

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

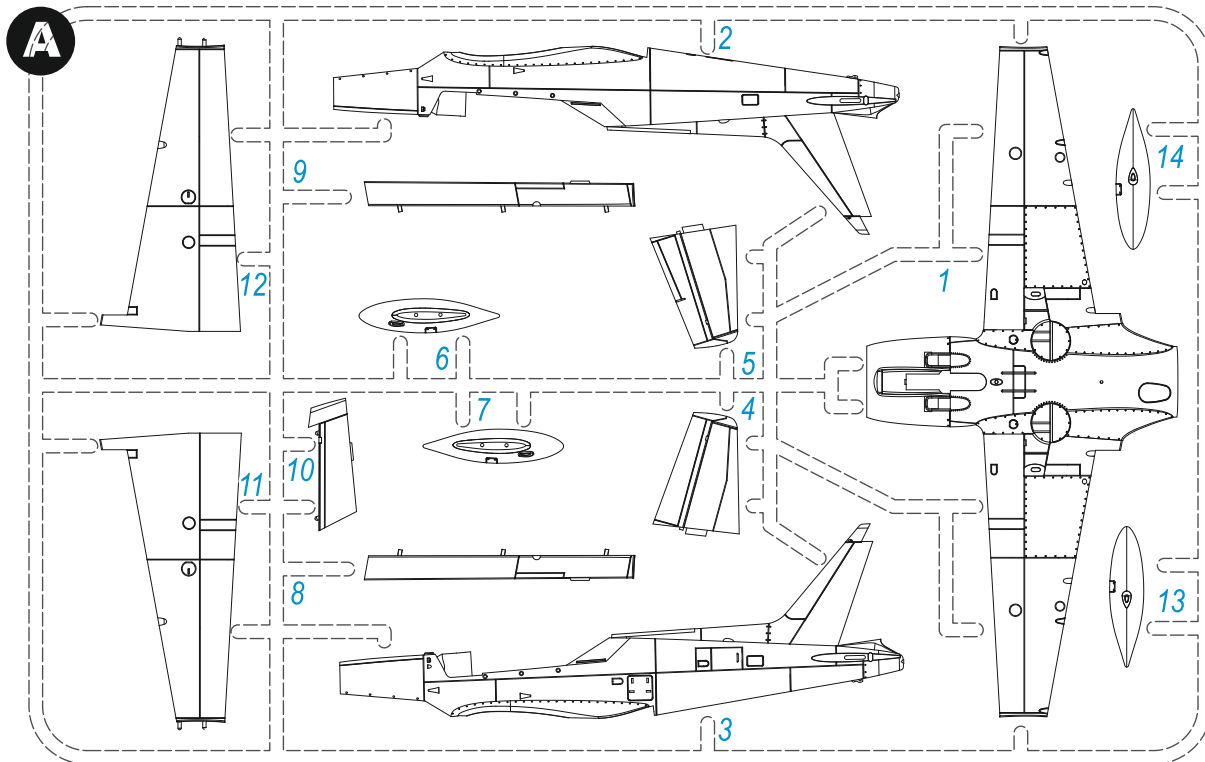
Návrh celokovového dolnoplošného jednoplošníku s určením pro výcvik nebo jako lehký bojový letoun vypracoval konstruktér Stelio Frati původně pro firmu Aviamilano. Prototyp označený F.250, zalétaný v roce 1964 záhy havaroval. Upravená verze, přeznačená na F.260 vzletla poprvé 15. července 1964. Nedlouho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

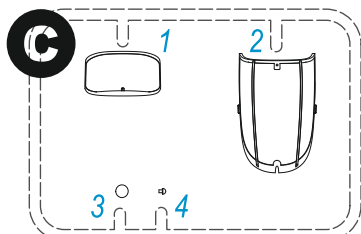
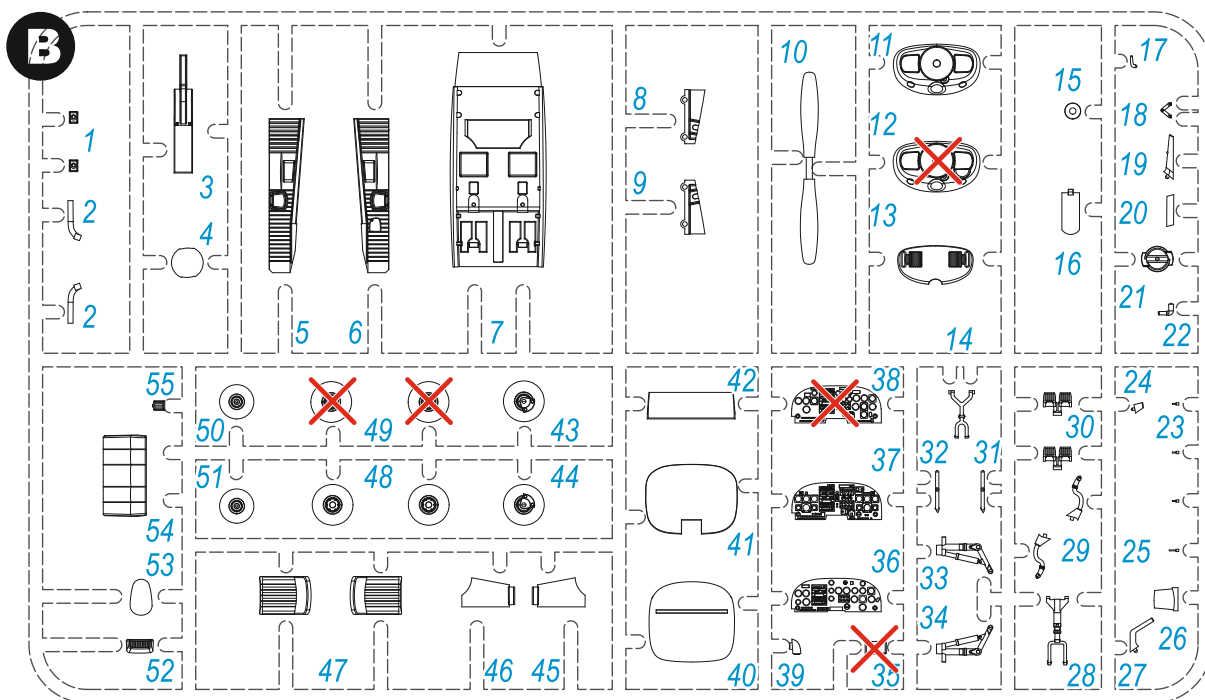
Civilní verze létají po celém světě, pro výborné akrobatické vlastnosti je používají nebo používaly akrobatické skupiny nebo civilní letecké školy velkých aerolinek, jako je Sabena, Alitalia či civilní škola pro výcvik bojových pilotů Air Combat USA.

