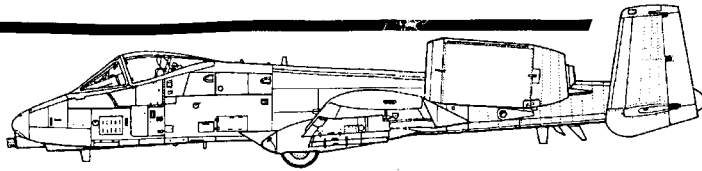


A-10A Super Detailed Cockpit

for Trumpeter

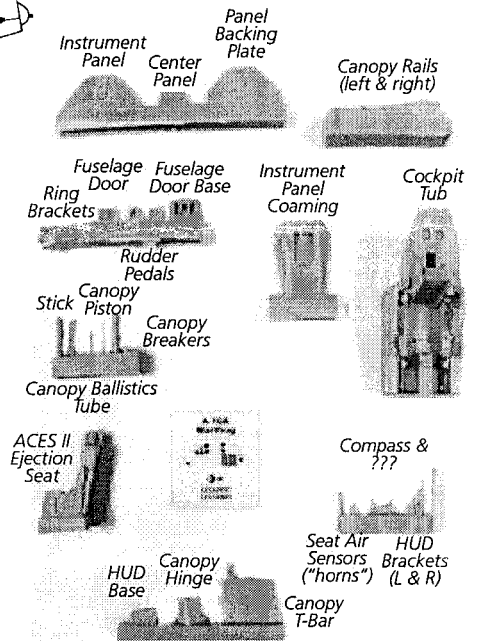
Cutting Edge®
MODELWORKS

CEC32057



General Notes:

- Your **Cutting Edge Modelworks** Warthog cockpit fits the Trumpeter A-10A single seat kit. We do not plan to produce a 2-seat version of this cockpit.
- As usual, this Cutting Edge set has been created and produced to the highest standard in the modeling industry. Because published references for the A-10A cockpit were seriously inadequate for creating an accurate replica, we photographed an actual Warthog and used various USAF technical manuals to ensure you get the very best accuracy available anywhere!
- Your Cutting Edge A-10A cockpit set also includes the most accurate ACES II ejection seat ever offered—it was mastered to engineering drawings and photos supplied by McDonnell Douglas and Weber Aircraft, the two companies who have manufactured the real seat!
- We've cast the turtledeck integral with the cockpit tub to ensure you have the best possible alignment, and add extra weight to the nose of a kit that needs a LOT of weight in the nose!
- Although this set contains an amazing amount of accurate detail, it is a simple set to build. Like all conversions, though, be sure to read the instructions carefully and understand what you need to do before you do it.
- CERTAIN PARTS ARE DELICATE! Please be careful with the slender parts
- Dry fit all parts first. Measure twice and cut once!
- Use super glue (cyanoacrylate).



Construction Notes:

- Remove the cockpit tub mounting lugs molded on the Trumpeter fuselage sides per Figure 1. Be sure to clear away the entire rib all the way up to the underside of the cockpit sill.
- CAREFULLY cut the molded on instrument panel coaming from the Trumpeter kit. The lateral cut (bottom of the "U" in the template) starts 1/16" away from the rear edge of the Trumpeter windscreen base. Use the template in Figure 2 as your guide for how much material to remove. BE SURE TO UNDERCUT, THEN GRADUALLY TRIM AWAY MATERIAL TO ENSURE AN EXACT FIT! The resin coaming part should exactly slide into the opening you cut after the fuselage halves are joined. Bevel the underside of the edge around the cut.
- We offer you a choice of how to display your instrument panel and console. You can individually paint the instrument dials, or you can use the enclosed acetate dials. If you choose to use the acetate, gently sand the back of the instrument panel on a piece of wet 600 grit sandpaper taped to a flat surface. The thin backing sheet in each of the dial faces will quickly fall away. Paint the rear of the acetate white to make the instrument dial details really pop out. Sandwich the acetate between the instrument panel and panel backing plate. You may need to bevel the edge of the backing plate closest to the nose to ensure a snug fit inside the resin coaming piece; do this before you paint the panel details. Glue the center console to the instrument panel. See Figure 3. Set this assembly aside until later.

