

SIAI-Marchetti SF-260M/AM/W

Instructions / Návod

EN

The design of an all metal low wing, trainer and light ground attack monoplane was originally prepared by constructor Stelio Frati for the Aviamilano company. The F.250 prototype first took to air in 1964 but crashed soon after. The slightly improved version, bearing designation changed to F.260 was taken aloft for the first time on 15 July 1964. The production rights were bought by SIAI Marchetti not long after and the production machines were known as the SF.260. Although some of the machines were used by civil operators, the majority of built SF.260s were sold to various air forces. The first of the military versions, the SF-260M found its way to the Italian Air Force (SF-260AM) as well as to Belgium and Libya (SF-260ML), and later to even more military operators worldwide. Among the other versions to have enjoyed rather widespread service was the SF-260W Warrior which was fitted with wing hardpoints enabling it to carry variety of armament and fly in the COIN (Counter-Insurgency) role. The major operator of this version became, again, Libya, but other air forces bought the Warrior as well, such as those of Ireland, Indonesia, Singapore, Bolivia and others. During the years, the SF-260C, D and E improved version were offered for the use by both civil and military subjects. The very final version of the type to be fitted with the Lycoming O-540 piston powerplant was the SF-260EA built for the Aeronautica Militare.

From 1980 on, a turboprop-fitted SF-260TP was also produced, having the Allison 250 unit in the nose. This version, too, was well liked among small air forces. The main operators of this type were the military of the Phillipines (where the older, piston engined versions had been re-built to the turboprop standard), Burundi, Zambia and Haiti.

Civil versions of the SF-260 keep flying around the globe still, because of their excellent aerobatics performance they have been used by aerobatics teams or by airlines' flying schools, such as those owned by Sabena, Alitalia or even the Air Combat USA, a civil school using the type to train military pilots.

Span: 8.35m, length: 7.1m, top speed: 333km/h, range: 1,650km, ceiling: 4,665m, rate of climb: 7.6m/s.

CZ

Návrh celokovového dolnoplošného jednoplošníku s určením pro výcvik nebo jako lehký bojový letoun vypracoval konstruktér Stelio Frati původně pro firmu Aviamilano. Prototyp označený F.250, zalétaný v roce 1964 záhy havaroval. Upravená verze, přeznačená na F.260 vzlétla poprvé 15. července 1964. Nedlouho poté zakoupila práva k výrobě firma SIAI Marchetti a sériové stroje dostaly označení SF.260. I když se SF.260 prodával i civilním uživatelům, hlavními odběrateli byly vojenská letectva. První produkční vojenská verze SF.260M byla dodána Italskému (SF.260AM), Belgickému a Libyjskému letectvu (SF.260ML). Postupně byla dodávána i dalším vojenským uživatelům po celém světě. Další sériově vyráběnou a velmi rozšířenou verzí se stala verze SF.260W Warrior. Ta byla vybavena křídlem se závěsníky a byla používána mnoha menšími letectvy jako letoun kategorie COIN. Největším odběratelem se stala opět Libye, letouny ale používají nebo používaly Irsko, Indonézie, Singapur, Bolívie a další státy. Civilním i vojenským zákazníkům byly v průběhu let nabídnuty vylepšené verze SF.260C, D a E. Poslední vyráběnou verzí s pístovým motorem Lycoming O-540 se stala SF.260EA, určená pro italské letectvo.