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

Parts List

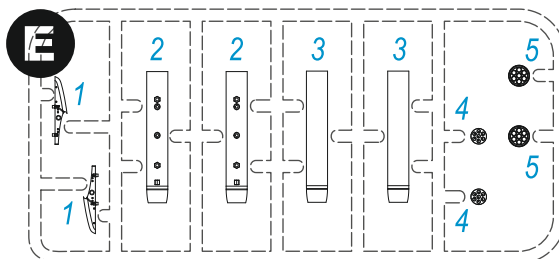


X = Not used



Clear Parts

5 6



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



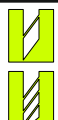
POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLÁTKLEBER
ADHESIF CYANOACRYLAT



OHNOUT
BEND
BIEGEN
COURBER



ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER



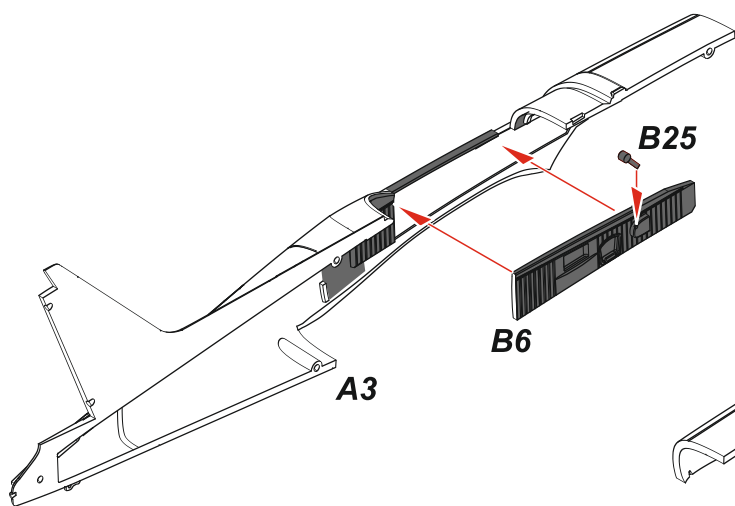
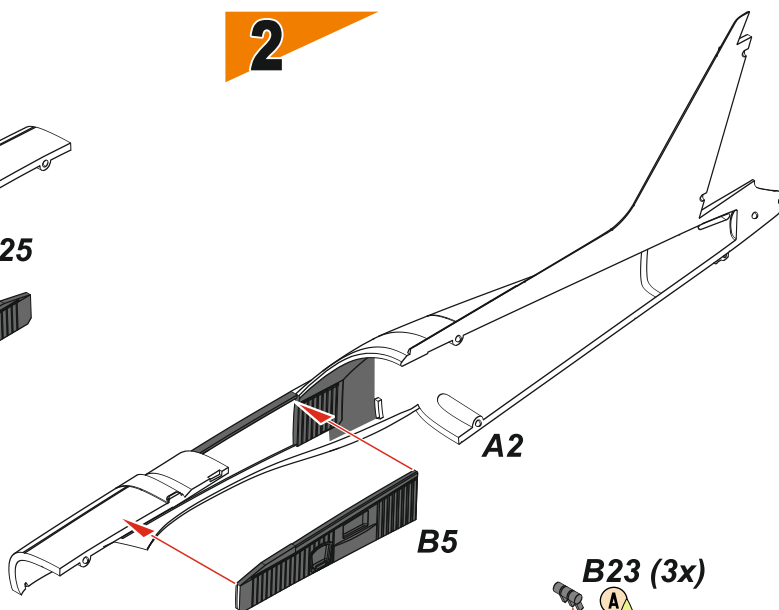
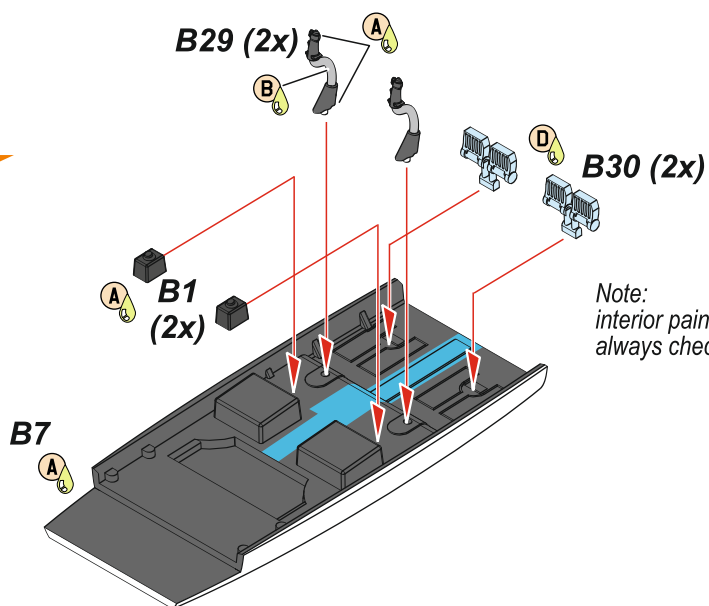
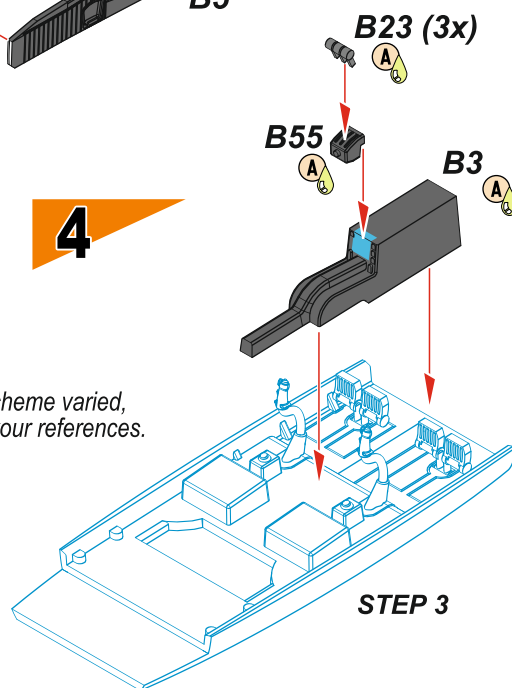
ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFESTELLEN
DETACHER