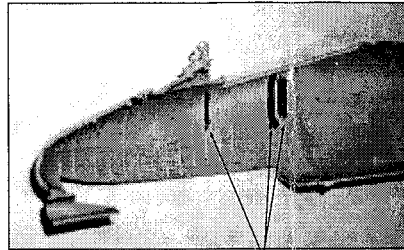


Figure 1

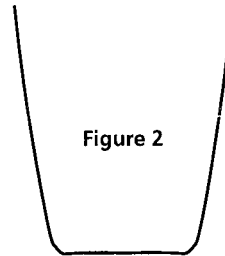


Figure 2

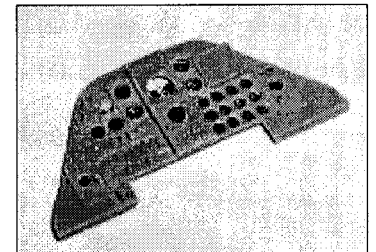


Figure 3

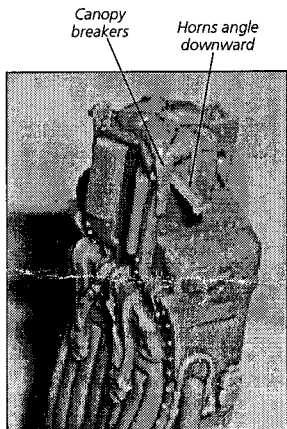
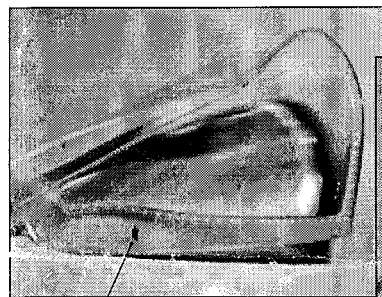


Figure 4

- Glue the air sensor horns onto the headbox of the ACES II ejection seat per Figure 4. Glue the two canopy breakers in place on the headbox.
- Cut away the incorrect extension on the rear of the canopy per Figure 5.
- Remove the small "V" protrusions on the inside of the Trumpeter kit canopy rails area. Glue the resin canopy rails in place per Figure 6.



Remove

Figure 5

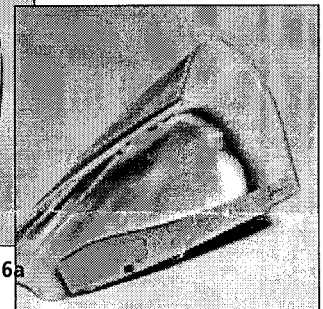
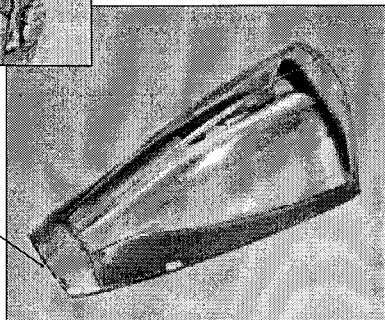


Figure 6a

Figure 6b

Remove tab at rear of canopy as shown



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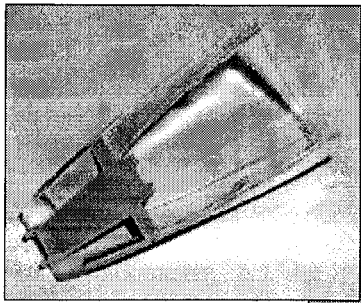
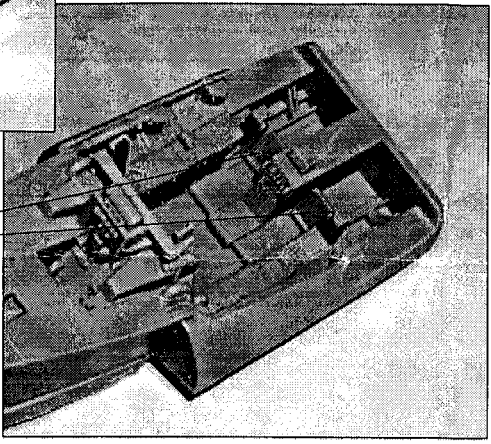


Figure 7

- Glue the canopy T-Bar in place per Figure 7.
- Test fit the cockpit tub in place. You may have to remove some of the excess casting material on the bottom, but leave as much as possible to add weight to the nose of the model, since you'll probably have to glue a "C" battery in there anyway! If you bevel the tub casting block area near the wheel well it will fit fine and maximize the weight in the nose.

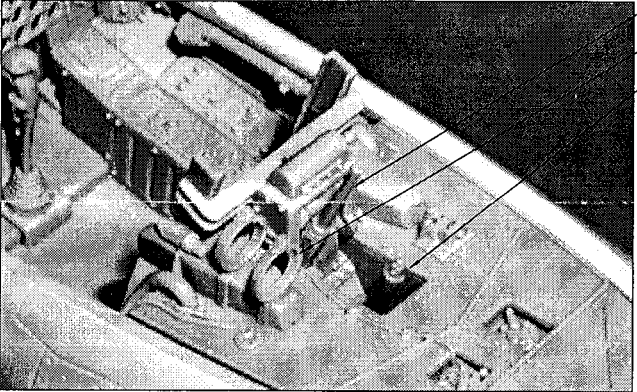


Rudder pedals glue to the vertical stanchions on the outboard side of each footwell

Figure 8

- Glue the fuselage door base in place on one fuselage side per Figure 10. Note that the forward edge of the base glues to the rear of the cockpit tub.
- Glue the canopy ballistics tube in place on the turtledeck per Figure 11. Glue the two ring brackets in place on the port side of the turtledeck. The and canopy piston will be glued in place later, after the canopy fit check is finished.

