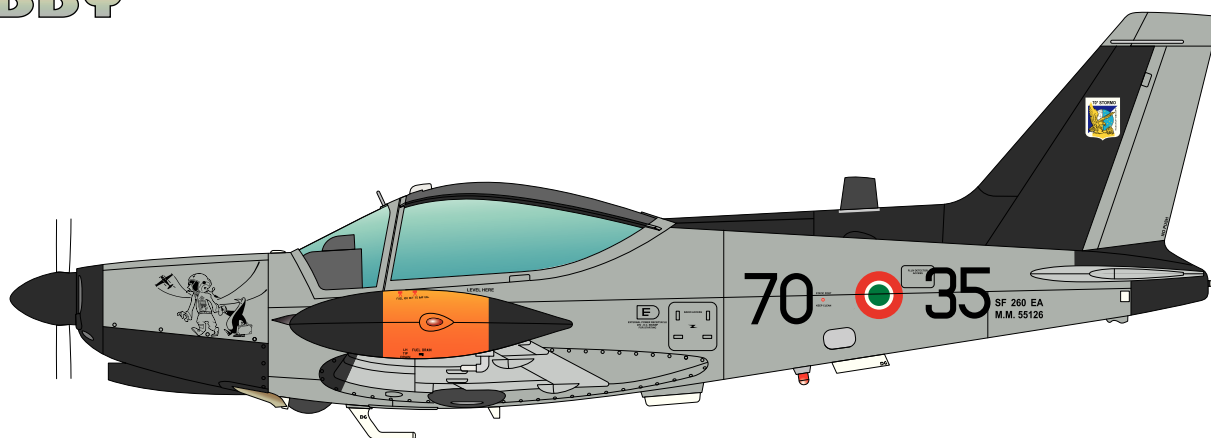




SIAI-Marchetti SF-260 EA/D/EU 'Late Bulged Canopy Type'

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

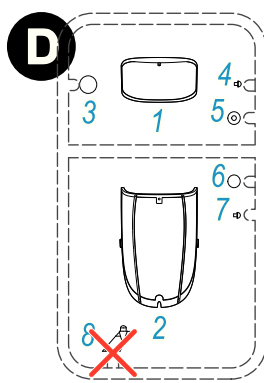
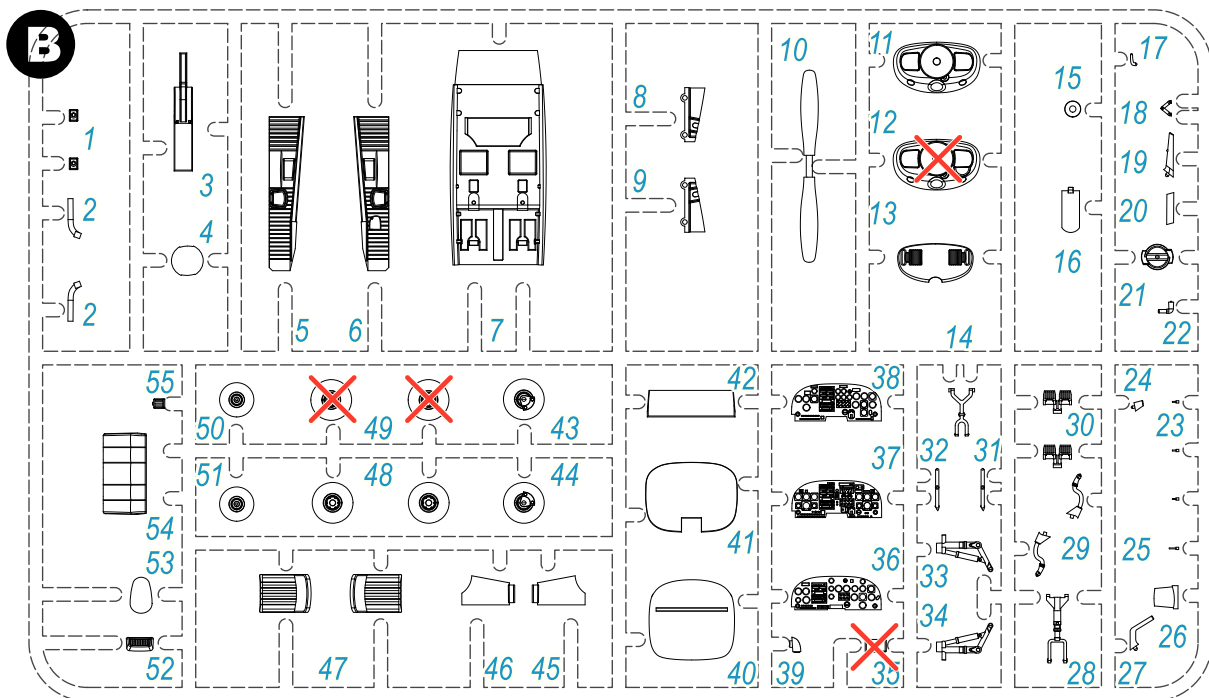
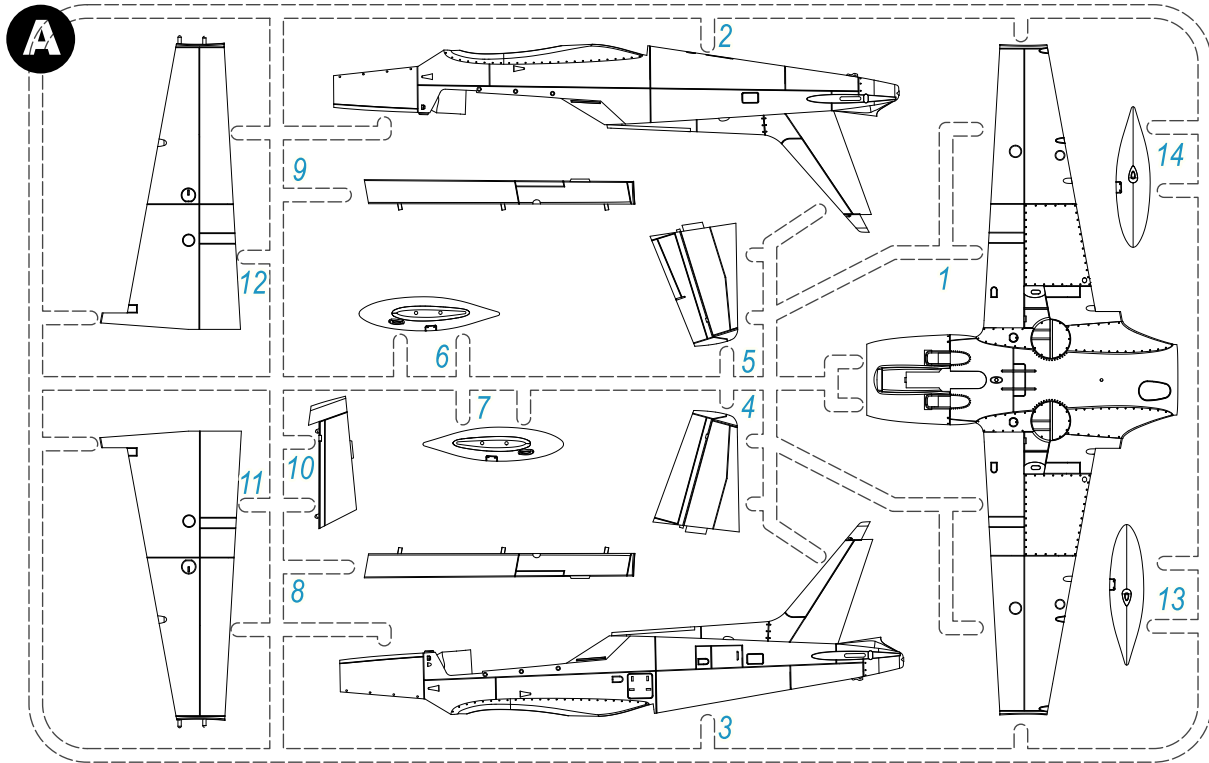
Návrh celokovového dolnoplošného jednoplošníku s určením pro výcvik nebo jako lehký bojový letoun vypracoval konstruktér Stelio Frati původně pro firmu Aviamilano. Prototyp označený F.250, zalétaný v roce 1964 záhy havaroval. Upravená verze, přeznačená na F.260 vzlétla poprvé 15. července 1964. Nedlouho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



