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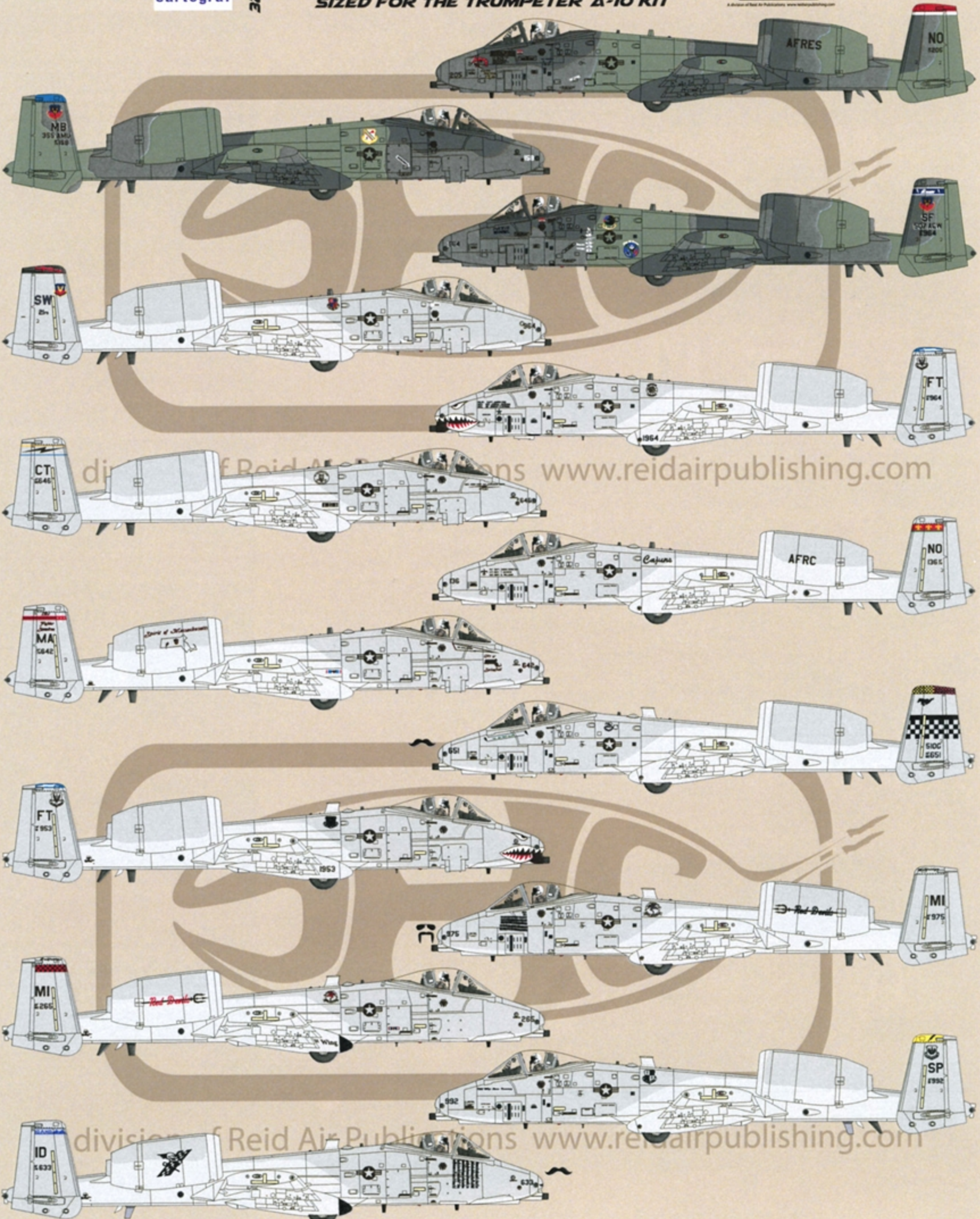
32008

BIG SCALE HOGS

SIZED FOR THE TRUMPETER A-10 KIT



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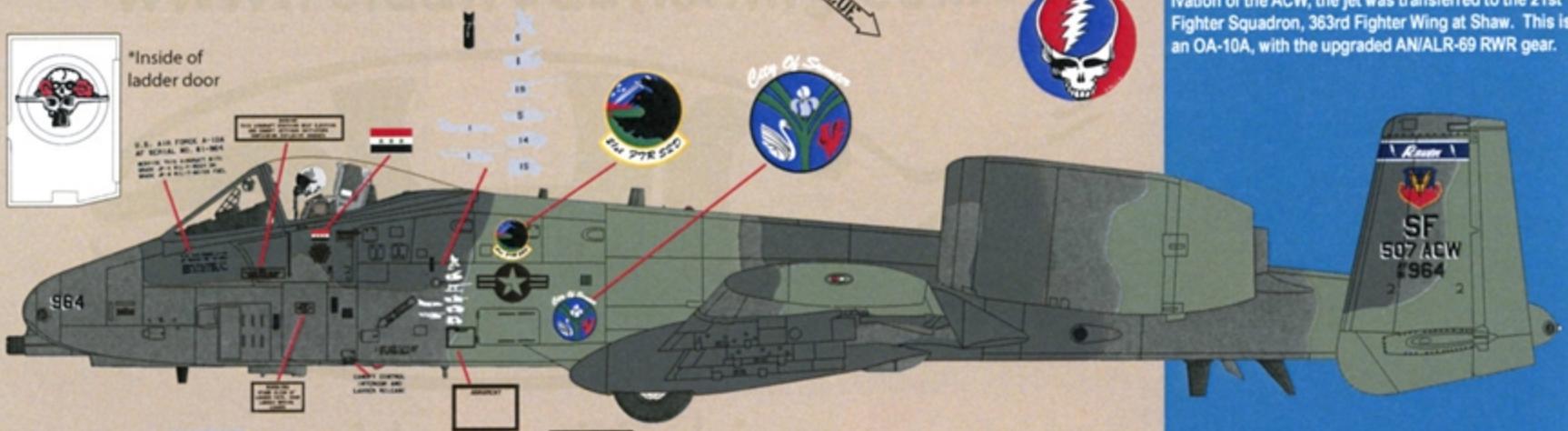
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81-0964 507th Air Control Wing
Shaw AFB, South Carolina, December 1991

During Operation Desert Storm, A-10A 81-0964 was deployed to King Fahd Airport with the rest of the A-10 armada while assigned to the 511th Tactical Fighter Squadron. During a mission on February 15, 1991, this jet shot down an Iraqi Mi-8 helicopter using its 30mm gun. It was transferred to the very-short-lived 507th ACW shortly after returning from the Gulf. Upon deactivation of the ACW, the jet was transferred to the 21st Fighter Squadron, 363rd Fighter Wing at Shaw. This is an OA-10A, with the upgraded AN/ALR-69 RWR gear.