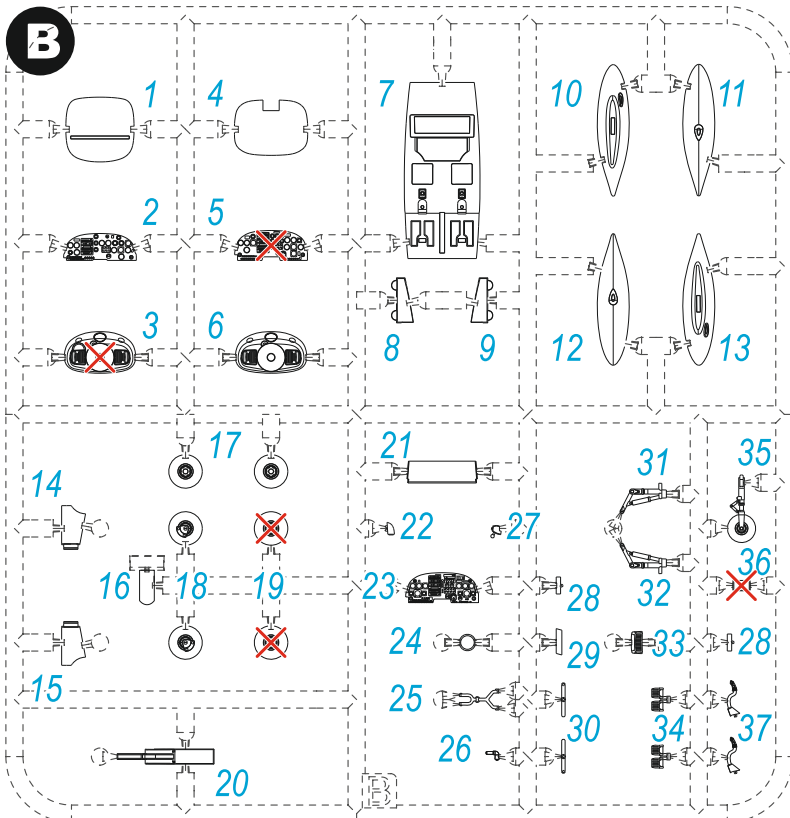
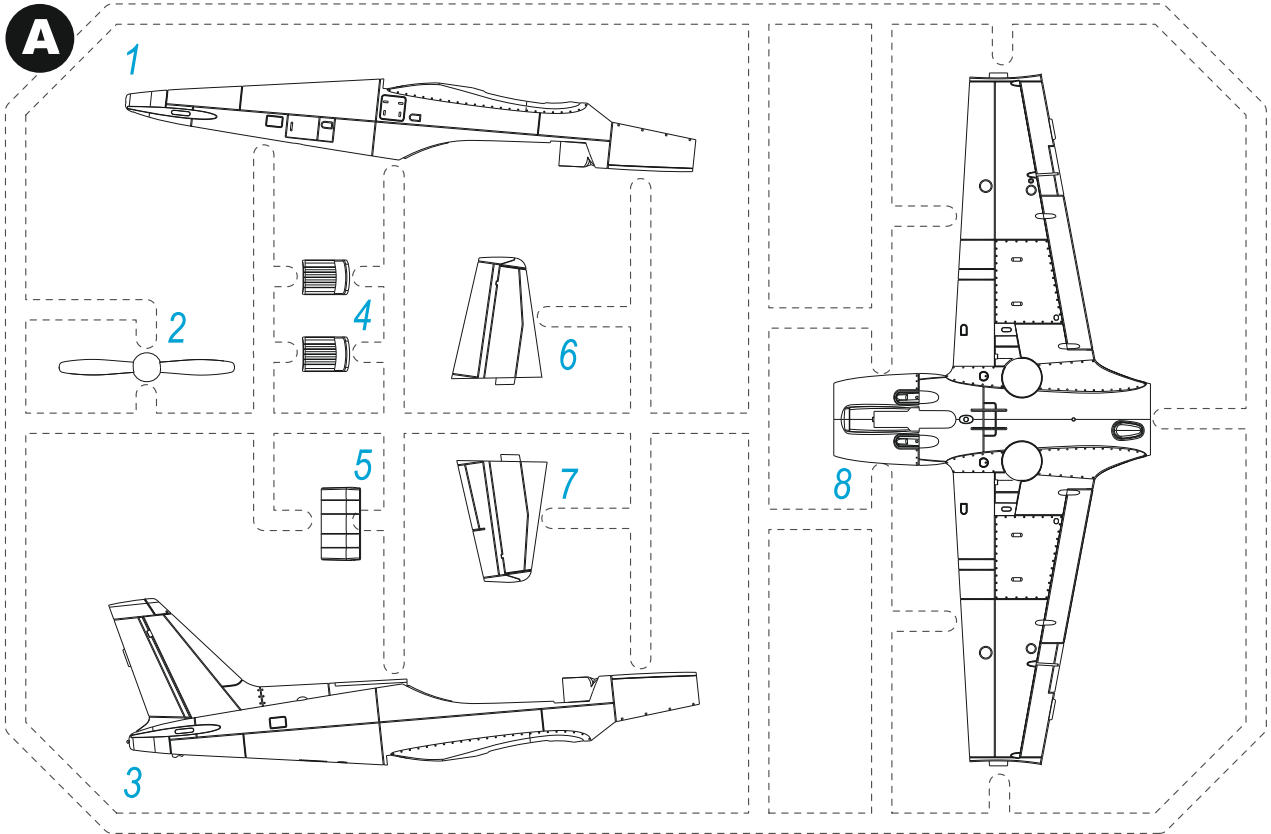
Od roku 1980 byla vyráběna i verze s turbopropovým motorem SF.260TP. V předí této verze je montován turboprop Allison 250. I tato verze byla a je oblíbená u malých vojenských letectev. Uživatelé této verze jsou nebo byly letectva Filipín (zde byly i pístové stroje přestavovány na turbo verzi), Burundi, Zambie, Haiti a další.

Civilní verze létají po celém světě, pro výborné akrobatické vlastnosti je používají nebo používaly akrobatické skupiny nebo civilní letecké školy velkých aerolinek, jako je Sabena, Alitalia či civilní škola pro výcvik bojových pilotů Air Combat USA.

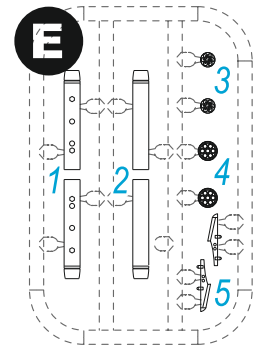
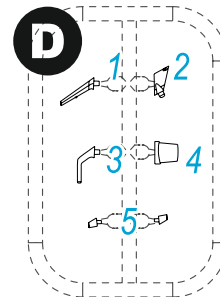
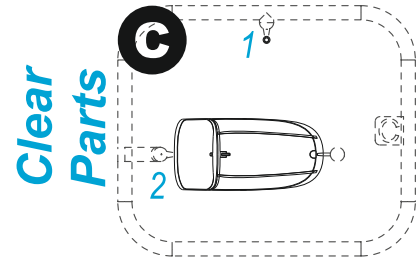
Rozpětí: 8,35 m, délka: 7,1 m, max. rychlost: 333 km/h, dolet: 1650 km, dostup: 4 665 m, stoupavost: 7,6 m/s

We have to apologize to Mr. Peter 'Patja' Stams, the actual author of the boxtop photograph, who gave us his kind permission to use his photo. Thank you Peter!

Parts List



✗ = Not used



Barvy GUNZE/ GUNZE Colour No.

A	Černá / Black	H12/C33
B	Světlá šedá / Light Gray	H51/C11
C	Šedobílá / Off White	H21/C69
D	Hliníková / Aluminium	H/C8
E	Opálený kov / Burnt Iron	H76/C61
F	Barva pneu / Tire Black	H77/C137
G	Červená čirá / Clear Red	H90/C47
H	Zelená čirá / Clear Green	H94/C138
I	Tmavý kov / Dark Iron	H28/C78

SYMBOLS



MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION



POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLÁTKLEBER
ADHÉSIF CYANOACRYLAT