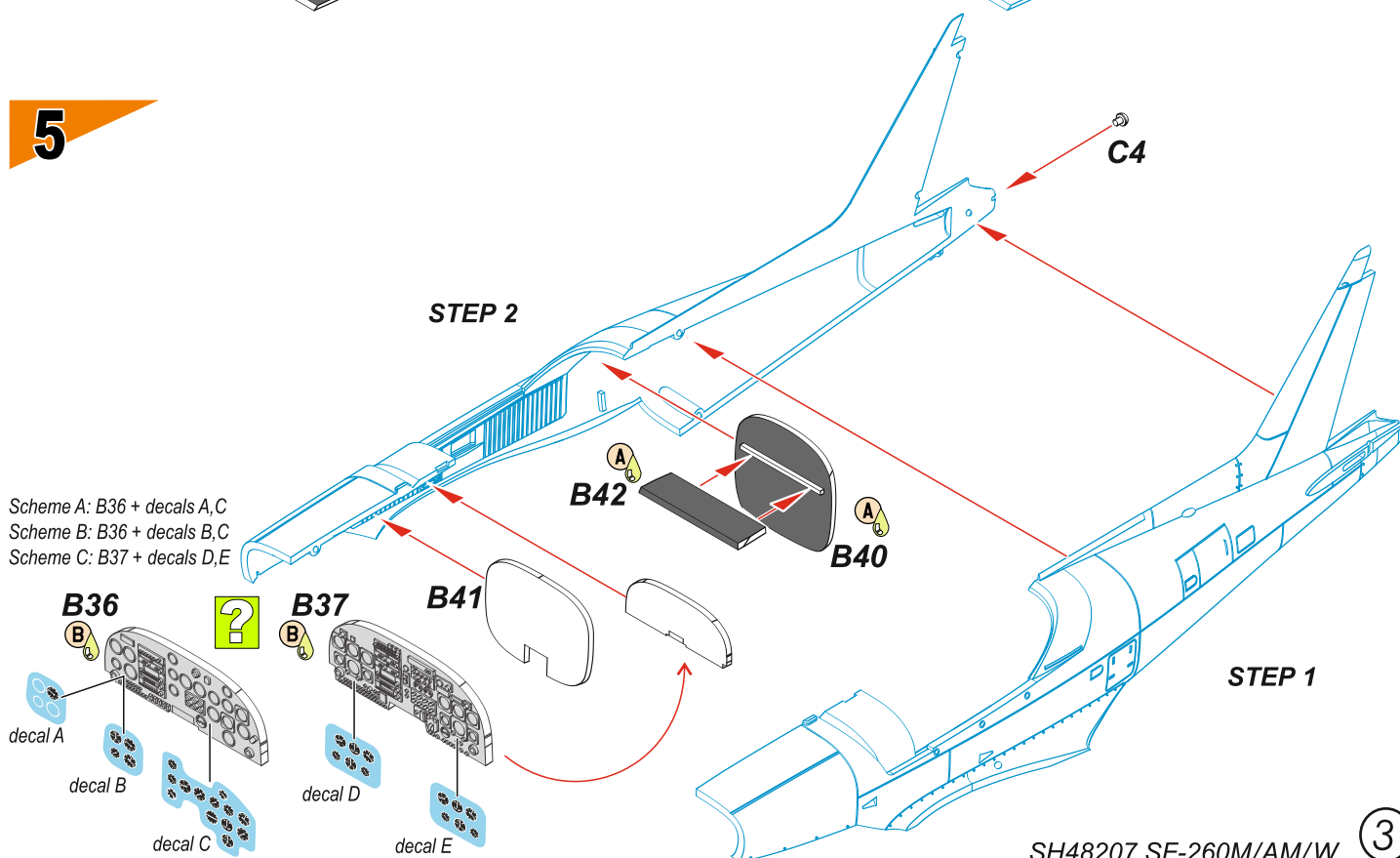
NATŘÍT
COLOUR
FARBEN
PEINDRE

2

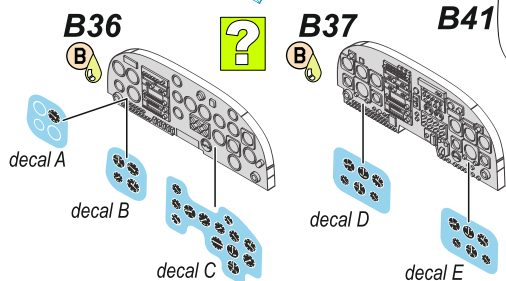
SH48207 SF-260M/AM/W

1**2****3****4**

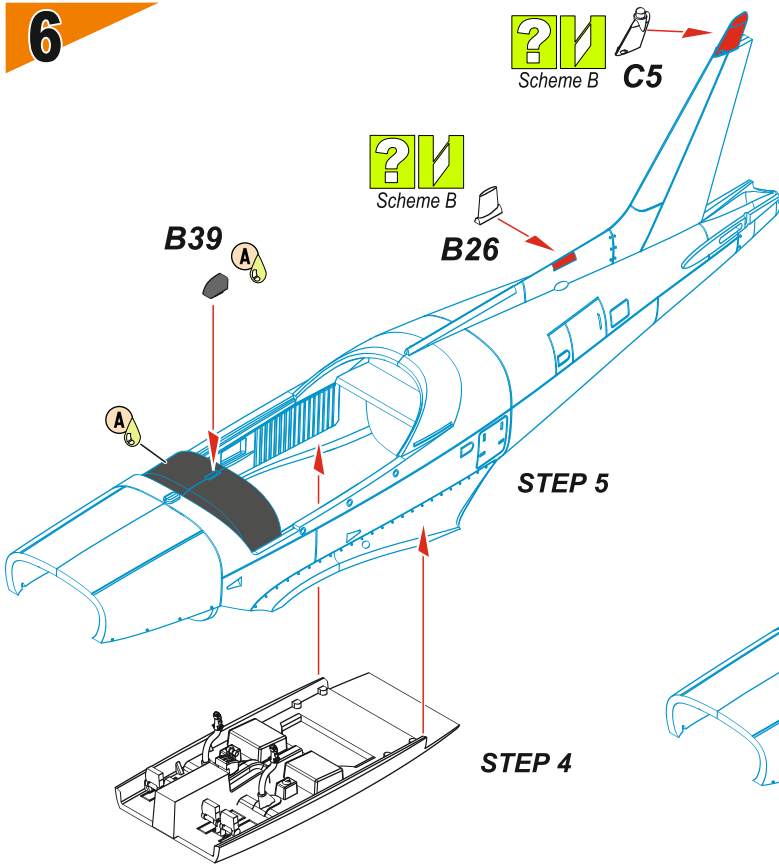
Note:
interior paint scheme varied,
always check your references.

5

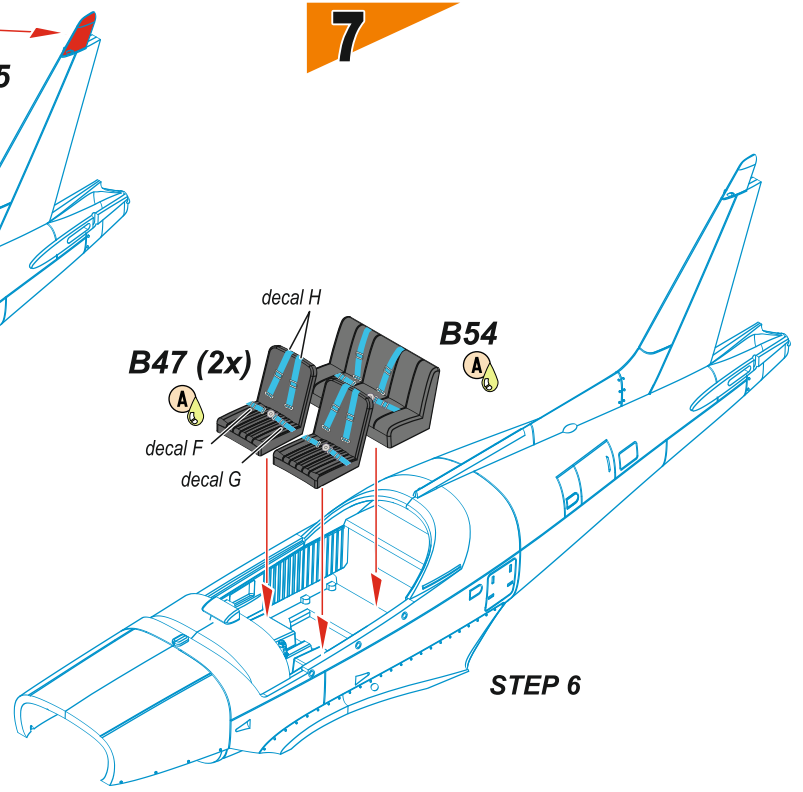
Scheme A: B36 + decals A,C
Scheme B: B36 + decals B,C
Scheme C: B37 + decals D,E



