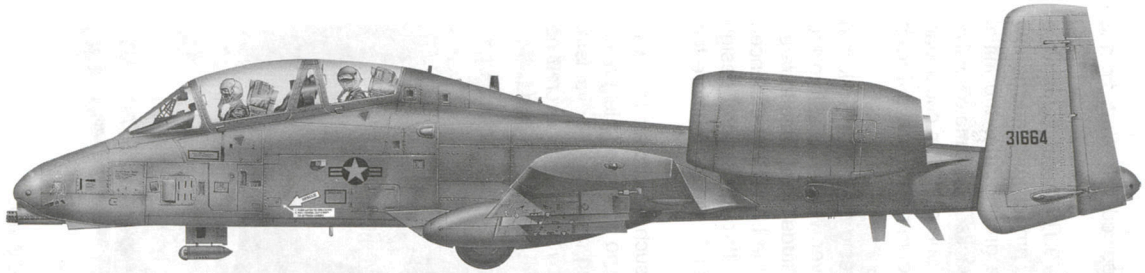
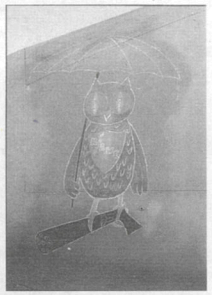
ITEM NO. 02215

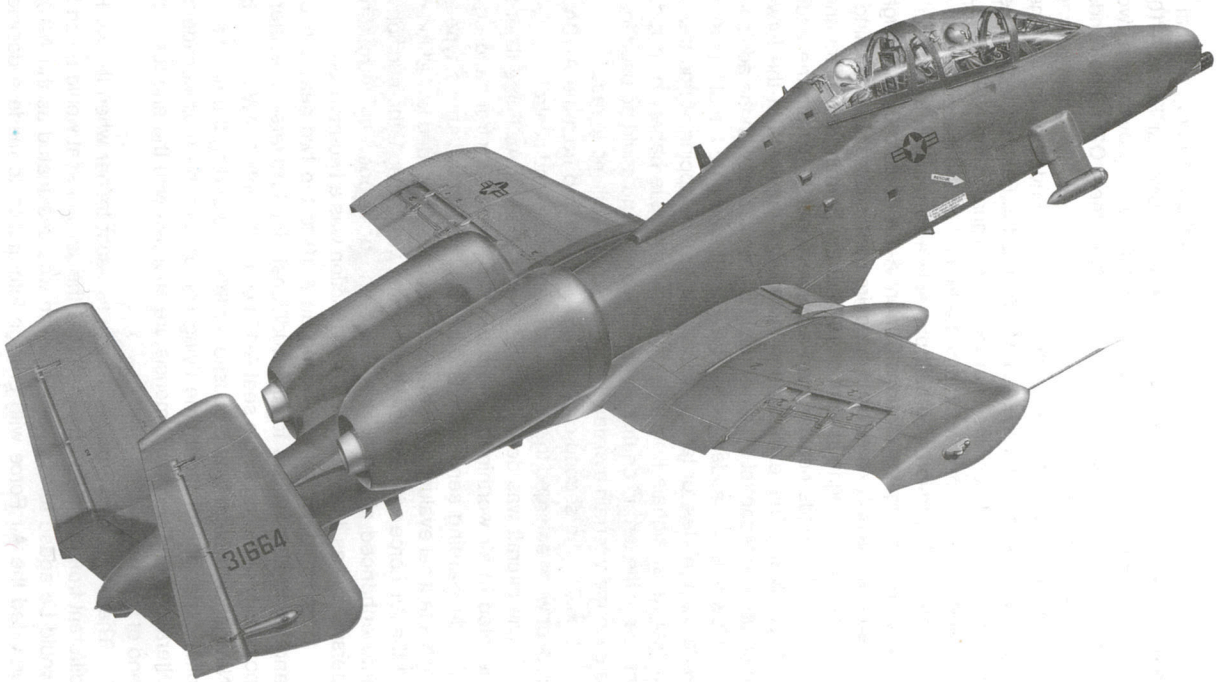
TRUMPETER



A-10A N/AW 1/32 SCALE

SERIES NO.15





A-10A N/AW

There was hope since the beginning of the A-10 program that an enhanced variant of the aircraft coule be developed for the Air Force.This hope was based on the original Air Force A-10 System Specification that was written in 1972 and stated that"the vehicle design shall allow for ease of growth to a two-place version for training (with combat capability)and night/adverse weather attack."During 1978,the DOD made funds available for development of a Night/Adverse Weather (N/AW)variant of the A-10.

The N/AW development effort was jointly funded by the Defense Department and Fairchild-Republic (five million and two million dollars respectively).As part of this effort,Fairchild leased the first DT&E A-10aircraft from the Air Force for the purpose of modifying it into an two seat variant designated the N/AW evaluator.As Fairchild had allowed for expansion in the original design,the amount of rework to be performed on the leased aircraft would not be drastic.

The N/AW version was built primarily as a reaction to the fact that Soviet forces in Europe devote about forty percent of their training to night operations.Current A-10s could operate at night using illumination flares,but that activity would be nullified by reduced visibility.As a result,a.requirement existed for evaluating a version that could fly in all types of weather.

The rework began in April of 1978 at the Farmingdale plant and took over thirteen months to complete.The N/AW version was 2,000 pounds heavier than a convertional A-10 with the addition of a second cockpit station for the Weapons System Officer (WSO).This extra station included a duplicate of the forward cockpit except for the HUD,controls and the titanium bathtub. Flight control systems would be duplicated with the addition of a second yaw stick.

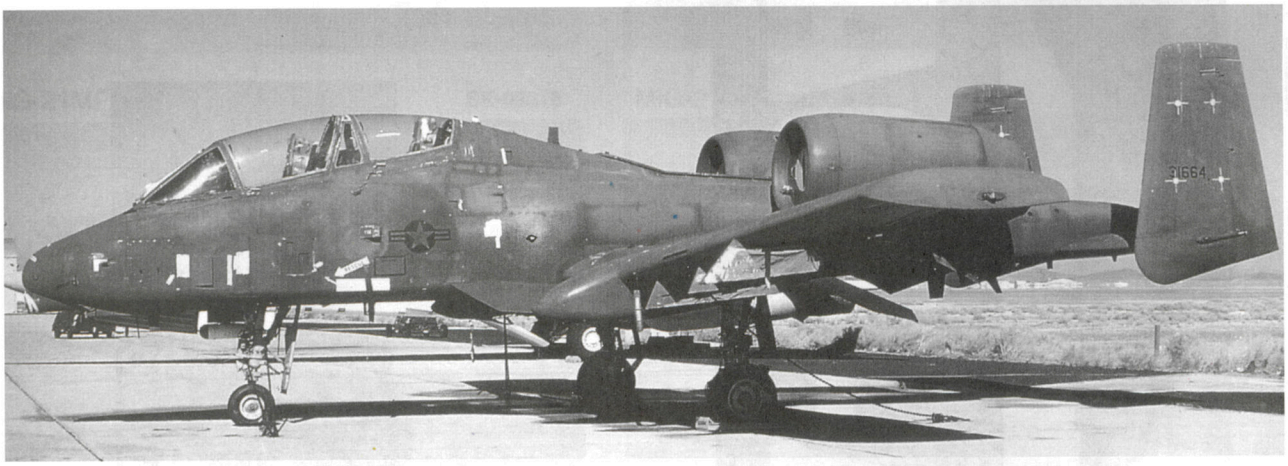
New avionics added to the N/AW evaluator were a multimode radar and a Forward Looking Infrared(FLIR).The multimode radar had modes for target indication,ground mapping,terrain tracking and target detection.The threat detector function could detect radar signals from a sruface-to-air missile battery or a radar directed antiaircraft gun.The FLIR presented a realistic image of the terrain on the Heads up Display and could be used for target identification for the 30MM gun,INS updating and as a secondary terrain avoidance monitor to the multimode radar.

Besides the second cockpit,the N/AW differed from the A-10A in that the fin and rudder was modified.The N/AW fin and rudder were enlarged to improve laterial stability and control.

The aircraft was delivered to Edwards AFB for Air Force flight testing,which began on 4 May 1979.The initial flights were devoted to air worthiness checks in the area of control handling from both cockpits.Also,new equipment such as the low altitude warning sensors was checked out in the various types of terrain and structures on the ground.After the initial flights,tactical evaluations were carried out that included low altitude flying,target detection and gun attacks.The prime objective of the Air Force with the N/AW evaluator was to see if the additional equipment could be handled by one pilot.This could lead into enhanced single-seat A-10s being developed by retrofitting the A-10 fleet.Fairchild was coming from a different perspective as it felt that the N/AW function was a two-man job.

Cost estimates for converting an A-10 to the two seat configuration were $500,000 for the basic structural work and another million dollars for the additional Night/Adverse Weather equipment.The Air Force;however,was looking into the possibility of having single seat A-10s converted into N/AW aircraft.In the event,the LANTERN(Low Altitude Night Time Infrared Navigation)system was proposed for the A-10 ending the need for the N/AW specialized aircraft.as the LANTERN enhanced pilot capability for night time flying.Throughout the next decade,the LANTERN proposal would go through several design alterations and several nomenclature changes with the end result that no enhanced system was put into the A-10 before the end of production.