OHNOUT
BEND
BIEGEN
COURBER



ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER



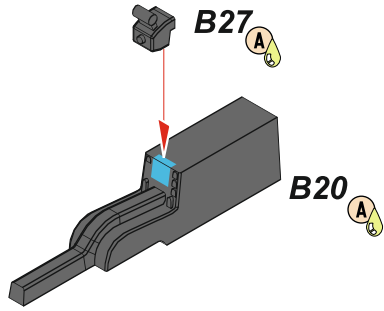
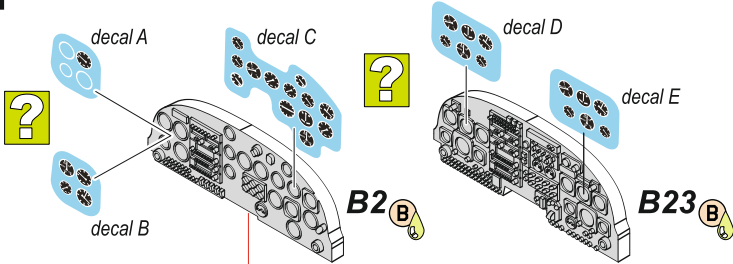
ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER



NATRÍT
COLOUR
FARBEN
PEINDRE

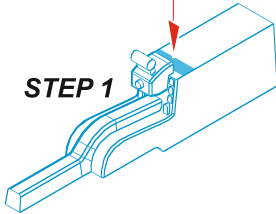
2

SH72418 SF-260M/AM/W

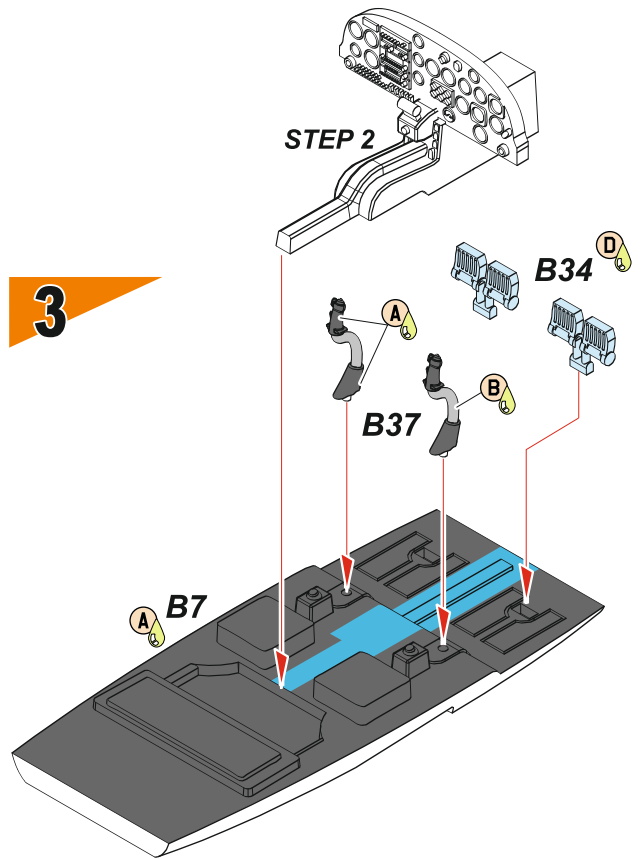
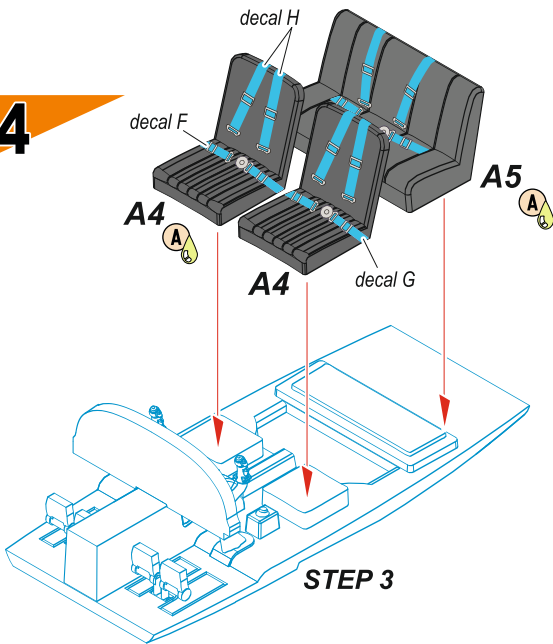
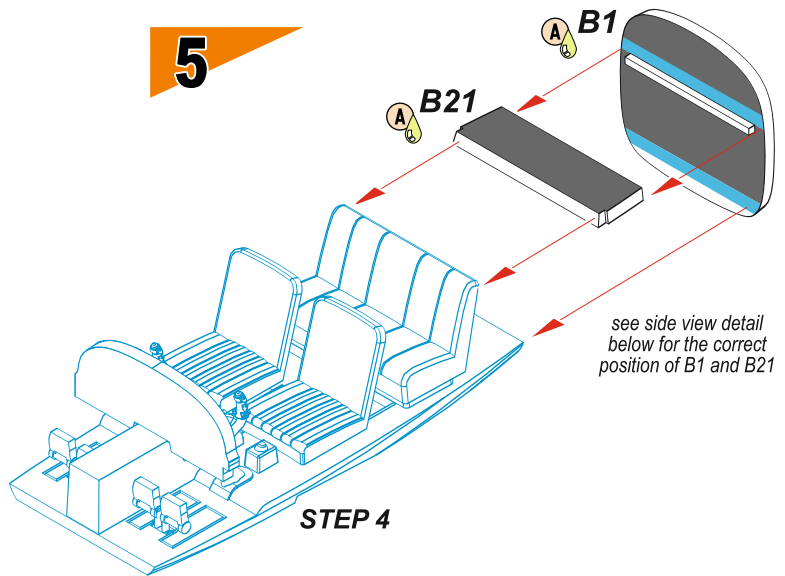
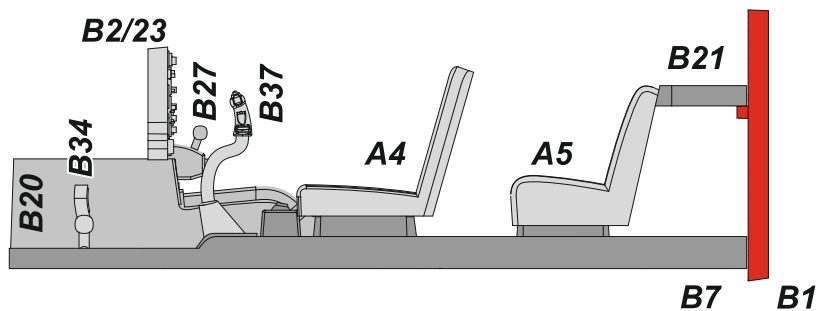
1**2**

