

## SIAI-Marchetti SF-260 EA/D/EU

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 Philippines (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**

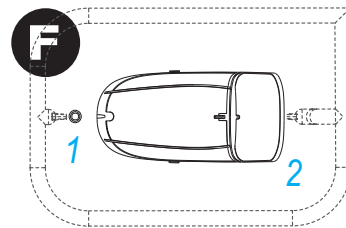
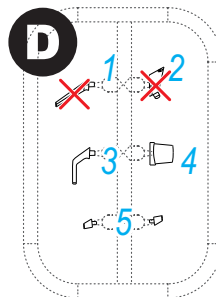
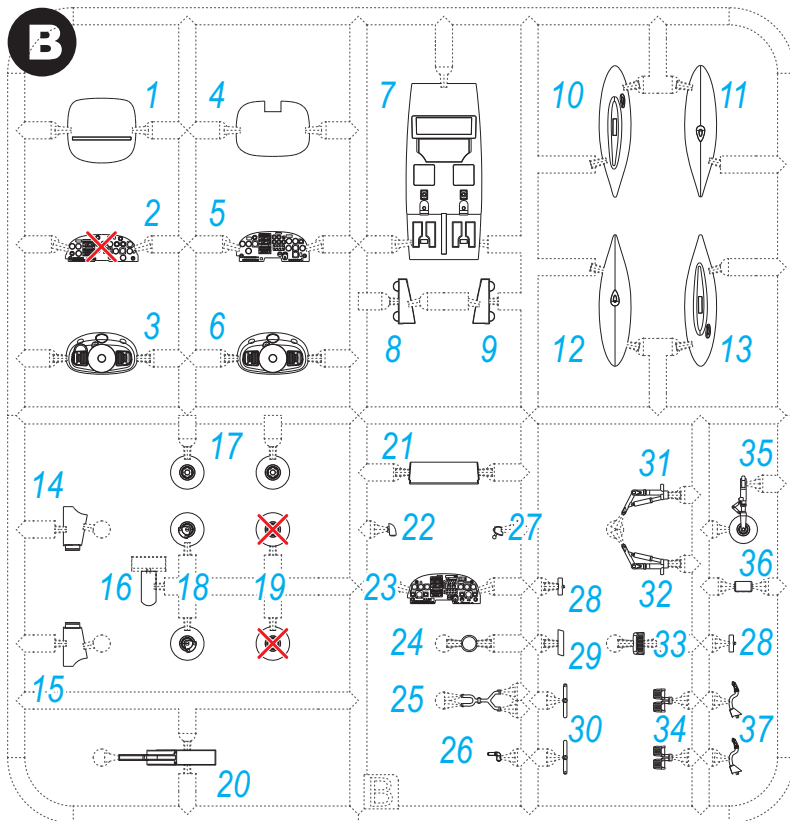
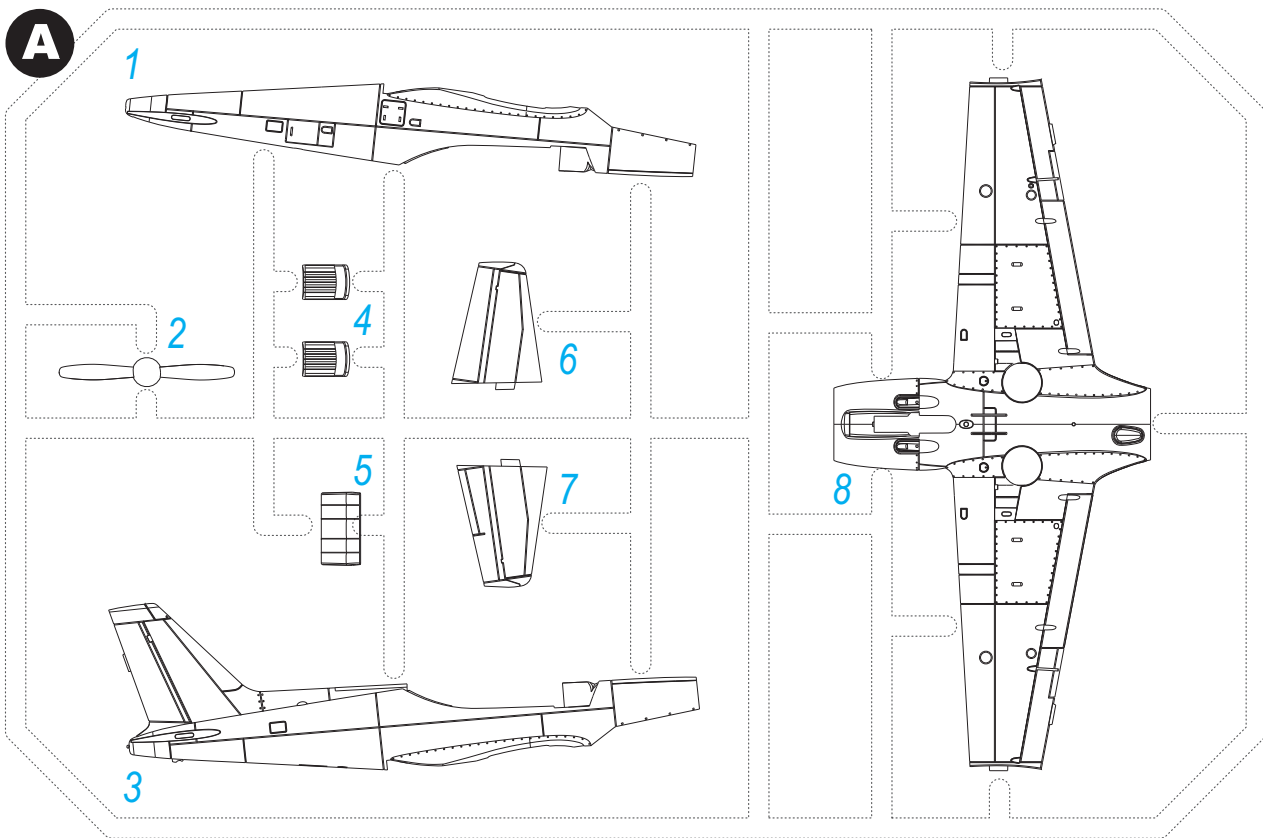
Návrh celokovového dolnoplošného jednoplošníku s určením pro výcvik nebo jako lehký bojový letoun vypracoval konstruktér Stelio Frati původně pro firmu Aviamilano. Prototyp označený F.250, zalétaný v roce 1964 záhy havaroval. Upravená verze, přeznačená na F.260 vzlétla poprvé 15. července 1964. Nedlouho 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 přídi 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

# Parts List



## Clear Parts

Photo Etched Parts



### Barvy GUNZE/ GUNZE Colour No.

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

✗ = Not used

### SYMBOLS



MOŽNOST VOLBY  
OPTIONAL  
NACH BELIEBEN  
OPTION



POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO  
INSTANT CYANOACRYLATE GLUE  
ZYANOAKRYLATKLEBER  
ADHÉSIF CYANOACRYLAT



