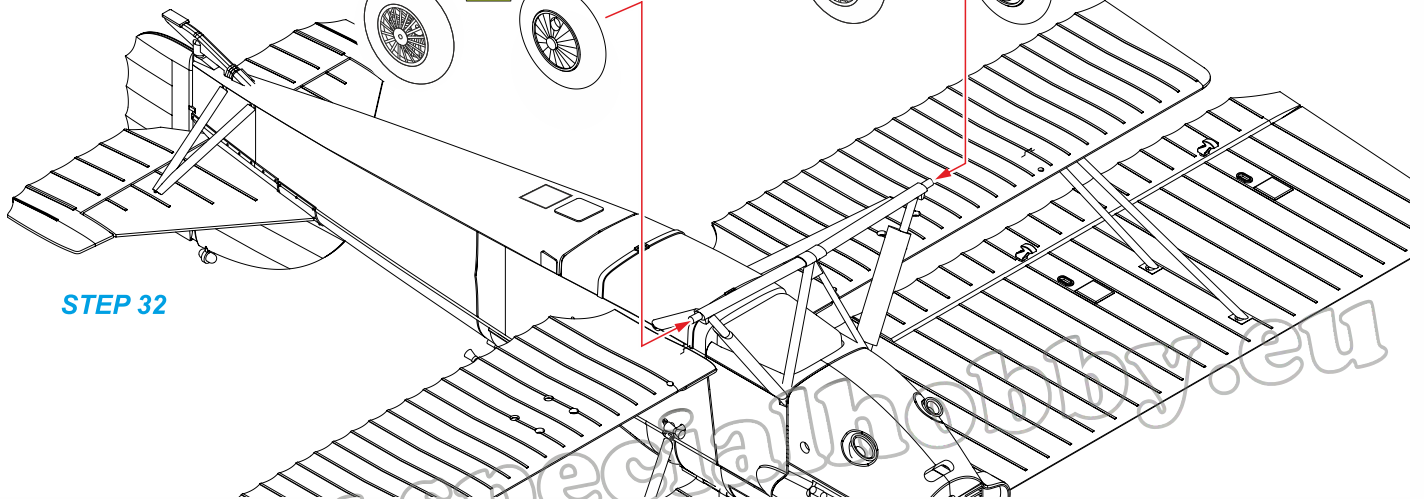
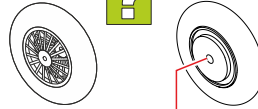
🔍 scheme A/B  
D25



33

scheme C/D  
STEP 25 ?  
scheme A/B  
STEP 26b

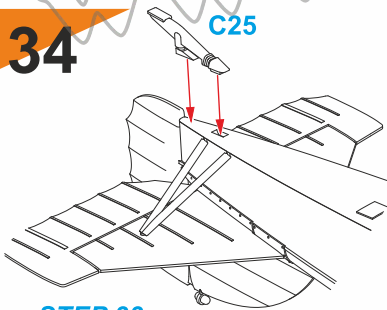
scheme C/D  
STEP 25 ?  
scheme A/B  
STEP 26b



STEP 32

34

C25

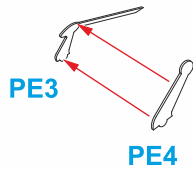


STEP 33

35a

PE3

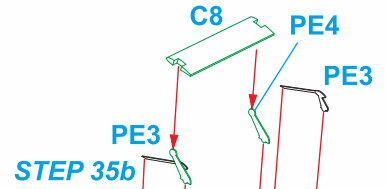
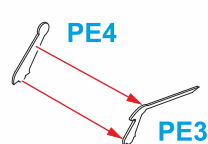
PE4