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

Building the SF-260 kit can be made easier if you use the mask M48026. 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

special MASK SF-260EA/D/EU 'Late Bulged Canopy Type' Inside / Outside Canopy and Wheel Mask 1/48 M48026 for Special Hobby kit

4481 Cockpit Centre Console and Seats w/Harness

4480 SF-260 Wheels

4482 SF-260 Exhausts

SYMBOLS



MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION



POUŽÍT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLATKLEBER
ADHESIF CYANOACRYLAT



OHNOUT
BEND
BIEGEN
COURBER



ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER

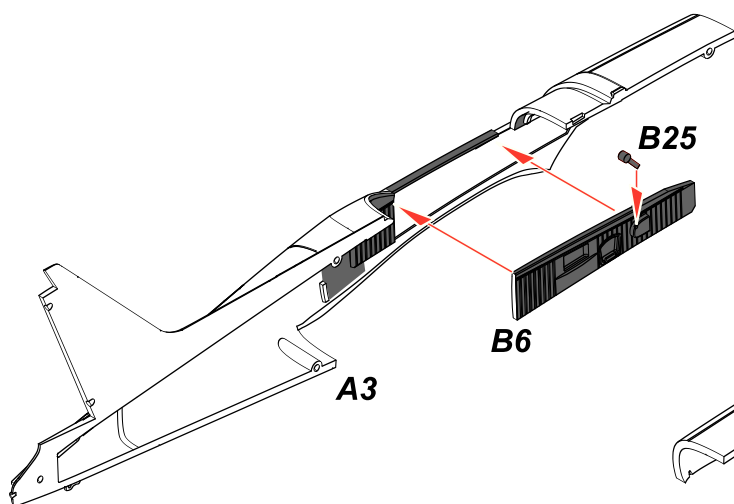


ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

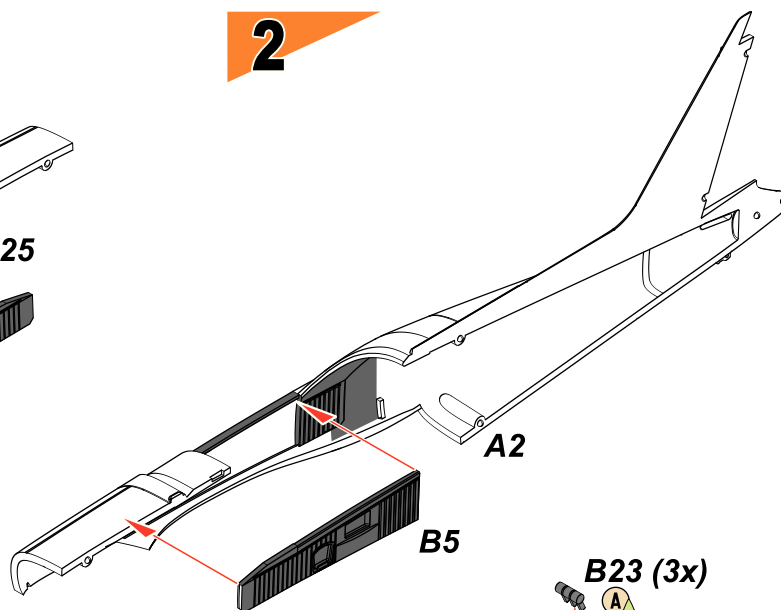


NATŘÍT COLOUR
FARBEN
PEINDRE

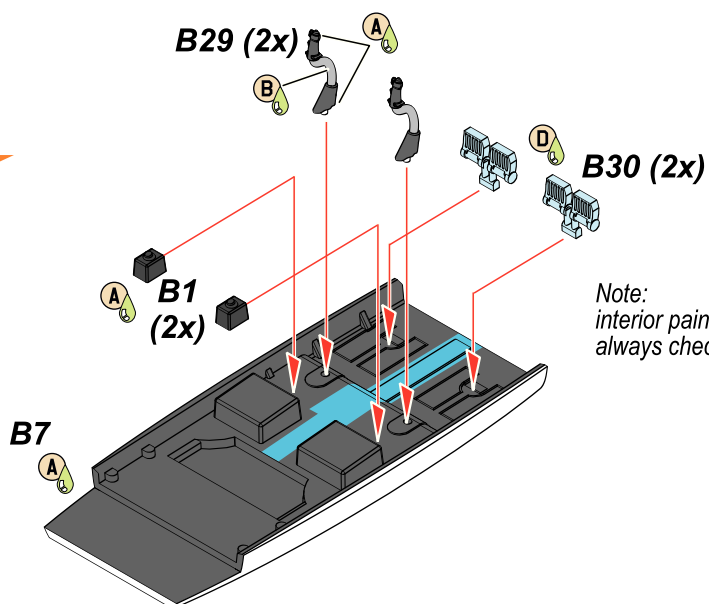
1



2

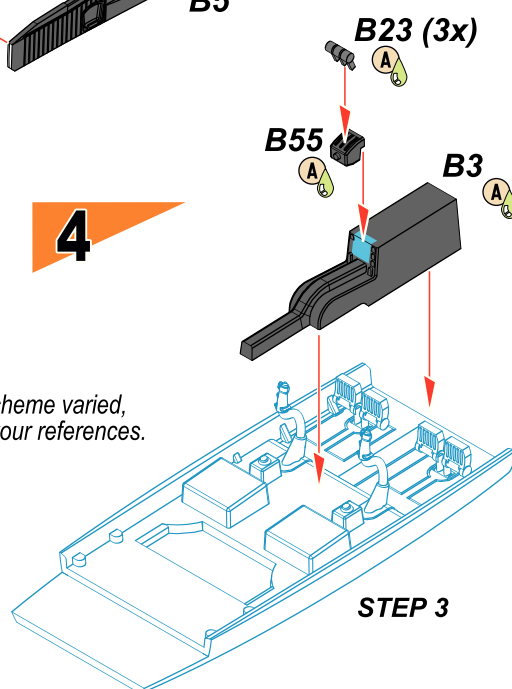


3



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

4

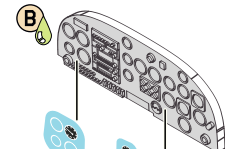


5



Scheme A: B37 + decals F,G
Scheme B: B37 + decals F,G
Scheme C: B38 + decals D,E
Scheme C: B38 + decals D,E
Scheme E: B36 + decals A,C