There was also a proposal for a two-seat trainer when the Air Force asked for trade studies on such an aircraft.This was different from the N/AW evaluator as the second seat would be added for training purposes only and no advanced electronics would be added to this version which was designated as the A-10B.Data collected from flight testing of the N/AW evaluator provided the Air Force with enough information to made a decision.The Air Force requested that twenty A-10B aircraft be tacked on to the original order of 713 aircraft.If additional A-10Bs were needed,then existing A-10As would be converted.

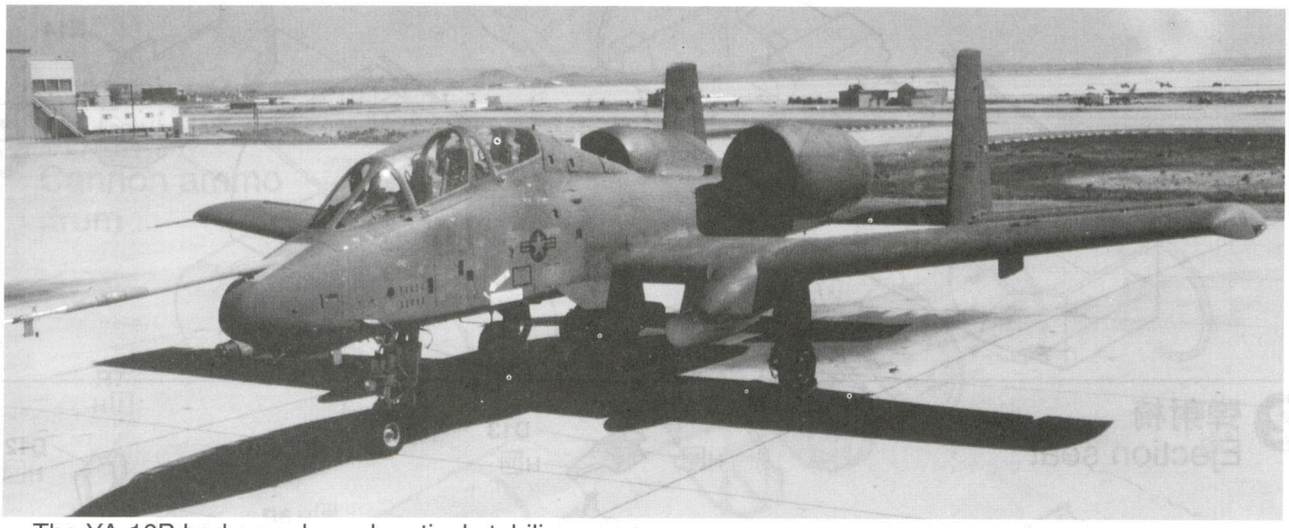


After flight test was completed,the YA-10B was retired to the Edwards AFB museum.

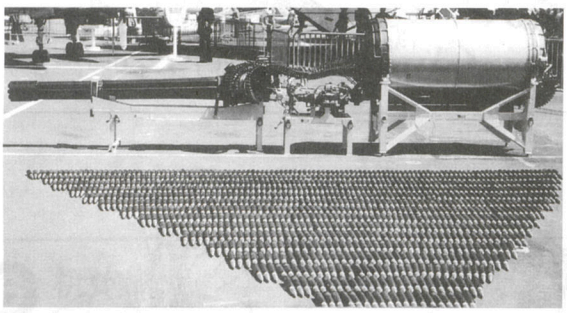
The proposed A-10B version was cut by congress during 1983 who felt,along with several Air Force officials,that the A-10A was already simple enough to fly and that a trainer version was not needed.The final count for A-10 production was 713 aircraft. The only two seat version for the A-10 program was the N/AW aircraft which still exists today,but only as a museum piece at Edwards AFB.

The inability of Fairchild-Republic to obtain an extension to the existing A-10 contract,along with the Air Force's cancellation of the company's other prime program,the controversial T-46A trainer program,forced it to close during early 1987. The rights of the A-10 program,along with 116 engineers were obtained by Grumman Aerospace late in 1987.

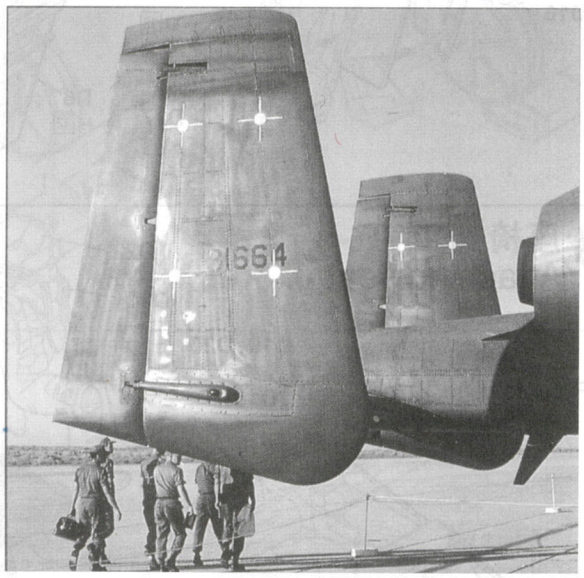
In the late 1980s,there was a discussion about transferring A-10s to the Army.Instead,a slightly modified version for reconnaissance,designated the OA-10,was developed.This variant required minimal modification to existing A-10s with the external difference being what was carried under the wings.Instead of bombs and missiles,the OA-10 carried White phosphorus rockets for marking targets for other aircraft to destroy.The OA-10 would still carry a full load of ammunition for the 30MM cannon for self defense.There were two groups of A-10s that were converted to OA-10 standards and these were stationed at Davis-Monthan AFB in Tucson,Arizona.



The YA-10B had an enlarged vertical stabilizer.

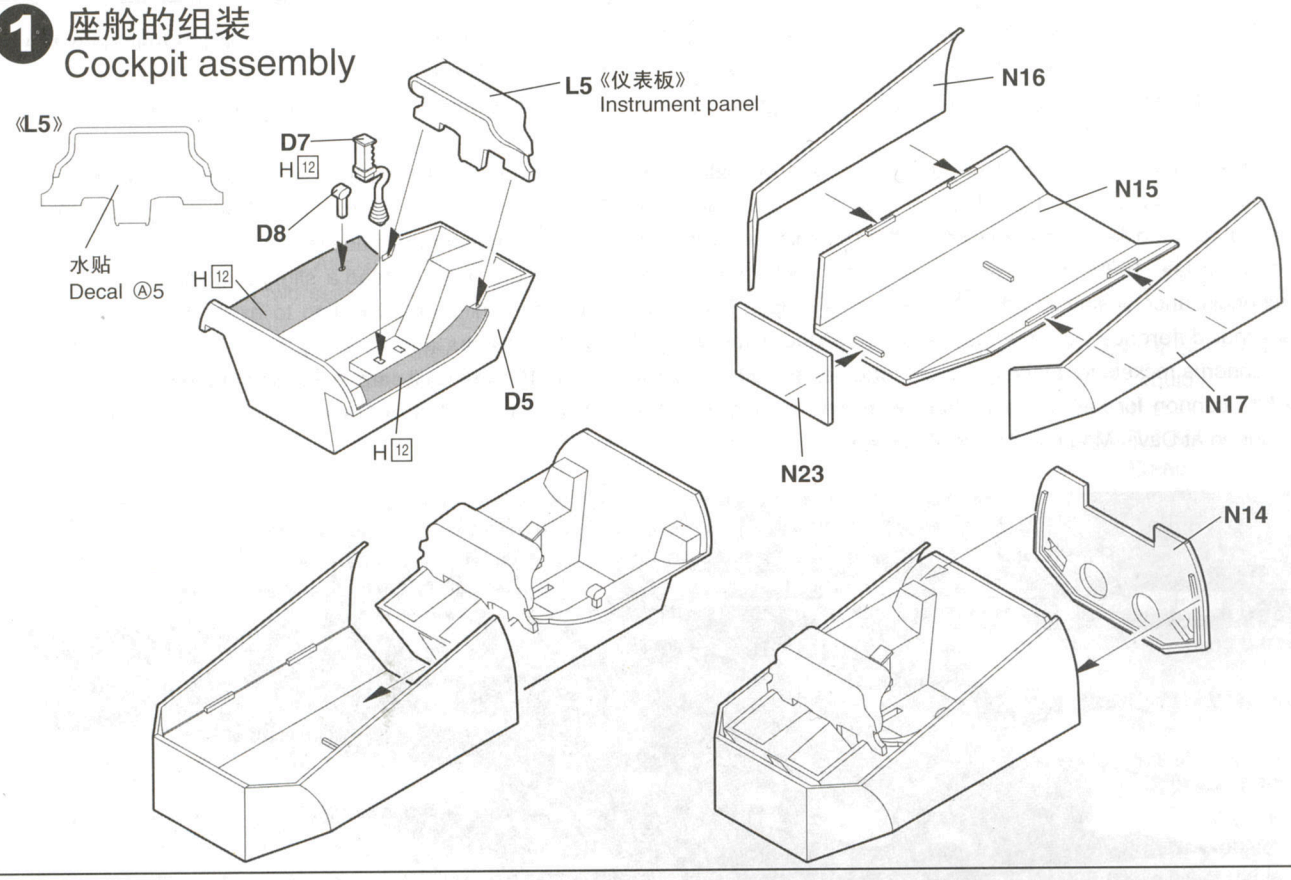


The GAU-8/A weapon system consists of a seven-barreled 30mm gun, ammunition feed chutes, gun and ammunition drives, and the ammunition drum. The A-10 can expend its full complement of 1175-1350 rounds in less than one minute at the high fire rate setting