35b

PE4

PE3



STEP 35b

36

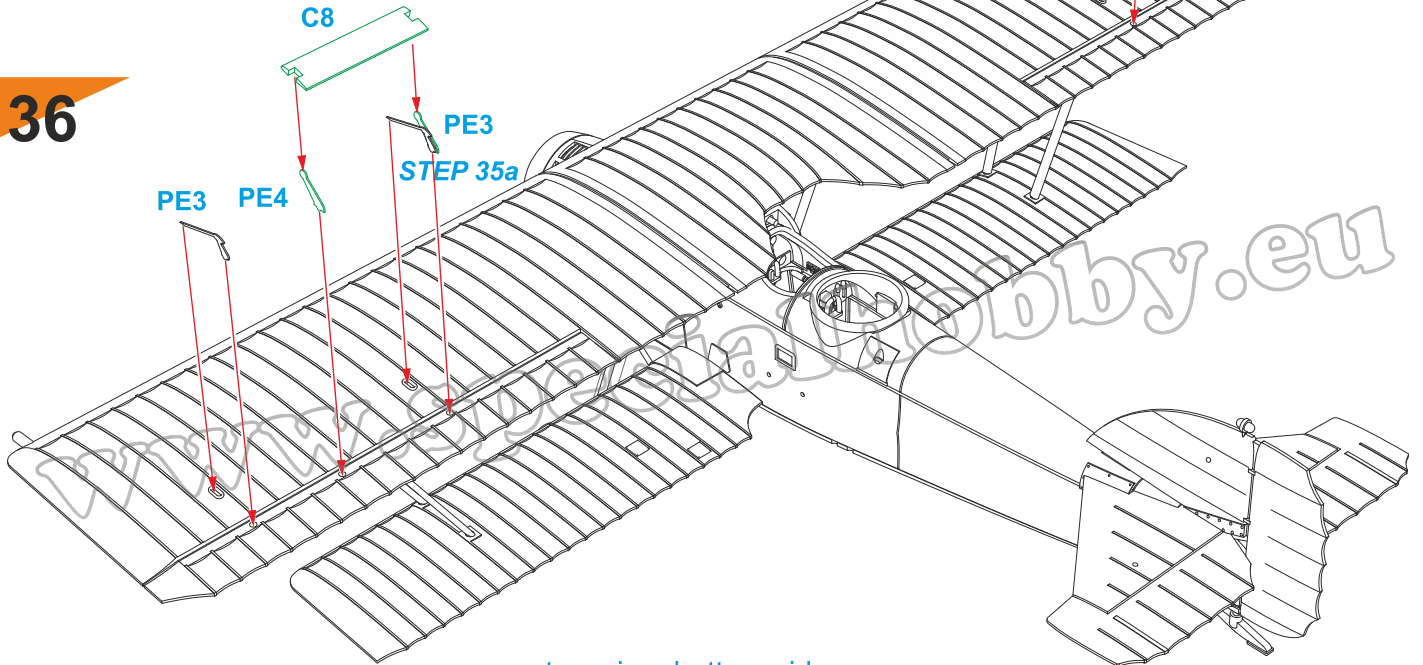
C8

PE3

STEP 35a

PE3

PE4

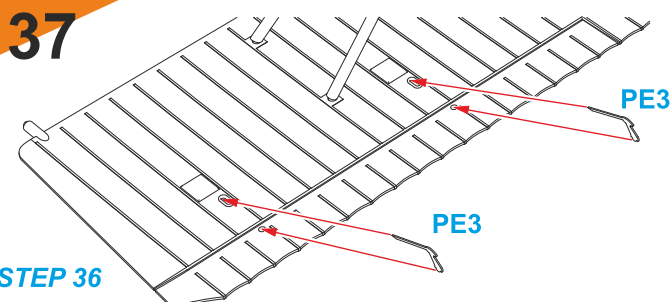


top wing, bottom side

37

PE3

PE3



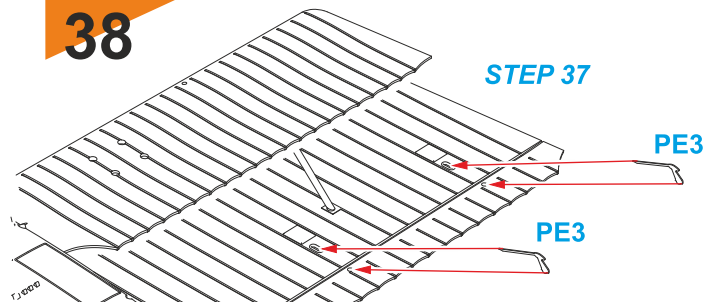
STEP 36

38

STEP 37

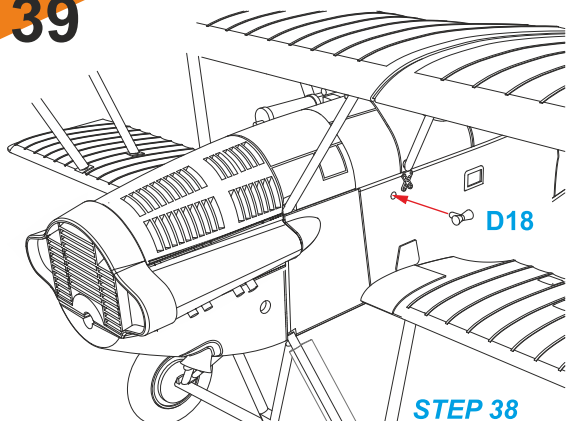
PE3

PE3

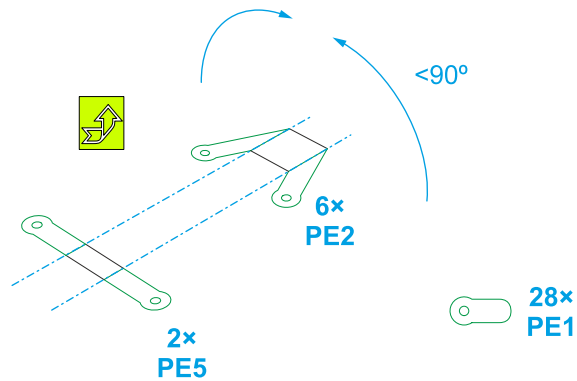




39

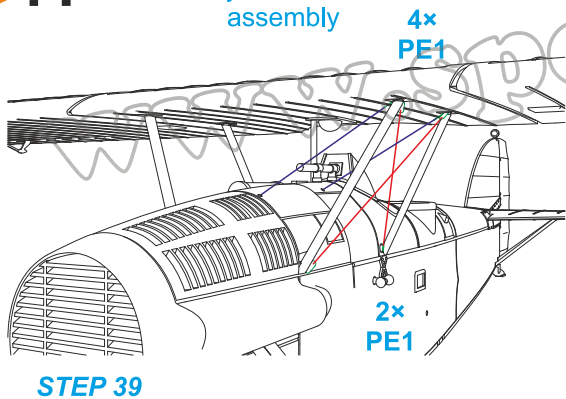