OHNOUT  
BEND  
BIEGEN  
COURBER



ZHOTOVIT NOVÉ  
SCRATCH BUILD  
FERTIGSTELLEN  
ACHEVER



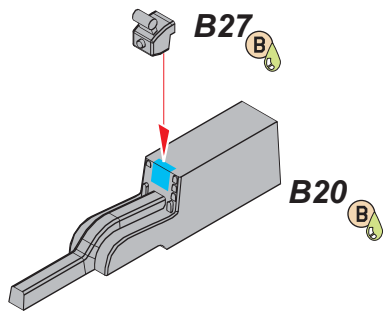
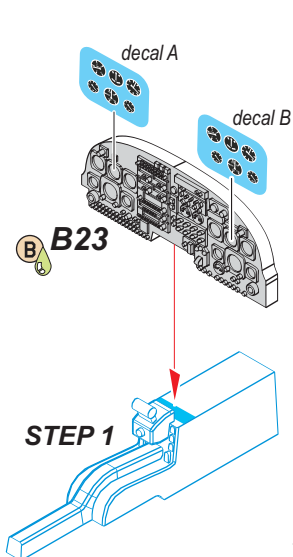
ŘEZAT/VRÁT  
CUT OFF/DRILL  
ENTFERNEN  
DETACHER



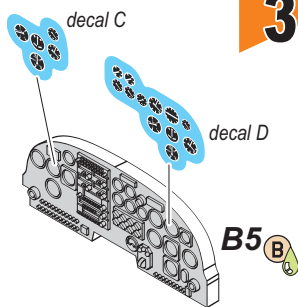
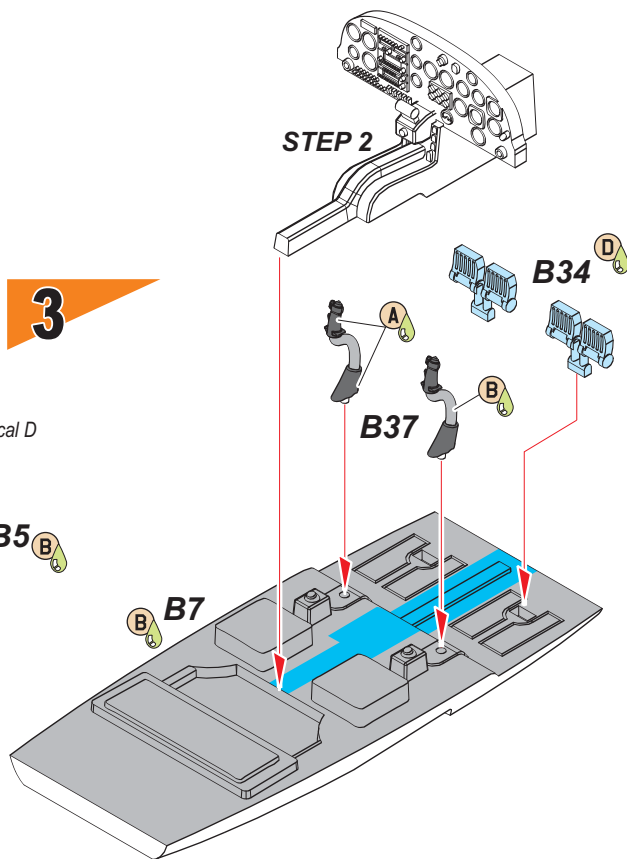
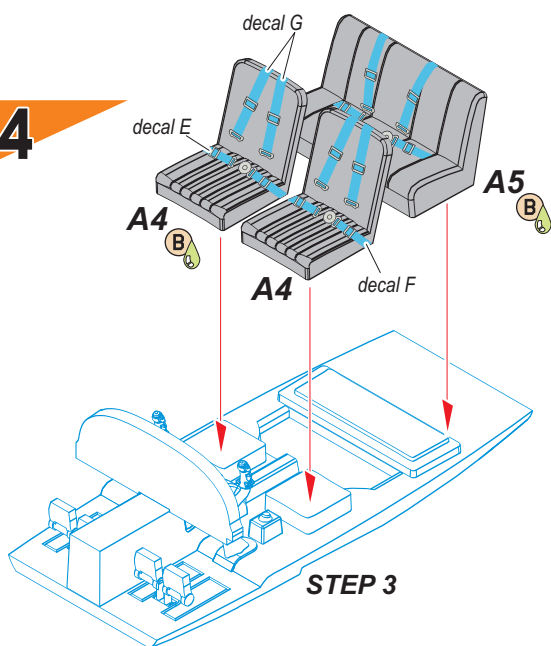
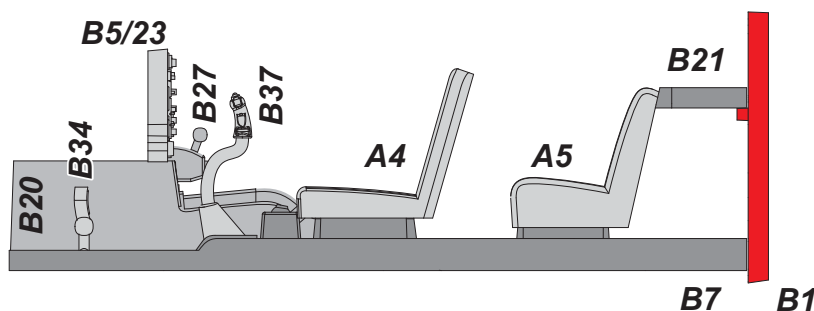
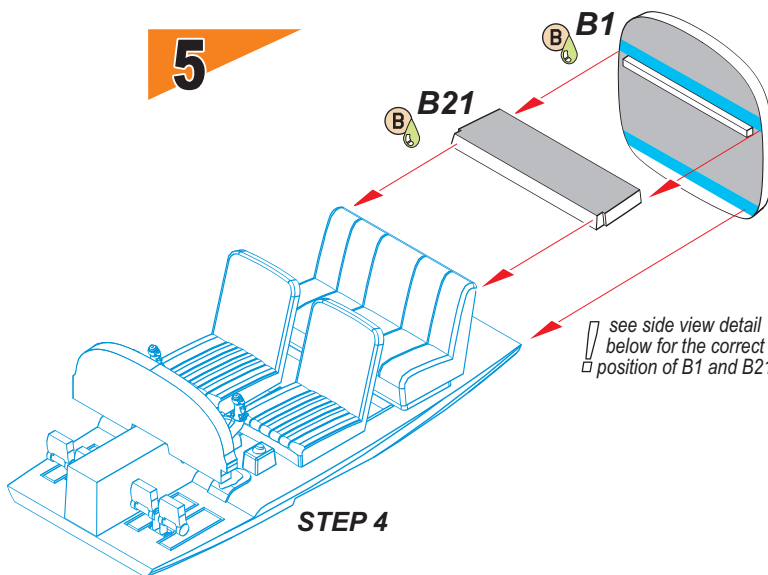
NATRÍT  
COLOUR  
FARBEN  
PEINDRE

2

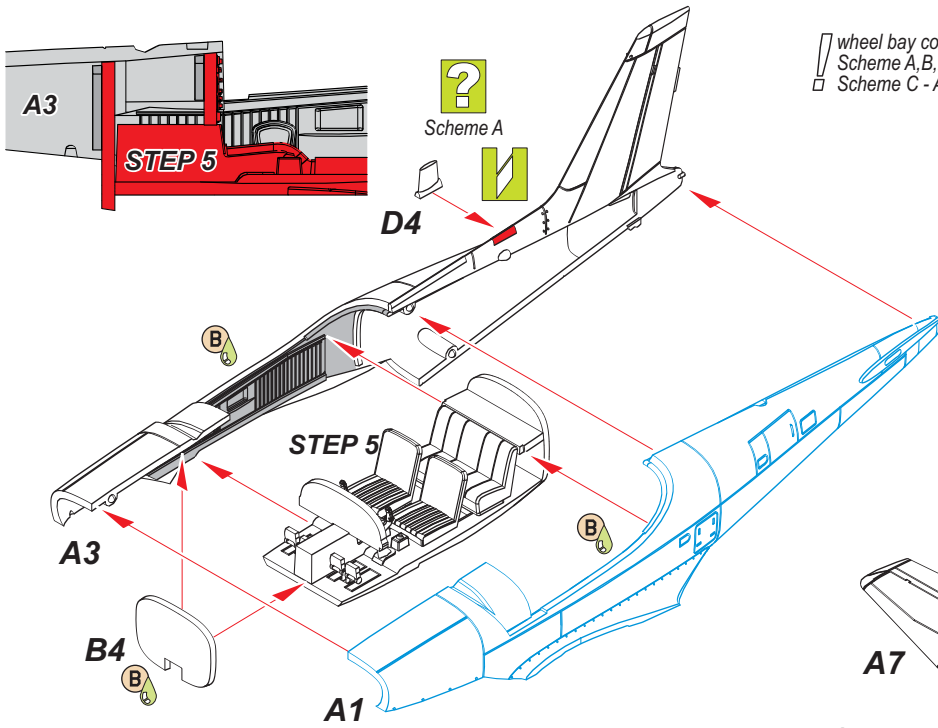
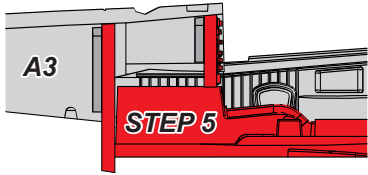
SH72433 SF-260 EA/D/EU

