

S211 Jet Trainers for sale

I.A.P. are pleased to offer as owners , up to 20ea Siai Marchetti S211 Jet Trainers.

These aircraft were recently retired (2008) from a major air force and are currently in short term storage at Perth Australia. All are currently flyable

The S211 is fully aerobatic , powered by a single P&W JT15D-4C engine , with a KTAS of in excess of 400 kts would make exciting warbirds , military chase planes or further use with a foreign military

Individual aircraft are priced starting at \$ 175,000



IAP holds a very extensive spares inventory for these aircraft at its Sydney Headquarters'.

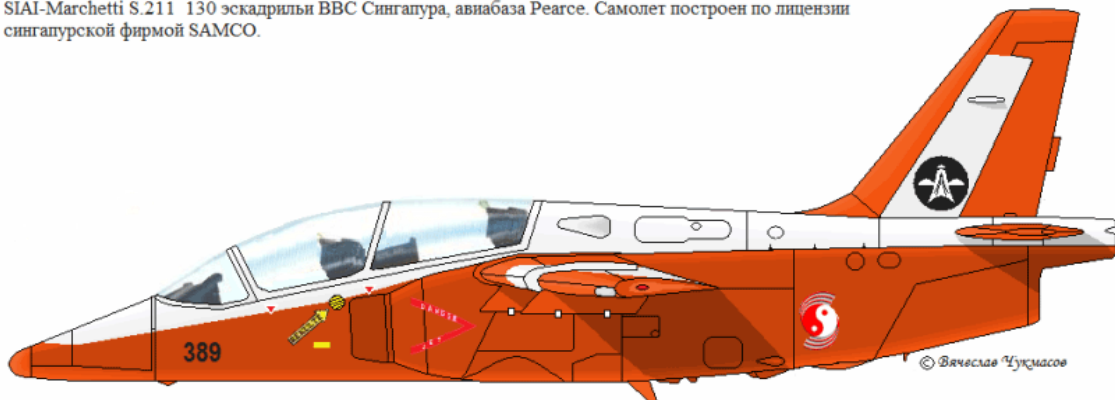
Each aircraft is sold with all records , a full set of manuals , ladders , bungs and ground locks

The S211 is a relatively simple aircraft to fly , modern , with good looks and has the added benefit of being easily supportable .

The Engine , a JT15D-4C is essentially the same as fitted to the Cessna Citation and is therefore inherently supportable. Parts and maintenance being commercially available. Fuel burn is around 125 US gal an hr and it is reasonably quite . It should not invoke the ire of the airport authorities !

Wheels and Brakes are made by Cleveland , and are procurable through Avial . Main tires are the same at the Bandeirante and again procurable locally

SIAI-Marchetti S.211 130 эскадрильи ВВС Сингапура, авиабаза Pearce. Самолет построен по лицензии сингапурской фирмой SAMCO.



These S211 have two different fatigue lives depending upon the embodiment of a life extension modification. Some of these have been complies , some have not. More info can be provided upon request.

The engine TBO is 2300 hrs with a mid life H.S.I. Repairs , H.S.I. and overhauls can be carried out at many facilities.

Tail Number	S/N	Basic Weight	Total Time Hrs	Fatigue life limit	Hrs Rem	Engine s/n	Eng Hrs rem	Engine Hrs rem
					Airframe		To OH	To H.S.I.
347	030/02-028	2040.3	5388.9	5530	141.1	PC-E 98034	983	N/A
391	022/02-012	2040.43	5401.1	5705	303.9	PC-E 98049	646	N/A
398	029/02-019	2045.5	5647.2	6018	370.8	PC-E 98030	780	N/A
381	005/02-002	2026	5202.9	5853	650.1	PC-E 98046	513	N/A
392	023/02-013	2044.5	6421.9	8000	1578.1	PC-E 98025	483	N/A
386	010/02-007	2042.59	4238.3	5824	1585.7	PC-E 98047	984	N/A
385	009/02-006	2036	6400.5	8000	1599.5	PC-E 98095	759	N/A
389	013/02-010	2050	6380.7	8000	1619.3	PC-E 98054	586	N/A
394	025/02-015	2049	6301.4	8000	1698.6	PC-E 98003	607	N/A
345	037/02-026	2042.04	6223.6	8000	1776.4	PC-E 98026	137	N/A
349	041/02-030	2047.98	6216.8	8000	1783.2	PC-E 98002	1736	586
344	036/02-025	2042.58	4471.7	6427	1955.3	PC-E 98029	601	N/A
340	032/02-021	2022.43	5968.9	8000	2031.1	PC-E 98036	717	N/A
342	034/02-023	2046.34	5967.2	8000	2032.8	PC-E 98061	779	N/A
399	031/02-020	2039.05	5967	8000	2033	PC-E 98008	797	N/A
380	004/02-001	2049.93	5639.7	7674	2034.3	PC-E 98018	898	N/A
396	027/02-017	2050.01	5939.1	8000	2060.9	PC-E 98023	2074	924
348	040/02-029	2042.8	3745.5	6160	2414.5	PC-E 98048	437	N/A
339	019/03-004	2040.07	4174.5	6628	2453.5	PC-E 98043	412	N/A
338	016/03-002	2022.32	3922.4	6653	2730.6	PC-E 98007	402	N/A