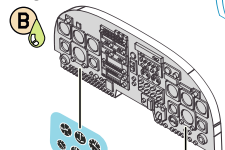
B36



decals A

decals C

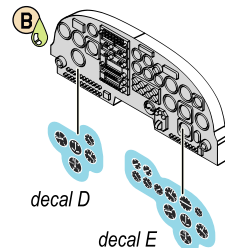
B37



decals F

decals G

B38



decals D

decals E

STEP 2

B42

B41

B40

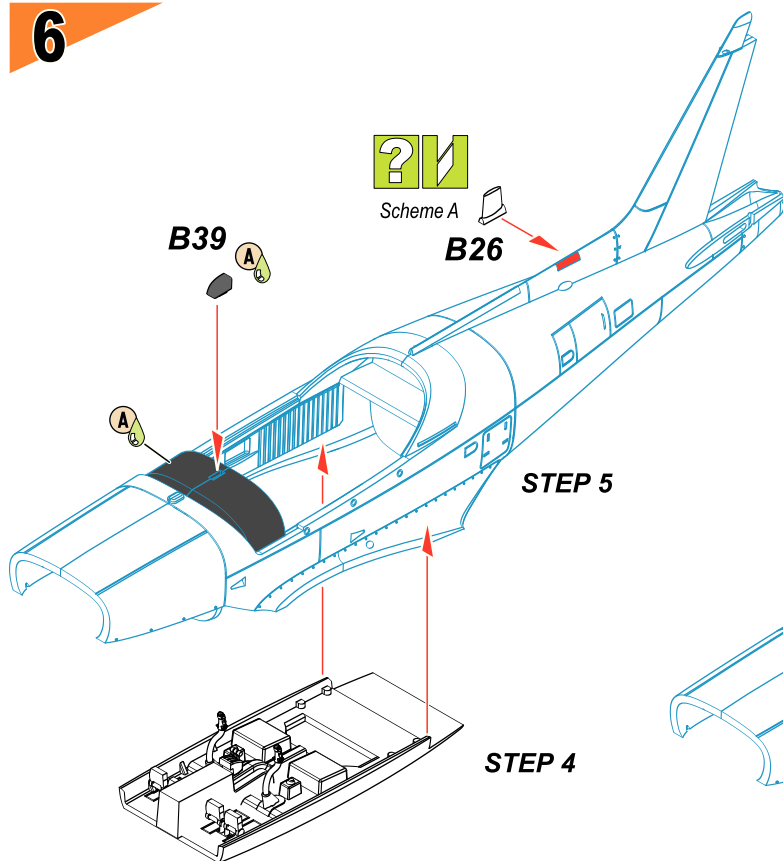
D4

STEP 1

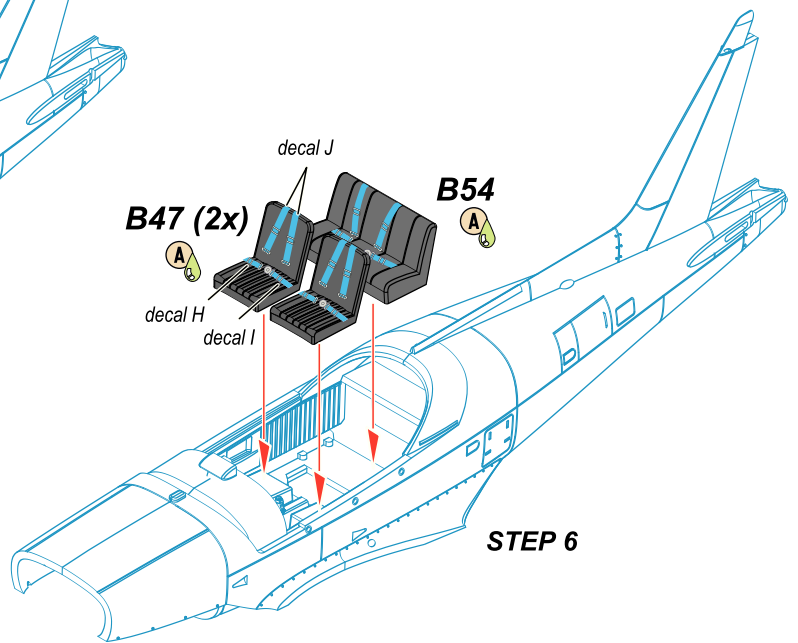
SH48215 SIAI-Marchetti SF-260 EA/D/EU