**1****2**

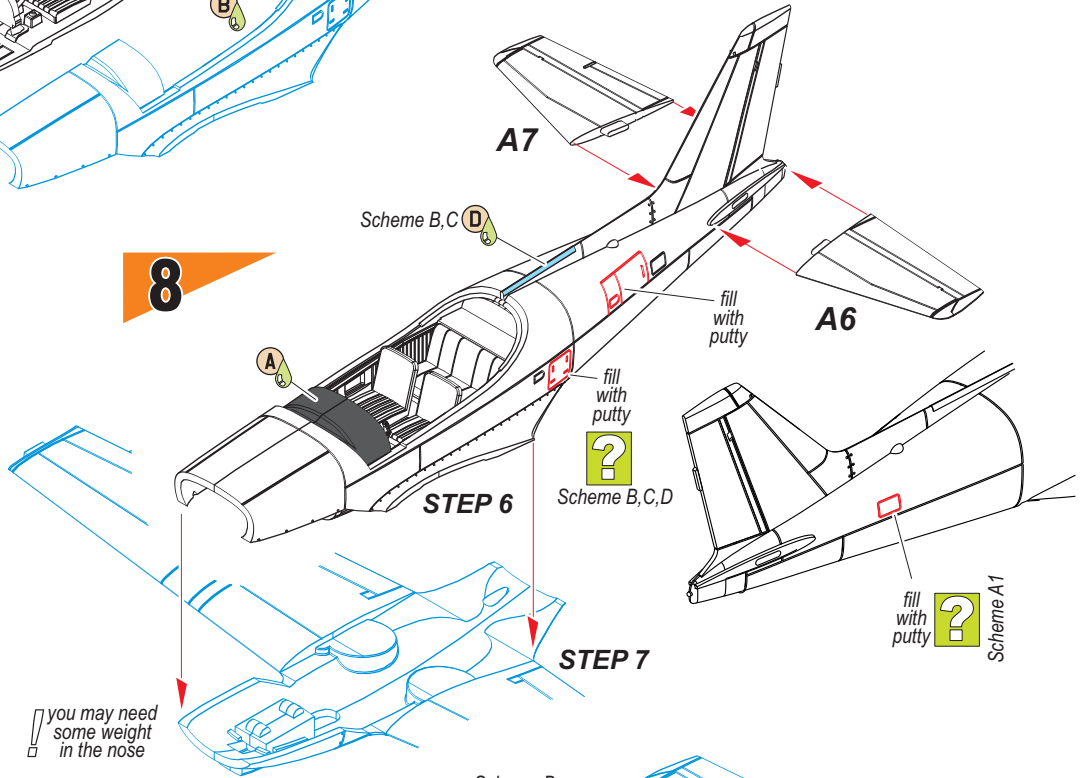
Scheme A,B  
Scheme C,D

**3****STEP 2****4****5**

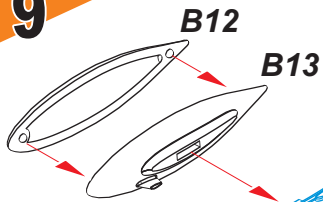
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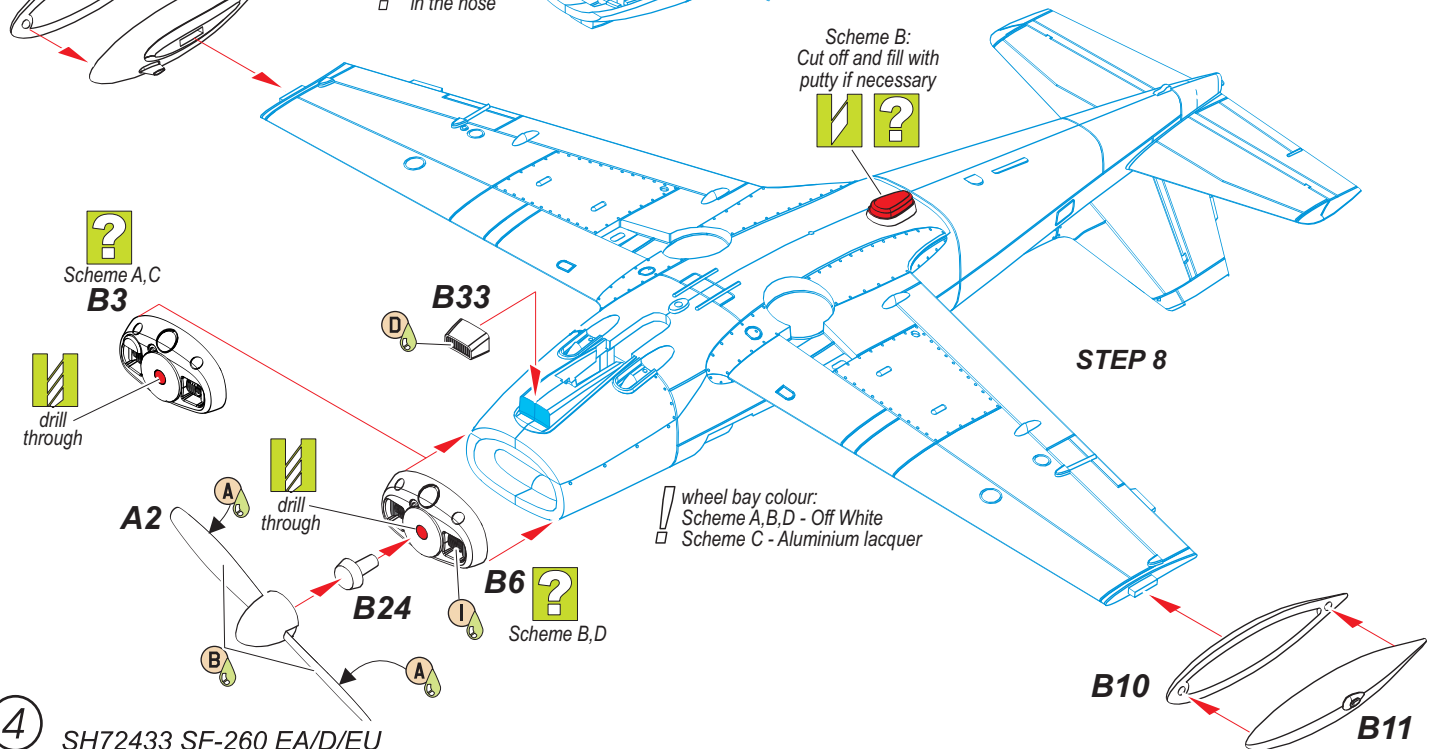