Deposit taken

MODEL	S.211	
CREW	1-2	
ENGINE	1 x Pratt & Whitney Canada JT15D-4C turbofans, 11.12kN	
WEIGHTS		
Take-off weight	2500 kg	5512 lb
Loaded weight	1615 kg	3560 lb
DIMENSIONS		
Wingspan	8.43 m	27 ft 8 in
Length	9.31 m	30 ft 7 in
Height	3.8 m	12 ft 6 in
Wing area	12.6 m ²	135.63 sq ft
PERFORMANCE		
Max. speed	665 km/h	413 mph
Ceiling	12190 m	40000 ft
ARMAMENT	600kg of weapons	

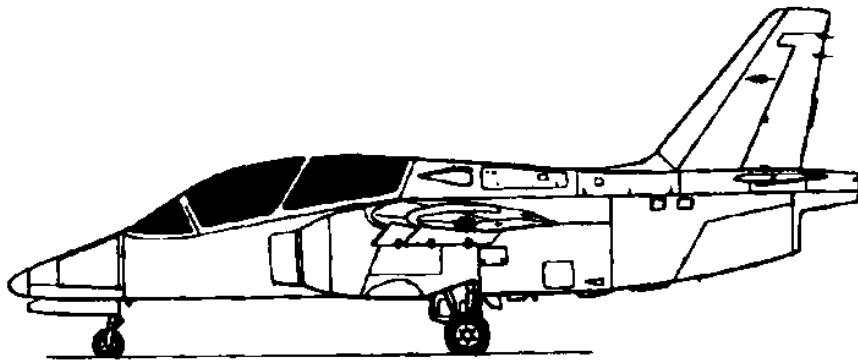
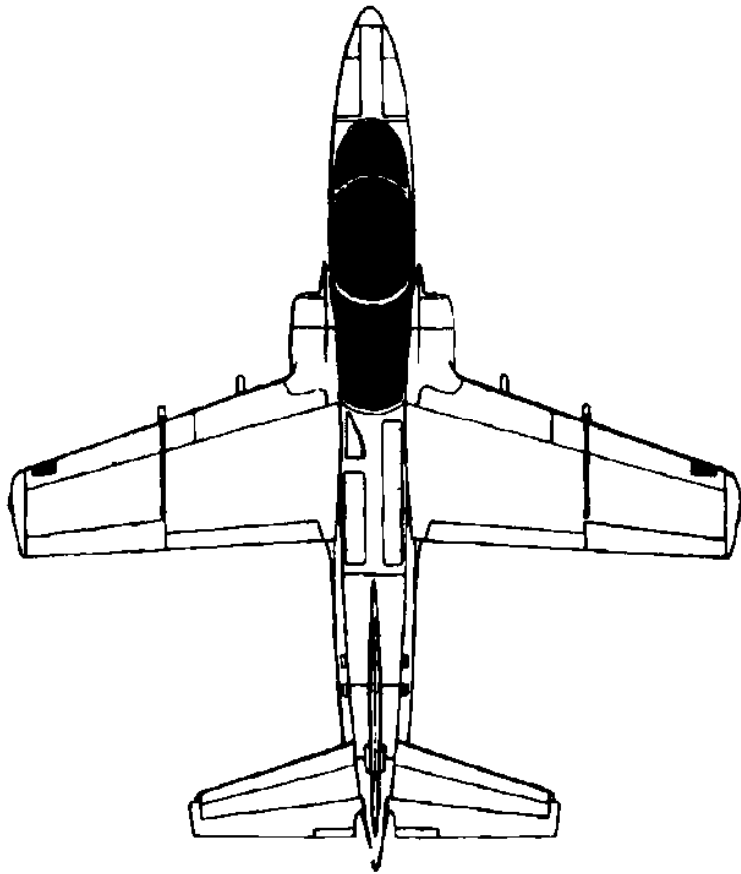
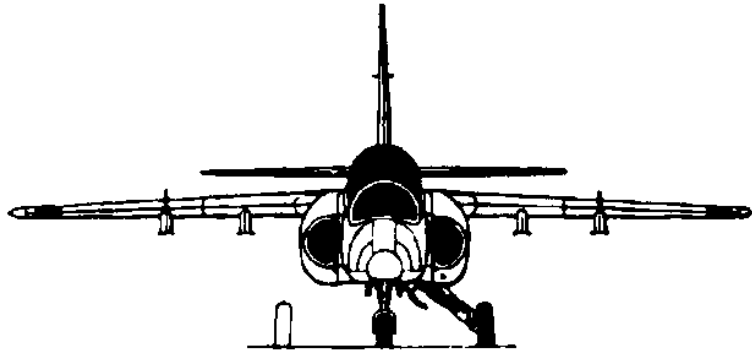
Tandem seat jet trainer and light strike aircraft. Powered by a Pratt & Whitney of Canada JT15D-4C Turbofan that puts out 2,500lb of static thrust. Equipped with two Martin Baker Mk10 zero-zero ejection seats. No armament is normally fitted. Aircraft can be equipped with four hardpoints with the inner hardpoints capable of taking up to 330kg of ordnance each. The outer hardpoints can take up to 165kg of ordnance. Can also be armed with a .50 cal center line machine gun in a pod below the cockpit. The aircraft is manoeuvrable to a maximum of +6/-3G in a clean configuration