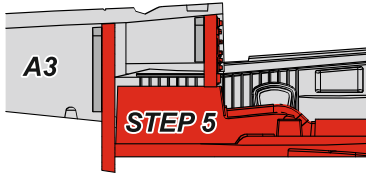
Scheme A: B2 + decals A,C
 Scheme B: B2 + decals B,C

Scheme C: B23 + decals D,E

STEP 1

Note:
 interior paint scheme varied,
 always check your references.

3**4****STEP 3****5****STEP 4**

6

?
Parts D2,D4
for: Scheme B

D2

clear plastic rod
dia 0.45mm
length 0.75mm

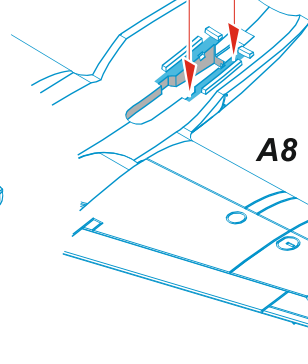


!
drill 0.5mm dia
for the nav. light

D4**7****B8**

B9
sand down B8,9
to fit into A8

wheel bay colour:
Scheme A - Off White
Schemes B,C: camo colour

**A3****STEP 5****A3****B4****A1****8****A7****D****A6****STEP 6****STEP 7****9****B12****B13**

Cut off:
Schemes A,B

**STEP 8****B33****D****B6**

drill through

B24

add weight

wheel bay colour:
Scheme A - Off White
Schemes B,C: camo colour

A2**A****B****A****B****A****B****B10****B11****4**

SH72418 SF-260M/AM/W

wire / rod
dia 0.2mm
length 1.5mm



wire / rod
dia 0.2mm
length 7.5mm



C2

canopy framing - inside

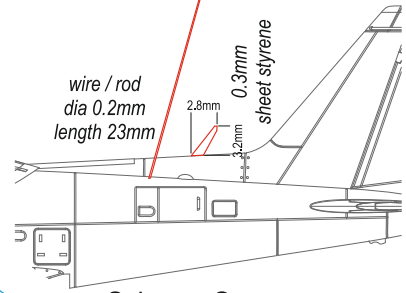