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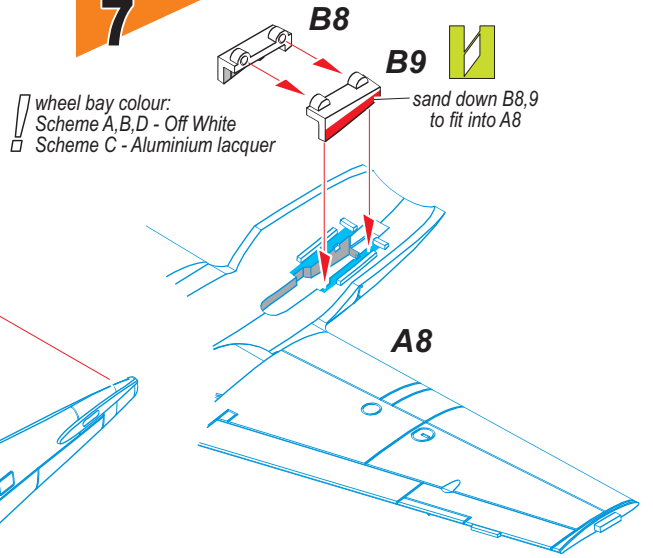
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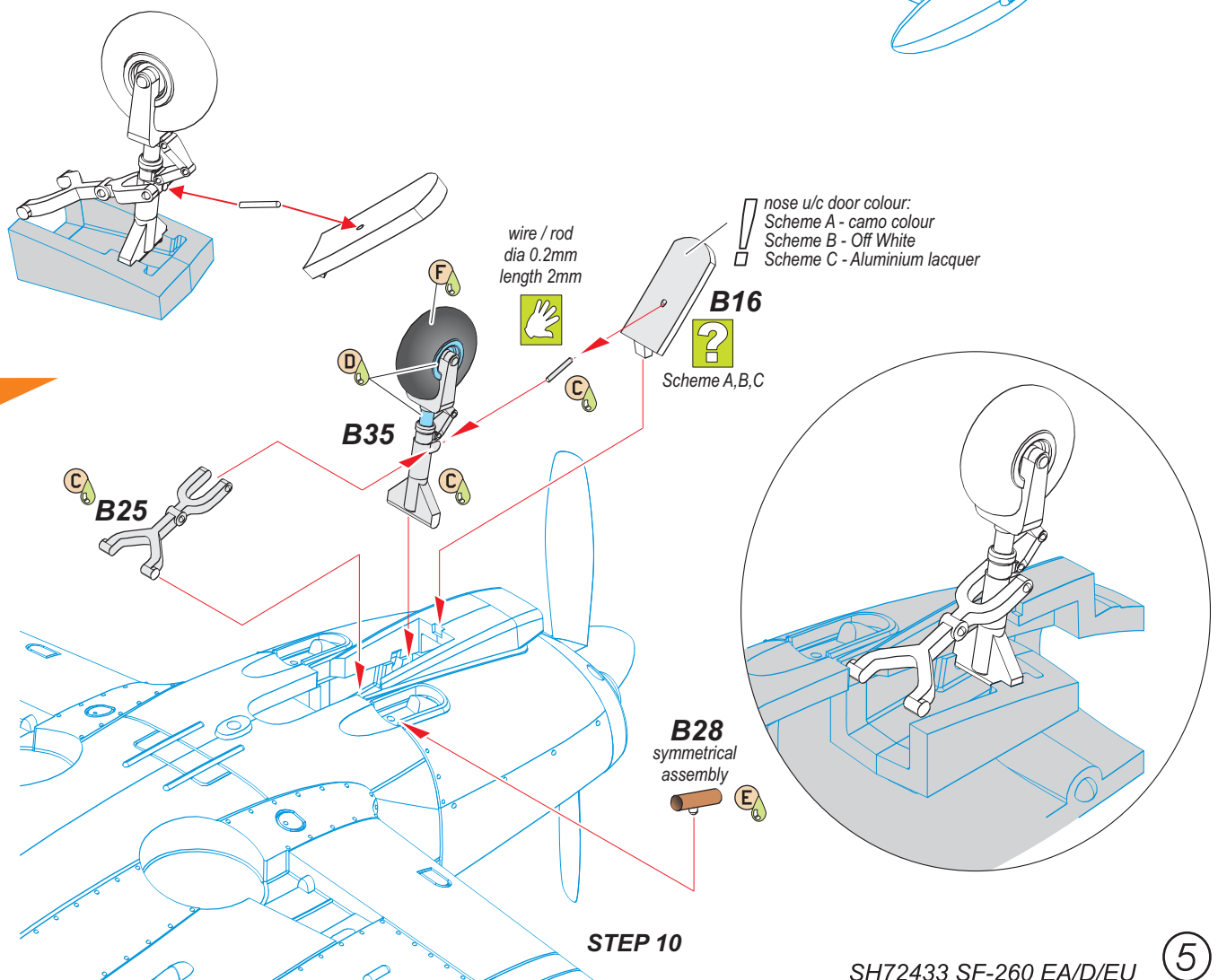
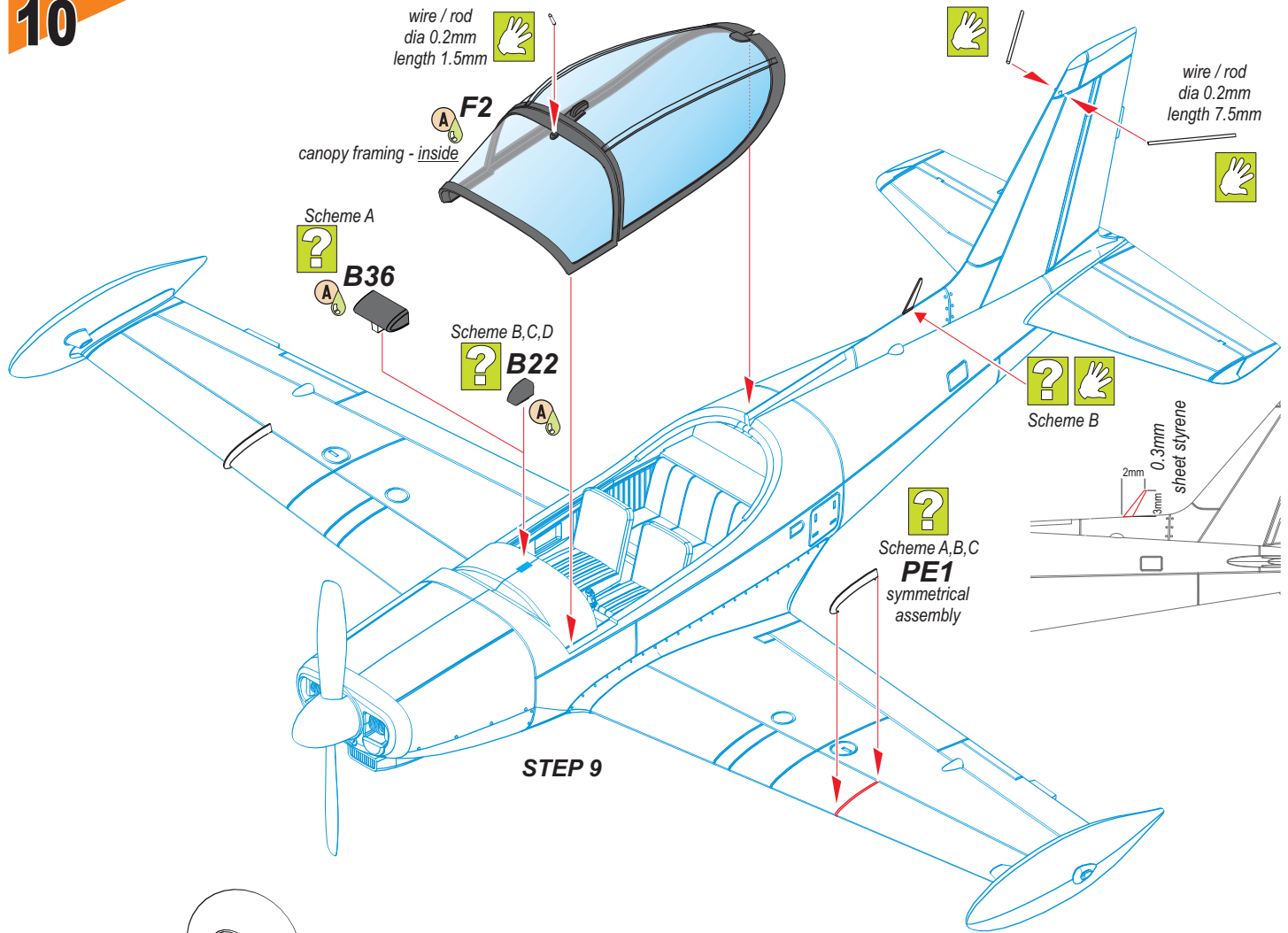
! you may need some weight in the nose