3

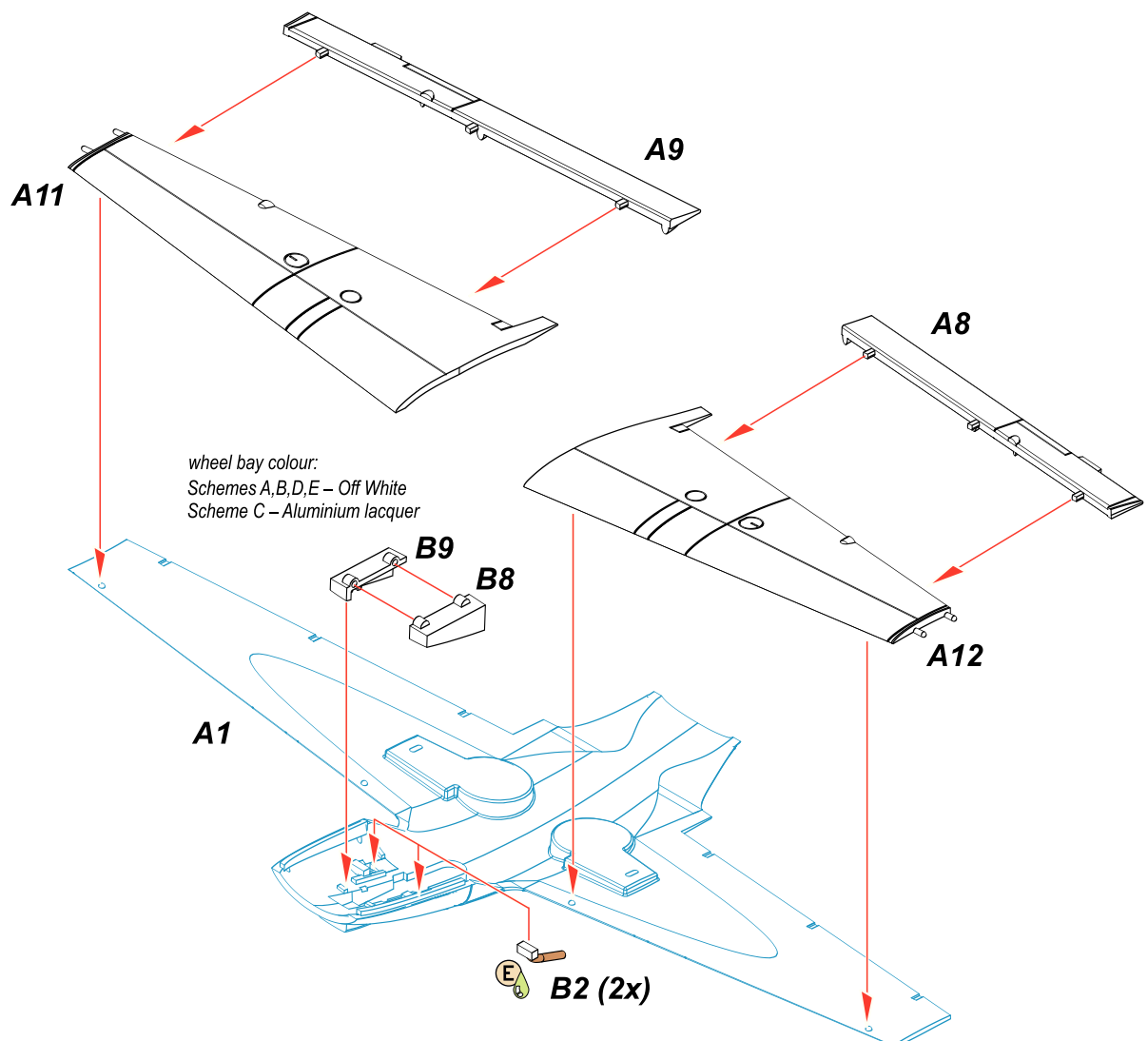
6



7

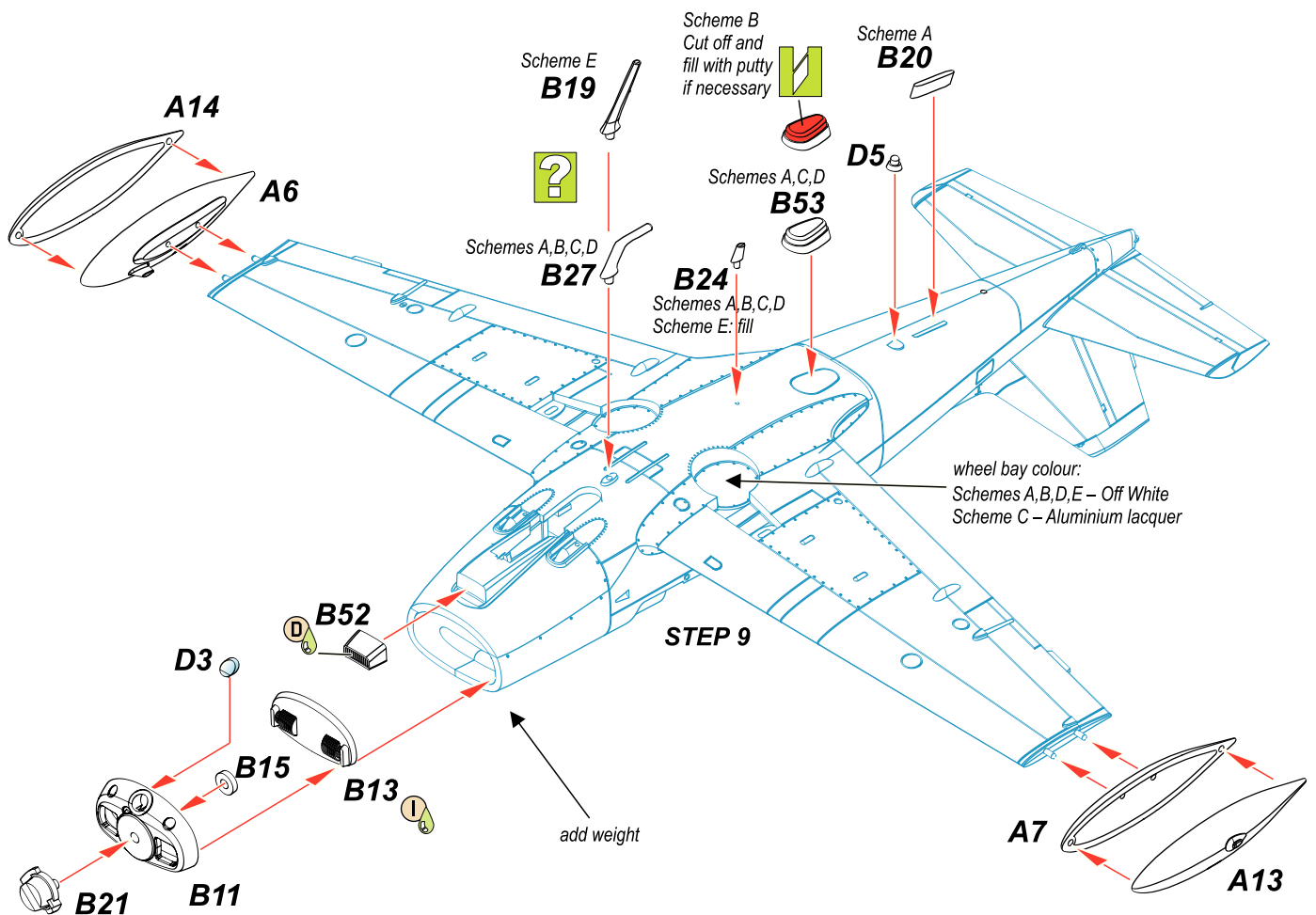
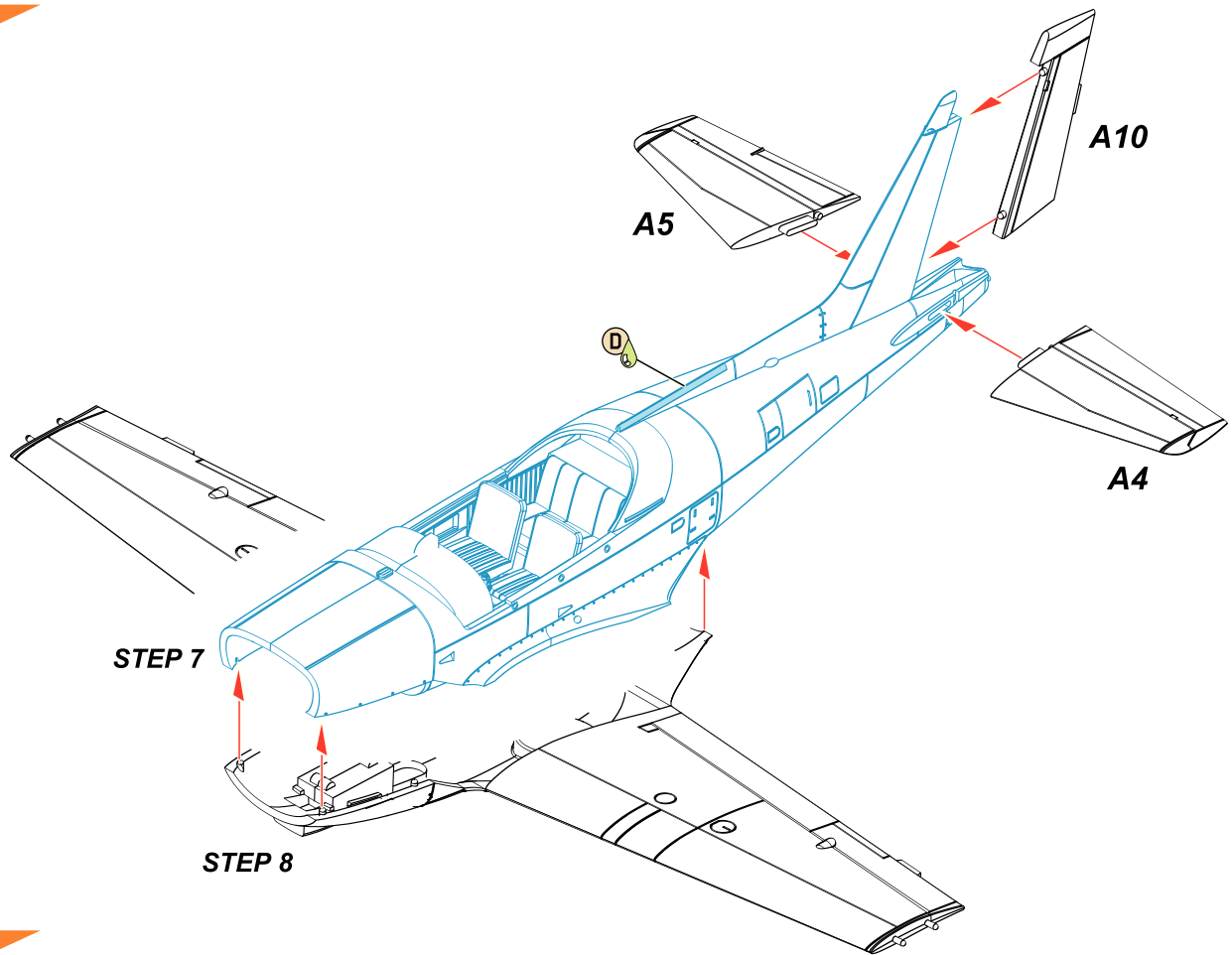