81-0964 21st Fighter Squadron
363rd Fighter Wing
Shaw AFB, South Carolina, November 1993

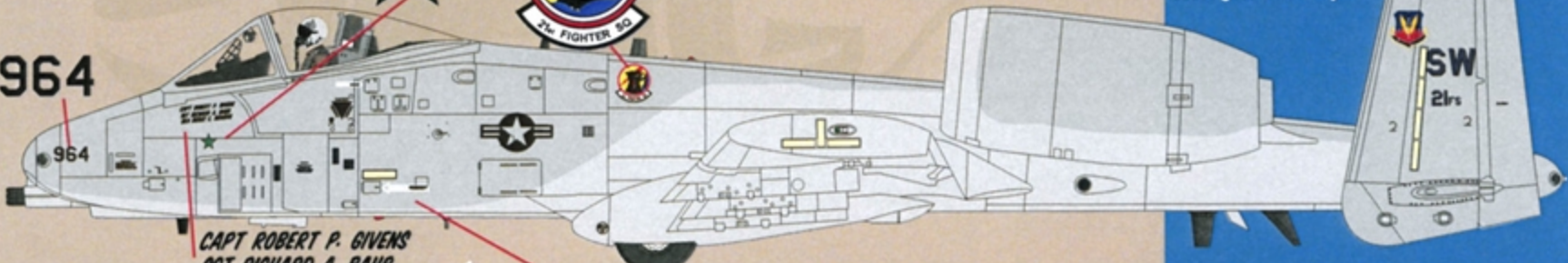
Following its time with the 507th Air Control Wing, 81-0964 was passed on to the 363rd Fighter Wing, yet still based at Shaw AFB. By this time, the jet had undergone depot level maintenance, where it underwent the LASTE upgrade, along with the receipt of low-voltage formation strip lights. It was also painted in the two-tone gray camouflage scheme. Paint the tips of each vertical stabilizer gloss black prior to decal application. Black shading on the tail codes goes to rear of jet.



81-0964

964

CAPT ROBERT P. GIVENS
SST RICHARD A. BARR
SRA DEREK C. BOWENS



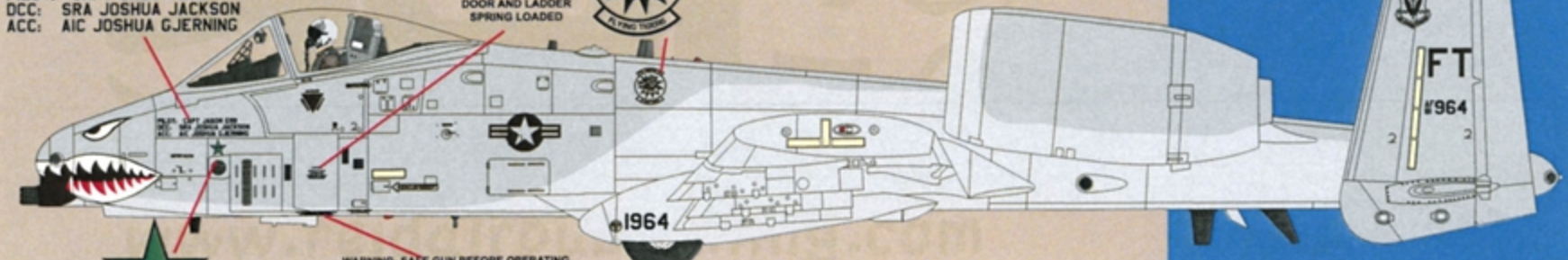
81-0964 74th Fighter Squadron
23rd Wing
Pope AFB, North Carolina, March 2006

For the past several years, 81-0964 has been assigned to the 23rd Wing at Pope AFB (although the 23rd Wing has since moved to Moody AFB, Georgia). By 2006, it had received the latest A-10A upgrades, including the revised gun gas scoops on the side of the fuselage, EGI/GPS dome, and covert lighting. Paint the tips of each vertical stabilizer medium blue prior to decal application. The sharksmouth decals will require very careful placement and trimming for a precise fit.