B22



Scheme C

STEP 9

wire / rod
dia 0.2mm
length 23mm



Scheme C

Irish aerials arrangement

wire / rod
dia 0.2mm
length 2mm



u/c door colour:
Scheme A - Off White
Schemes B,C: camo colour

B16

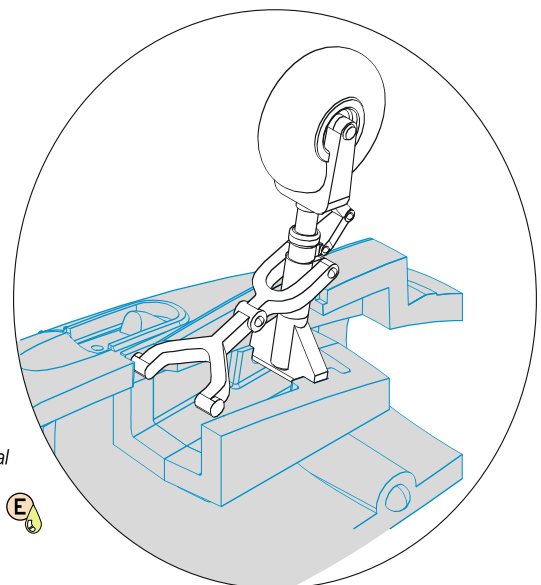
B35

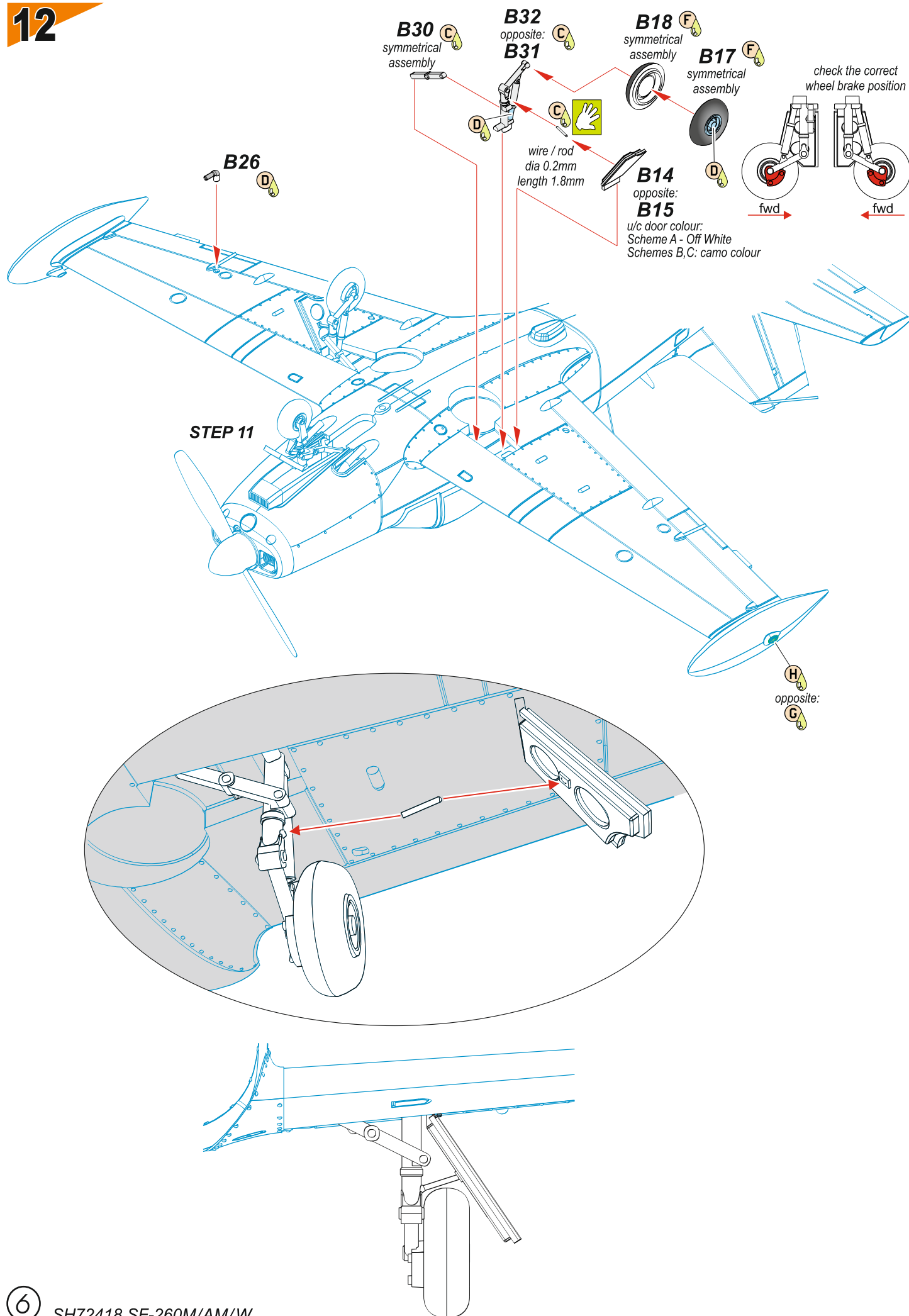
B25

B28
symmetrical
assembly



STEP 10







Armament:
Scheme C

E2

E3

symmetrical
assembly

E1

rocket launcher / pylon in camo colour

E4

E5

Scheme A /

Scheme C

B29



wire / rod
dia 0.35mm
length 1.8mm

Scheme A D1



Scheme C D3

Schemes A,C
C1

Scheme B

Schemes B,C

D5

fill with putty

STEP 12

Scheme A

Belgian aerials arrangement

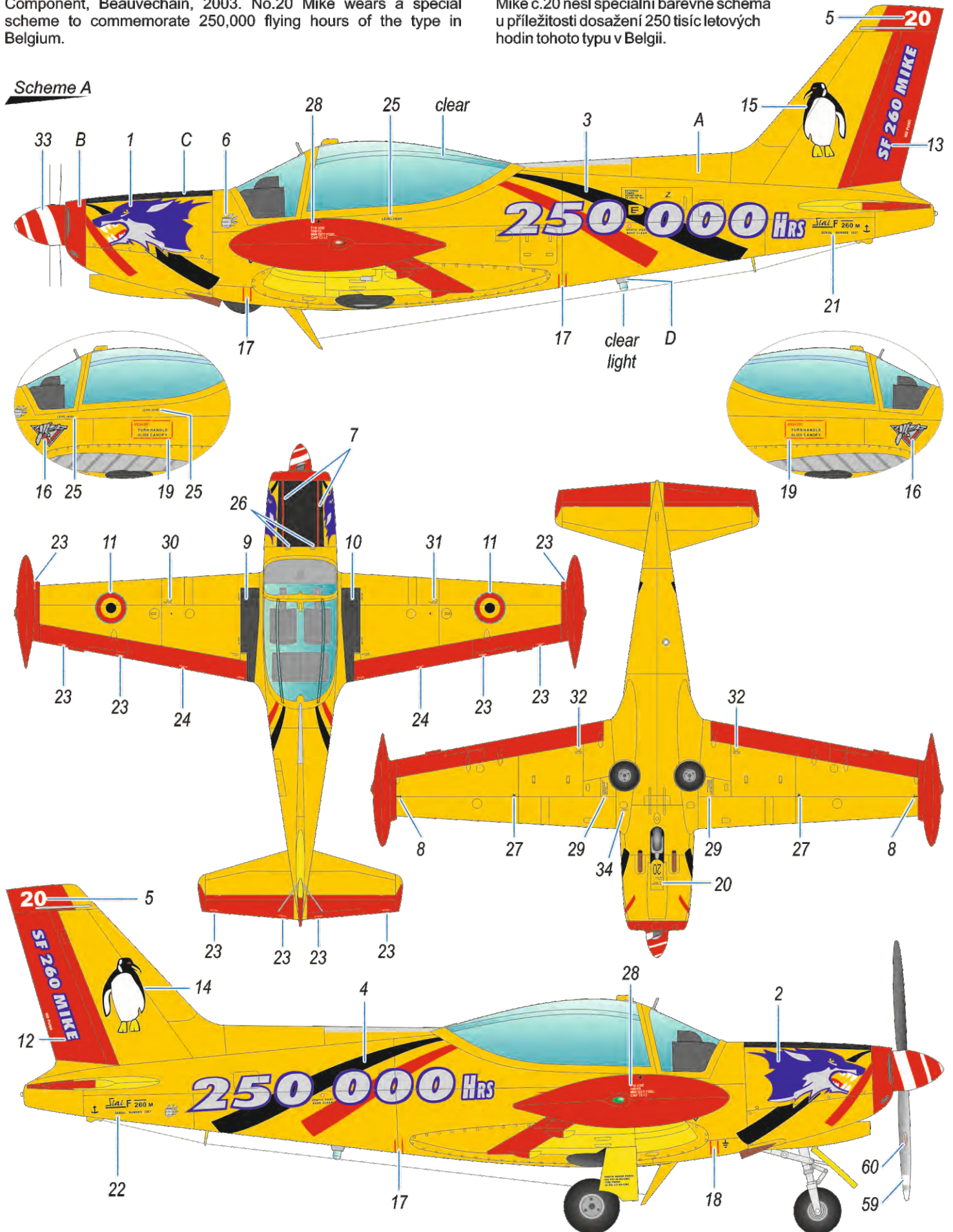


thread -
wire aerial

SIAI-Marchetti SF-260M Mike, no.20, 5th Squadron (5e Escadrille / 5de Smaldeel), Basic Flying Training School, Belgian Air Component, Beauvechain, 2003. No.20 Mike wears a special scheme to commemorate 250,000 flying hours of the type in Belgium.