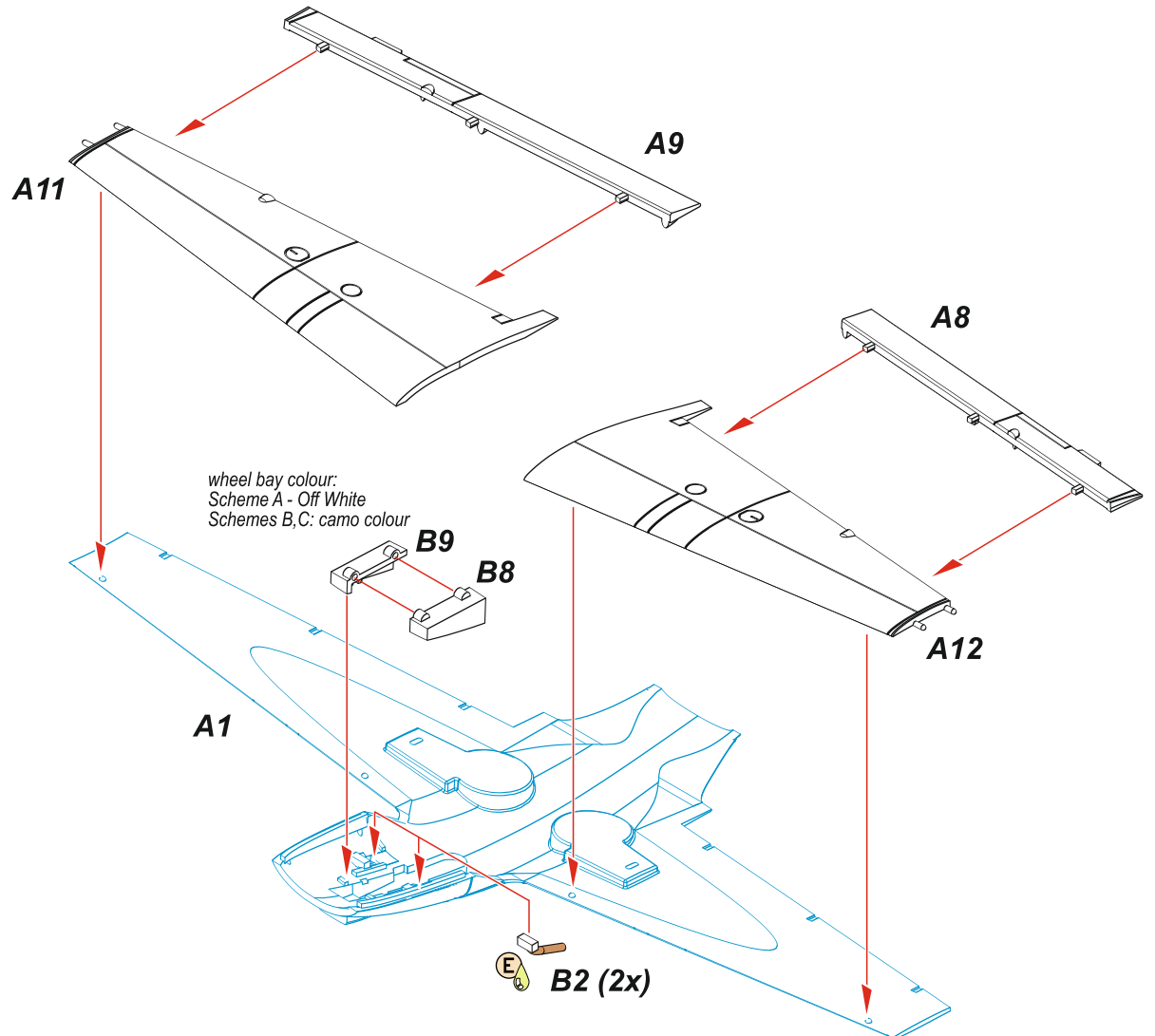
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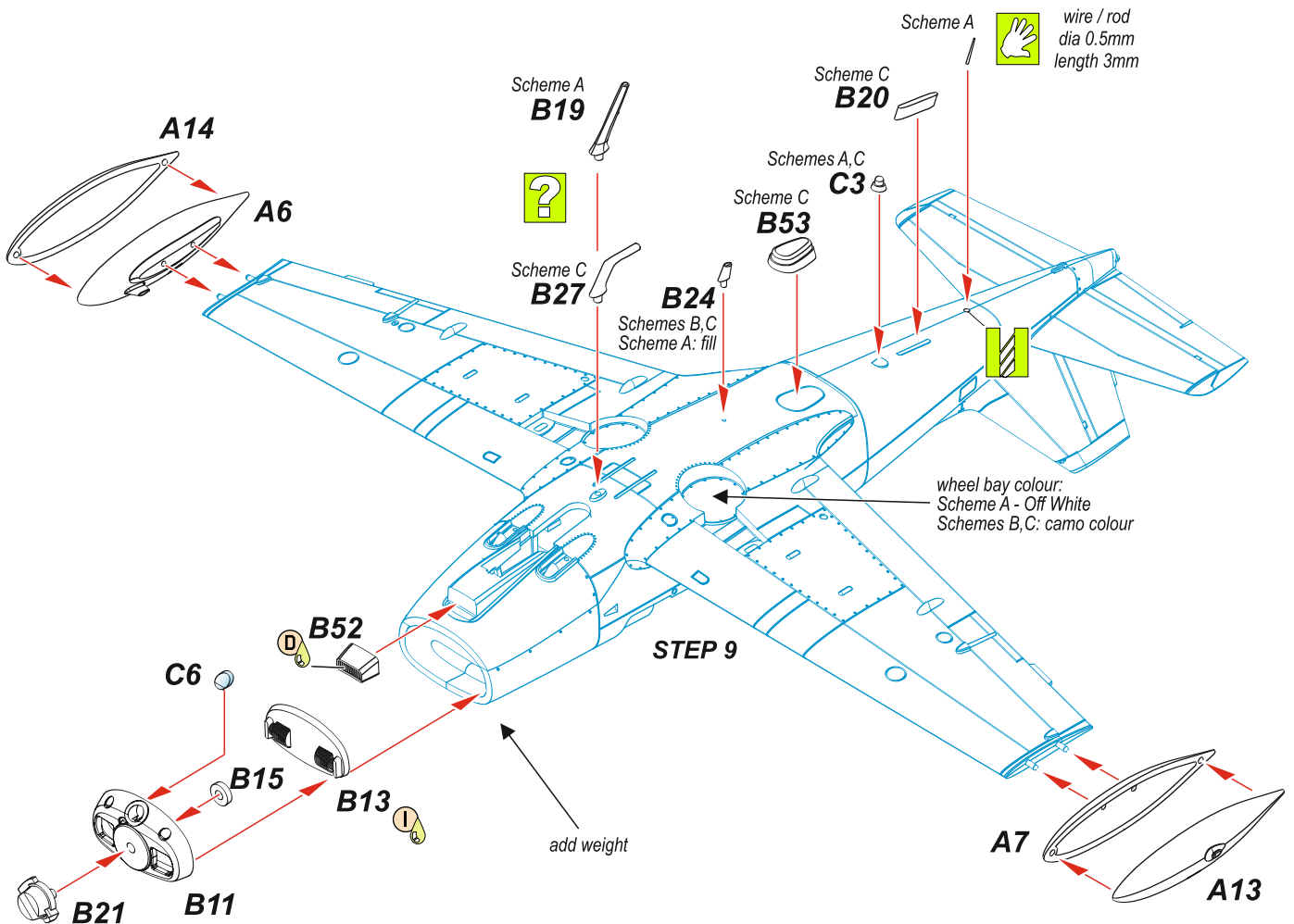
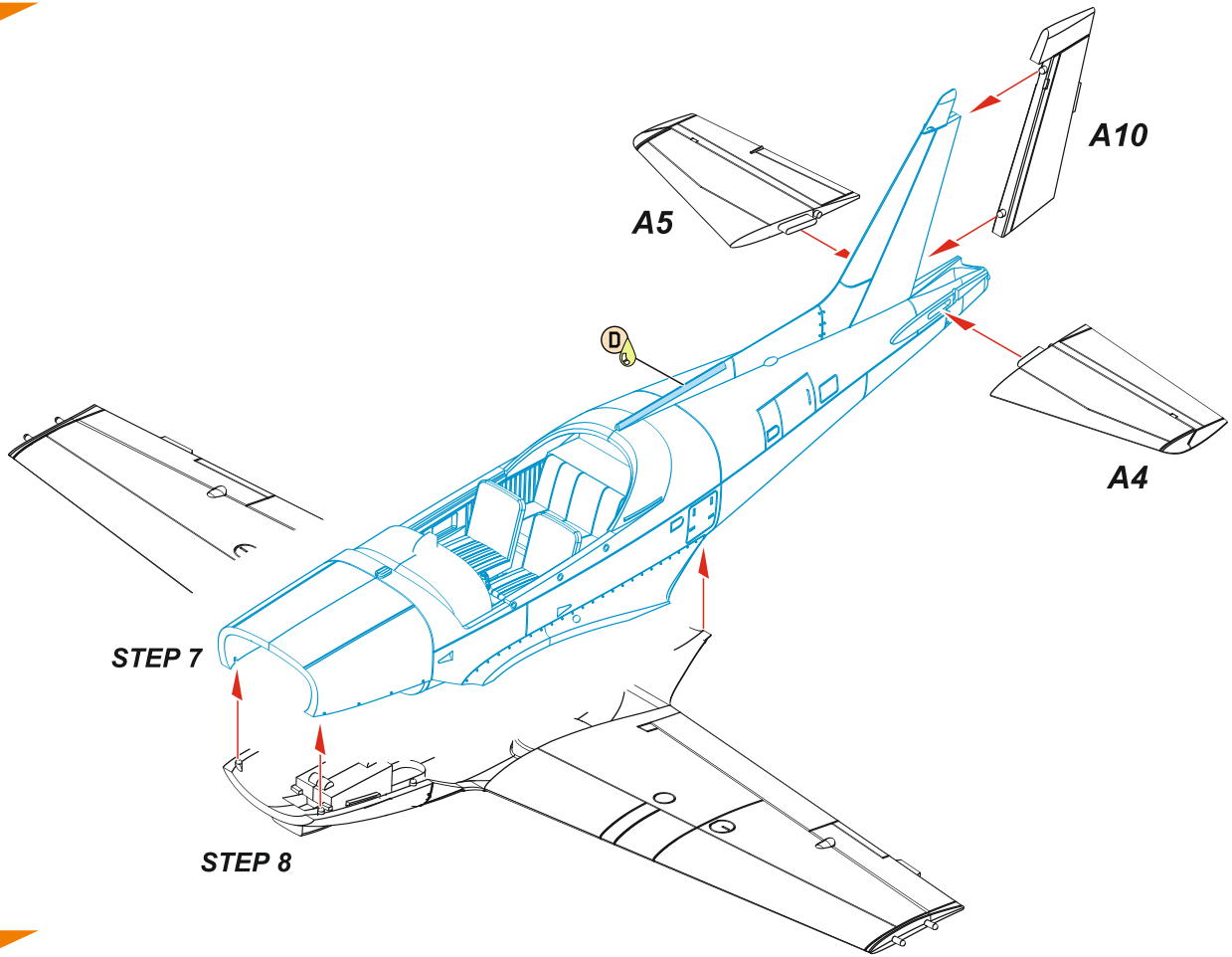