1964

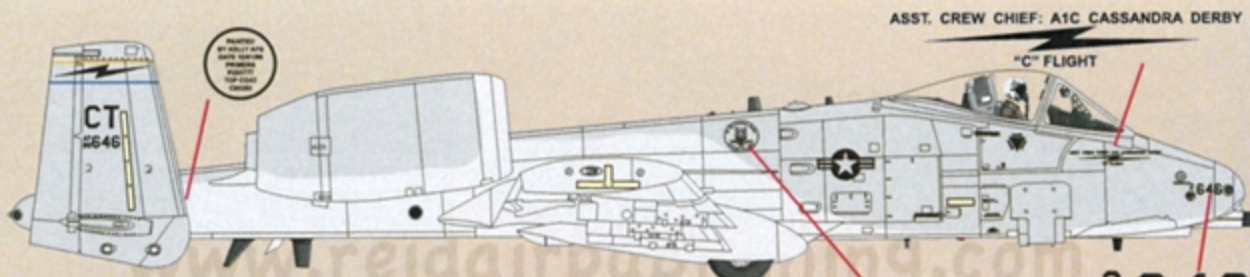
PILOT: CAPT JASON ERB
DCC: SRA JOSHUA JACKSON
ACC: AIC JOSHUA GJERNING



MI-8

WARNING - SAFE GUN BEFORE OPERATING OR SERVICING THE SYSTEM
UP FOR FORWARD GUN ROTATION
DOWN FOR REVERSE GUN OPERATION

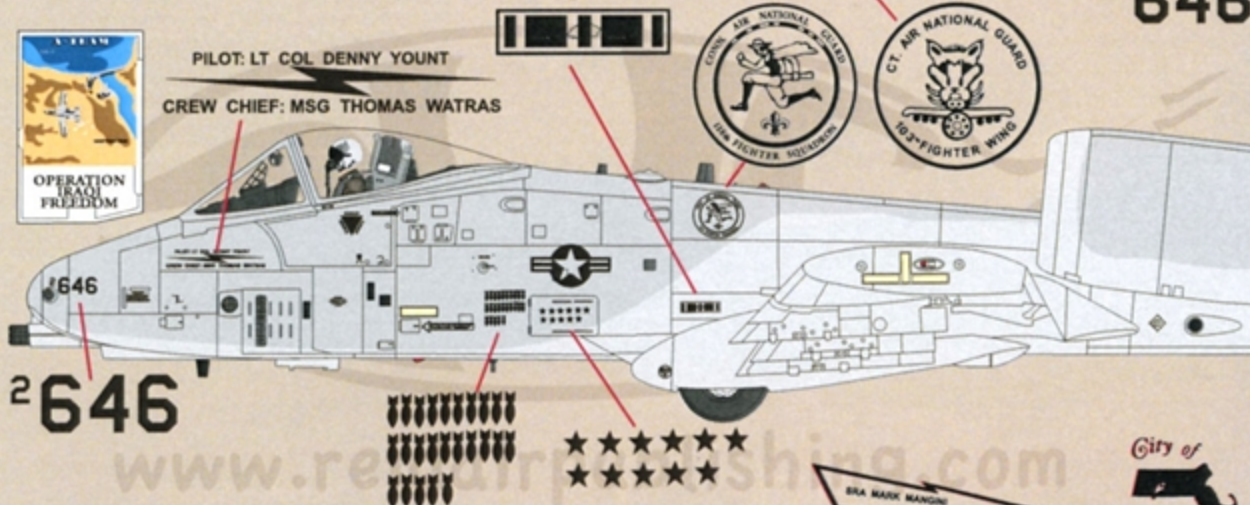
WARNING
STAND CLEAR OF
LADDER PATH
DOOR AND LADDER
SPRING LOADED



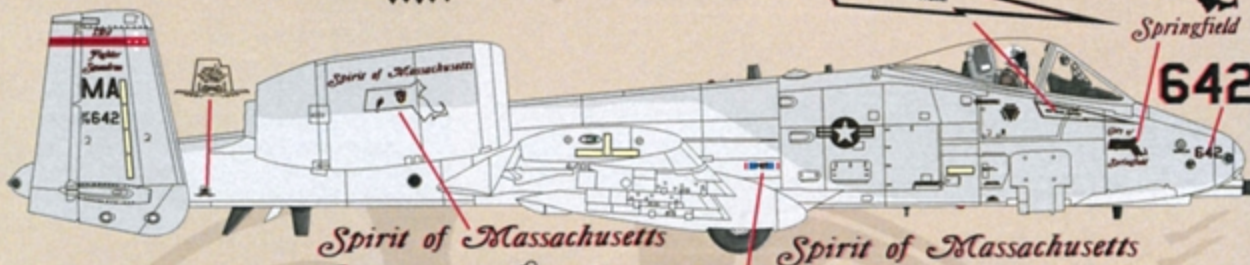
ASST. CREW CHIEF: A1C CASSANDRA DERBY

82-0646 118th Fighter Squadron
103rd Fighter Wing
Bradley ANGB, Connecticut, May 2005

The Connecticut ANG was a long-time user of the A-10 until conversion to the C-21 Lear in 2007. In 2003, the squadron deployed to Kuwait to fly combat missions during Operation Iraqi Freedom, where this jet racked up a healthy scoreboard which it kept for several years. This jet is a late A-10A with EGI/GPS dome and the covert lighting system. The paint barn stencil is on the aft fuselage but hidden from view from a side profile. Paint the bottom half of the ladder door bright silver prior to decal application.



PILOT: LT COL DENNY YOUNT
CREW CHIEF: MSG THOMAS WATRAS

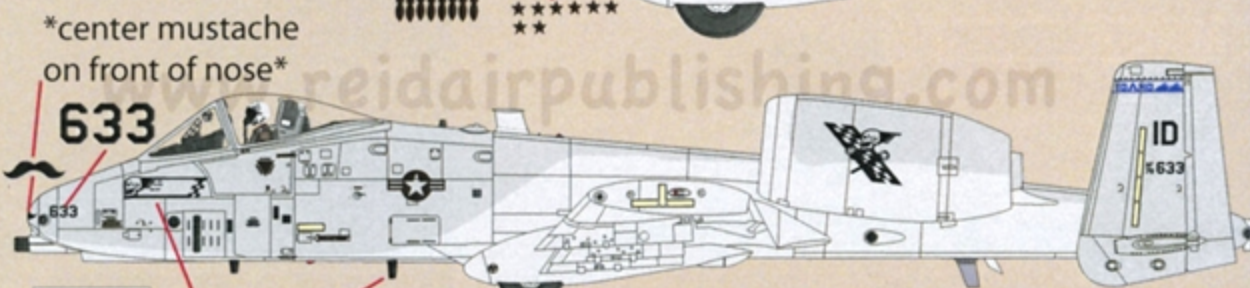


78-0642 131st Fighter Squadron
104th Fighter Wing
Barnes ANGB, Massachusetts, Sept. 2005

Another ANG squadron that no longer flies the A-10 is the Massachusetts ANG. This squadron also deployed during Operation Iraqi Freedom in 2003. 78-0642 was the squadron commander's aircraft by 2005, yet retained its OIF mission markings. This, too, is a late A-10A, complete with EGI/GPS dome and covert lighting. The red drop shadowed lettering always goes to the rear of the jet. The red tailflash wraps around the rear of the stabilizer and covers inside of rudder.