40



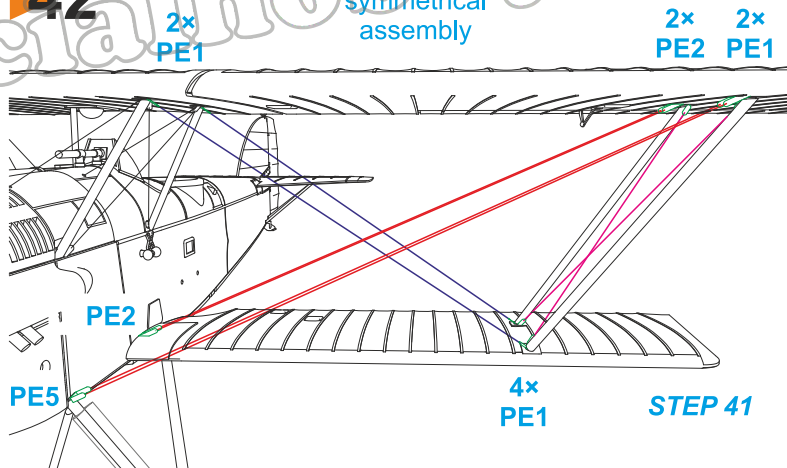
41

symmetrical assembly



42

symmetrical assembly



Use wires or elastic thread Ø 0.2 mm.

43



Use wires or elastic thread Ø 0.2 mm.



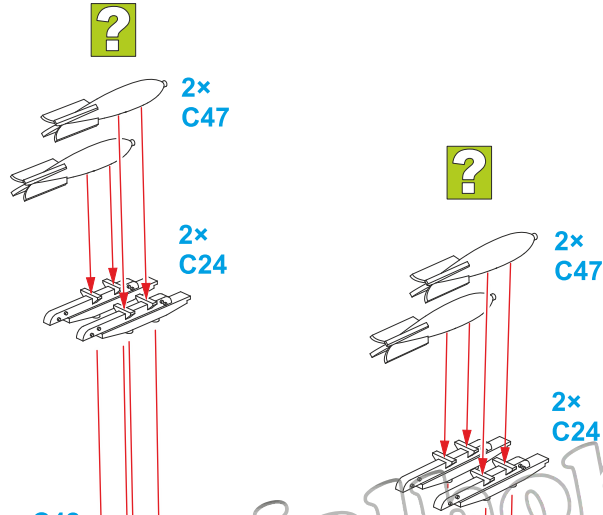
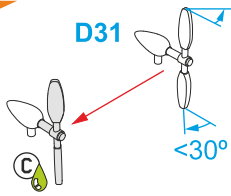
Thread Ø 0.6 mm, 20.5 mm.



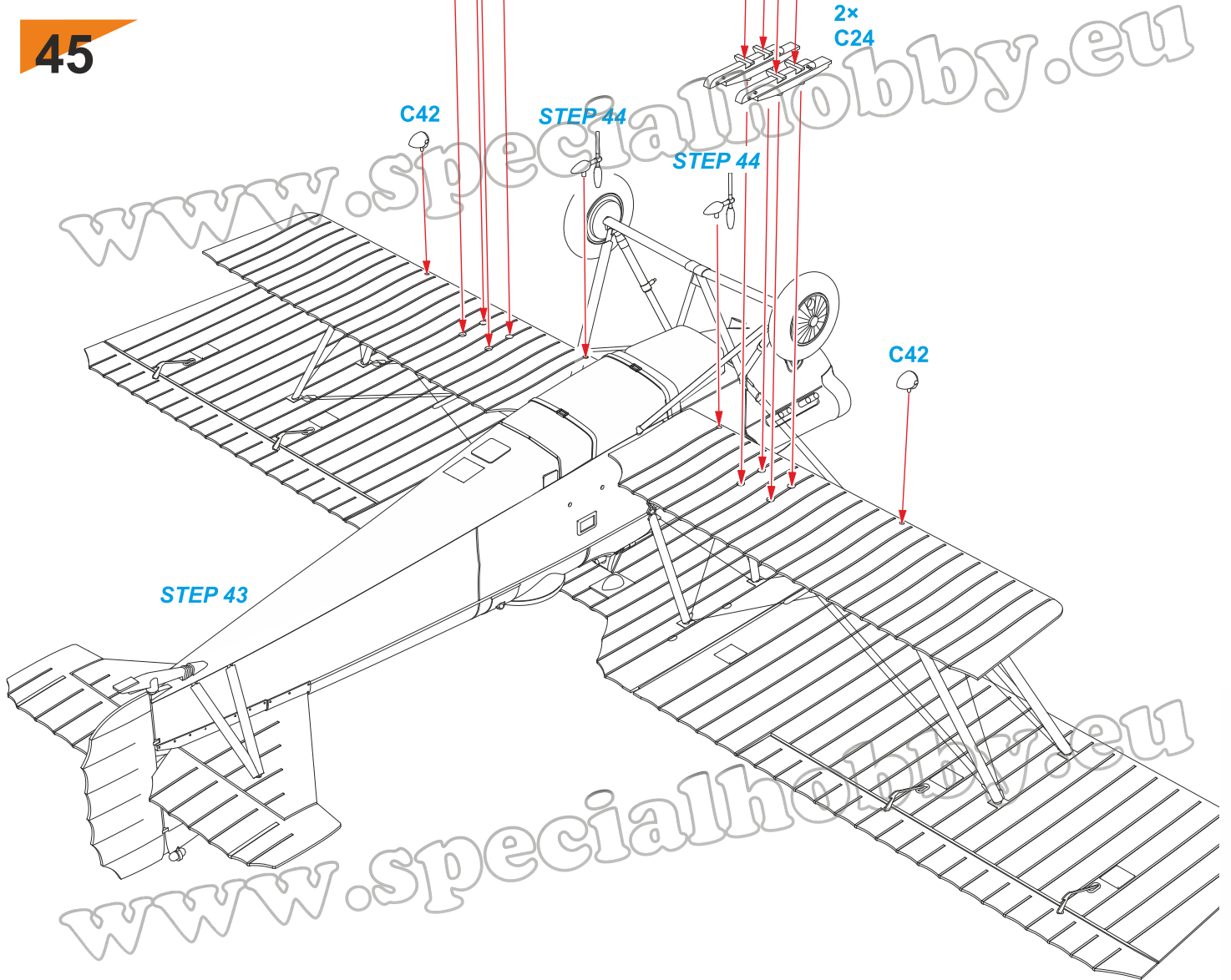
Thread Ø 0.6 mm, 20.5 mm.