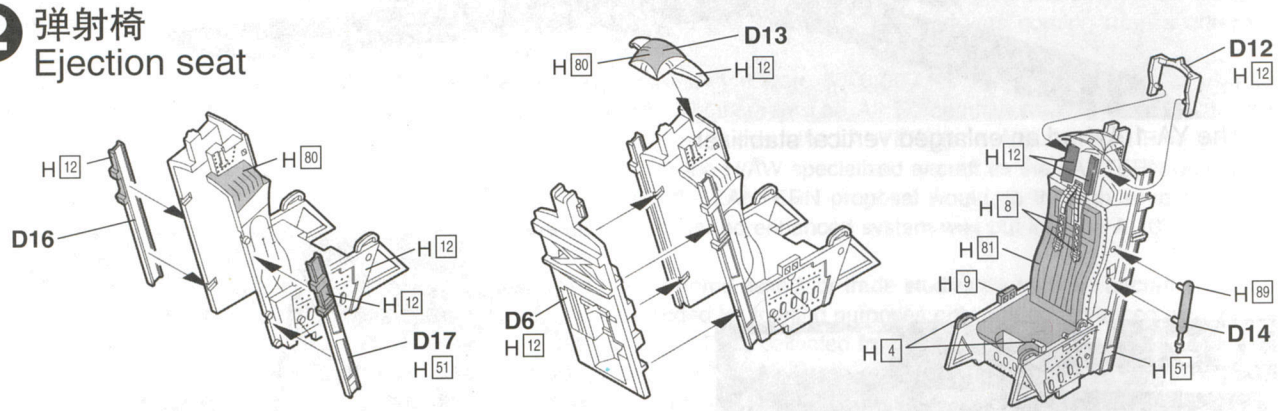


The YA-10B had an enlarged vertical stabilizer.

1 座舱的组装
Cockpit assembly

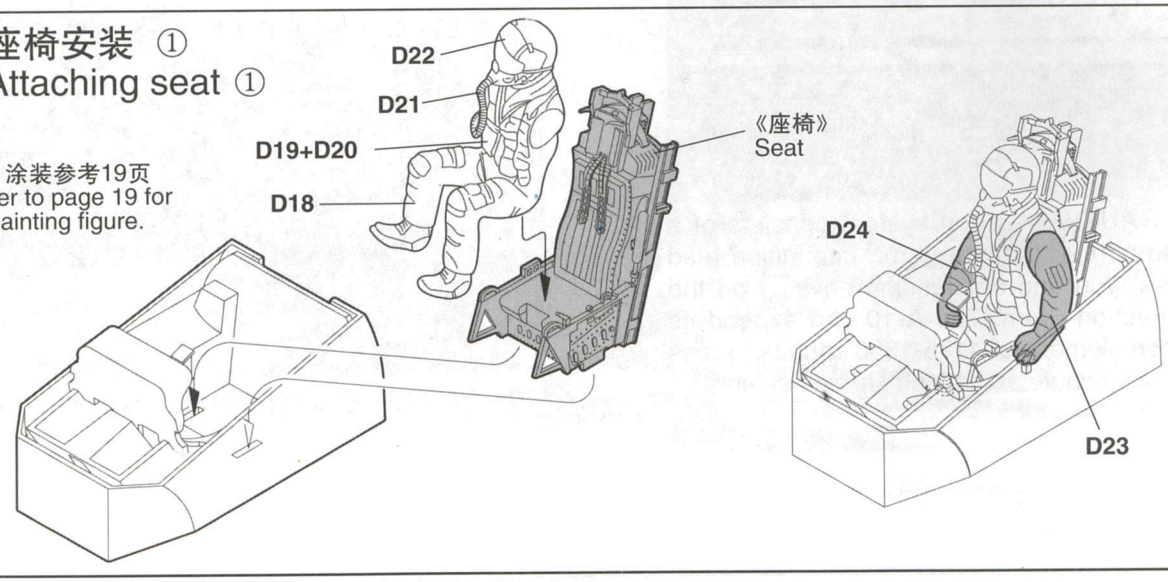


2 弹射椅
Ejection seat

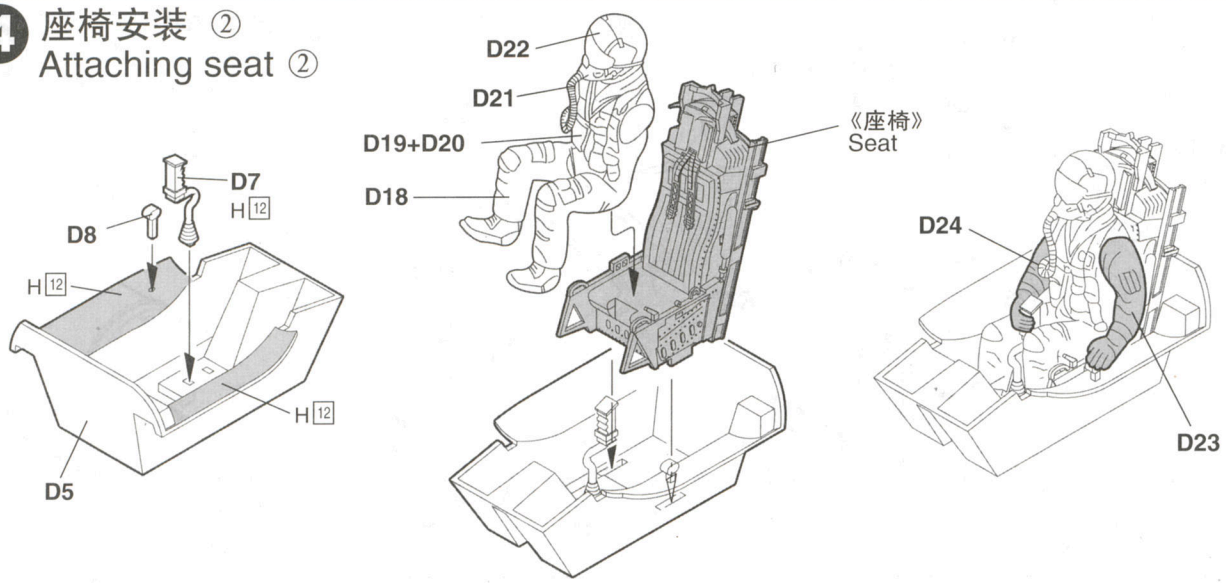


3 座椅安装 ①
Attaching seat ①

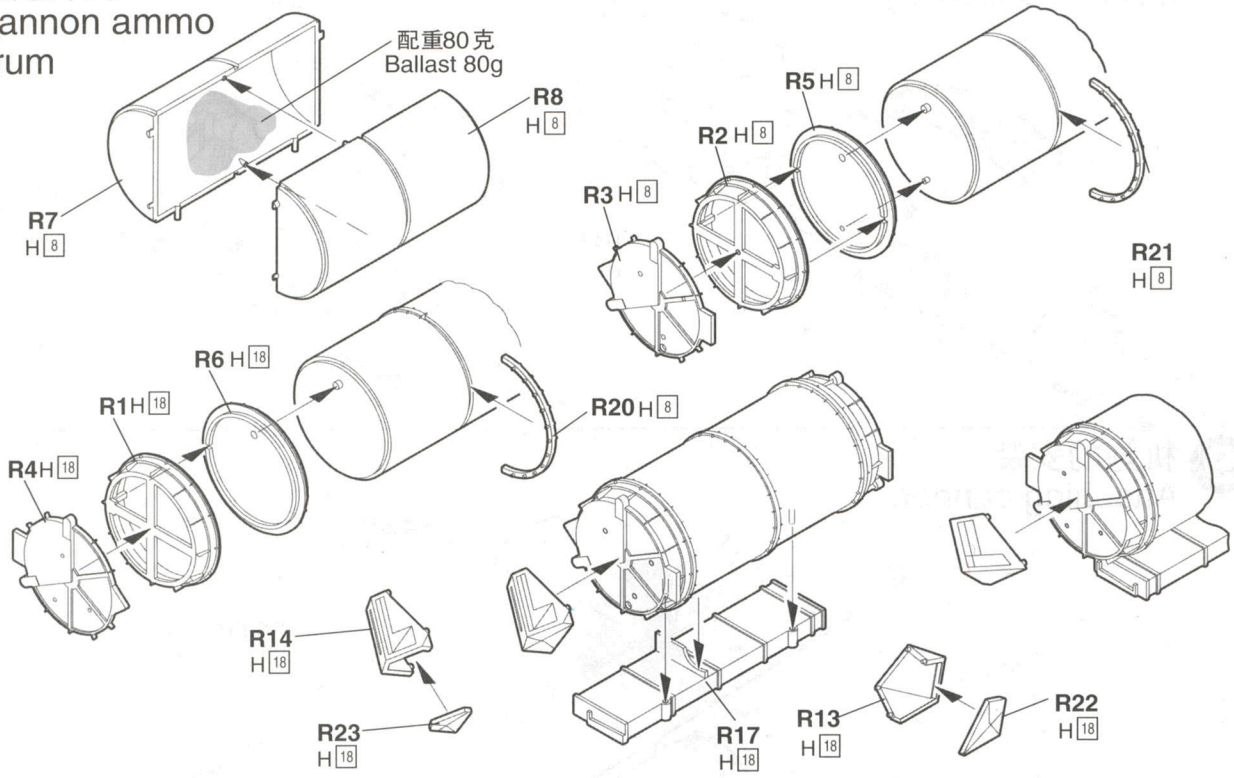
＊涂装参考19页
Refer to page 19 for painting figure.