Spirit of Massachusetts



78-0633 190th Fighter Squadron
124th Fighter Wing
Incirlik AB, Turkey, October 2016

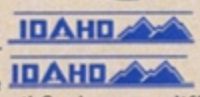
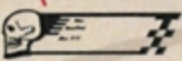
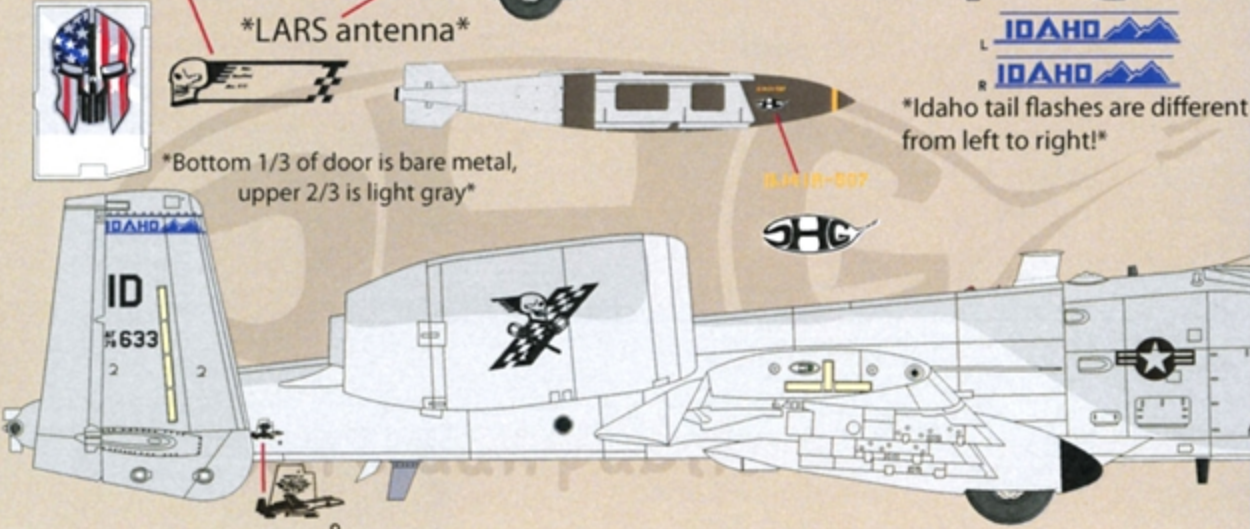
During the summer of 2016, the Idaho ANG deployed to Turkey, flying combat missions over Iraq and Syria against ISIS targets. 78-0633 took part in multiple missions and was a favorite jet among the deployed pilots. Jake Melampy of Reid Air Publications/Speed Hunter Graphics was asked to design and draw artwork for several of the deployed jets, including this jet. As a thank you, the Speed Hunter Graphics logo was carried on a few GBU-31 JDAMs dropped on ISIS targets during the deployment. All of the deployed jets were absolutely filthy from gun gas during their time in Turkey. This jet fired over 23,000 rounds of 30mm ammo during its time fighting the bad guys.

center mustache on front of nose

LARS antenna

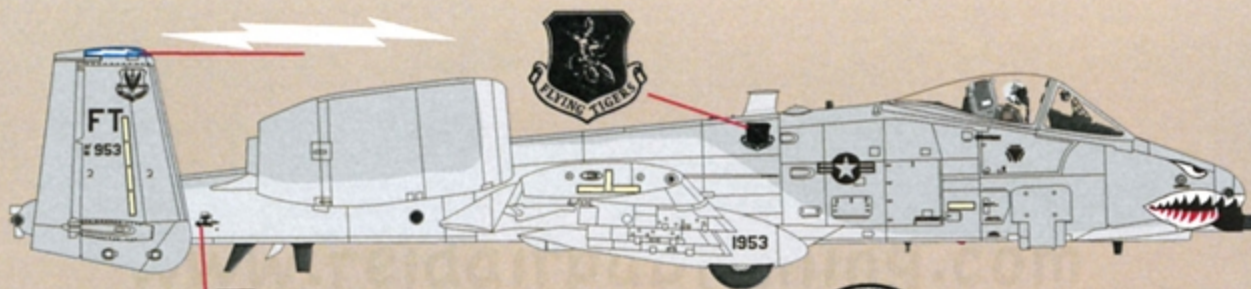
Bottom 1/3 of door is bare metal, upper 2/3 is light gray

Idaho tail flashes are different from left to right!



IDAHO-007



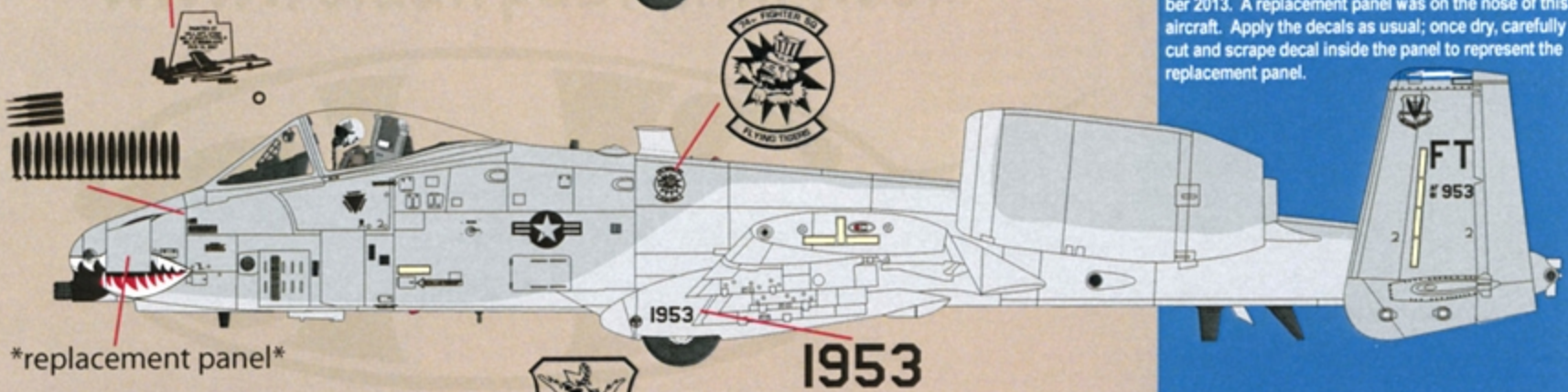


81-0953 74th Fighter Squadron
23rd Wing
Moody AFB, Georgia, November 2013

The 74th Fighter Squadron is one of two A-10 squadrons at Moody AFB, both now operating the modernized C-model. 81-0953 deployed to Kandahar, Afghanistan, in late 2010, flying combat missions in support of Operation Enduring Freedom. Its mission markings remained with the jet up until it was retired to AMARC in December 2013. A replacement panel was on the nose of this aircraft. Apply the decals as usual; once dry, carefully cut and scrape decal inside the panel to represent the replacement panel.