8



4

SH48215 SIAI-Marchetti SF-260 EA/D/EU



11

wire / rod
dia 0.3mm
length 2.5mm



B17

canopy framing - inside

A

D1

D2



wire / rod
dia 0.3mm
length 12mm

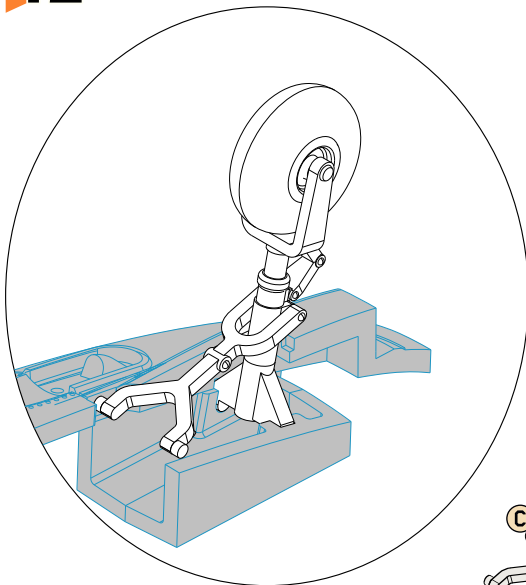


Schemes B,E

0.5mm
sheet styrene

STEP 10

12



B51

F

B50

D

B18

C

B28

B14

C

C