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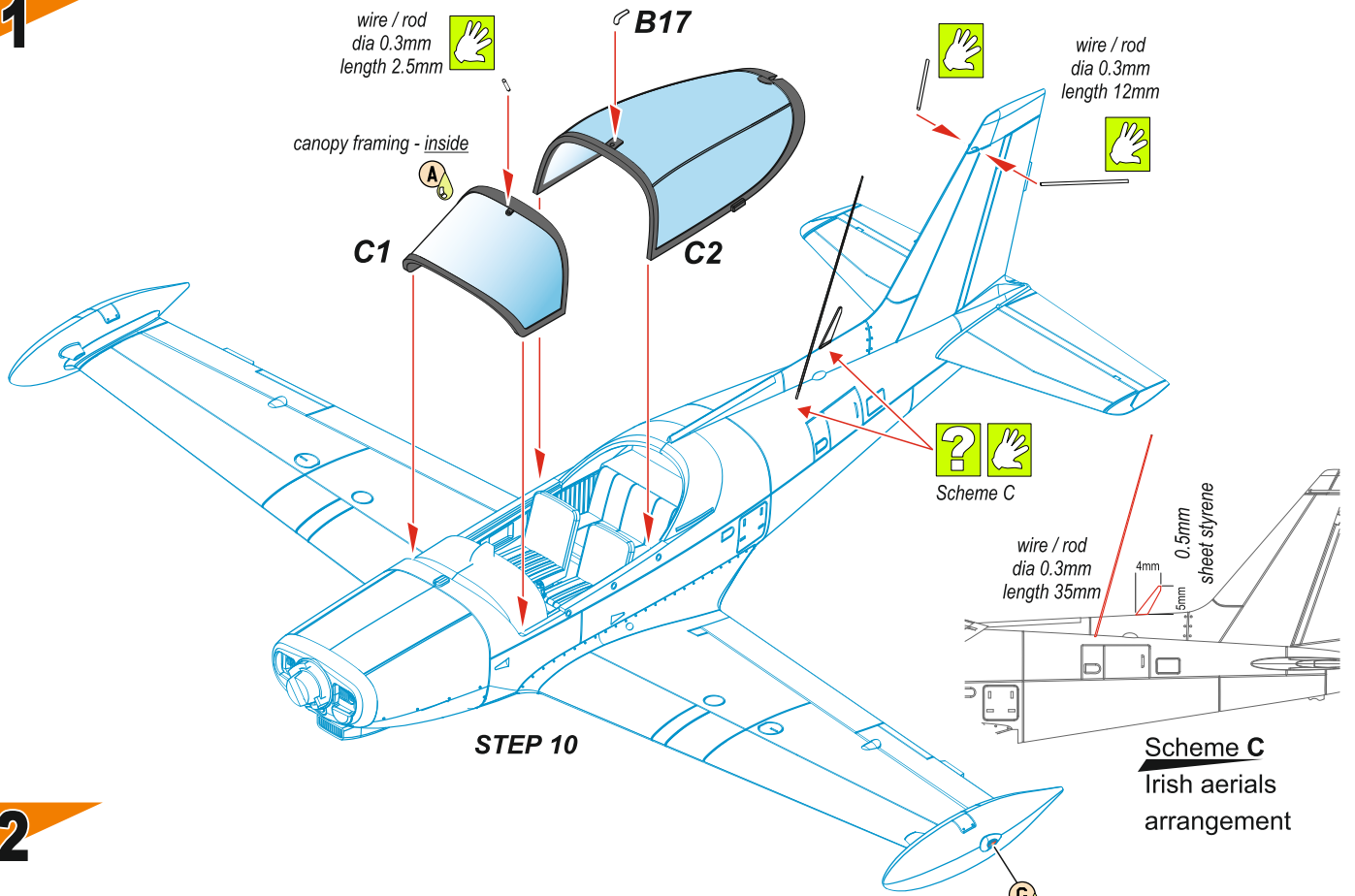