replacement panel

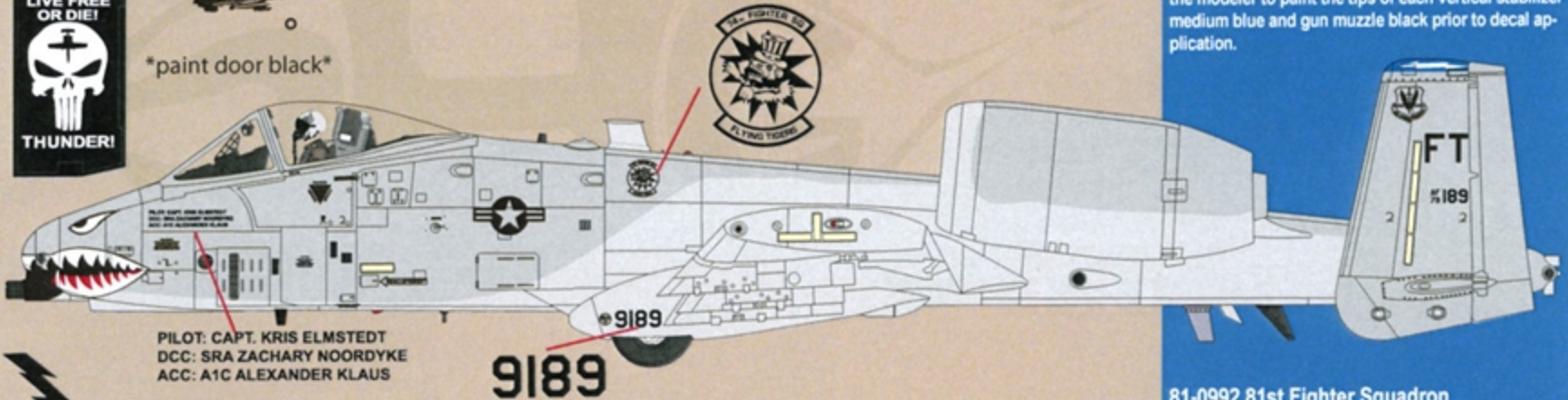


79-0189 74th Fighter Squadron
23rd Wing
Moody AFB, Georgia, May 2016

Another jet assigned to the 74th Fighter Squadron is 79-0189. Both 74th Fighter Squadron jets on this page are fully modernized A-10Cs, complete with SATCOM antenna and the AN/AAR-47 system. Both jets require the modeler to paint the tips of each vertical stabilizer medium blue and gun muzzle black prior to decal application.



paint door black

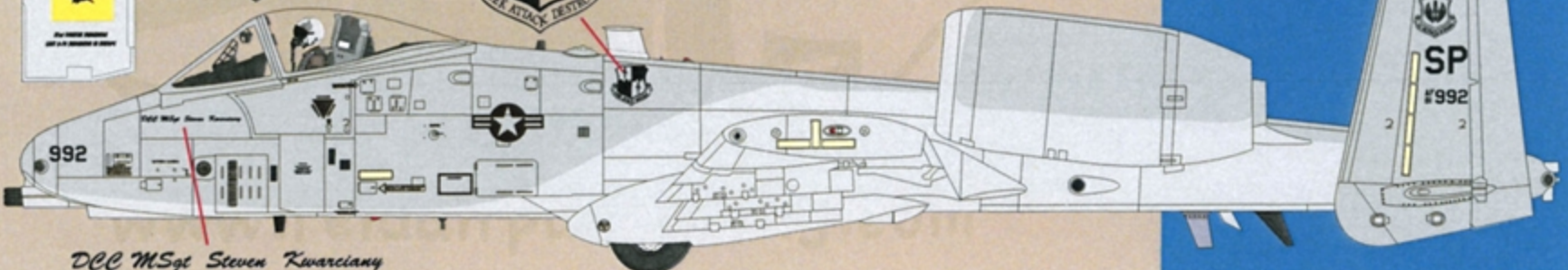


PILOT: CAPT. KRIS ELMSTEDT
DCC: SRA ZACHARY NOORDYKE
ACC: A1C ALEXANDER KLAUS

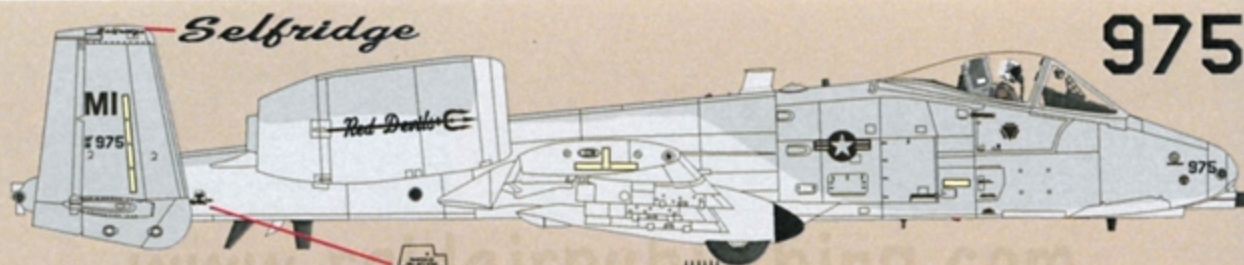


81-0992 81st Fighter Squadron
52nd Fighter Wing
Spangdahlem AB, Germany, May 17, 2013

The 81st Fighter Squadron had flown the A-10 in Germany since conversion from the F-4G Phantom in 1994. That came to an end when the final A-10s departed the base. 81-0992 led the final 4-ship from the base, heading to Davis-Monthan AFB, Arizona, where they joined the 355th Fighter Wing. The ladder door art and crew chief's name was applied the day before the jet departed Spangdahlem. To model this aircraft during the air campaign against Libya in 2011, simply delete the ladder door art and crew name. Paint the tip of each vertical stabilizer bright gloss yellow prior to decal application. This is a late A-10C, complete with SATCOM and AAR-47 system.