We are offering these aircraft “as is” or flying on experimental category. Delivery point for Australian Customers is Jandakot , W.A. For international customers we will containerise the aircraft and ship worldwide .













SIAI-Marchetti S.211 in the insignia of the air force of Haiti (Aviodata)

SIAI-MARCHETTI S.211

This lightweight, low-cost basic trainer and light attack aircraft was first revealed in the form of a model at the Paris Air Show in May/June 1977. Two flying prototypes were built initially, and the first of these (I-SITF) made its initial flight on 10 April 1981. The second (I-SIJF), with a less square-cut tailpipe, flew later that year. Intake splitter plates

are fitted to the third prototype (I-TFSI), which made its first flight in the Spring of 1983, and to the production version, which flew for the first time on 4 October 1984.

Deliveries of production S.211s began in November 1984, and orders and options for 40 had been placed by July 1985. Customers include the air forces of Singapore (ten) and Haiti. The first six S.211s were delivered in component knocked-down form for reassembly in Singapore; the next four aircraft, for delivery during the Summer of 1985, are in kit form for assembly by SAMCO, a subsidiary of Singapore Aircraft Industries (which see).

Features of the S.211 are its safe stalling and spinning characteristics, and the very low airframe weight, made possible by the fact that some 61 per cent of the external surfaces are made from composite materials.

Brief details were given at the 1985 Paris Air Show of an upgraded nav/attack version, expected to fly for the first time in late 1986. This would have an OMI/Litton head-up display (modified from that used in the AMX tactical fighter), and an Omega navigation computer linked to the INS.

The following description applies to the current production S.211:

TYPE: Two-seat basic trainer and light attack aircraft.

WINGS: Cantilever shoulder-wing monoplane, with supercritical section evolved by computer with the assistance of the US universities of New York and Kansas. Thickness/chord ratio 15% at root, 13% at tip. Incidence 2° 13' at root, -1° 17' at tip. Anhedral 2° from roots. Sweepback 15° 30' at quarter-chord. Two-spar metal torsion box structure, forming integral fuel tank; attached to fuselage by four bolts. Upper and lower skins each formed by two one-piece panels joined along centreline and to the spars. Hydraulically actuated ailerons and large area electrically actuated Fowler flaps on trailing-edges. Trim tab in each aileron; servo tab in port aileron.

FUSELAGE: Conventional metal and glassfibre semi-monocoque structure. Hydraulically actuated airbrake under centre-fuselage. Equipment bay in nose. Large quick-disconnect panel at rear, for rapid engine access or removal.

TAIL UNIT: Cantilever metal structure. Sweptback fin and horn balanced rudder; electrically actuated variable incidence tailplane has sweptback leading-edge. Horn balanced elevators, each with inset trim tab.