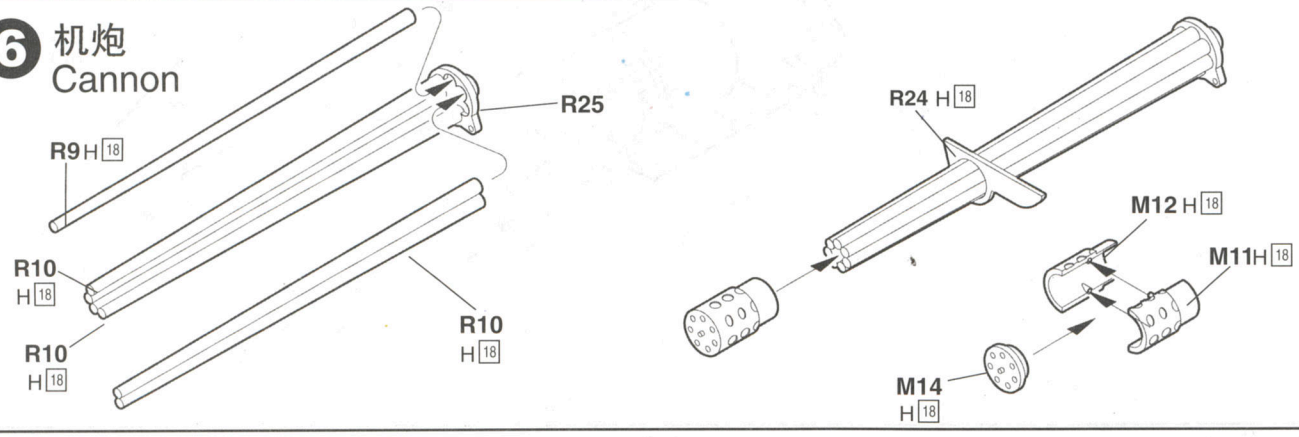
4 座椅安装 ②
Attaching seat ②

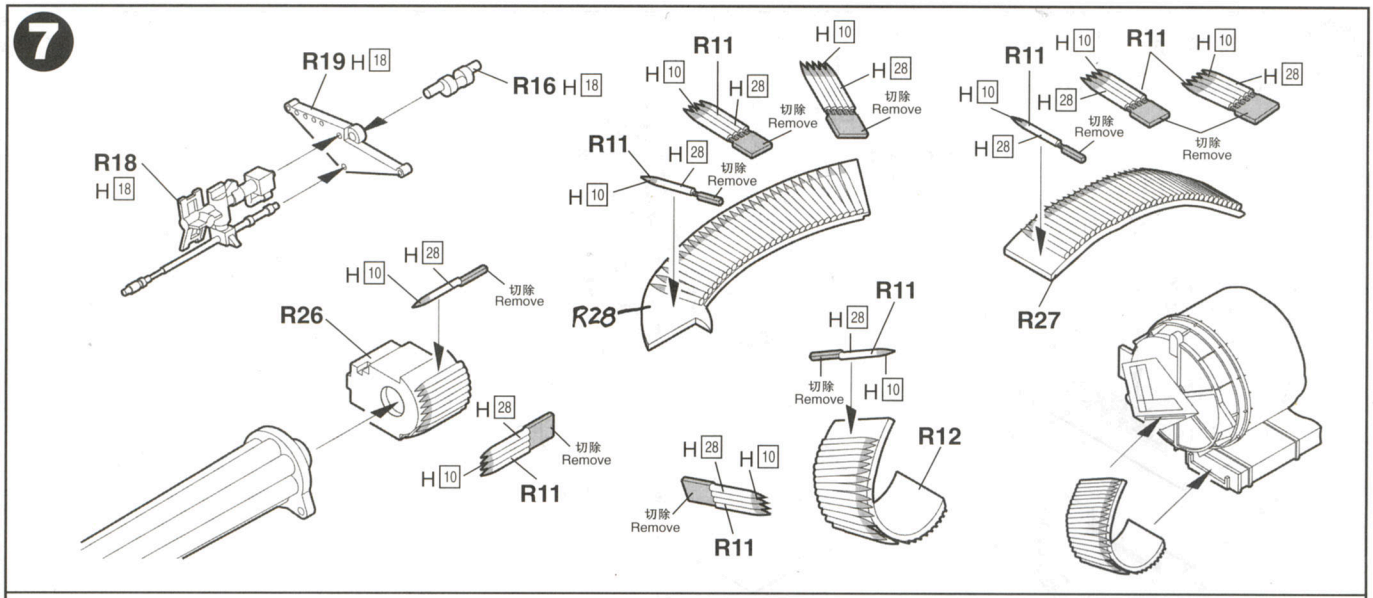


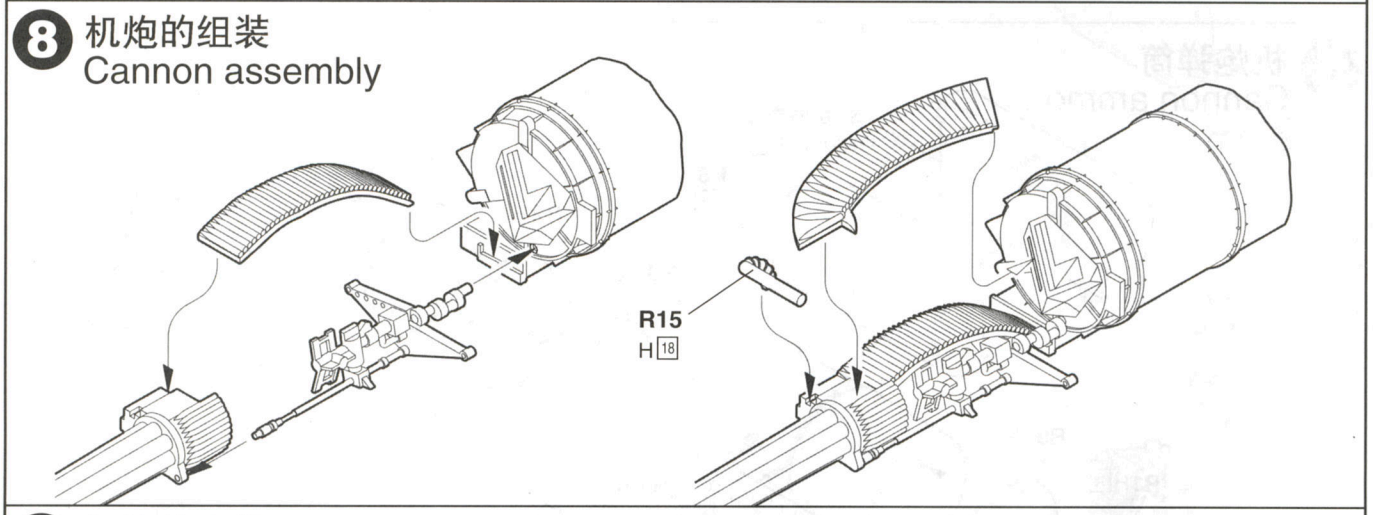
5 机炮弹筒
Cannon ammo drum

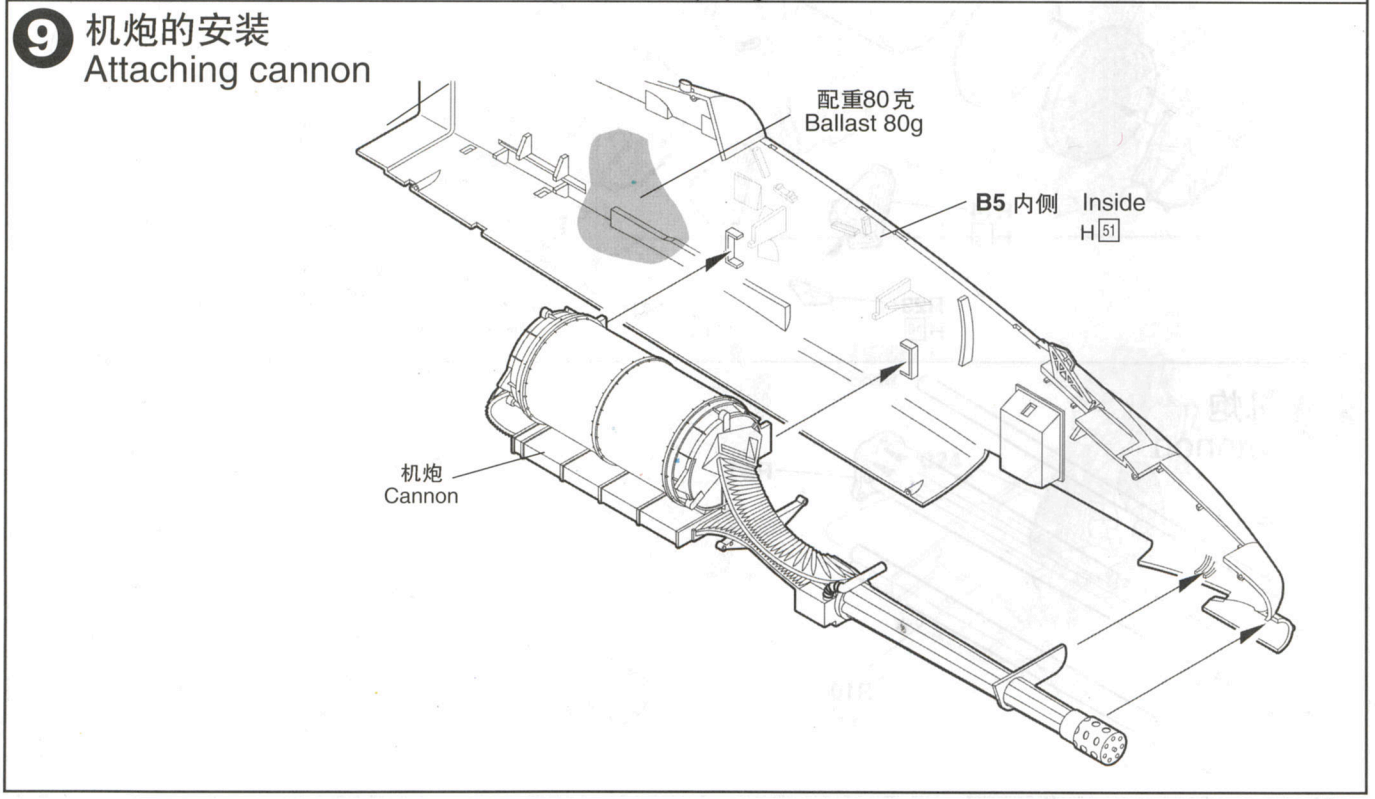