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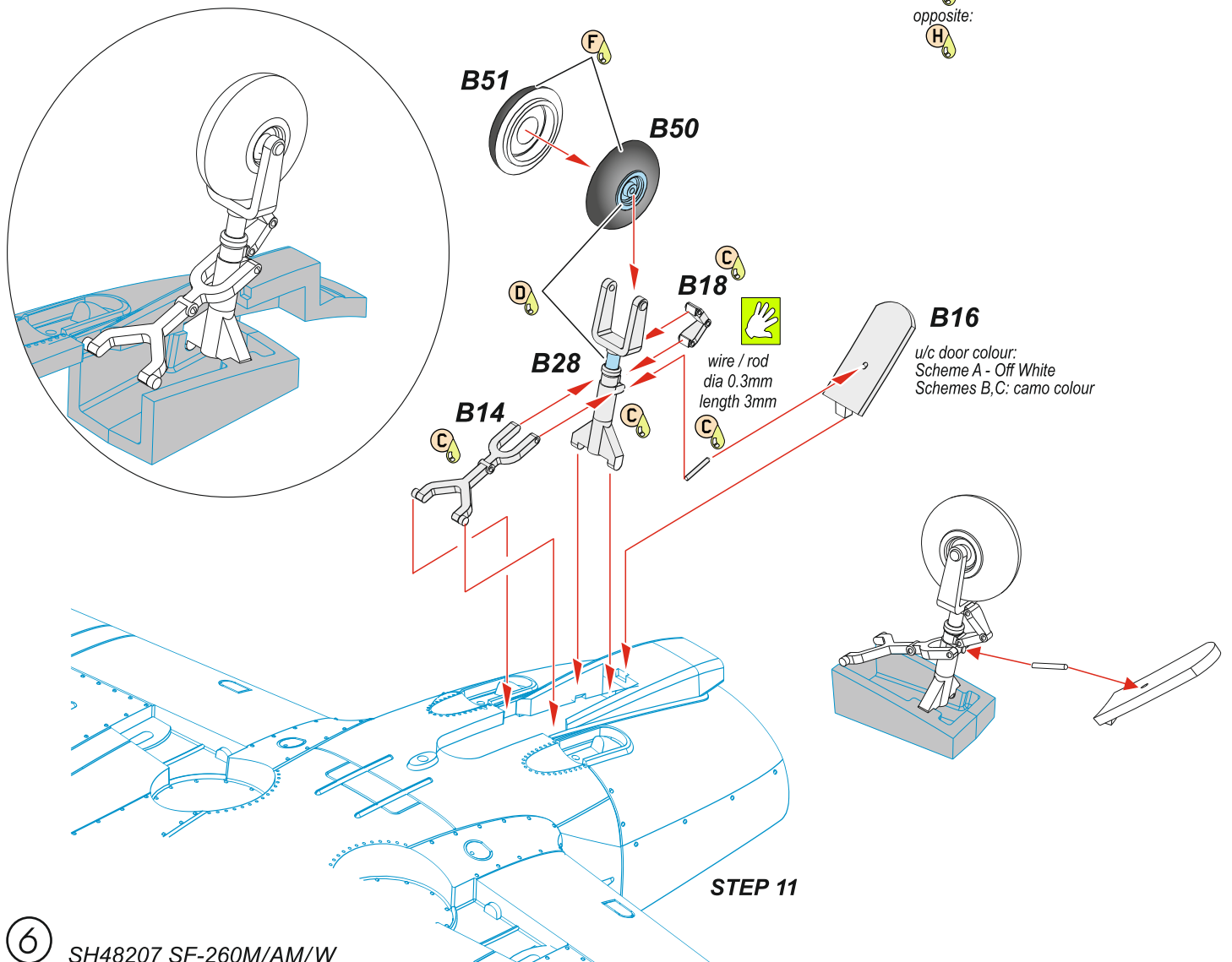


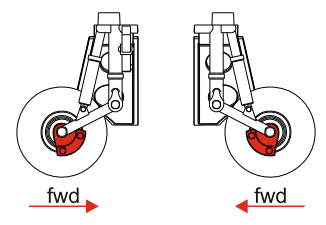
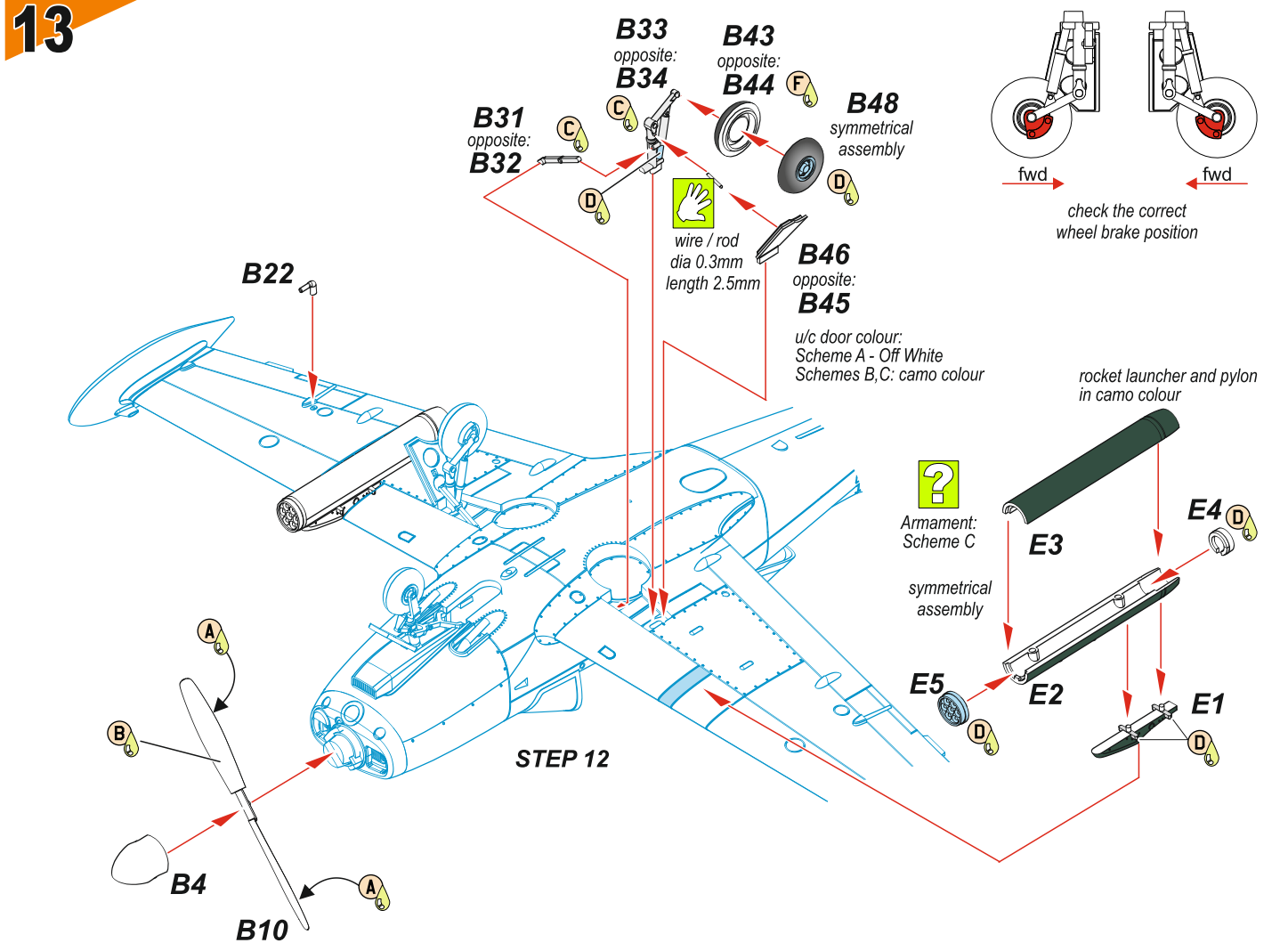