SIAI-Marchetti SF-260M Mike, č.20, 5 Sqn, letecká škola belgického vojenského letectva, Beauvechain, 2003. Stroj Mike č.20 nesl speciální barevné schéma u příležitosti dosažení 250 tisíc letových hodin tohoto typu v Belgii.

Scheme A

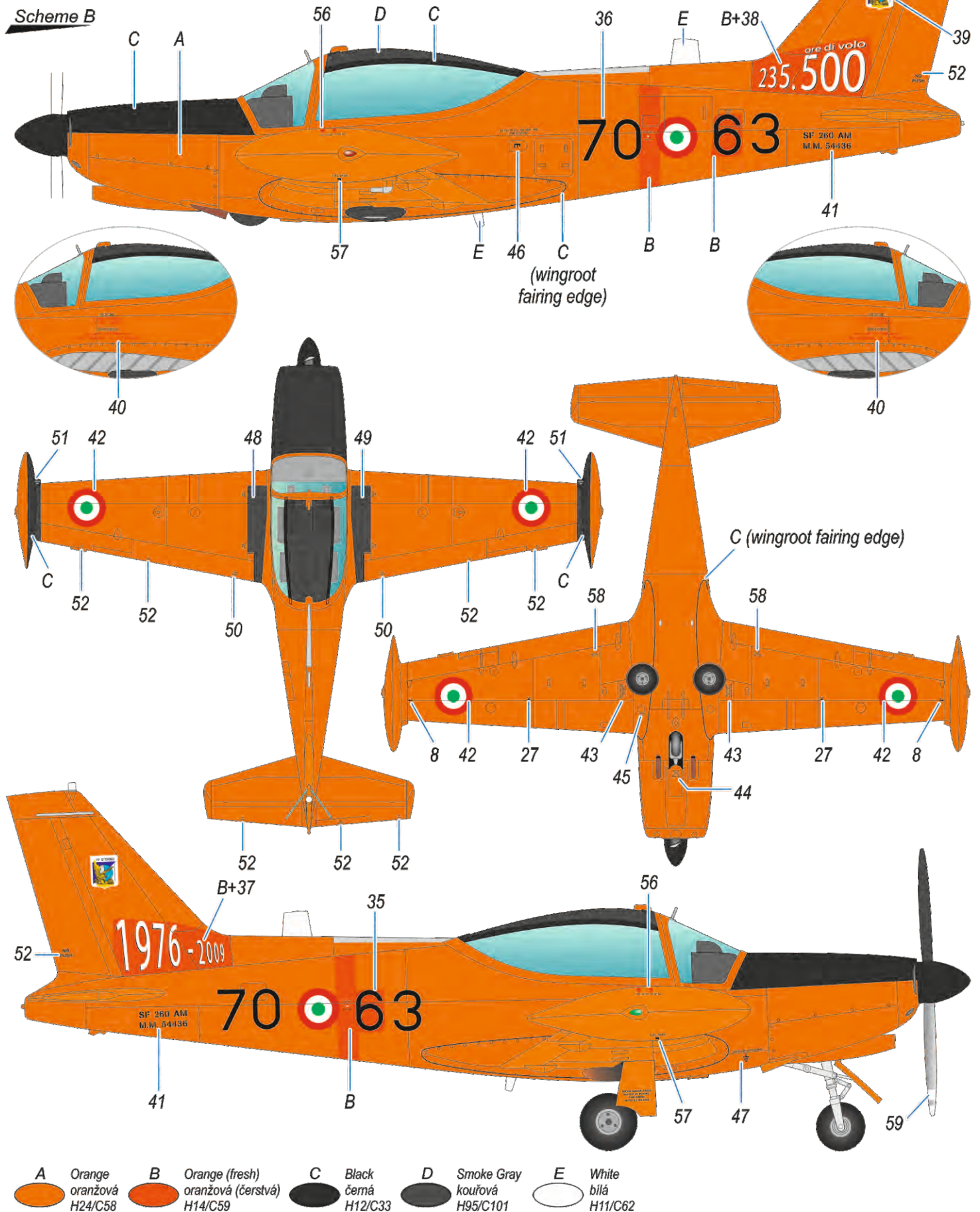


- | | | | |
|-----------------------------------|----------------------------------|------------------------------------|---|
| A Yellow
žlutá
H4/C4 | B Red
červená
H3/C3 | C Black
černá
H12/C33 | D Light Grey
sv.šedá
H51/C11 |
|-----------------------------------|----------------------------------|------------------------------------|---|

SIAI-Marchetti SF-260AM, 70.63, Matricola Militare 54436, 70° Stormo / 207° Gruppo, SVBAE - Scuola Volo Basico Avanzato Elica, Italian Air Force, Latina, 2009. On 19 September 2009, the Aeronautica Militare held a ceremony for the last flight of the SF-260AM, which were to be replaced by the EA version. 70.63, the last SF-260 AM in Italy, took part in the farewell flypasts, showing the years of service and a total number of logged flying hours on her tail.

SIAI-Marchetti SF-260AM, 70.63, M.M. 54436, 70° Stormo / 207° Gruppo, SVBAE - letecká škola pro základní a pokračovací výcvik na vrtulových strojích italského vojenského letectva, Latina, 2009. Poslední, rozlučkový let SF-260 verze AM italského letectva se uskutečnil 19.9.2009, stroj 70.63 při něm nesl celkový počet letových hodin a období služby v letectvu připomenuté z obou stran směrovky. Stroje byly nahrazeny verzí SF-260EA.