6 机炮
Cannon

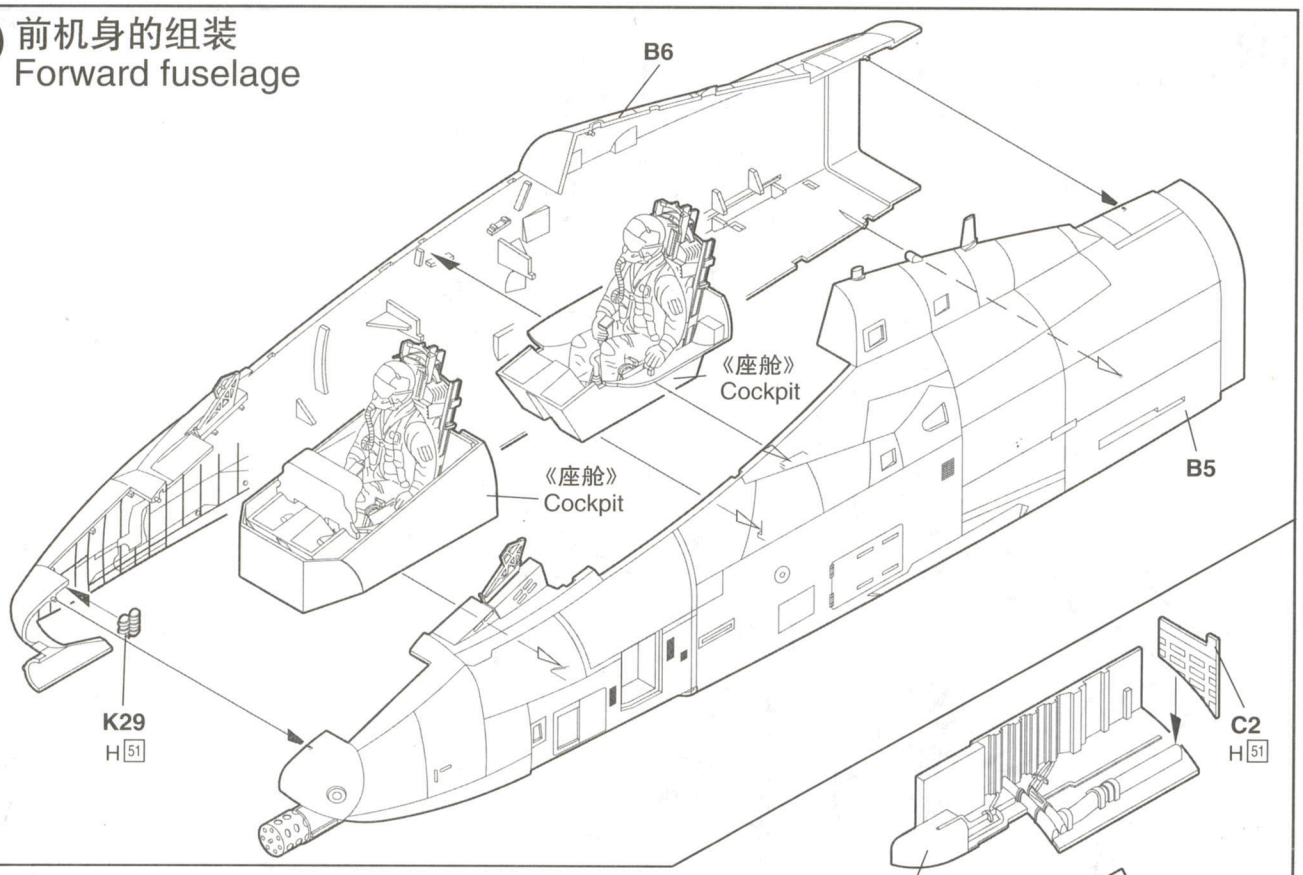



7
R19 H18
R16 H18
R18
H18
R11
H10
H28
切除
Remove
R28
R26
R27
R12
R11

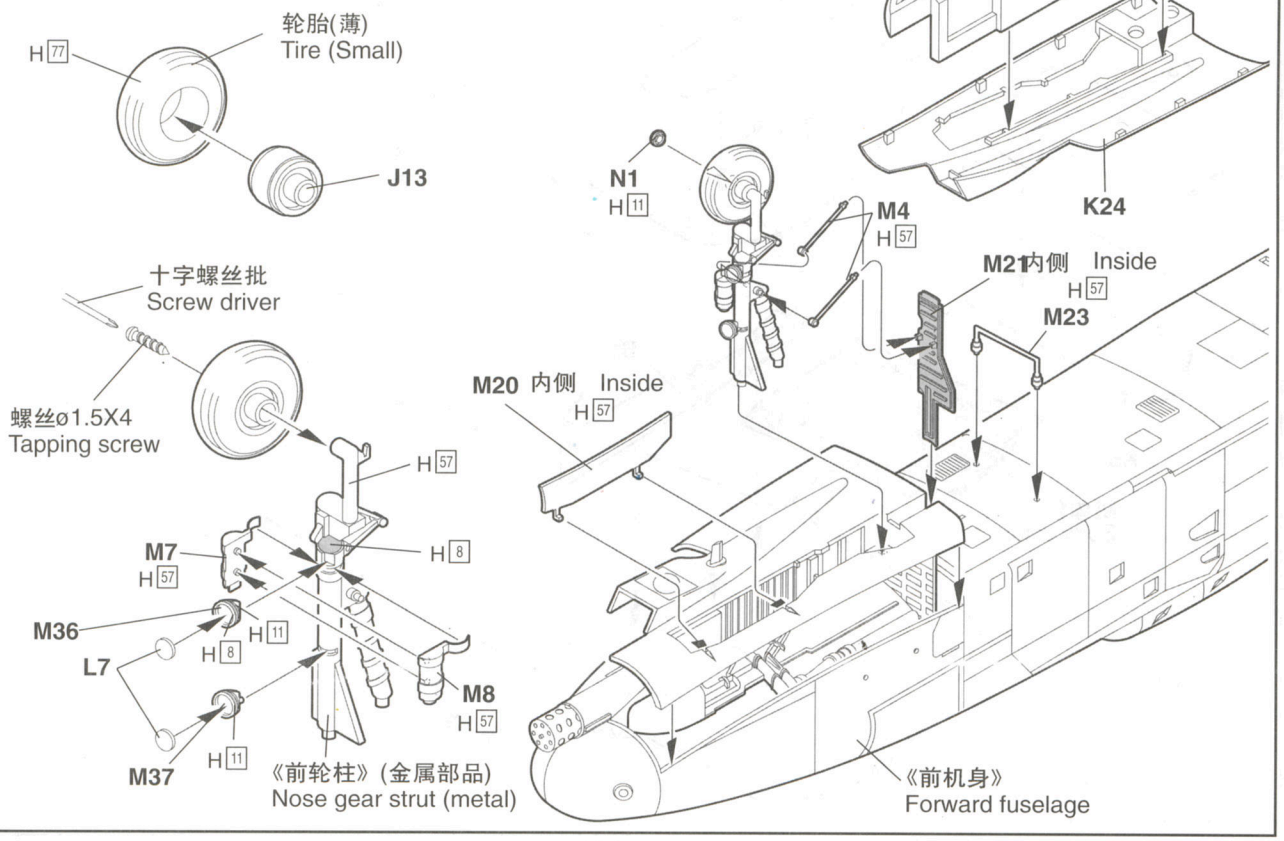

8 机炮的组装
Cannon assembly
R15
H18