LANDING GEAR: Hydraulically retractable tricycle type, of Messier-Hispano-Bugatti/Magnaghi design. Oleopneumatic shock absorber in each unit. All units retract forward into fuselage (main units turning through 90° to lie flat in undersides of engine air intake trunks). Nose-wheel steerable 18° left and right. Mainwheels size 6-50-8; nosewheel size 5-00-5. Designed for sink rate of 4 m (13 ft)/s. Wheel brakes actuated hydraulically, independently of main hydraulic system. Provision for emergency free-fall extension.

POWER PLANT: One 11-12 kN (2,500 lb st) Pratt & Whitney Canada JT15D-4C non-afterburning turbofan engine (-4 in first prototype), mounted in rear of fuselage; lateral intake each side of fuselage, with splitter plate. Fuel in 650 litre (143 Imp gallon) integral wing tank and 150 litre (33 Imp gallon) fuselage tank; total capacity 800 litres (176 Imp gallons). Single gravity refuelling point in top surface of starboard wing. Electric fuel pump for engine starting and emergency use. Fuel and oil systems permit inverted flight. Provision for two 350 litre (77 Imp gallon) drop tanks on inboard underwing stores points. Oil capacity 10 kg (22 lb).

ACCOMMODATION: Seats for two persons in tandem in pressurised and air-conditioned cockpit under one-piece framed canopy opening sideways to starboard; pupil in front, instructor on rear seat elevated 28 cm (11 in). Internal transparent screen between seats. Martin-Baker Mk 10 lightweight zero/zero ejection seats for both occupants.

SYSTEMS: Environmental control system for cockpit pressurisation and air-conditioning, using engine bleed air for heating, freon vapour for cooling. Max pressure differential 0.29 bars (4.2 lb/sq in). Hydraulic system, pressure 207 bars (3,000 lb/sq in), for actuation of airbrake, landing gear, freon compressor and aileron boost, and independent actuation of wheel brakes. Primary electrical

system is 28V DC, using an engine driven starter/generator; nickel-cadmium battery; two static inverters supply AC power for instruments and avionics. External power receptacle in port side of lower fuselage aft of wing. Demand type main oxygen system, at 124 bars (1,800 lb/sq in) pressure, sufficient to supply both occupants for 4 hours, plus bottles for emergency oxygen supply.

AVIONICS AND EQUIPMENT: To customer's requirements. Communications system has, as standard, dual U/VHF and one HF/SSB, all with dual control. BAe AN16/D suppressed HF antenna. Choice of ADF, DME, Tacan, VOR/ILS or R/Nav; IFF, flight director and radio altimeter standard. Provision for Doppler radar, nose-mounted attack radar, head-up display, radar warning system and ECM. Landing and taxiing lights (in inboard wing leading-edges of first two prototypes) relocated near wingtips on production aircraft.

ARMAMENT: Four underwing hardpoints, stressed for loads of up to 330 kg (727.5 lb) inboard, 165 kg (364 lb) outboard; max external load 660 kg (1,455 lb). Typical loads can include four single- or twin-gun 7.62 mm machine-gun pods, four 12.7 mm gun pods, or (inboard only) two 20 mm gun pods; four AL-18-50 (18 x 50 mm), Matra F2 (6 x 68 mm), LAU-32 (7 x 2.75 in), or AL-6-80 (6 x 81 mm) rocket launchers, or (inboard only) two Matra 155 (18 x 68 mm), SNORA RWK-020 (12 x 81 mm) or 100 mm rocket launchers; four bombs or practice bombs of up to 150 kg size, or (inboard only) two bombs or napalm containers of up to 300 kg; four 74 mm cartridge throwers; or (inboard only) two photo-reconnaissance pods each with four cameras and infra-red linescan; or (inboard only) two 350 litre (77 Imp gallon) auxiliary fuel tanks.