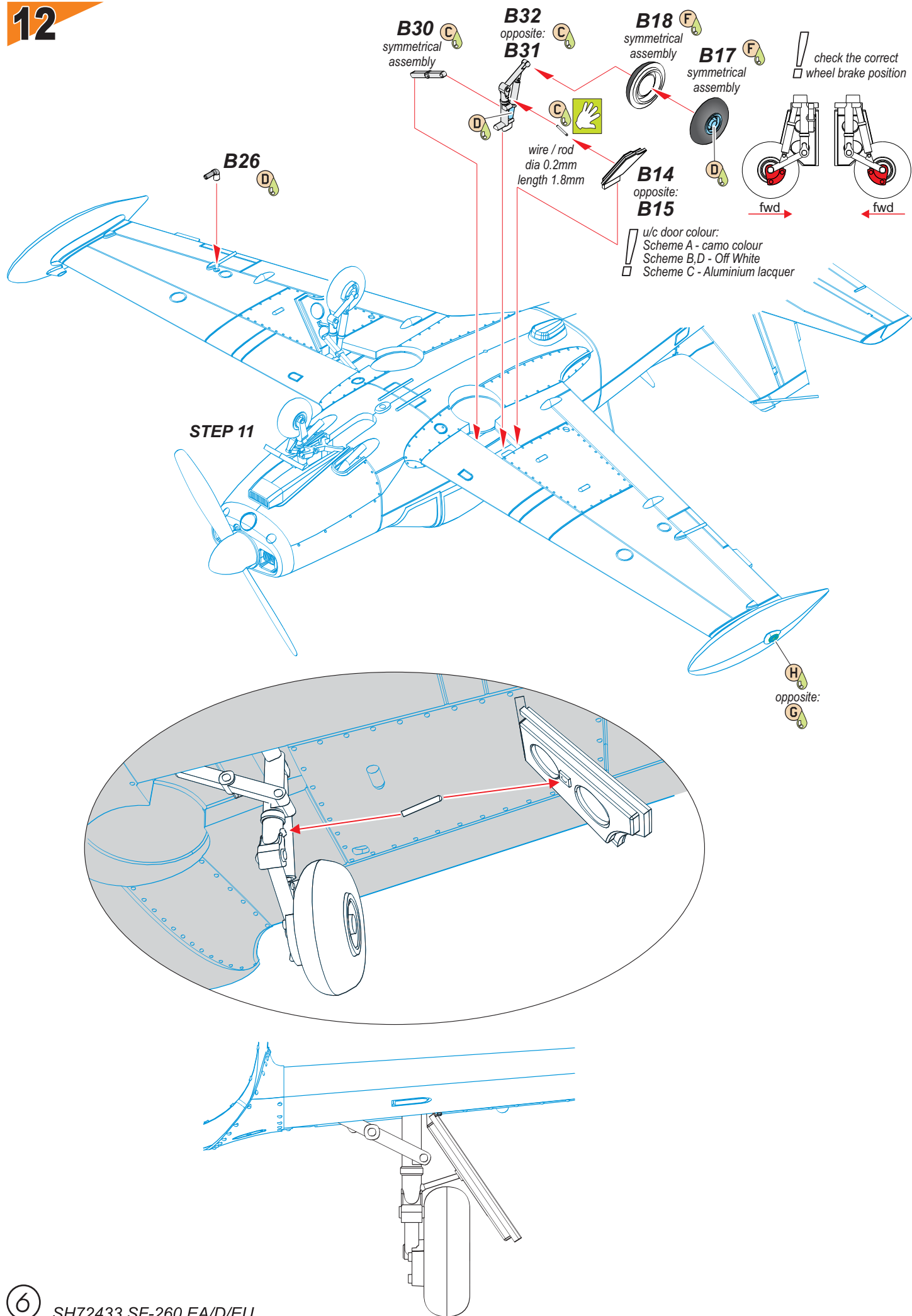


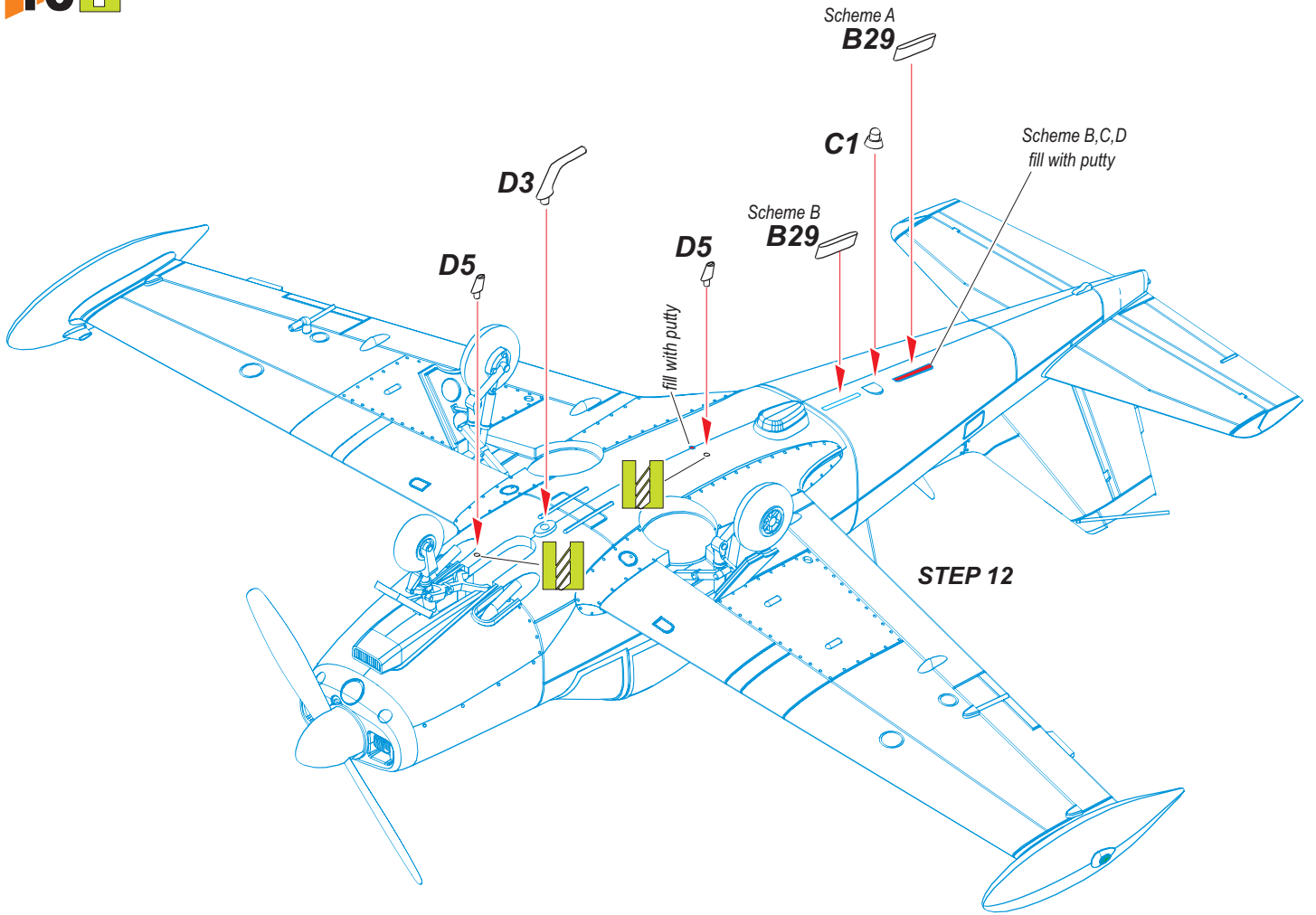
7