STEP 41

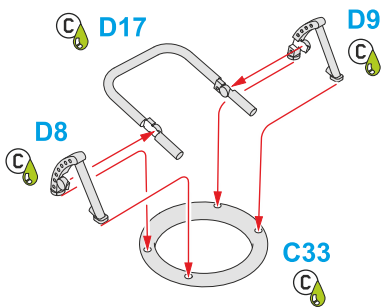
44



45

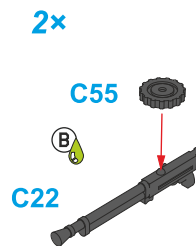


46



47

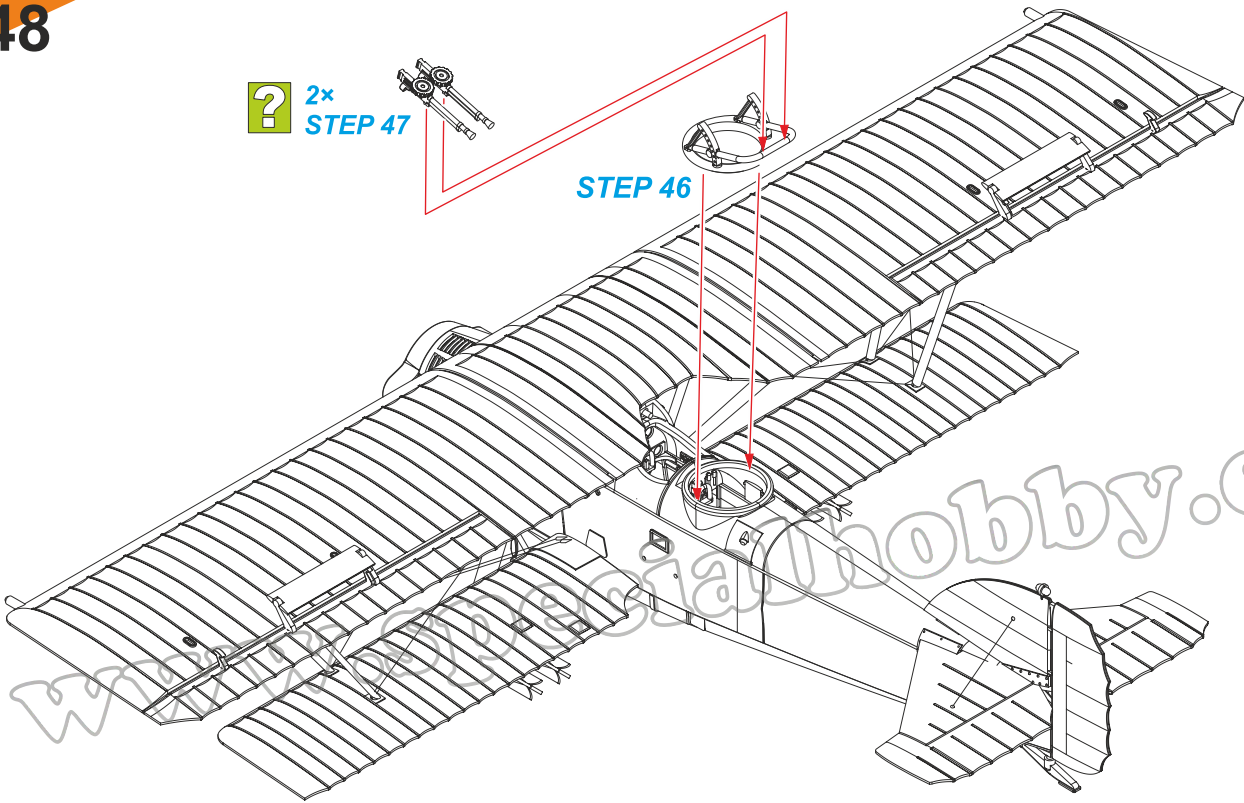