11

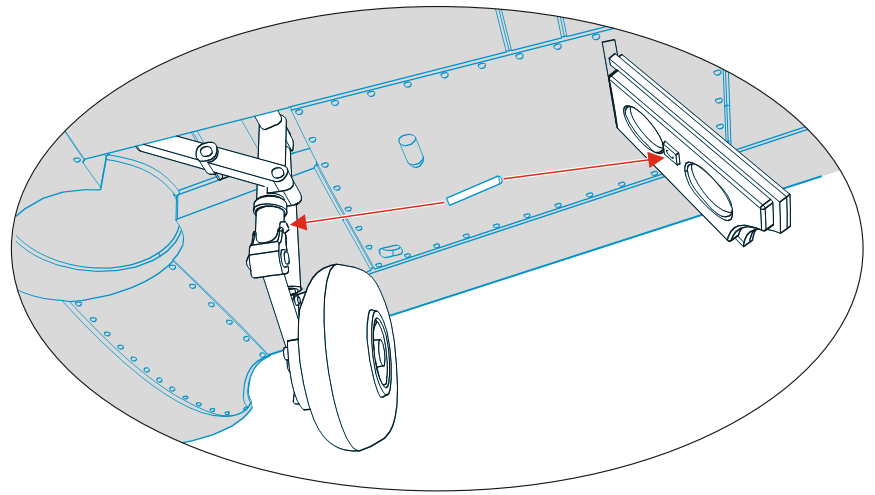
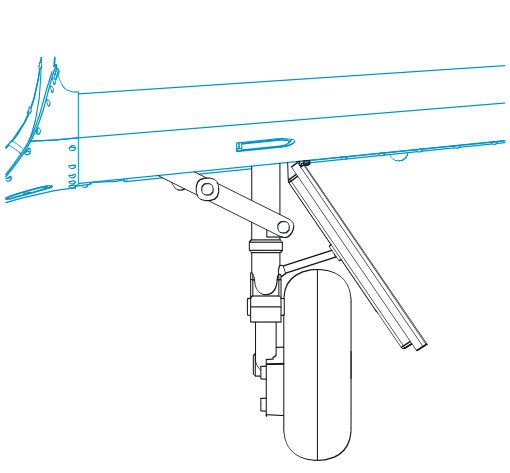