4

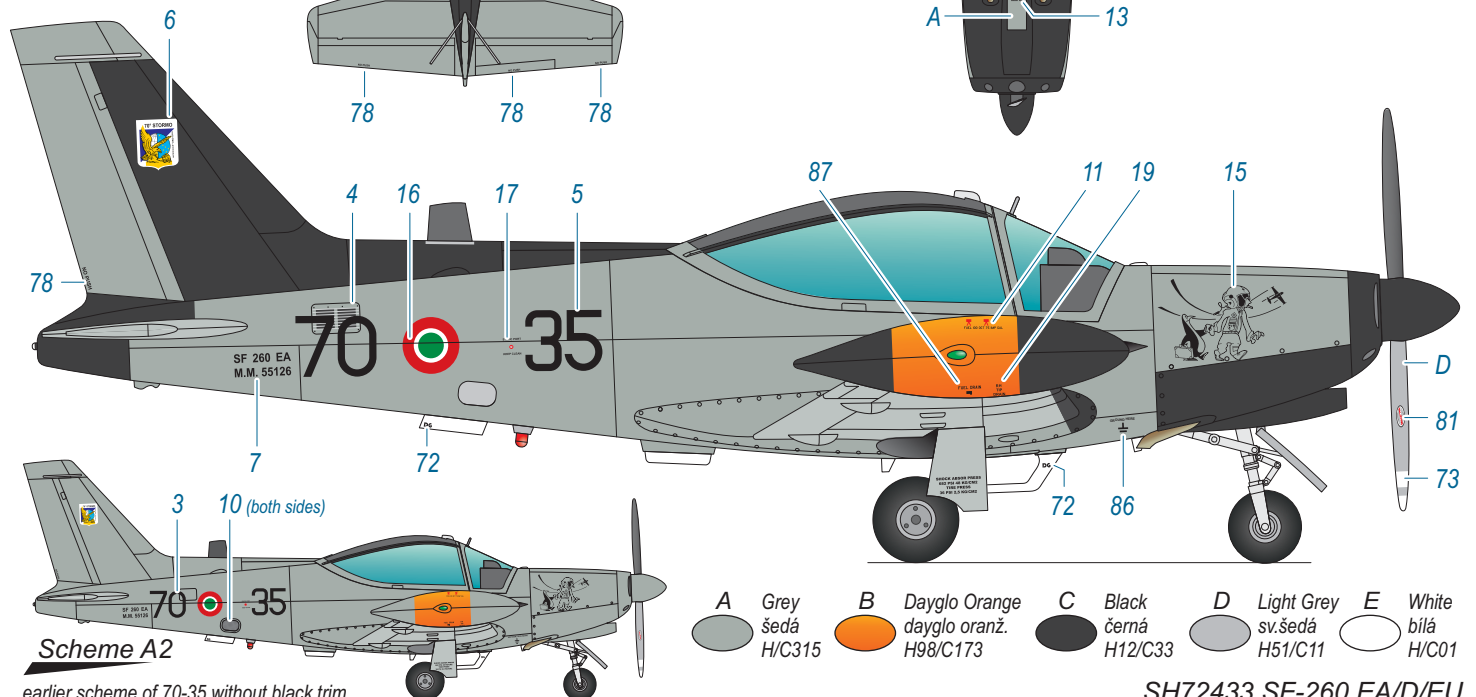
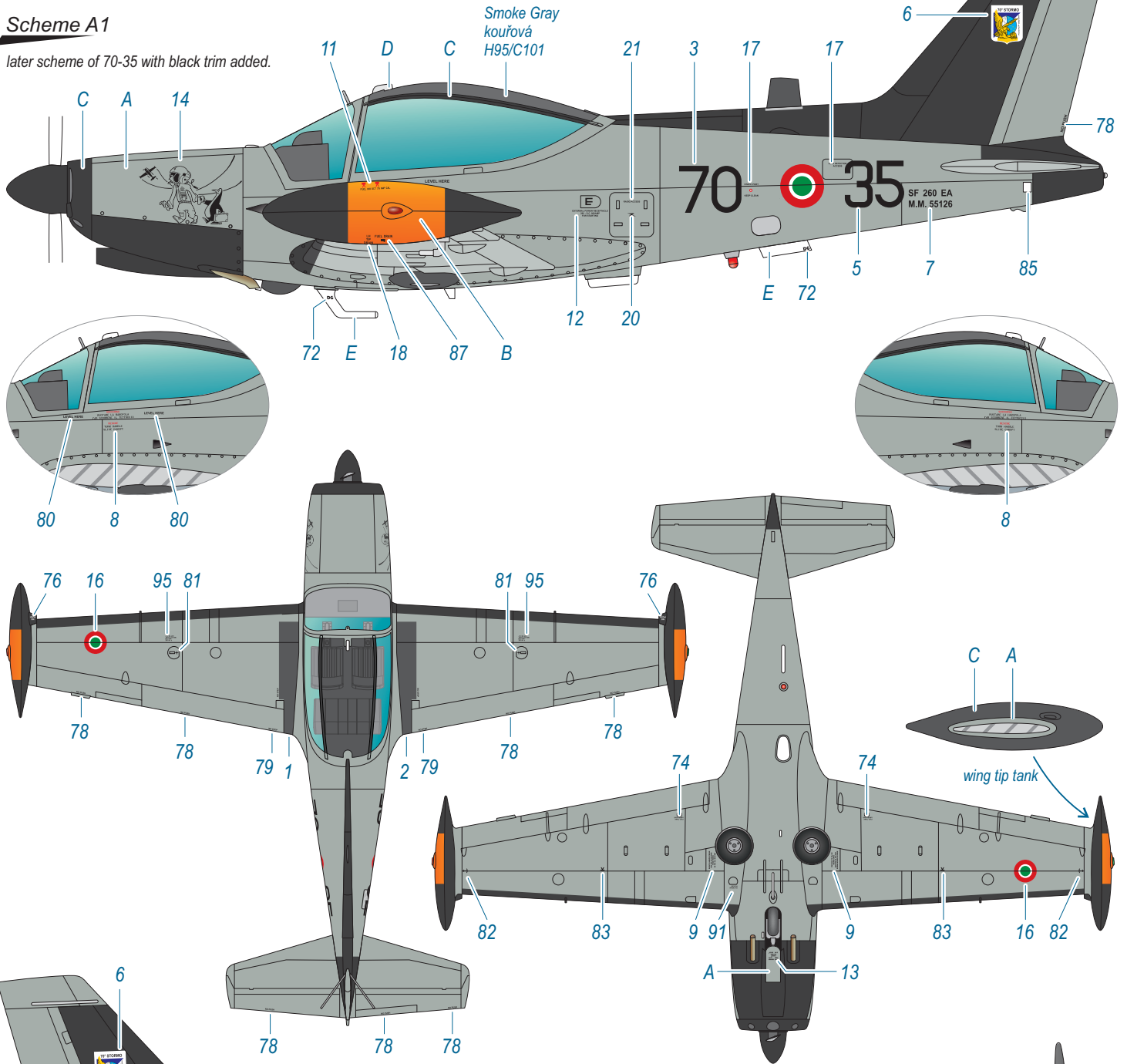