? scheme A/B/C



48

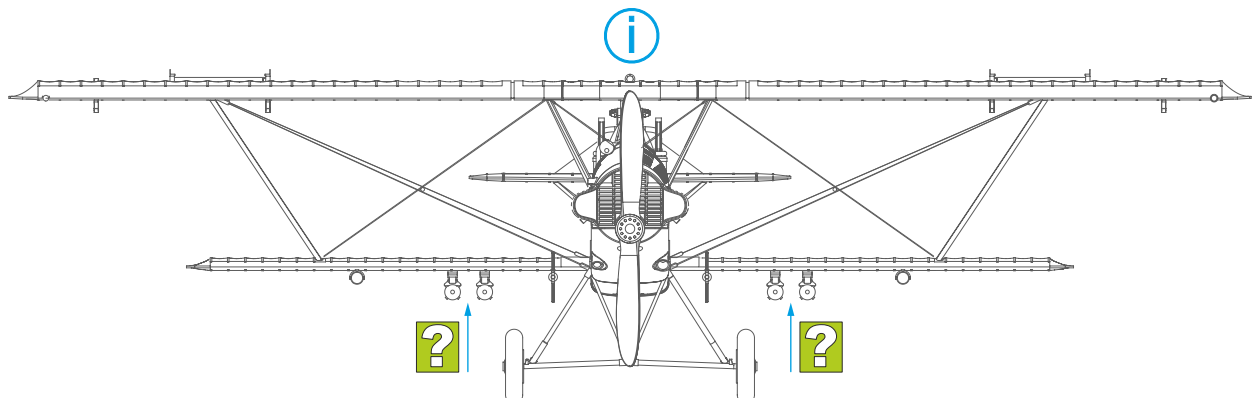
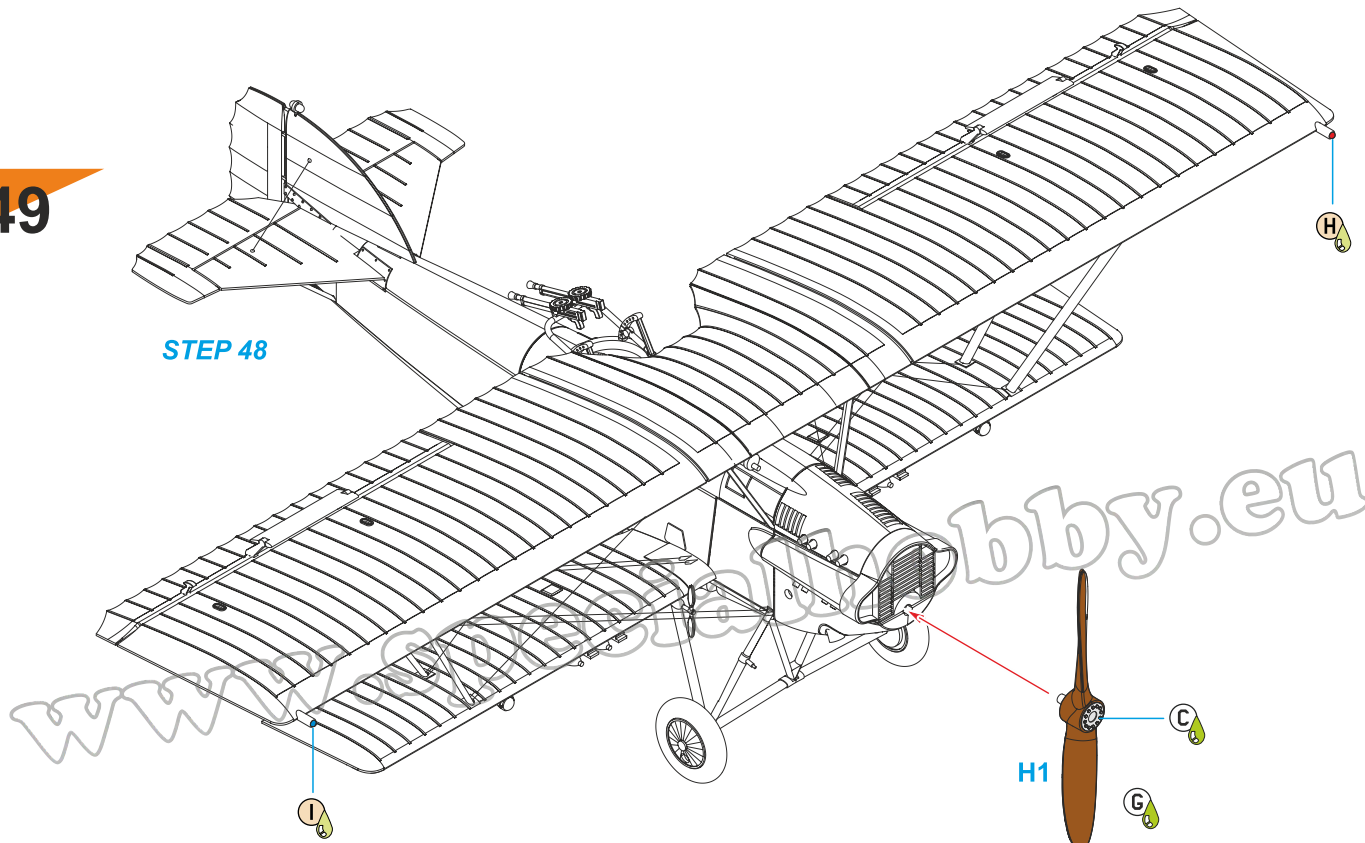
? 2x  
STEP 47