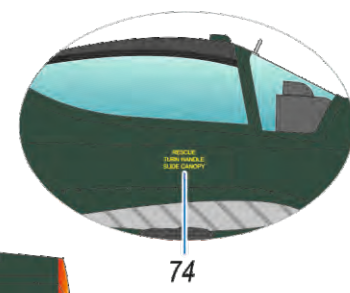
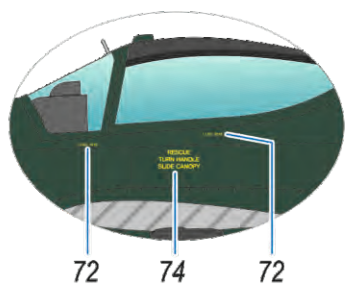
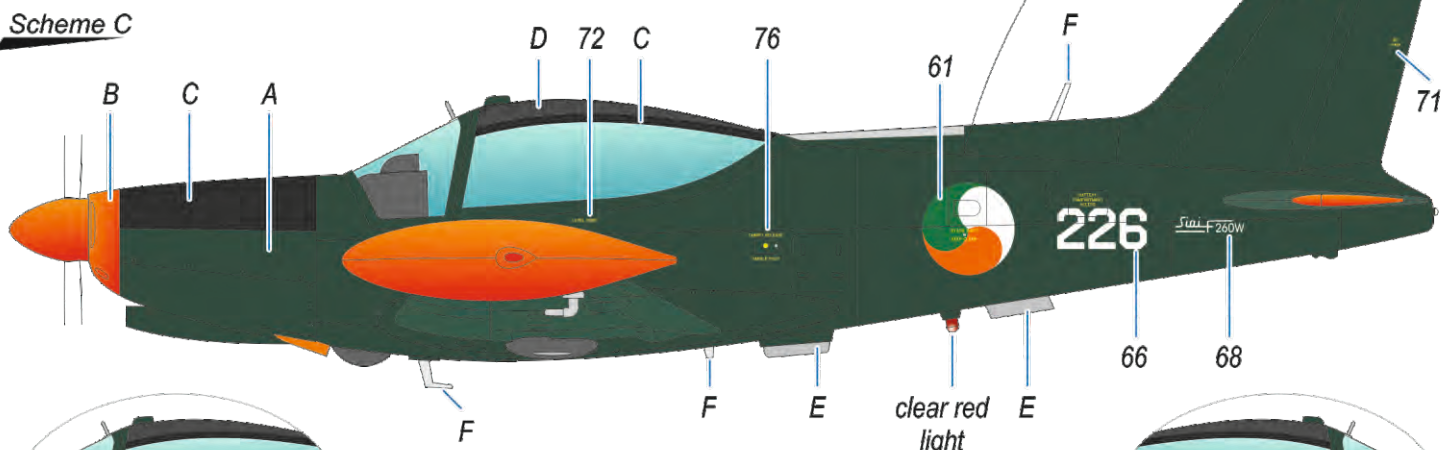
Scheme B



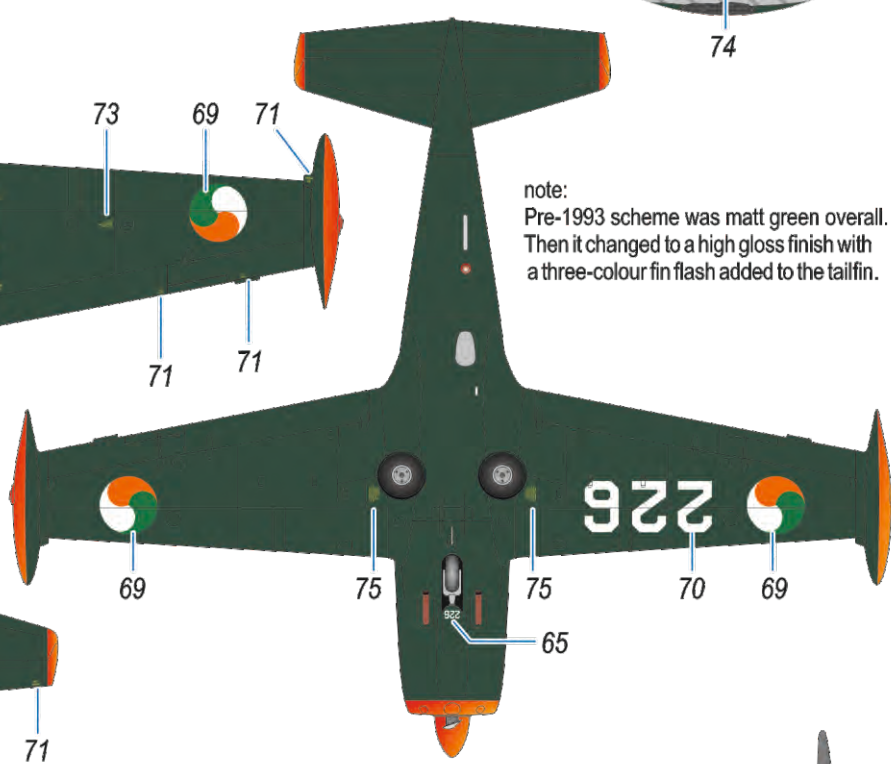
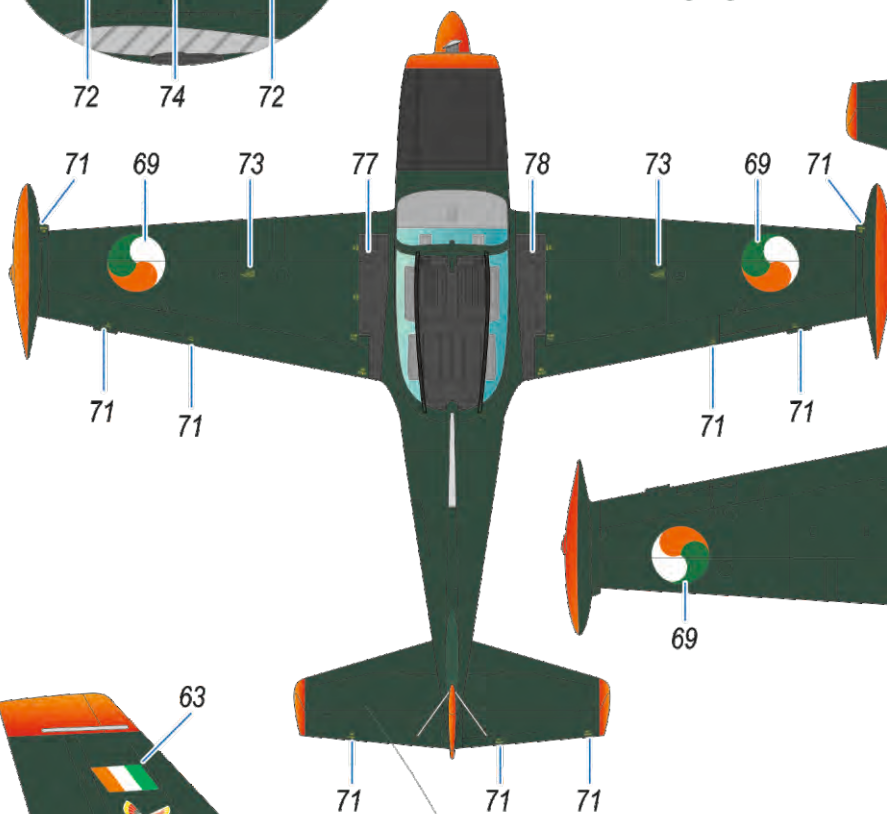
SIAI-Marchetti SF-260W Warrior, no.226, Flying Training School, Irish Air Corps, Republic of Ireland, 1993-2004. In 2004, Irish SF-260 were phased out of their service to be replaced by Pilatus PC-9 and then held in storage until 2006 when some of the machines were sold to the US to a civil operator.