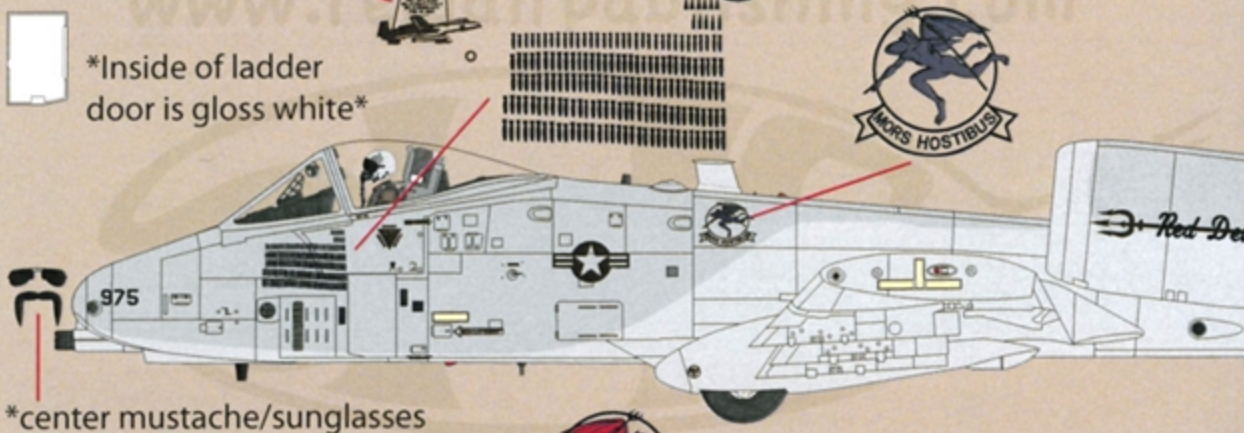
DCC MSgt Steven Kwarciany



975

81-0975 107th Fighter Squadron
127th Wing
Incirlik AB, Turkey, September 2015

The 107th Fighter Squadron transitioned from the F-16 to the A-10C in 2009. By 2015, the new Hog squadron was deployed to Turkey in the fight against terrorism and ISIS. 81-0975 had a large scoreboard painted on the left side of the nose, as well as stylized sunglasses and mustache on the front of the nose above the gun. This is a modernized A-10C with AN/ALR-47 and SAT-COM antenna.



Inside of ladder door is gloss white

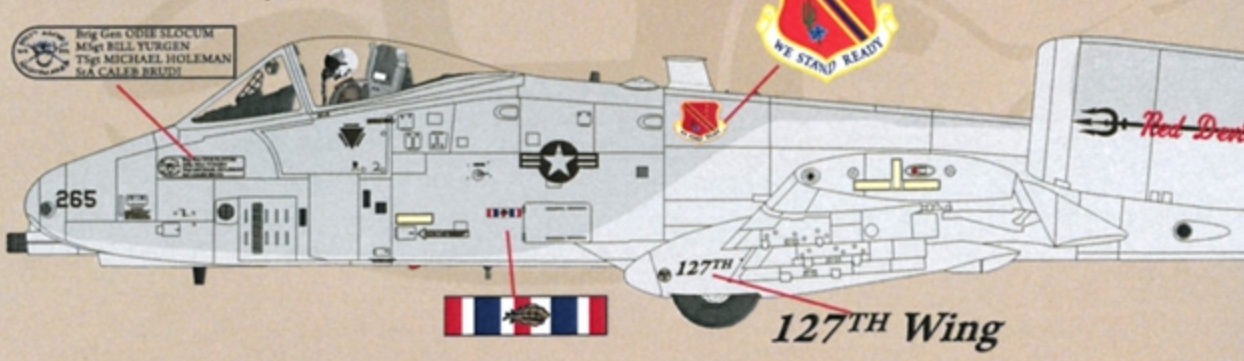
center mustache/sunglasses on nose



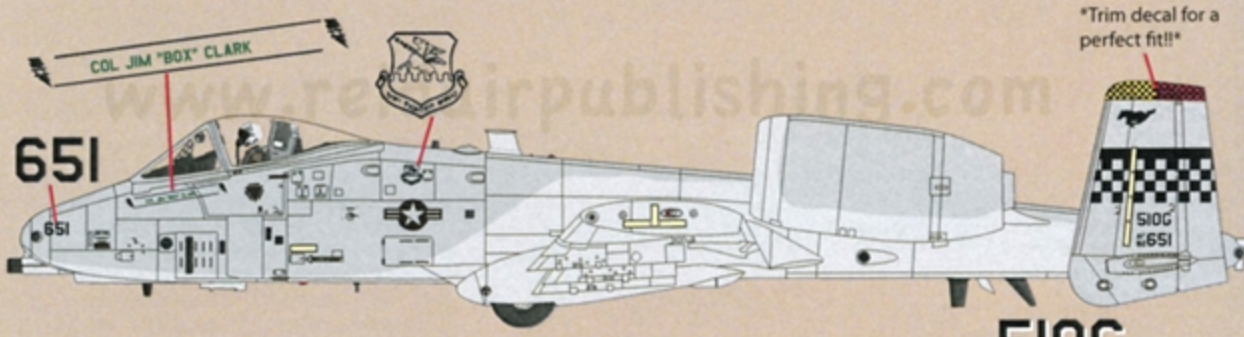
265

80-0265 107th Fighter Squadron
127th Wing
Selfridge ANGB, Michigan, July 2016

80-0265 was the 127th Wing flagship during the summer of 2016, and sported some very welcome color to the other drab jets assigned to the squadron. It is a fully modernized A-10C, like its squadron mate shown above. Neither Michigan jet has a Pave Penny pylon in place.