9 机炮的安装
Attaching cannon
配重80克
Ballast 80g
B5 内侧 Inside
H51
机炮
Cannon

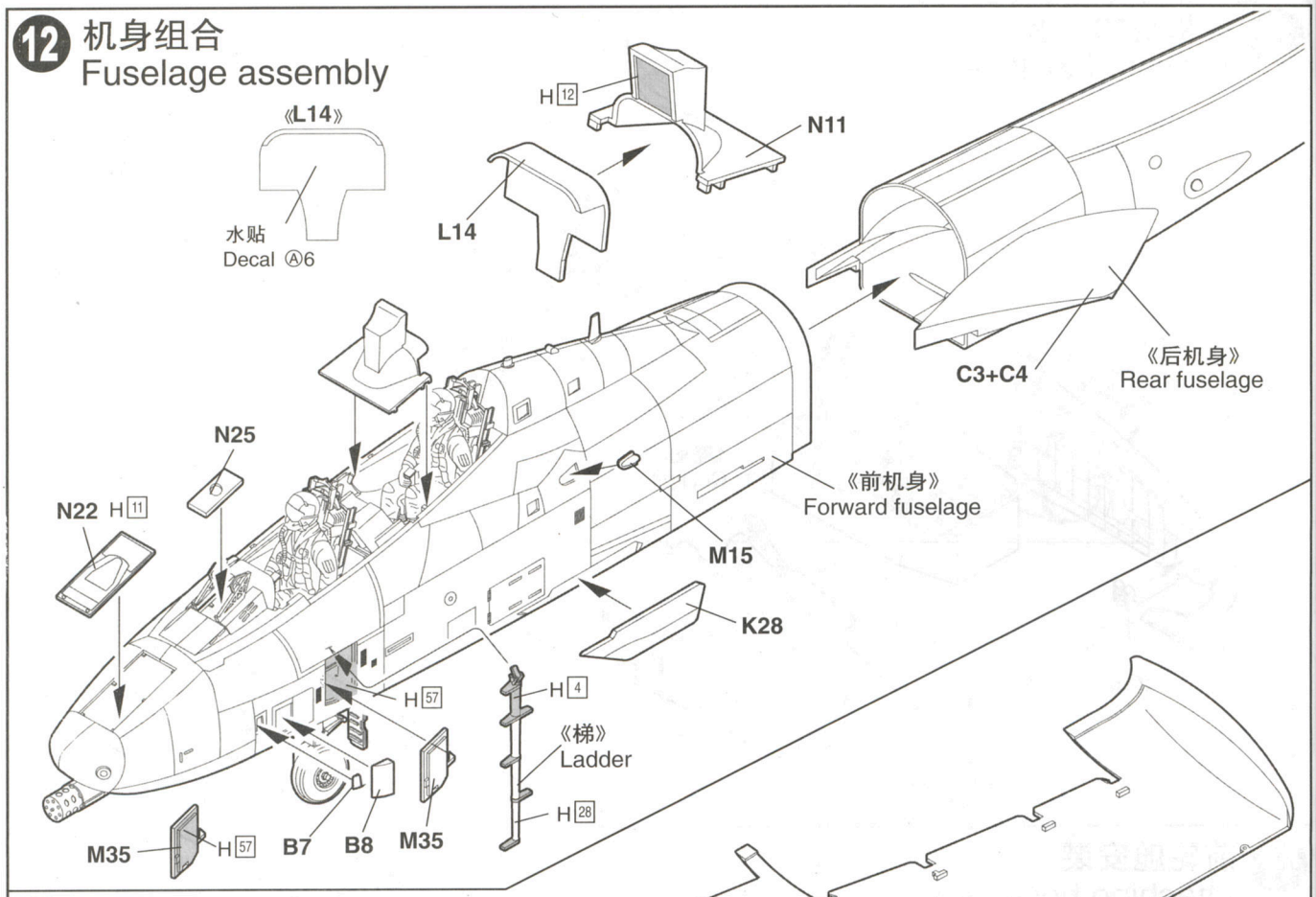
10 前机身的组装
Forward fuselage



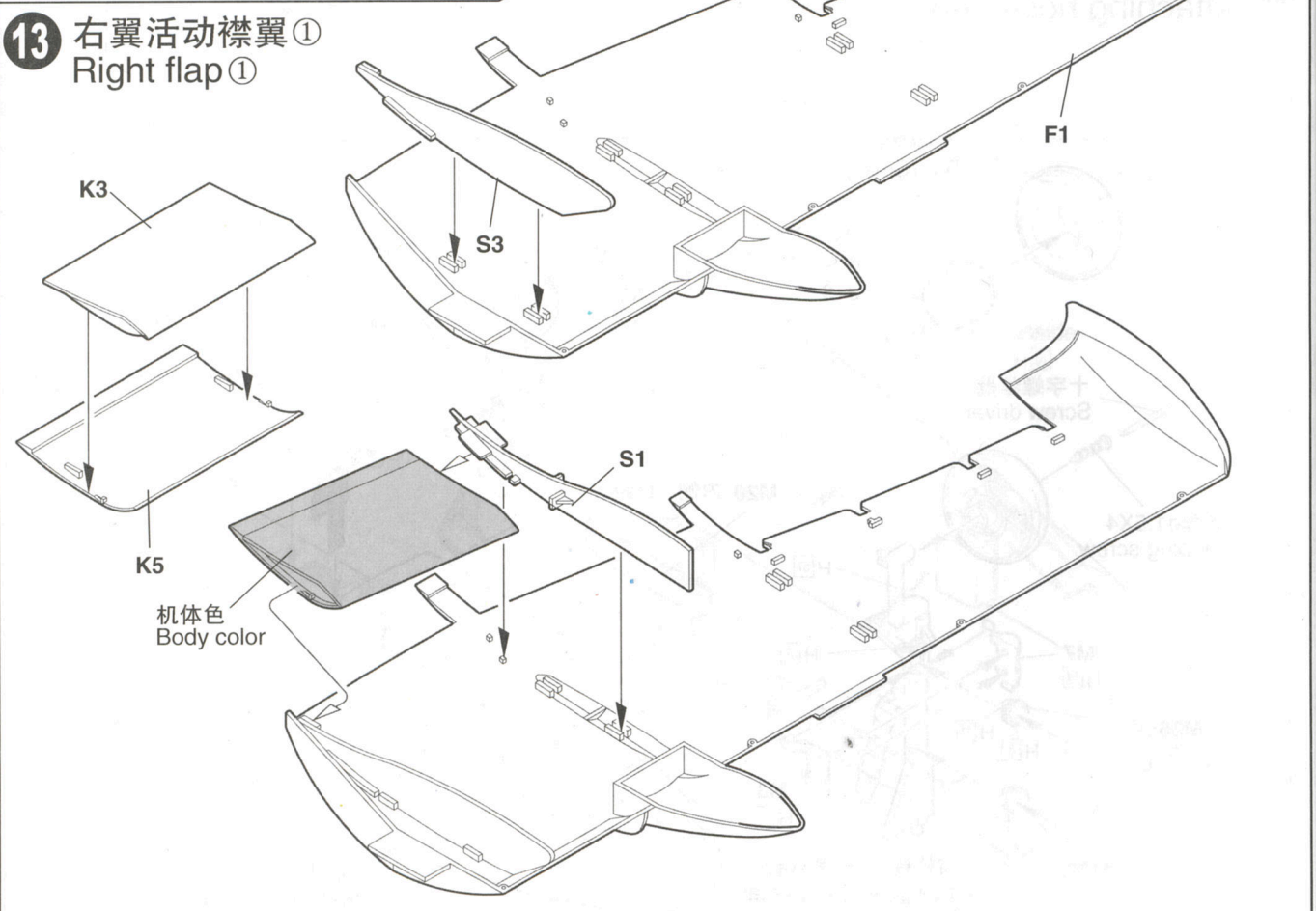
11 前轮舱安装
Attaching hose gear