wire / rod
dia 0.3mm
length 3mm

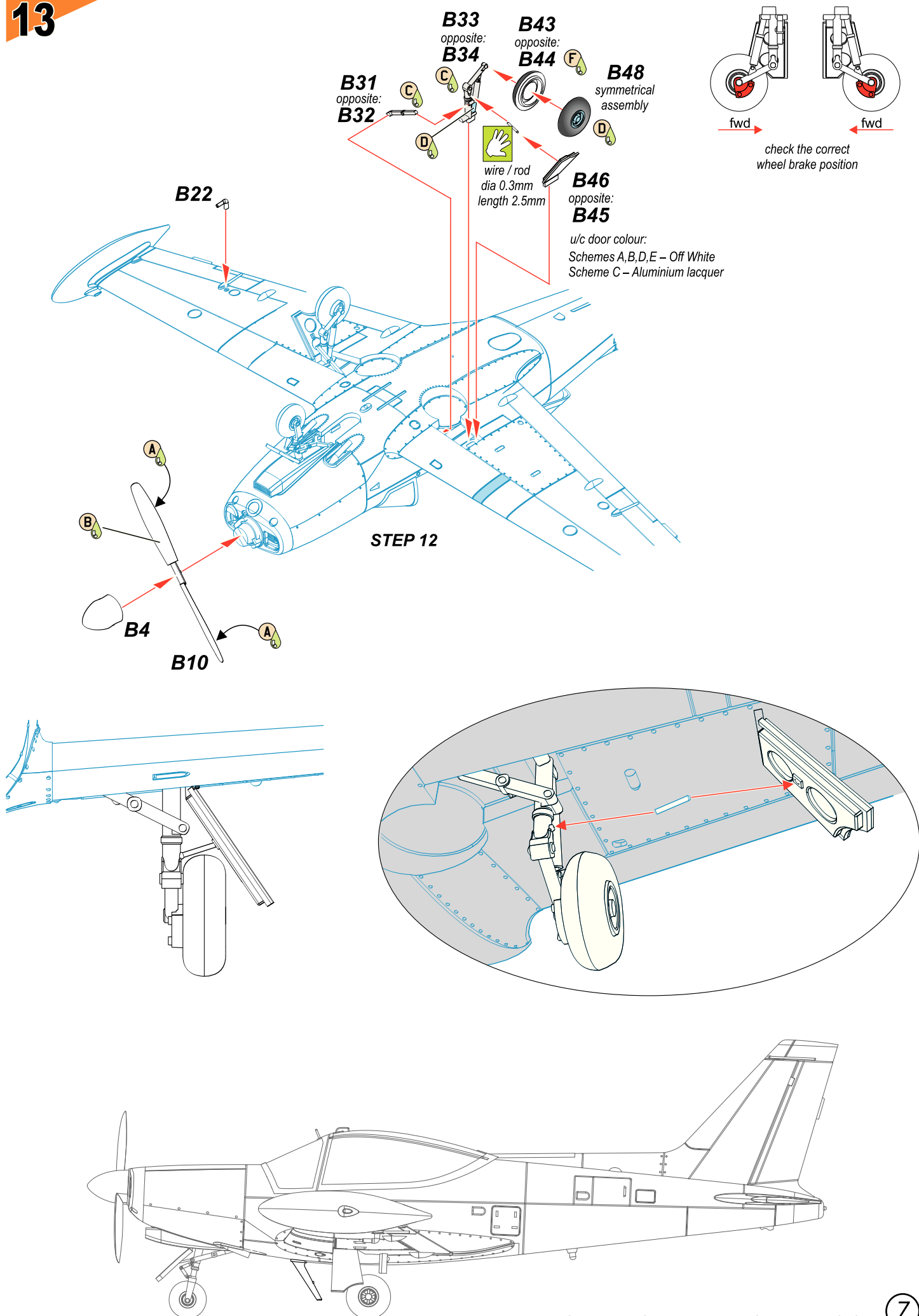
B16

wheel bay colour:
Schemes A,B,D,E – Off White
Scheme C – Aluminium lacquer

STEP 11

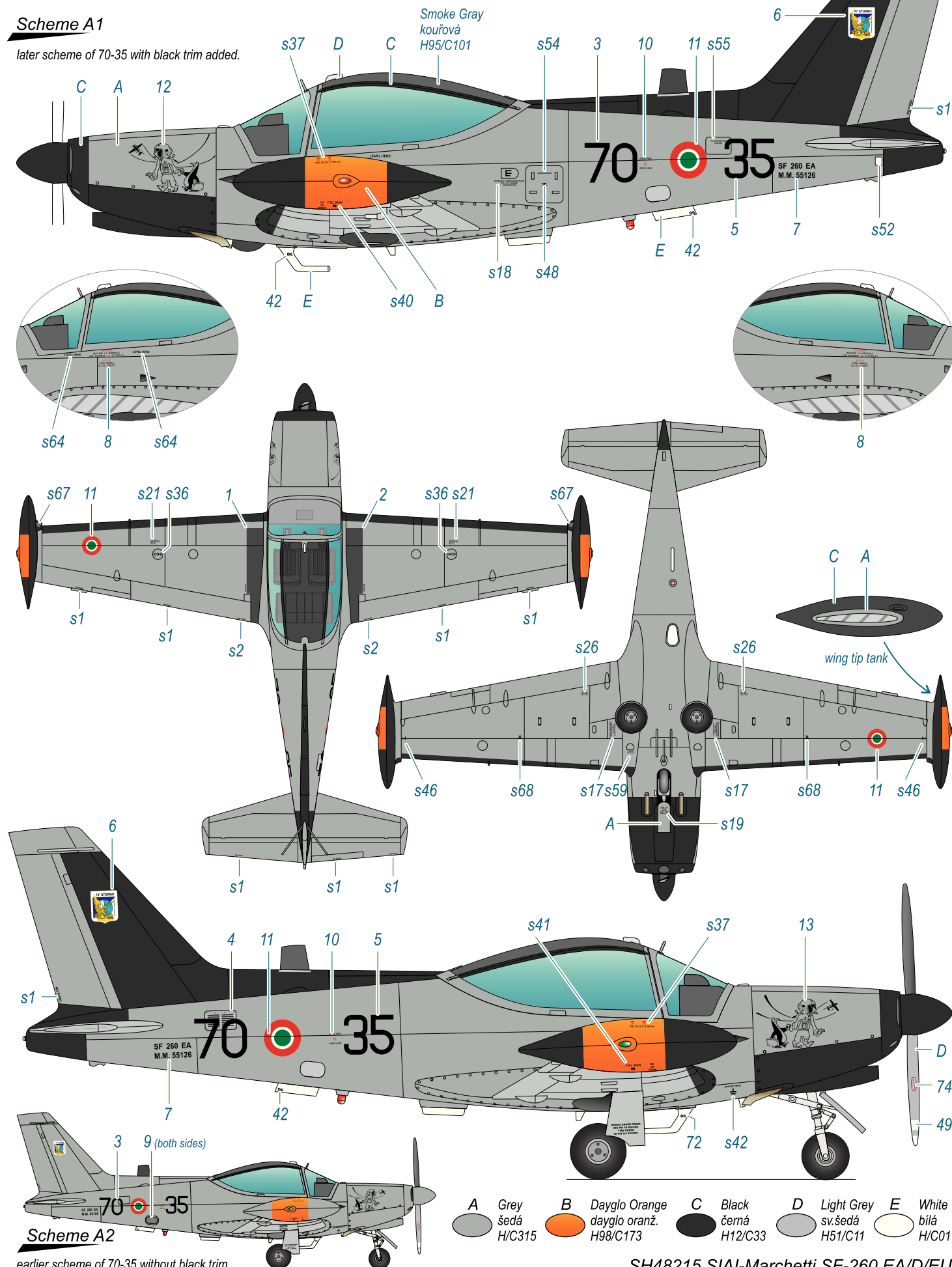
6

SH48215 SIAI-Marchetti SF-260 EA/D/EU



Scheme A1

later scheme of 70-35 with black trim added.