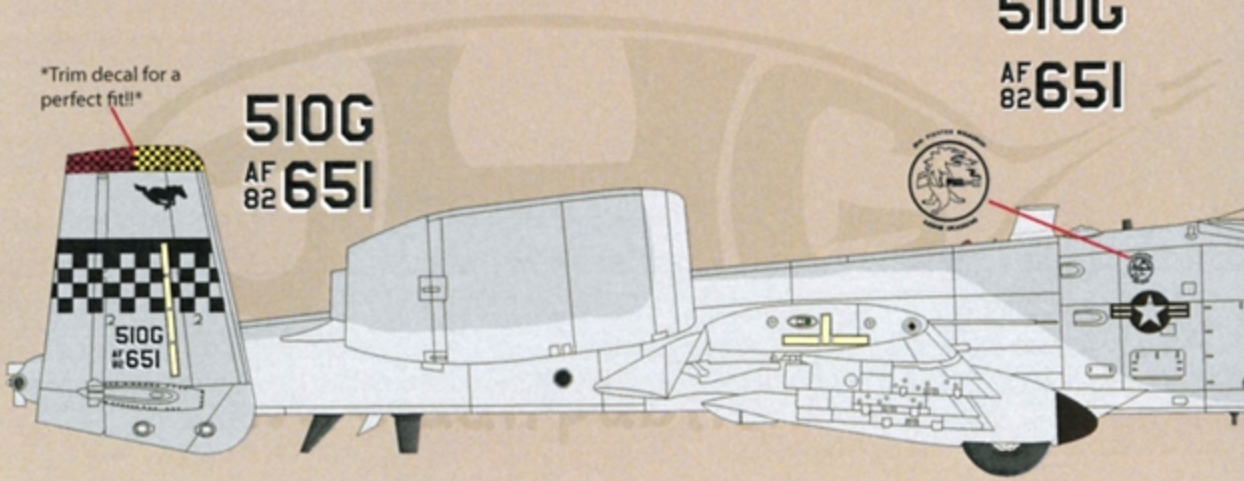
Brig Gen ODBE SLOCUM
Majr BILL YURGEN
T/Sgt MICHAEL HOLEMAN
S/A CALER BRIDG



651

82-0651 25th Fighter Squadron
51st Fighter Wing
Osan AB, Korea, June 2016

The only A-10 squadron within Pacific Air Forces, the 25th Fighter Squadron is in a constant state of preparation for war due to its neighbors to the north. 82-0651 is currently marked for the 51st Operations Group Commander. The black checkerboards on the tails are left- and right-handed. Pay close attention to ensure each decal is applied on the correct side of the jet. This is an A-10C, fully modernized with the SATCOM and the AN/ALR-47 system. Consult your copy of The Modern Hog Guide, 2nd Edition for details on these two important upgrades.



Trim decal for a perfect fit!!