Figure 11



Piston
Ballistics tube
Ring brackets



Figure 12a

- Gently sand the backs of the two HUD brackets on wet 600 grit sandpaper taped to a flat surface. The thin backing will quickly fall away. Although these parts are quite fine, our special strong gray resin is 5-8 times stronger than the standard tan stuff used by other manufacturers and will hold together unless you really manhandle it. Glue the HUD brakes to the HUD base and add two rectangles of clear plastic or acetate as shown in Figure 12. Glue the HUD assembly in place on the instrument panel coaming. You can also use the Trumpeter kit clear HUD glass trimming to fit and polishing (and polishing, and...).

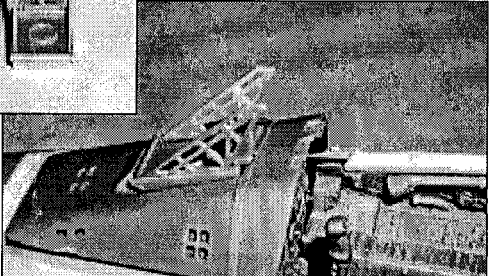
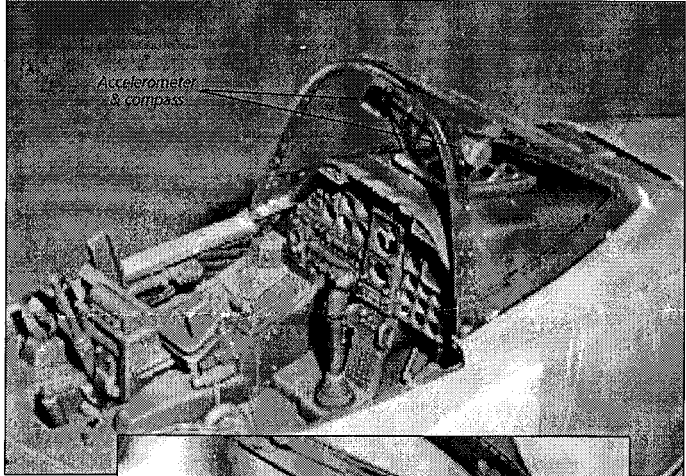


Figure 12b



Accelerometer & compass

Figure 13

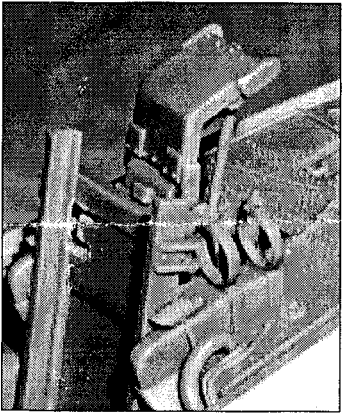


Figure 14a

- Glue the ejection seat in place. The rollers at the rear of each side slide down the ejection rails in the cockpit tub.
- Glue the compass and accelerometer in place on the windscreen arch per Figure 13. Glue the Trumpeter clear windscreen in place.
- Glue the canopy hinge in place on the turtledeck part of the cockpit tub, then glue the canopy assembly to the hinge and fuselage door base. See Figure 14.
- Glue the fuselage door in place at the rear of the canopy per Figure 15.

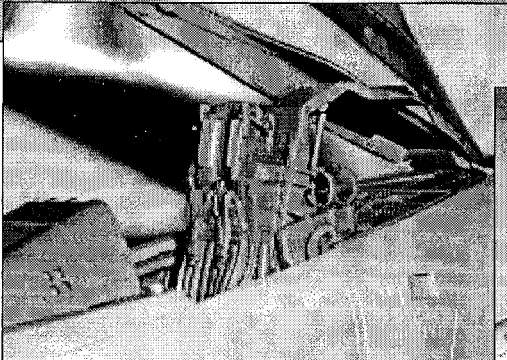


Figure 14b

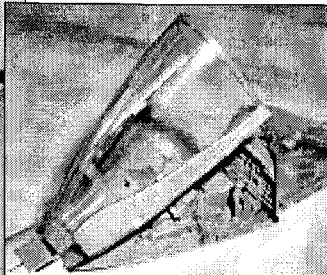


Figure 15