STEP 46



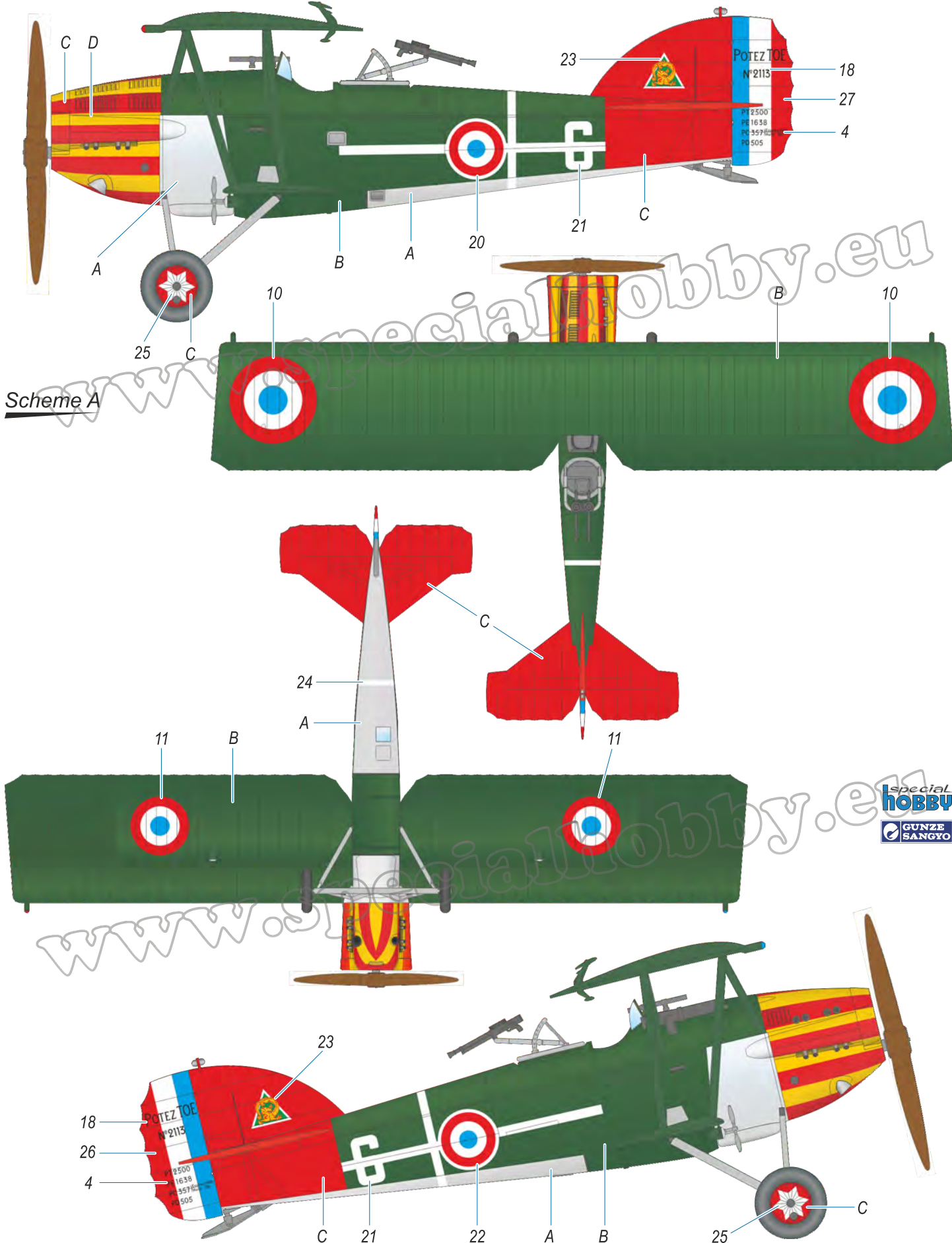
49

STEP 48



Potez 25TOE No.2113, White 6, escadrille 1/41, Lai Chau, French Indochine, March 1942. The crew of pilot S/C Pavageau and gunner Lt. Thirion crash landed the machine into the Black River (Song Da). Both of them survived.

Potez 25TOE No.2113, bílá 6, escadrille 1/41, Lai Chau, Francouzská Indočína, března 1942. Pilot S/C Pavageau a střelec Lt. Thirion s tímto strojem havarovali přímo do koryta Černé řeky (Song Da). Oba havárii přežili.