**Scheme A1**

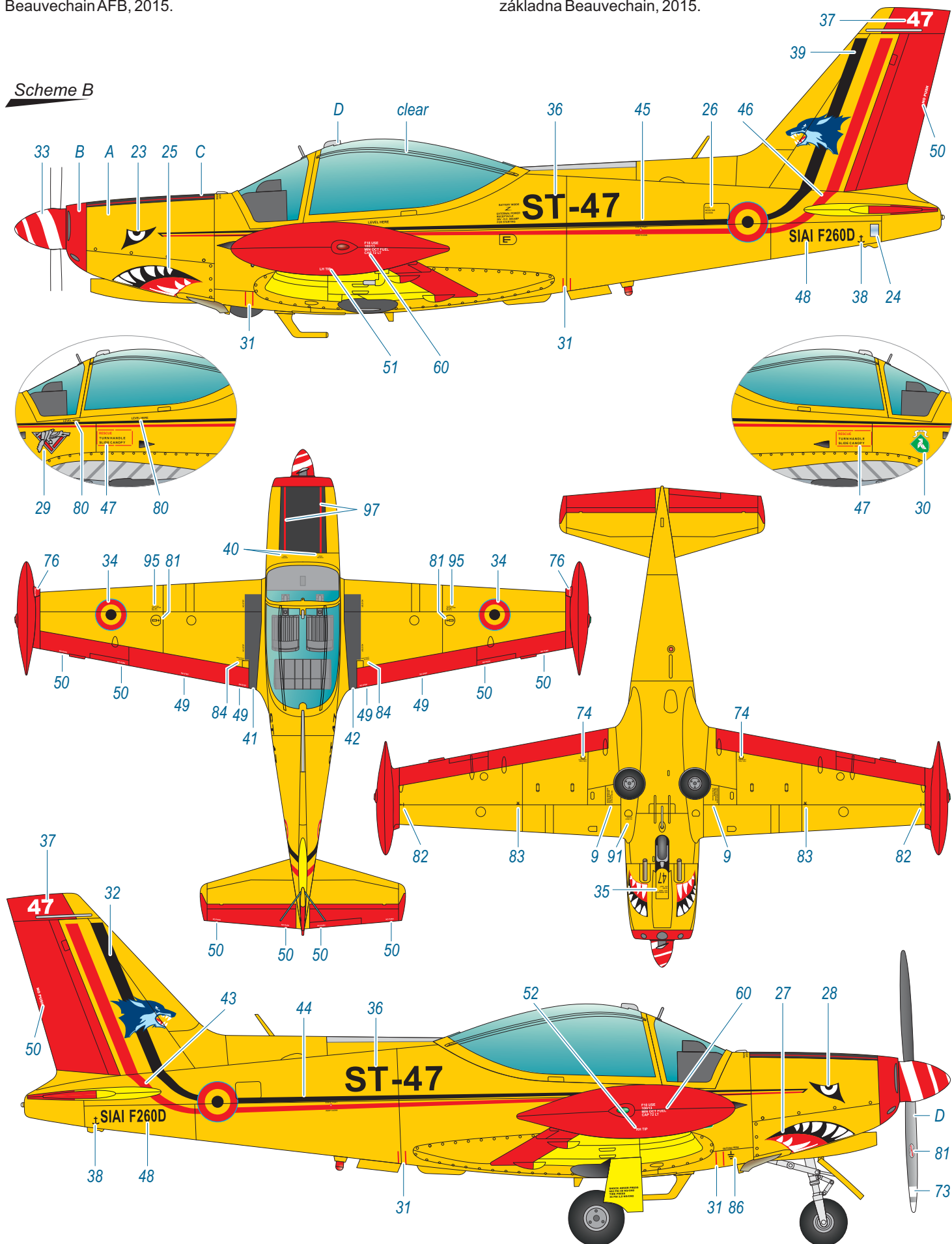
later scheme of 70-35 with black trim added.



- A Grey šedá H/C315
- B Dayglo Orange dayglo oranž. H98/C173
- C Black černá H12/C33
- D Light Grey sv.šedá H51/C11
- E White bílá H/C01