510G
AF 82 651

510G
AF 82 651

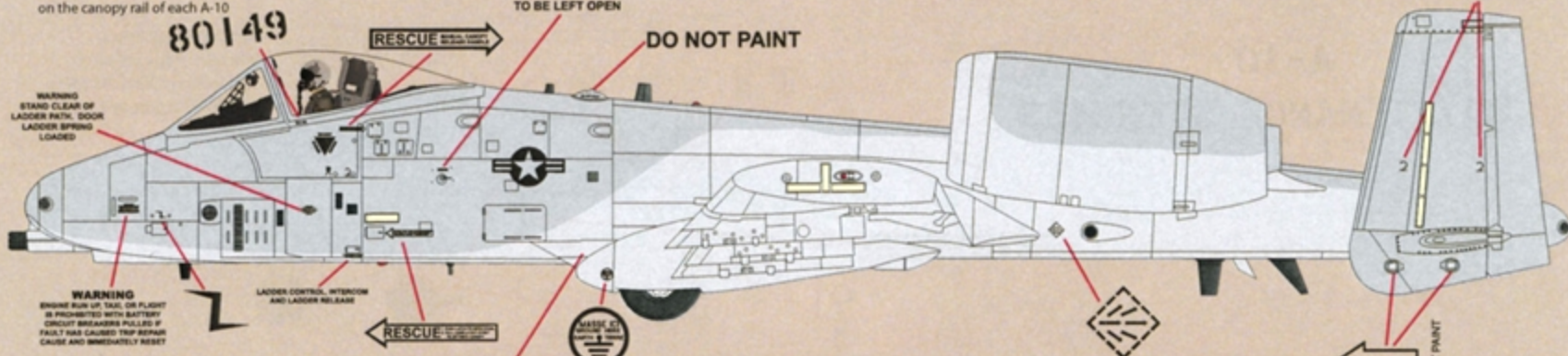
SEA CHRISTOPHER PARKER
AS 250-100000

*an abbreviated serial number is painted on the canopy rail of each A-10

4 HOLES MARKED TO BE LEFT OPEN

DO NOT PAINT

*hoist marking is repeated on inside of vertical stab

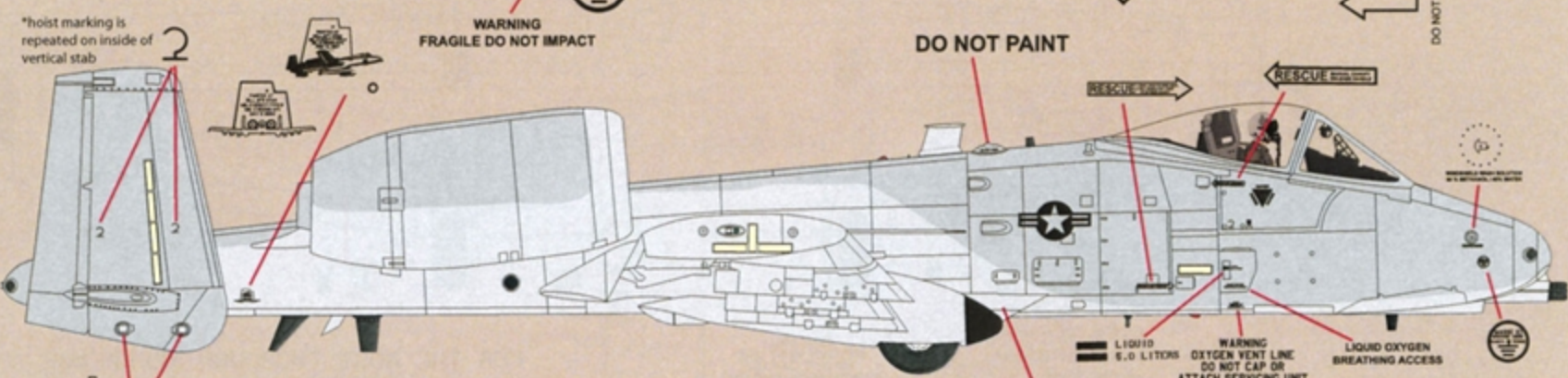


*hoist marking is repeated on inside of vertical stab

WARNING FRAGILE DO NOT IMPACT

DO NOT PAINT

DO NOT PAINT



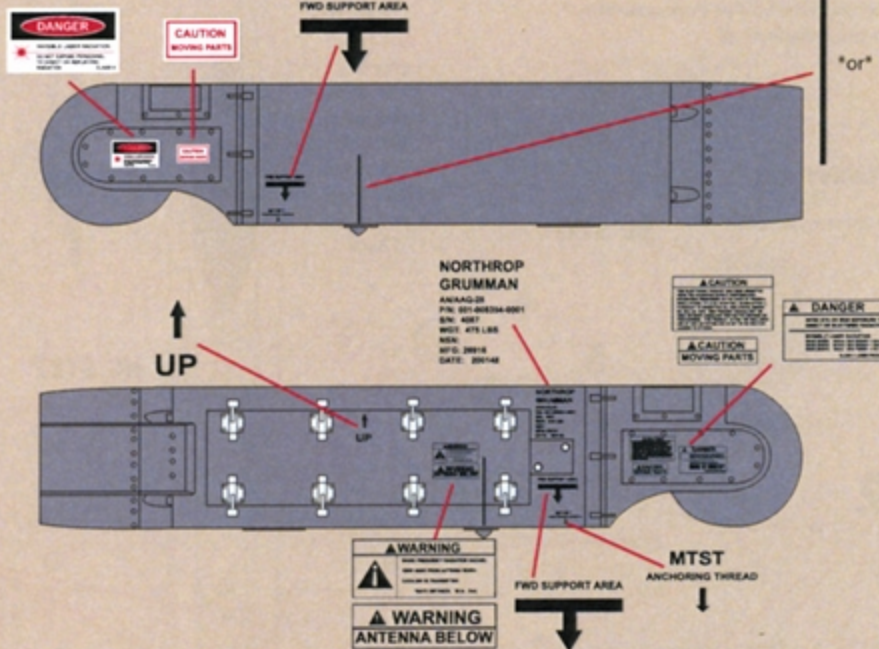
PARACHUTE PACKING & INSPECTION DATA



PARACHUTE ASSEMBLY REQUIRED: EJECTION SEAT MUST BE IN PLACE. SER. NO. CONTRACT NO. SERIAL NO. DATE PLACED IN SERVICE: 2007-06

ACES II

Decals are provided for the kit ejection seat. Each seat has its serial number, in most cases, painted onto each side of the seat. 78-0633 (ID) and 81-0975 (MI) are unique in that they have a stylized presentation on the side of each headrest (P12 & P19, respectively), as shown in the seat above left. Additionally, 78-0633 only has the ACES II logo on the right side of its seat, and has the Idaho tailflash on both sides. All other jets on this sheet have the ACES logo on both sides of the seat.

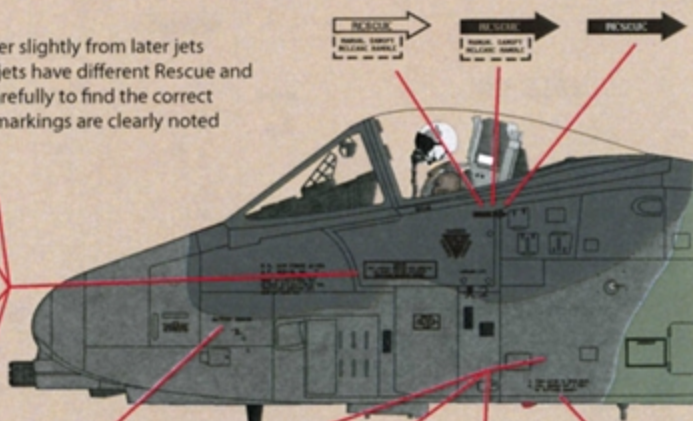


RESCUE
RESCUE
RESCUE

Early jets' stencils in the Euro 1 camouflage scheme differ slightly from later jets in the two-tone gray camouflage scheme. European 1 jets have different Rescue and escape stencils, as shown below. Check profiles very carefully to find the correct markings for the specific aircraft to be built. Each jet's markings are clearly noted in the profiles.



WARNING: THIS AIRCRAFT CANNOT BEYOND EJECTION AND SAFETY JETTISON INSTILLATIONS. CONFIRMING EXPLOSIVE DANGERS.



1. PUSH LATCH TO OPEN DOOR
2. PULL HANDLE OUT & FEET TO JETTISON CANOPY

1. PUSH LATCH TO OPEN DOOR
2. PULL HANDLE OUT & FEET TO JETTISON CANOPY

A-10 MAINTENANCE STENCILS

DO NOT PAINT
 ← DO NOT PAINT
 *arrow points to the left side of the jet on surface of radar altimeters on LASTE-upgraded jets

CAUTION-CHECK SHROUD DOOR LATCHES TO ASSURE THAT THE LATCHES ARE ENGAGED AND LOCKED PRIOR TO CLOSING THE NACELLE DOORS

*Euro 1 jets
 *gray jets

*** NO STEP ***
 Some jets, Idaho ANG, for example, use the large NO STEP stencils in some key areas. Pay close attention to your references!!!

Refueling marking is white for all jets on this decal sheet except for 78-0633 and 80-0265. Use black decal for these jets only.

WARNING - OXYGEN VENT LINE DO NOT CAP OR ATTACH SERVICING UNIT

FOR THE MOST THOROUGH REFERENCE MATERIAL FOR THE A-10 AVAILABLE ANYWHERE, CONSULT YOUR COPY OF THE MODERN HOG GUIDE, 2ND EDITION, AVAILABLE FROM REID AIR PUBLICATIONS WWW.REIDAIRPUBLISHING.COM

DO NOT PAINT OR DO NOT PAINT ANTENNA

NO STEP



*GPS/EGI dome

22106
 Two-tone gray jets have serial number in front of windscreen except 81-0975 (MI) and 82-0651 (Osan).

WARNING - SAFE GUN BEFORE OPERATING OR SERVICING THE SYSTEM

WARNING - OPEN FORWARD LATCHES BEFORE UNLOCKING DOOR



2

NO STEP

NO STEP

2

NO STEP

2

NO STEP

NO STEP

The fonts used for maintenance stencils vary, depending on the paint scheme of the aircraft in question. Two-tone gray A-10s use the font shown below top, while European 1 A-10s use the font below bottom. The early stencils are on the right portion of the main decal sheet; the later stencils, the left.

*gray jets
 ENGINE OIL 0-14B
 *Euro 1 jets
 ENGINE OIL 0-14B NATO

NO STEP

NO STEP

NO STEP *gray jets

NO STEP *Euro 1 jets

THANK YOU!!!
 Wally Van Winkle
 Tom Silkowski
 Don Logan