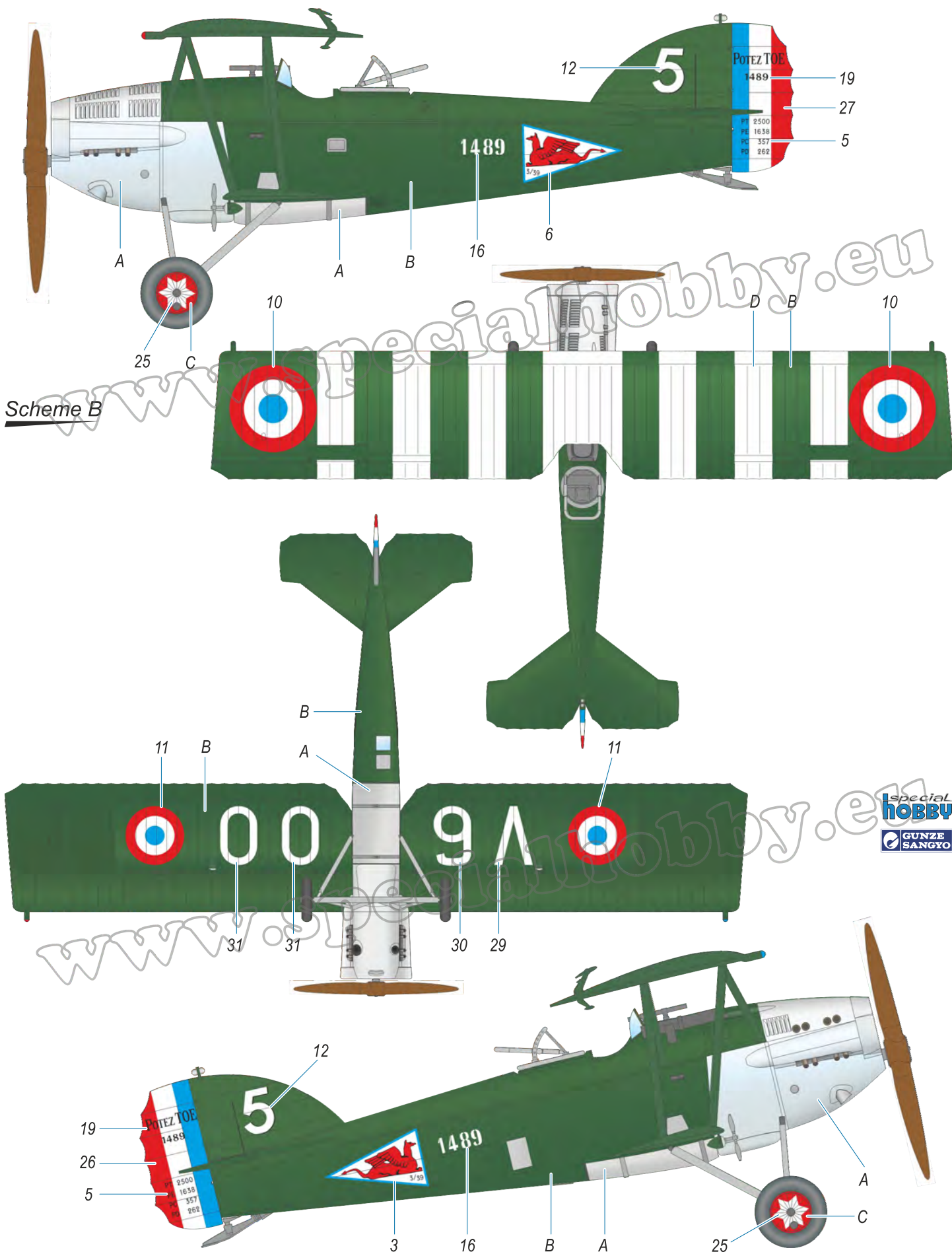


Scheme A

- A** Natural Metal  
Přirodní kov  
H/C8
- B** Dark Green  
Tmavě zelená  
H36/C15
- C** Red  
Červená  
H/C3
- D** Yellow  
Žlutá  
H/C4

Potez 25TOE No. 1489 (V600), White 5, 3<sup>e</sup> escadrille, GB II/39, at Rayak, French mandate of Lebanon, 1933.

Potez 25TOE No. 1489 (V600), bílá 5, 3. escadrille, GB II/39, základna Rayak, francouzské mandátní území Libanon, 1933.



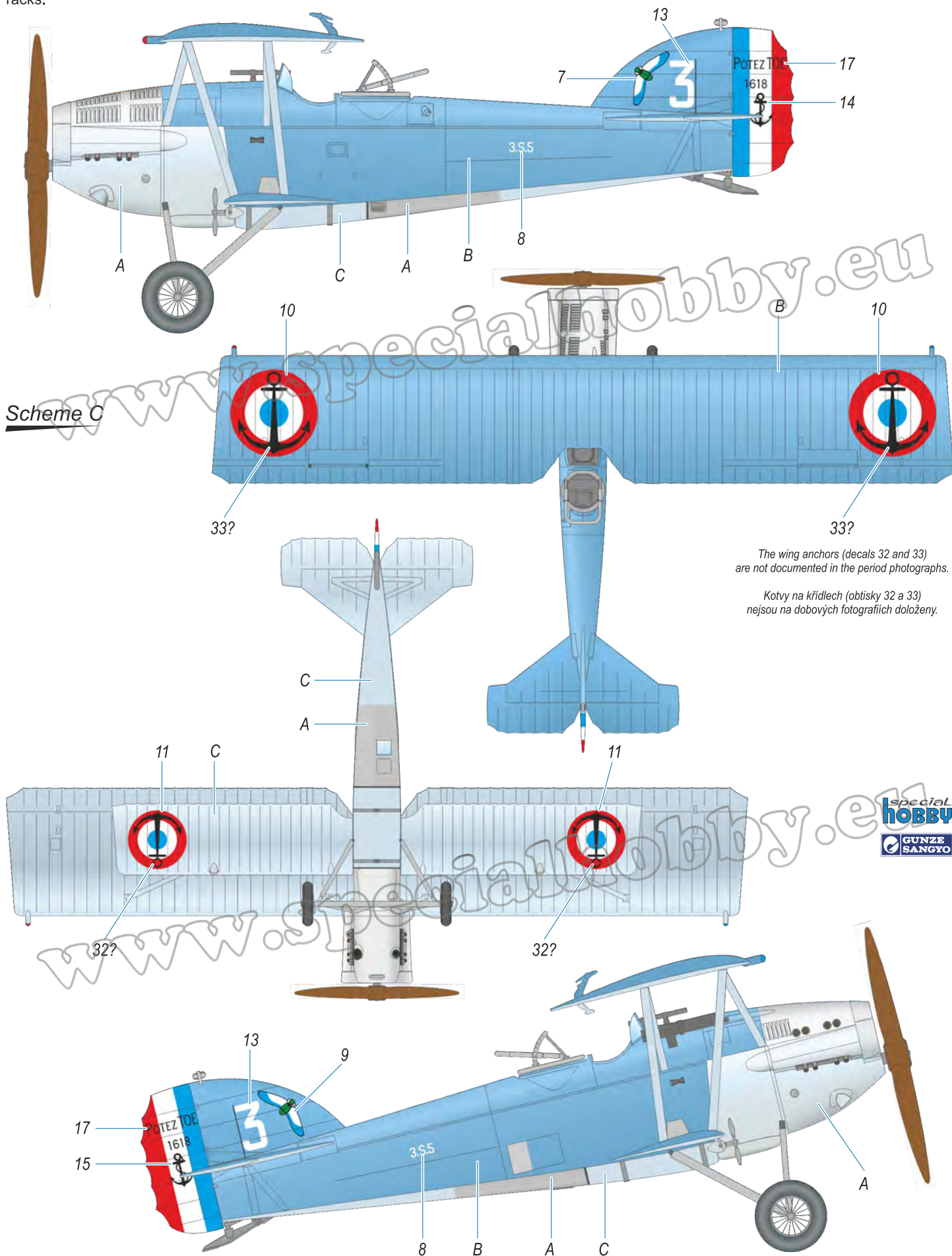
Scheme B

Special HOBBY  
GUNZE SANGYO

- A** Natural Metal  
Přirodní kov  
H/C8
- B** Dark Green  
Tmavě zelená  
H36/C15
- C** Red  
Červená  
H/C3
- D** White  
Bílá  
H/C1