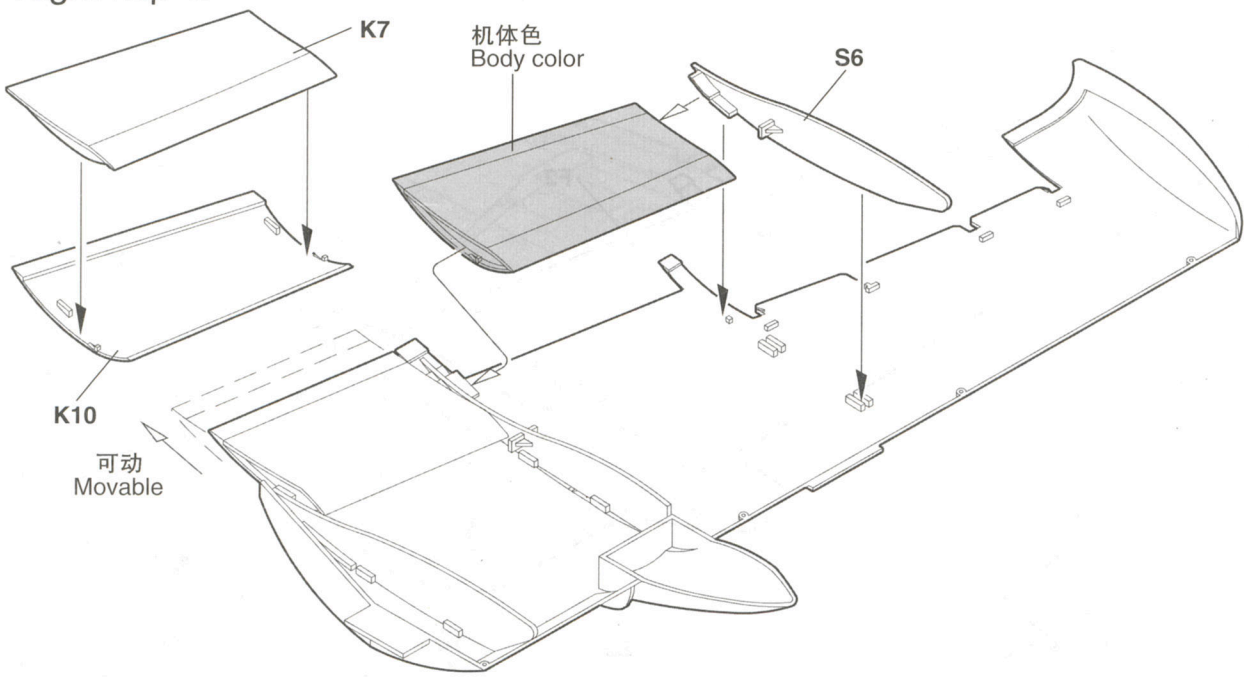
12 机身组合
Fuselage assembly



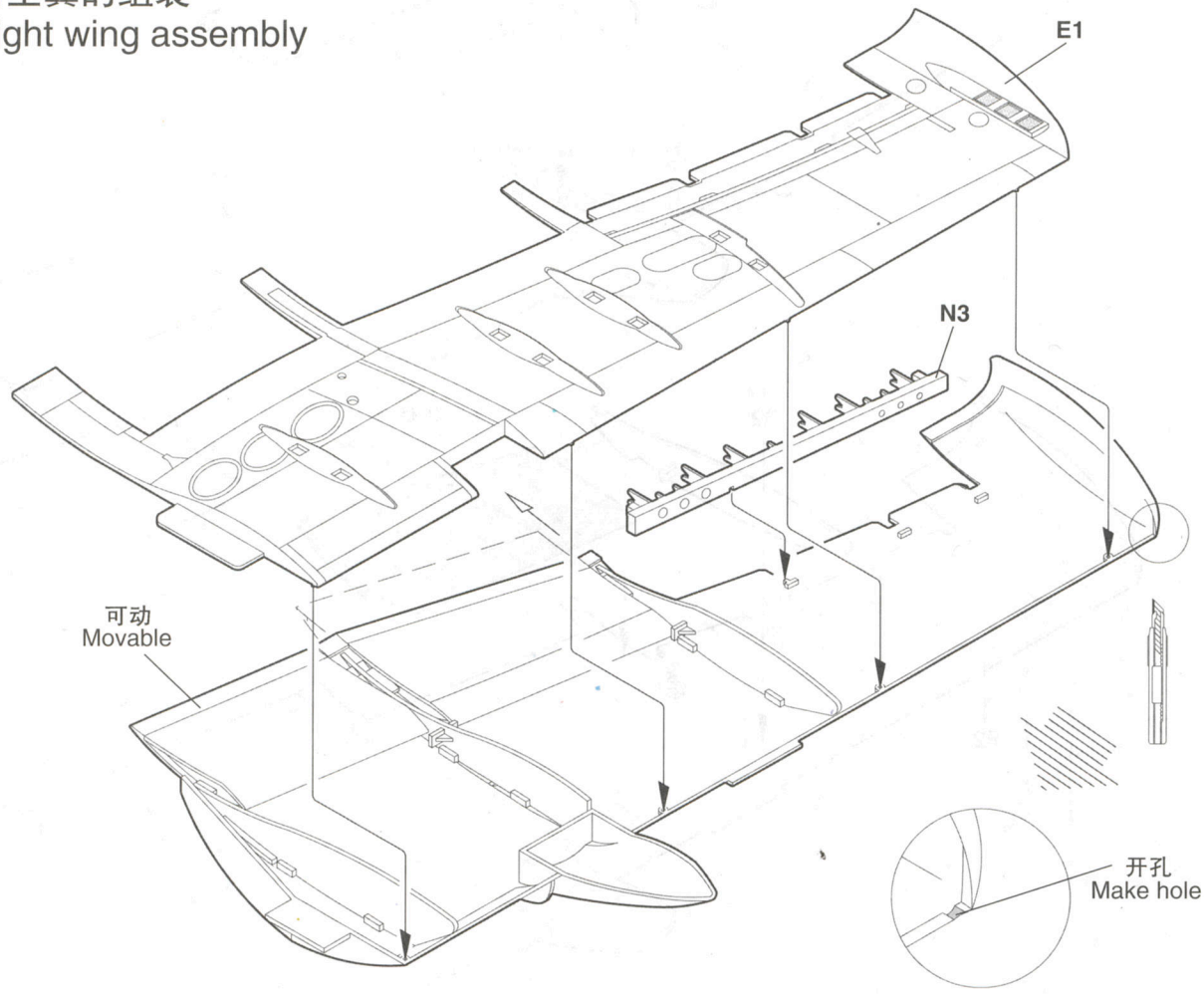
13 右翼活动襟翼①
Right flap①



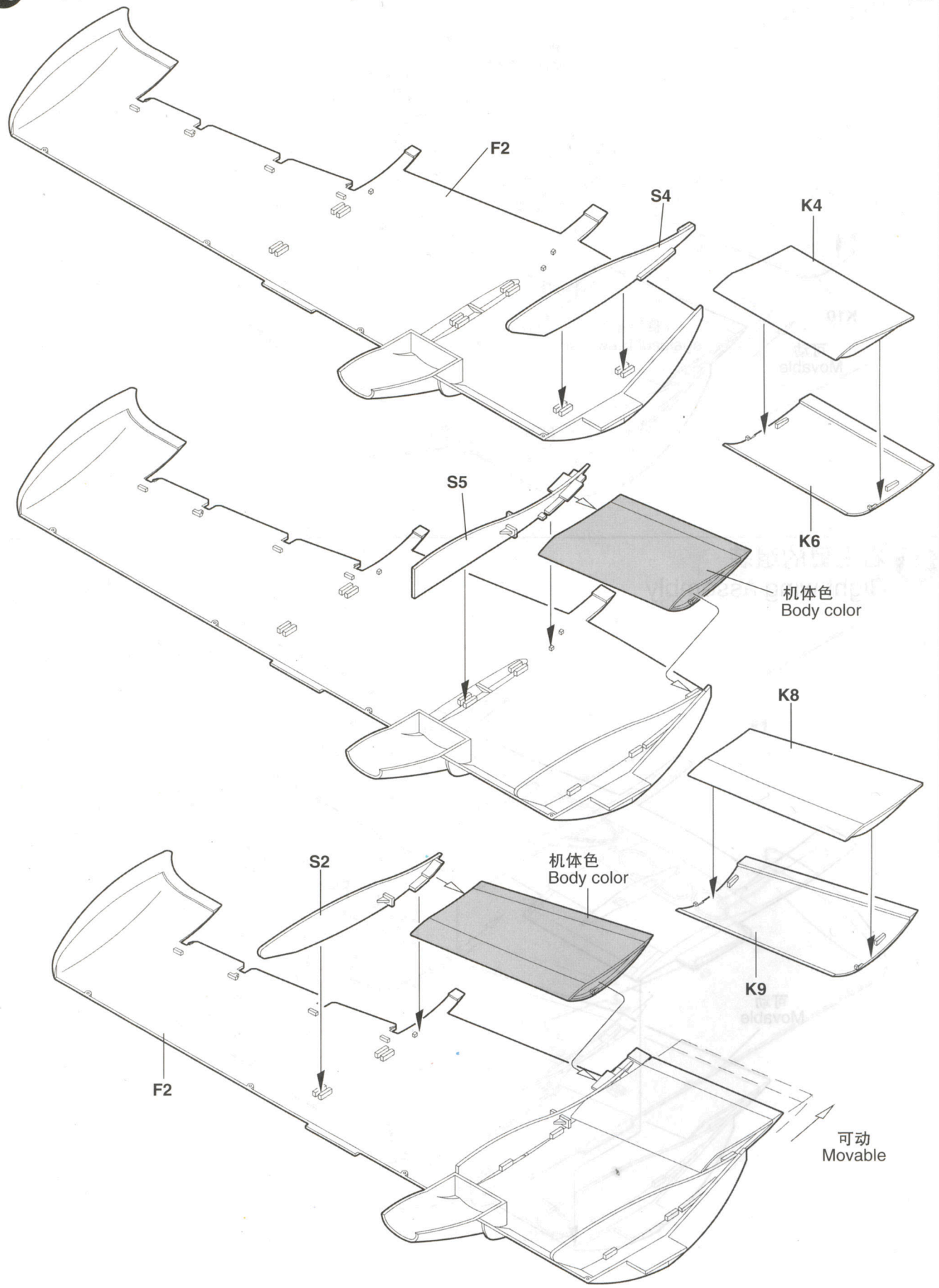
14 右主翼活动襟翼②
Right flap ②