SIAI-Marchetti SF-260W Warrior, č.226, letecká škola irského vojenského letectva, Irská republika, 1993-2004. V roce 2004 byly irské SF-260 vyřazeny a nahrazeny stroji Pilatus PC-9. O dva roky později bylo několik z nich prodáno civilnímu provozovateli v USA.

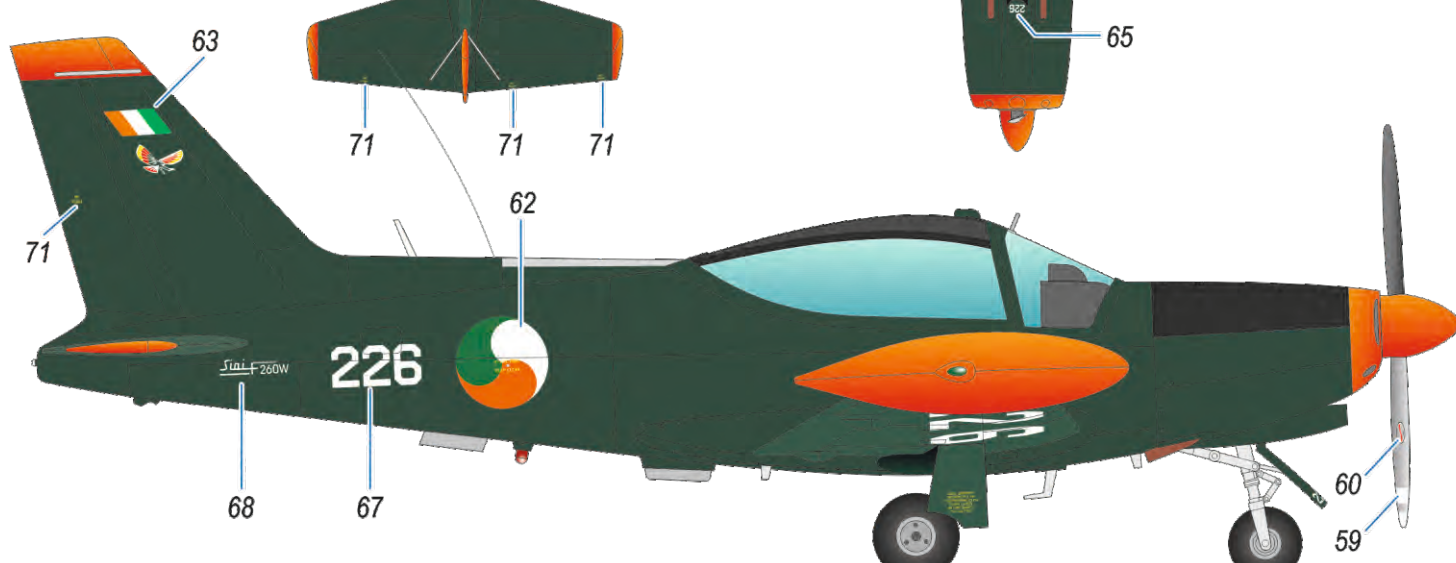
Scheme C



Our thanks go to Joe Maxwell and the late Patrick J Cummins, the authors of the book *The Irish Air Corps - An Illustrated Guide*, for their kind assistance with designing the IAC colour scheme and decals.



note:
Pre-1993 scheme was matt green overall. Then it changed to a high gloss finish with a three-colour fin flash added to the tailfin.



- | | | | | | |
|--|--|------------------------------------|--|---|-----------------------------------|
| A Forest Green (glossy)
lesklá tm.zelená
H/C309 | B Dayglo Red
Dayglo červená
H23/C79 | C Black
černá
H12/C33 | D Smoke Gray
kouřová
H95/C101 | E Light Grey
sv.šedá
H51/C11 | F White
bílá
H11/C62 |
|--|--|------------------------------------|--|---|-----------------------------------|