12

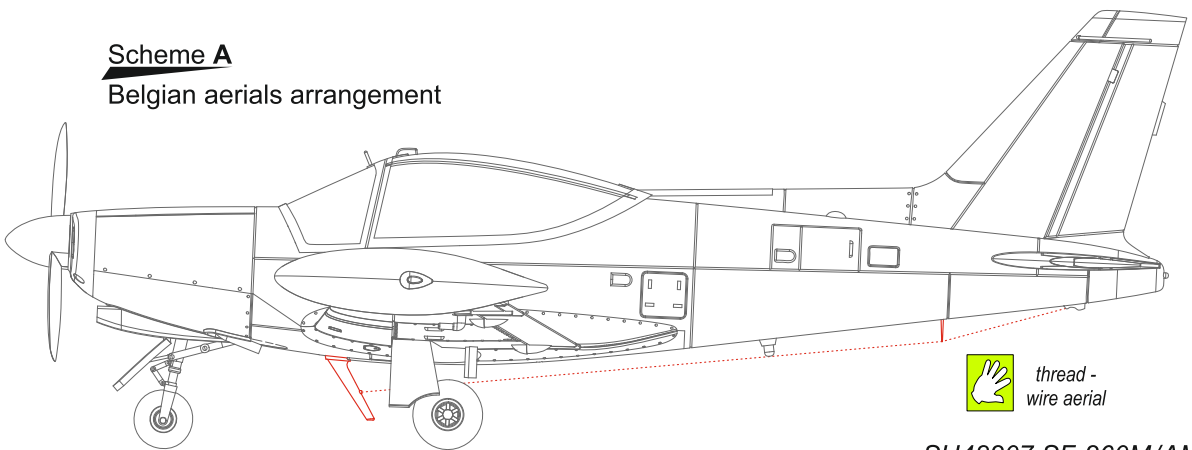




check the correct wheel brake position



Scheme A
Belgian aerials arrangement

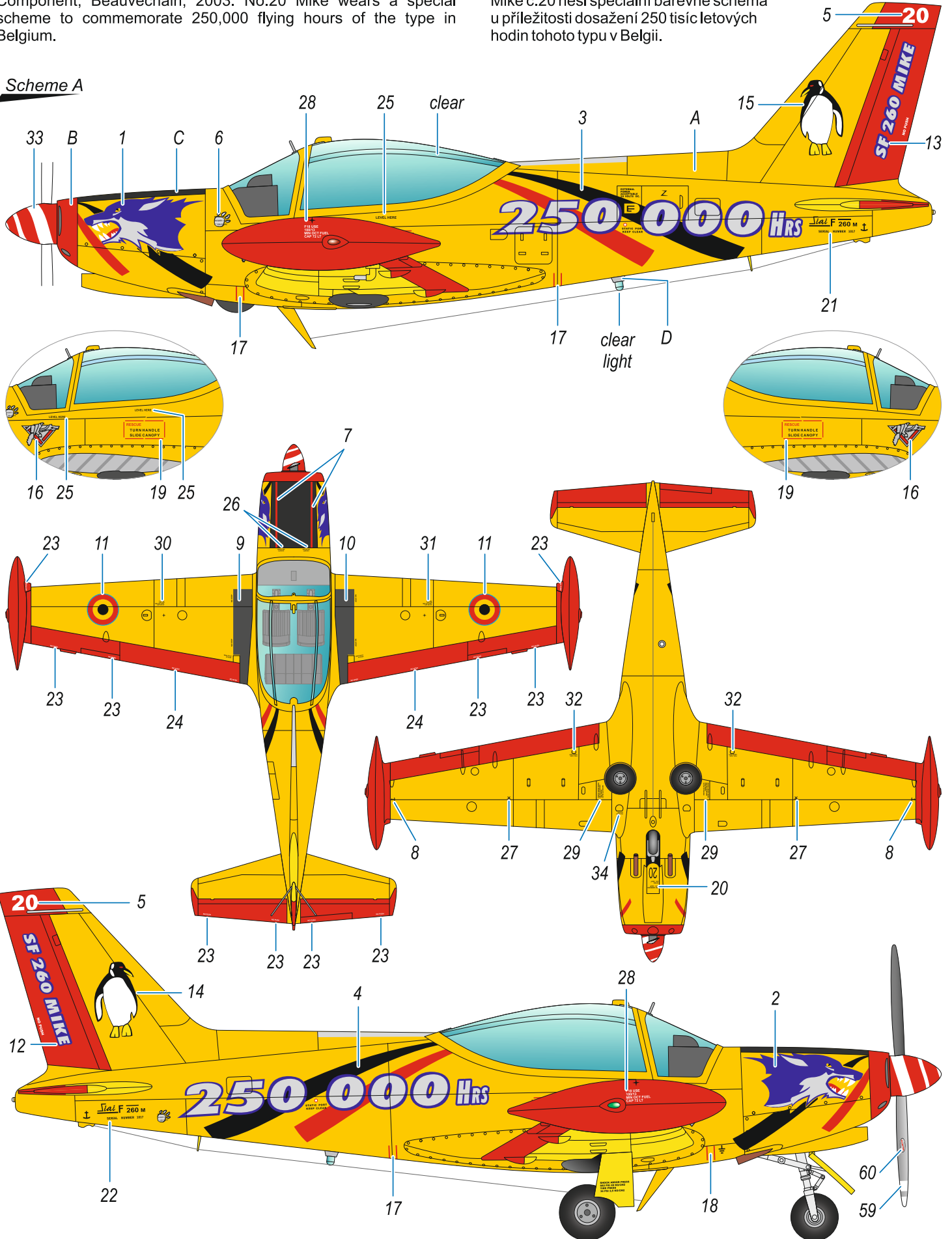


thread - wire aerial

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

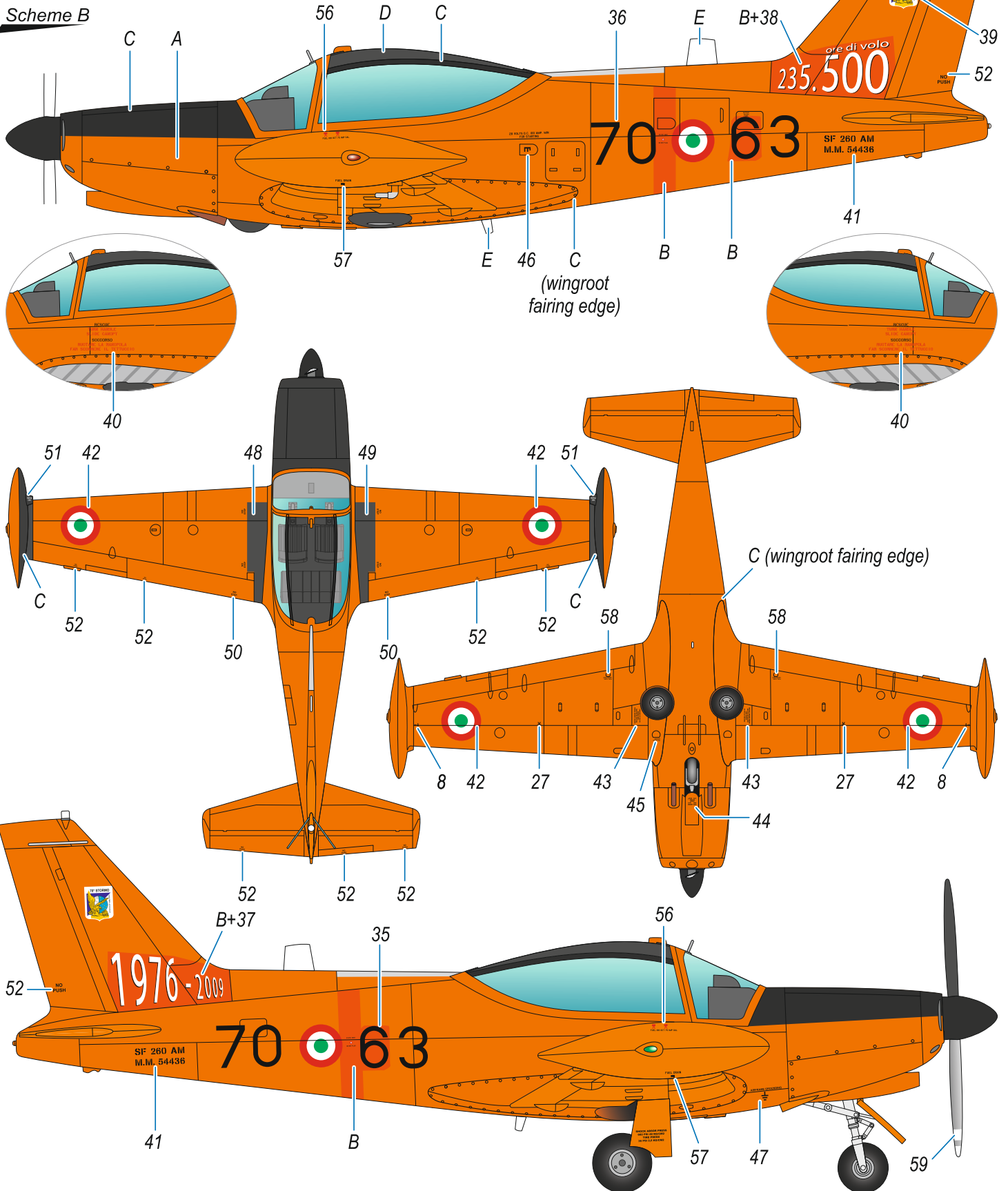


- | | | | |
|-----------------------------------|----------------------------------|------------------------------------|---|
| A Yellow
žlutá
H4/C4 | B Red
červená
H3/C3 | C Black
černá
H12/C33 | D Light Grey
sv.šedá
H51/C11 |
|-----------------------------------|----------------------------------|------------------------------------|---|

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



- | | | | | |
|--|--|------------------------------------|--|-----------------------------------|
| A Orange
oranžová
H24/C58 | B Orange (fresh)
oranžová (čerstvá)
H14/C59 | C Black
černá
H12/C33 | D Smoke Gray
kouřová
H95/C101 | E White
bílá
H11/C62 |
|--|--|------------------------------------|--|-----------------------------------|

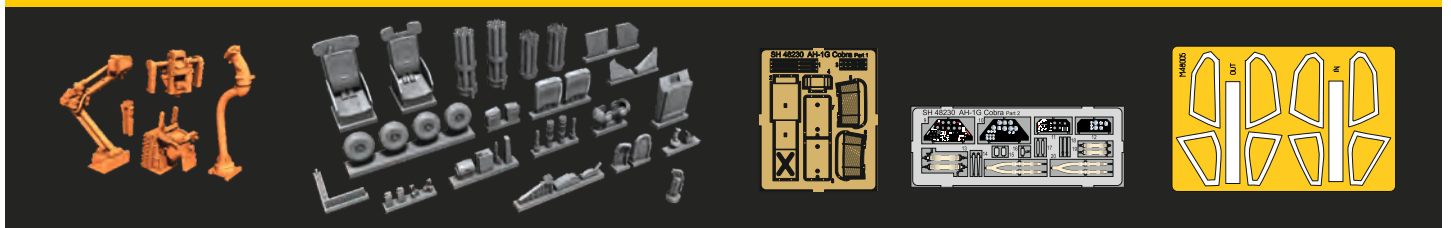


1/48
SH48230

AH-1G Cobra

'Over Vietnam with M-35 Gun System'

Hi-Tech release contains 3D-printed parts, PUR parts, Photo-etched parts and Masks



1/48 SH48209

SK-37 Viggen Trainer



1/48 SH48216

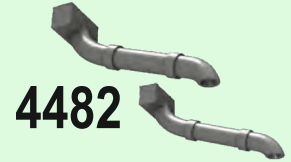
AJ-37 Viggen

'Strike Fighter'

Viggen **CMK RESIN SETS** for Special Hobby kits

<p>4310 Bofors m/70 Rocket pod (2 pcs)</p>	<p>4361 AJ-37/ SF-37 / SH37 Viggen Canard Correction Set</p>	<p>4362 JA-37 Viggen Canard Correction Set</p>	<p>4385 AJ/SK/SH-37 Viggen Control Surfaces</p>	<p>Q48219 Viggen Ejection Seat</p>	<p>Q48220 SAAB 37 Viggen Air Brakes Set</p>
<p>F48350 SK-37/SK-37E Viggen Instructor/ Operator (seated in rear cockpit)</p>	<p>F48360 Viggen Ground Crew (2 figs.)</p>	<p>F48351 AJ-37/JA-37 Viggen Pilot Climbing Ladder into Cockpit</p>	<p>Q48221 SAAB 37 Viggen Wheels</p>	<p>Q48222 SAAB 37 Viggen Thrust Reverser</p>	<p>M48009 AJ/JA/SF-37 Viggen MASK M48013 SK-37 Viggen MASK</p>

Building the SF-260 kit can be made easier if you use the mask M48024. You can also improve your model with our resin sets 4480 SF-260 Wheels, 4481 SF-260 Cockpit Centre Console and Seats w/Harness and 4482 SF-260 Exhausts



1/48 Special HOBBY



**SMB-2
Super
Mystère**

'Sa'ar – Israeli
Storm in the Sky'

Hi-Tech kit



SH48238

Hi-Tech release contains also these extra parts:

3D-printed parts

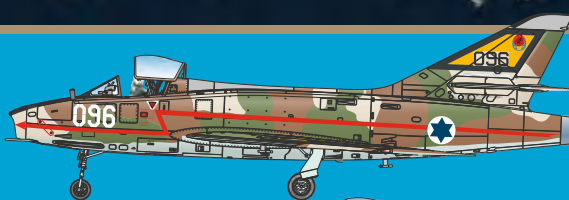


Masks

SH48238



3D printed parts produced by Mini Craft Collection



The excellent 1/48 kit SH48238 containing 3D printed parts from MCC, masks and decals for three IAF machines. You can find this kit and many others at www.specialhobby.eu