Potez 25TOE No 1618, 3S5.3, escadrille 3S5, base aérienne Hyères, Aéronautique navale, September 1939. Following the outbreak of WW2, the unit's Potez biplanes carried 75kg bombs on their belly racks.

Potez 25TOE No 1618, 3S5.3, escadrille 3S5, základna Hyeres, francouzské námořnictvo, září 1939. Po vypuknutí druhé světové války byly Potezy této jednotky vyzbrojeny 75 kg bombami.



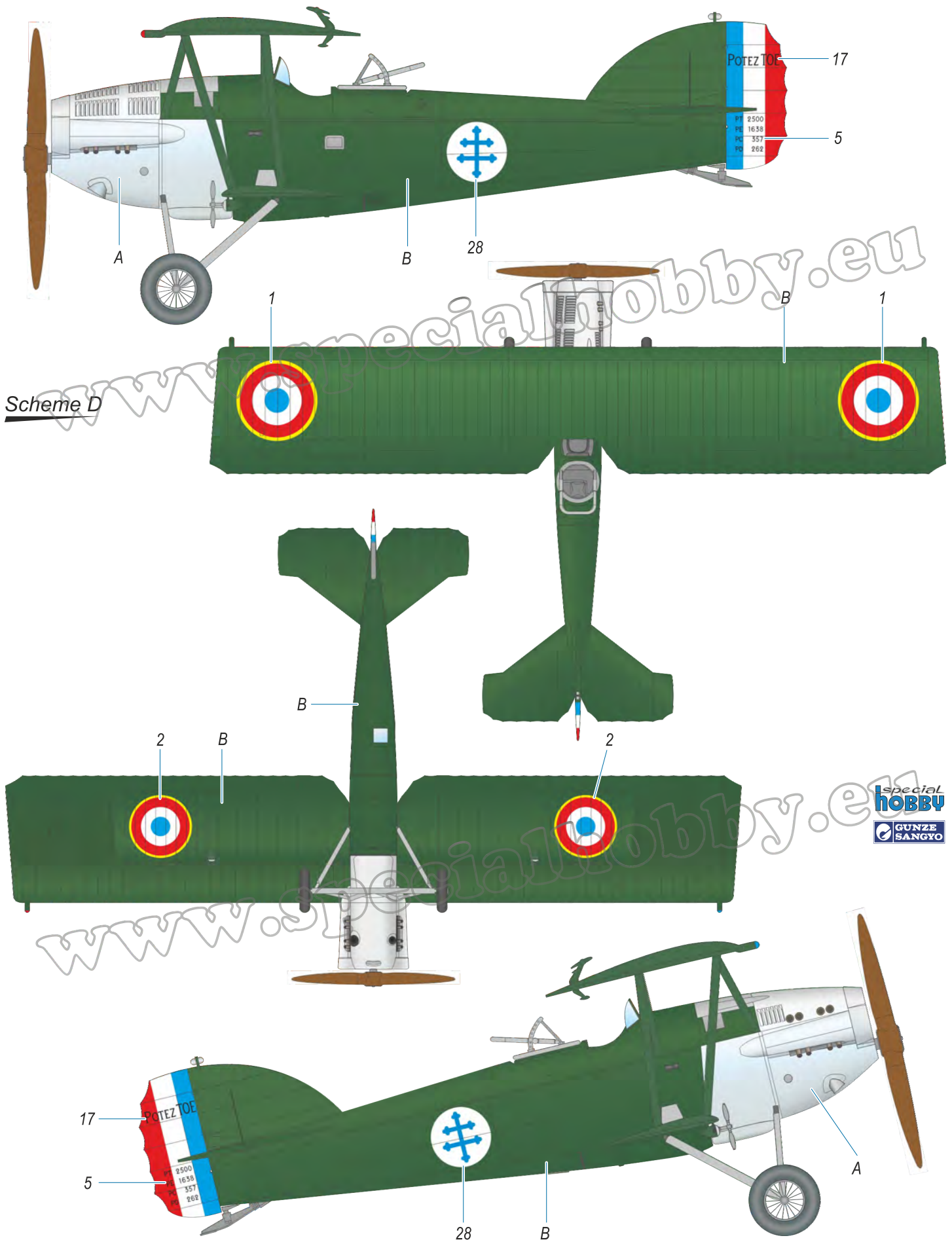
Scheme C

The wing anchors (decals 32 and 33) are not documented in the period photographs.

Kotvy na křídlech (obtisky 32 a 33) nejsou na dobových fotografiích doloženy.



- A** Natural Metal  
Přirodní kov  
H/C8
- B** Dk. Blue Grey  
Tm. modrošedá  
H/C338
- C** Lt. Blue Grey  
Sv. modrošedá  
H/C308



Scheme D

- A** Natural Metal  
Přirodní kov  
H/C8
- B** Dark Green  
Tmavě zelená  
H36/C15