DIMENSIONS, EXTERNAL:

Wing span	8.43 m (27 ft 8 in)
Wing chord: at root	2.151 m (7 ft 0 3/4 in)
at tip	1.00 m (3 ft 3 3/4 in)
mean aerodynamic	1.646 m (5 ft 4 3/4 in)
Wing aspect ratio	5.08
Length overall	9.31 m (30 ft 6 1/2 in)
Height overall	3.80 m (12 ft 5 1/2 in)
Tailplane span	3.96 m (13 ft 0 in)
Wheel track	2.29 m (7 ft 6 in)
Wheelbase	4.02 m (13 ft 2 1/4 in)

AREAS:

Wings, gross	12.60 m ² (135.63 sq ft)
Airbrake	0.42 m ² (4.52 sq ft)
Vertical tail surfaces (total)	2.01 m ² (21.64 sq ft)
Horizontal tail surfaces (total)	3.378 m ² (36.36 sq ft)

WEIGHTS:

Weight empty, equipped	1,645 kg (3,626 lb)
Max usable fuel: internal	622 kg (1,371 lb)
external	390 kg (860 lb)
Max T-O weight: trainer, 'clean'	2,700 kg (5,952 lb)
armed version	3,100 kg (6,834 lb)

PERFORMANCE (at T-O weight of 2,500 kg; 5,511 lb except where indicated):

Never-exceed speed	Mach 0.80 (400 knots; 740 km/h; 460 mph EAS)
Max cruising speed at 7,620 m (25,000 ft)	360 knots (667 km/h; 414 mph)
Rotation speed	90 knots (167 km/h; 104 mph)
Stalling speed, flaps down	74 knots (138 km/h; 86 mph)
Max rate of climb at S/L	1,280 m (4,200 ft)/min
Time to 6,100 m (20,000 ft)	6 min 12 s
Service ceiling	12,200 m (40,000 ft)
T-O run (S/L, ISA)	390 m (1,280 ft)
T-O to 15 m (50 ft)	512 m (1,680 ft)
Landing from 15 m (50 ft)	705 m (2,313 ft)
Landing run (S/L, ISA)	361 m (1,185 ft)
Min air turning radius at S/L	less than 305 m (1,000 ft)

Typical attack radius with four rocket launchers, AUV of 3,100 kg (6,834 lb):

hi-lo-hi, out and back at 265 knots (491 km/h; 305 mph) at 9,145 m (30,000 ft), 2 h 50 min mission (incl 5 min over target), 60 kg (132 lb) of fuel remaining

300 nm (556 km; 345 miles)
lo-lo-lo, out and back at 250 knots (463 km/h; 288 mph) at less than 305 m (1,000 ft), 1 h 5 min mission (incl 5 min over target), 60 kg (132 lb) of fuel remaining

125 nm (231 km; 144 miles)
Max range on internal fuel, 30 min reserves

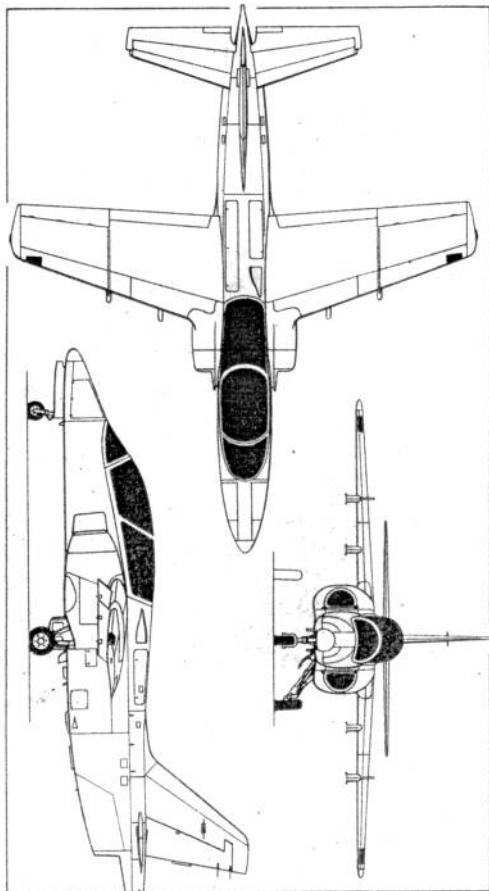
900 nm (1,668 km; 1,036 miles)
Ferry range (AUV of 3,100 kg; 6,834 lb, max internal and external fuel) at 270 knots (500 km/h; 311 mph) at 9,145 m (30,000 ft), 90 kg (198 lb) of fuel remaining

1,340 nm (2,483 km; 1,543 miles)
Endurance, 30 min reserves

3 h 50 min
Sustained g limit at 4,575 m (15,000 ft)

3-4
g limits: 'clean' +6; -3

with external stores +5; -2.5



SIAI-Marchetti S.211 basic trainer and light attack aircraft (Pilot Press)

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