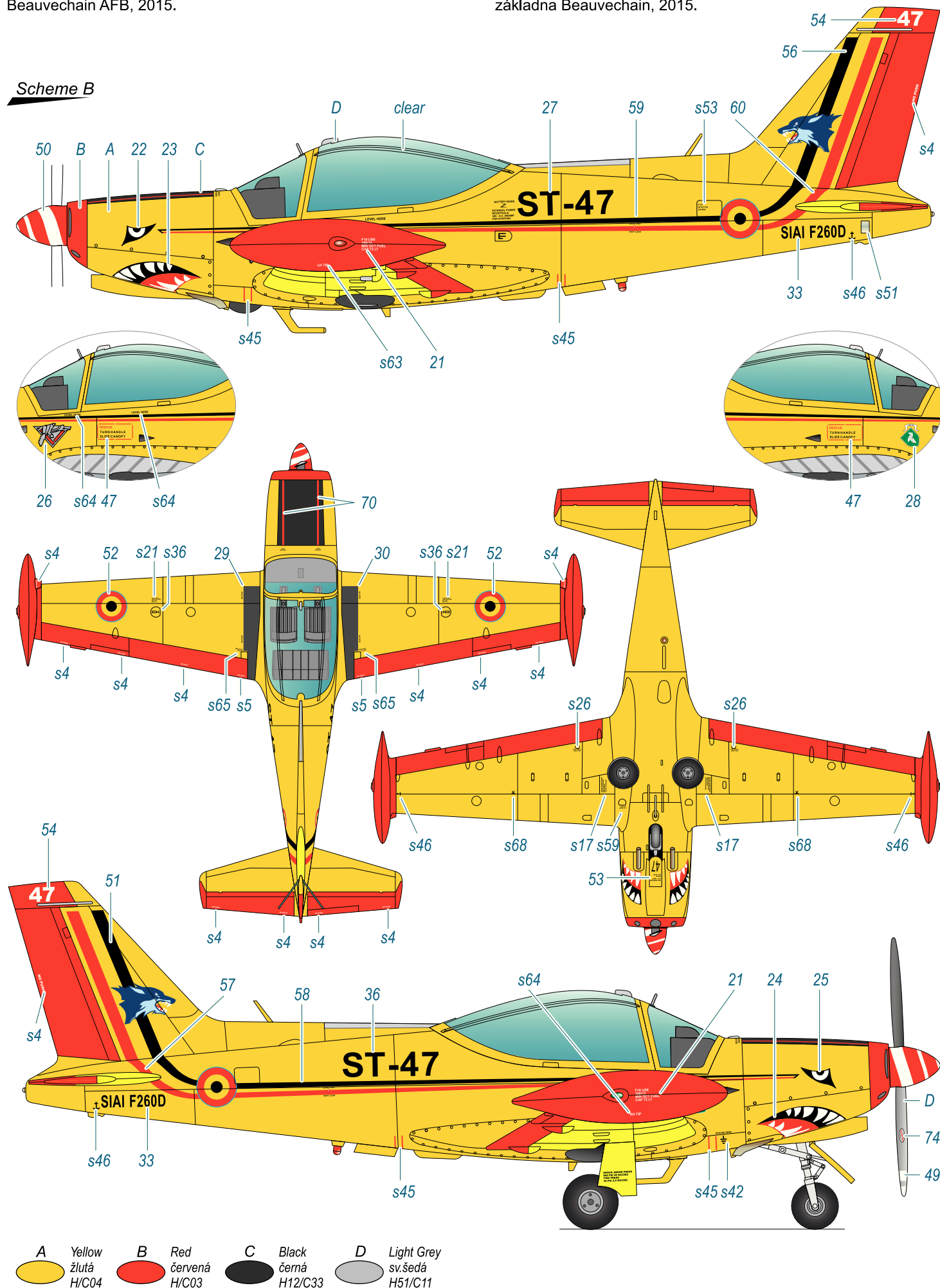
Scheme A2

earlier scheme of 70-35 without black trim

SIAl-Marchetti SF-260 D, C/N 847, ST-47, 5 Squadron, Basic Flying Training School, Luchtcomponent/Composante Air, Beauvechain AFB, 2015.

SIAl-Marchetti SF-260 D, C/N 847, ST-47, 5. Squadrona, Basic Flying Training School, Luchtcomponent/Composante Air, základna Beauvechain, 2015.

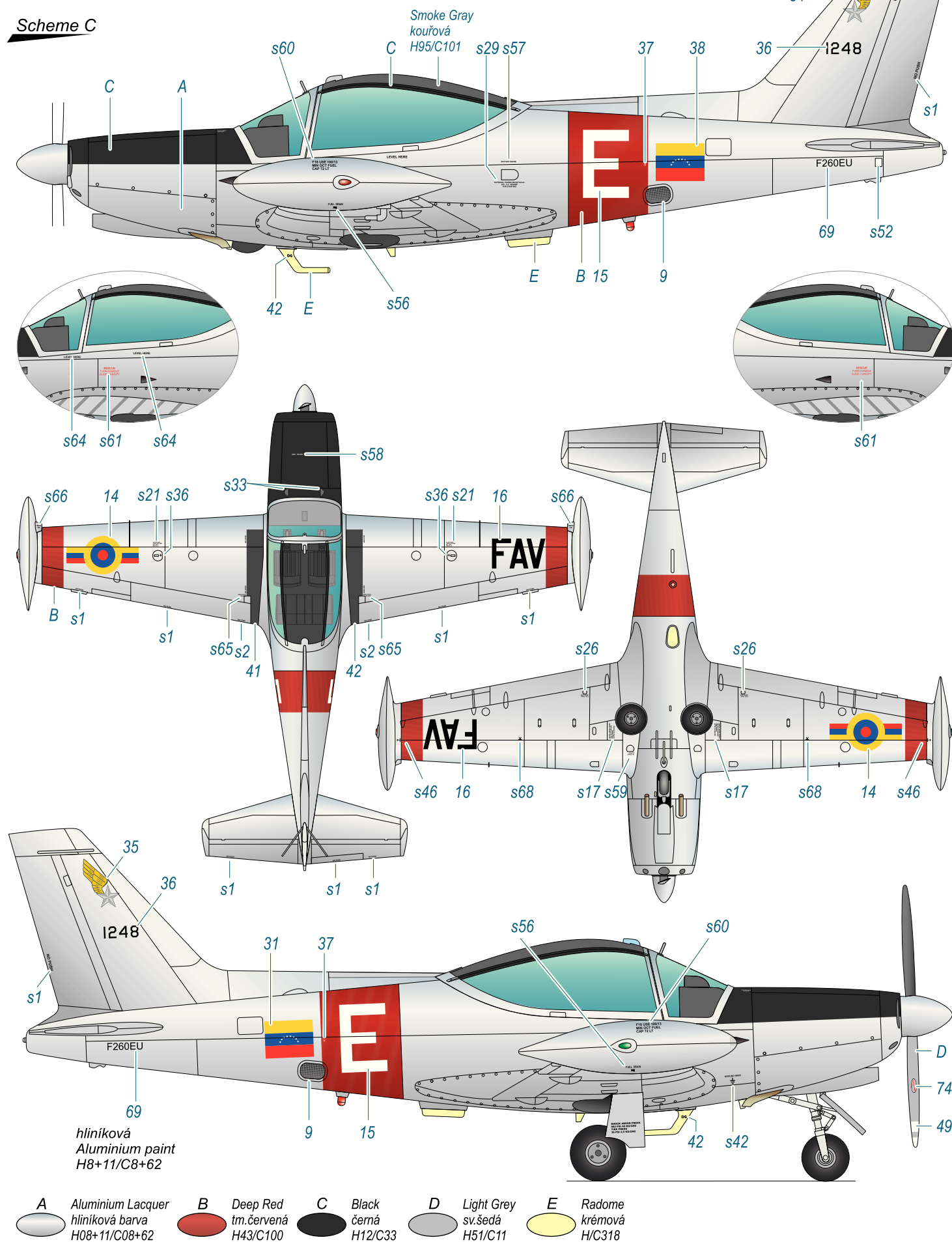
Scheme B



SIAl-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.

SIAl-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



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

Scheme D

Smoke Gray
kouřová
H95/C101

FUERZA AEREA URUGUAYA

T-260

612

F260EU

s60 D C s29 s57 A 20 44 s1

40 C B

612

69 s52 38

42 s56

s64 s61 s64 41

s58

s67 17 s21 s36 s33 s36 s21 18 s67

C s1 s1 s1 s1 s1 s1

s65 s2 29 s2 s65 30

s26 s26 s46 18 s68 s17 s59 s17 s68 17 s46

s1 s1 s1

43 19

612

40

D 74 49

38 69

42 s42

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

Scheme E