**Scheme B**

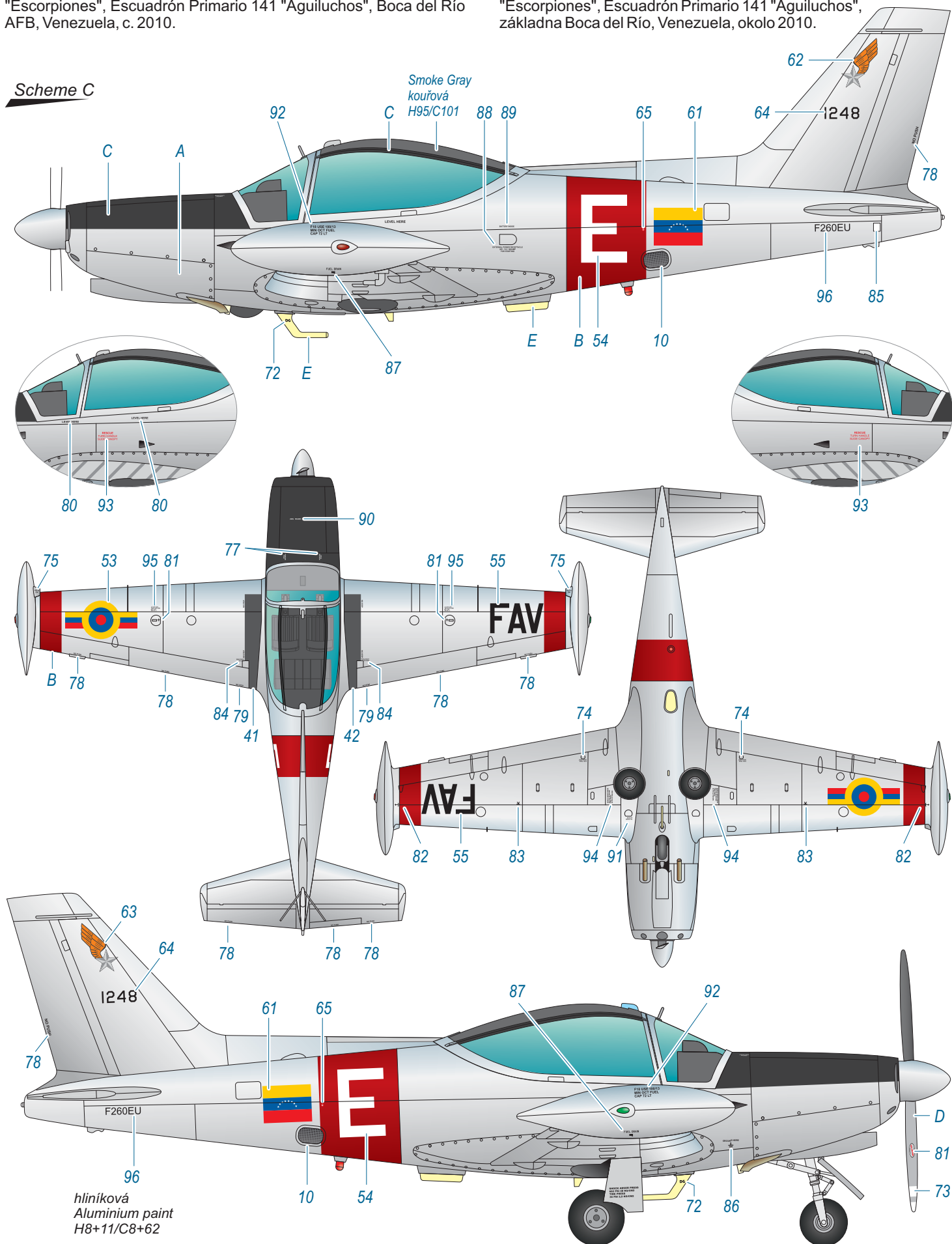


- |                                  |                                  |                                    |   |
|----------------------------------|----------------------------------|------------------------------------|---|
| <b>A</b> Yellow<br>žltá<br>H/C04 | <b>B</b> Red<br>červená<br>H/C03 | <b>C</b> Black<br>černá<br>H12/C33 | <b>D</b> Light Grey<br>sv.šedá<br>H51/C11 |
|----------------------------------|----------------------------------|------------------------------------|---|

SIAI-Marchetti SF-260 EU, 1248, Aviación Militar Venezolana /  
 Aviación Militar Bolivariana, Grupo de Entrenamiento Aéreo 14  
 "Escorpiones", Escuadrón Primario 141 "Aguiluchos", Boca del Río  
 AFB, Venezuela, c. 2010.

SIAI-Marchetti SF-260 EU, 1248, Aviación Militar Venezolana /  
 Aviación Militar Bolivariana, Grupo de Entrenamiento Aéreo 14  
 "Escorpiones", Escuadrón Primario 141 "Aguiluchos",  
 základna Boca del Río, Venezuela, okolo 2010.

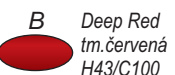
**Scheme C**



hliníková  
 Aluminium paint  
 H8+11/C8+62



**A** Aluminium Lacquer  
 hliníková barva  
 H08+11/C08+62



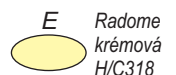
**B** Deep Red  
 tm. červená  
 H43/C100



**C** Black  
 černá  
 H12/C33



**D** Light Grey  
 sv.šedá  
 H51/C11

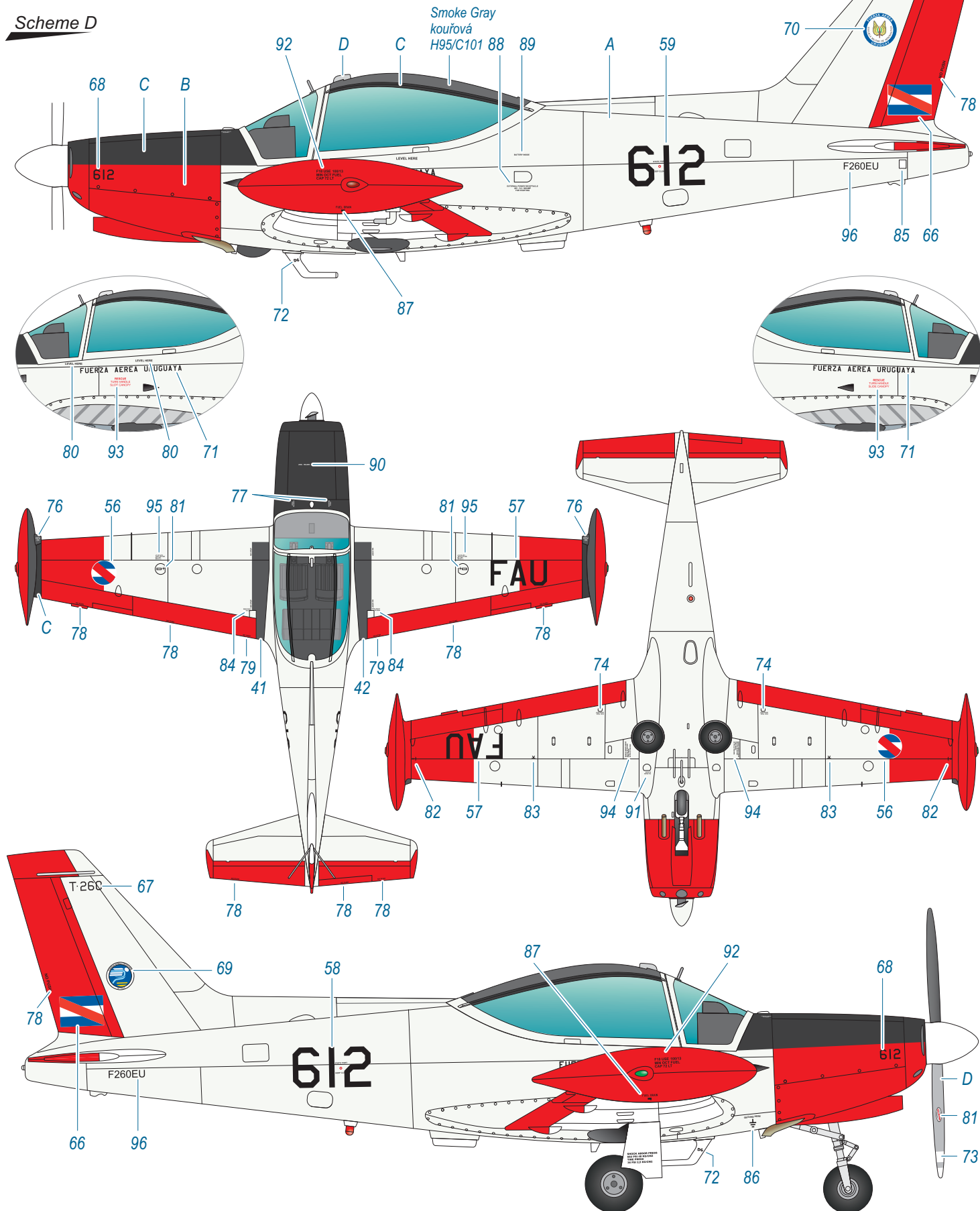


**E** Radome  
 krémová  
 H/C318

SIAI-Marchetti SF-260 EU, military designation T-260, No.612, Fuerza Aerea Uruguaya, General Artigas Air Force Base at Pando, Military Aviation Academy (Escuela Militar de Aeronautica), Uruguay, c.2010.

SIAI-Marchetti SF-260 EU, vojenské označení T-260, No.612, Fuerza Aerea Uruguaya, letecká základna 'General Artigas' v Pando, uruguayská akademie leteckých sil (Escuela Militar de Aeronautica), Uruguay, okolo 2010.

**Scheme D**



- |                                 |                                  |                                    |   |
|---------------------------------|----------------------------------|------------------------------------|---|
| <b>A</b> White<br>bílá<br>H/C01 | <b>B</b> Red<br>červená<br>H/C03 | <b>C</b> Black<br>černá<br>H12/C33 | <b>D</b> Light Grey<br>sv.šedá<br>H51/C11 |
|---------------------------------|----------------------------------|------------------------------------|---|