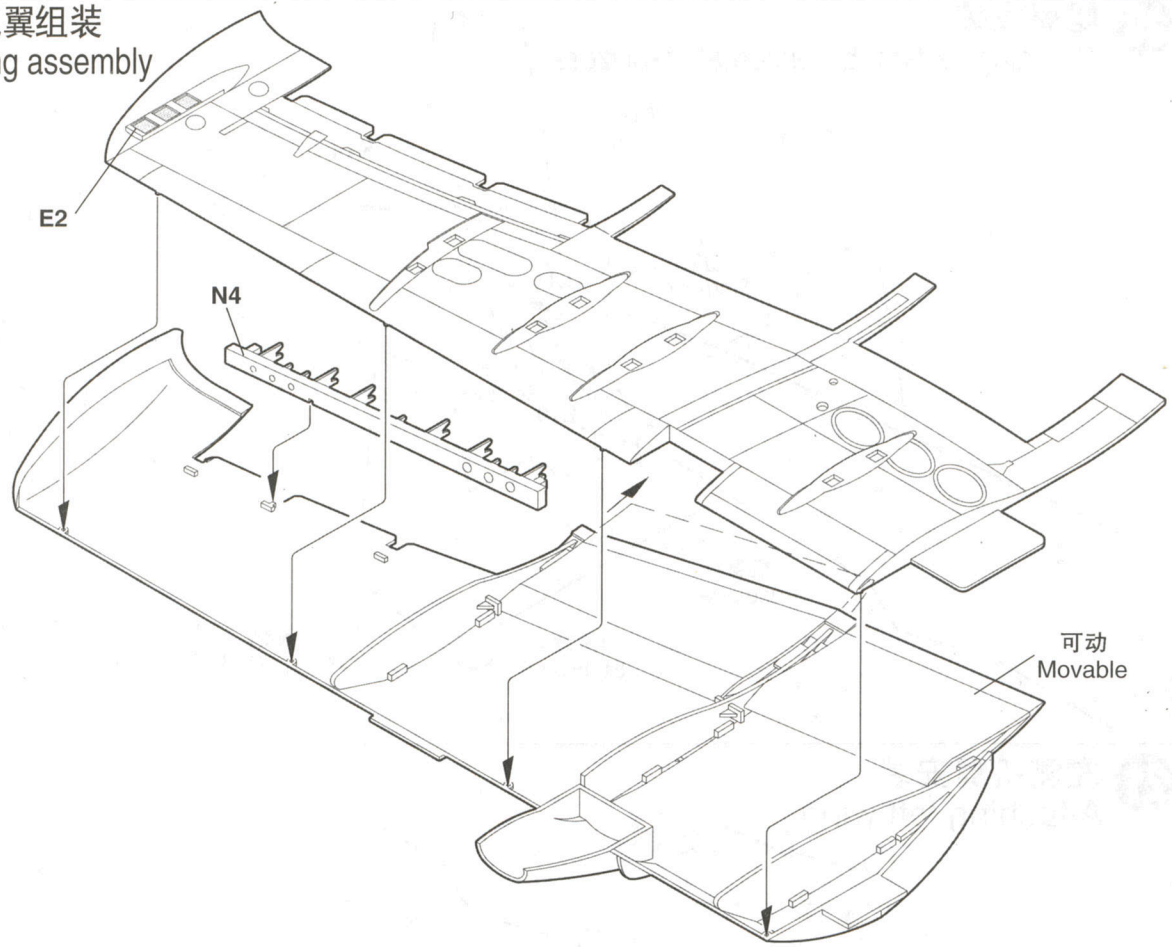
15 右主翼的组装
Right wing assembly



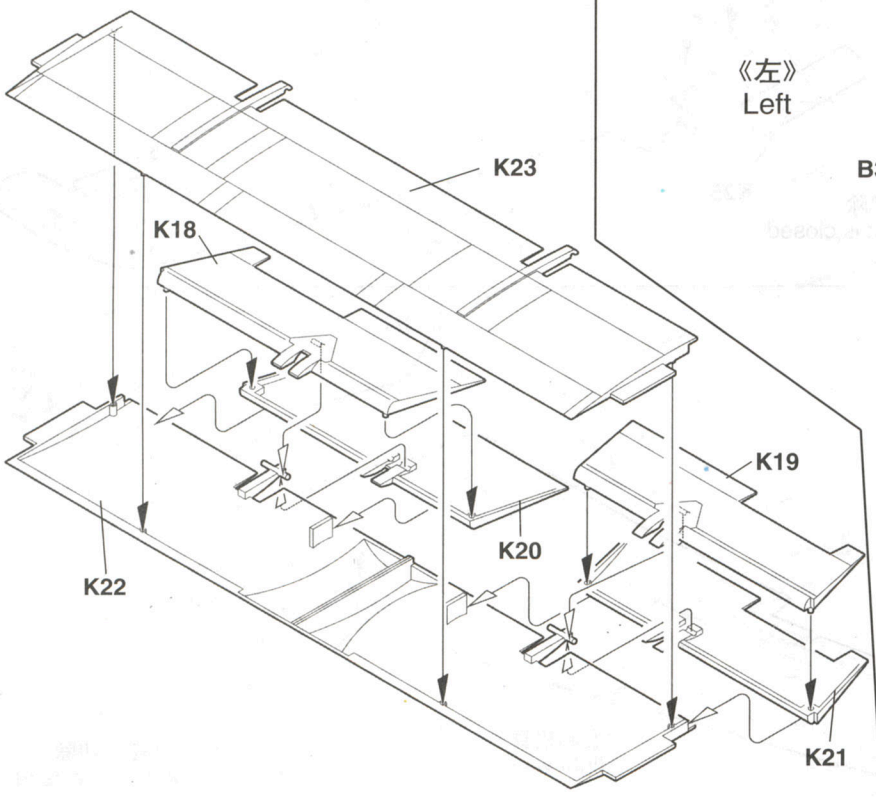
16 左侧机翼活动襟翼 Left flap



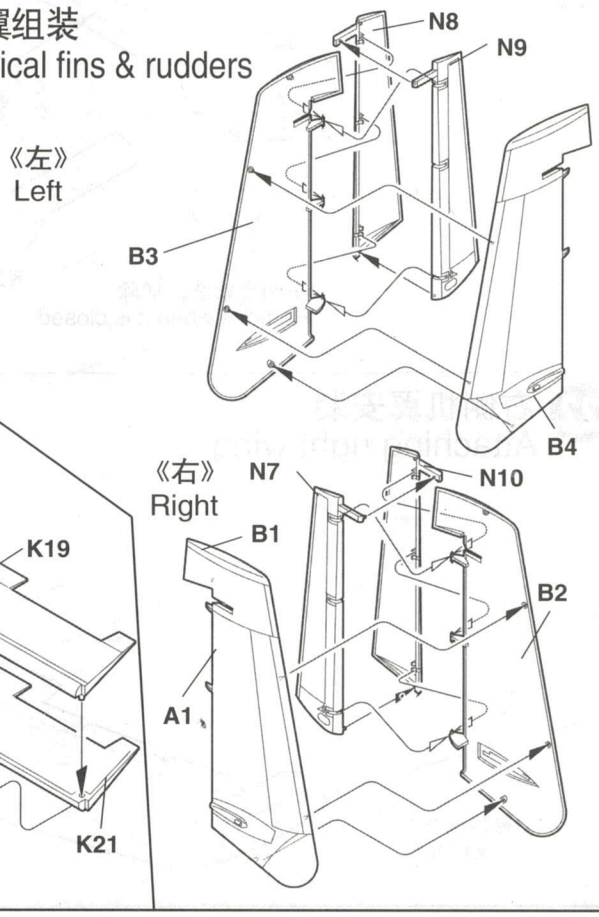
17 左侧机翼组装
Left wing assembly



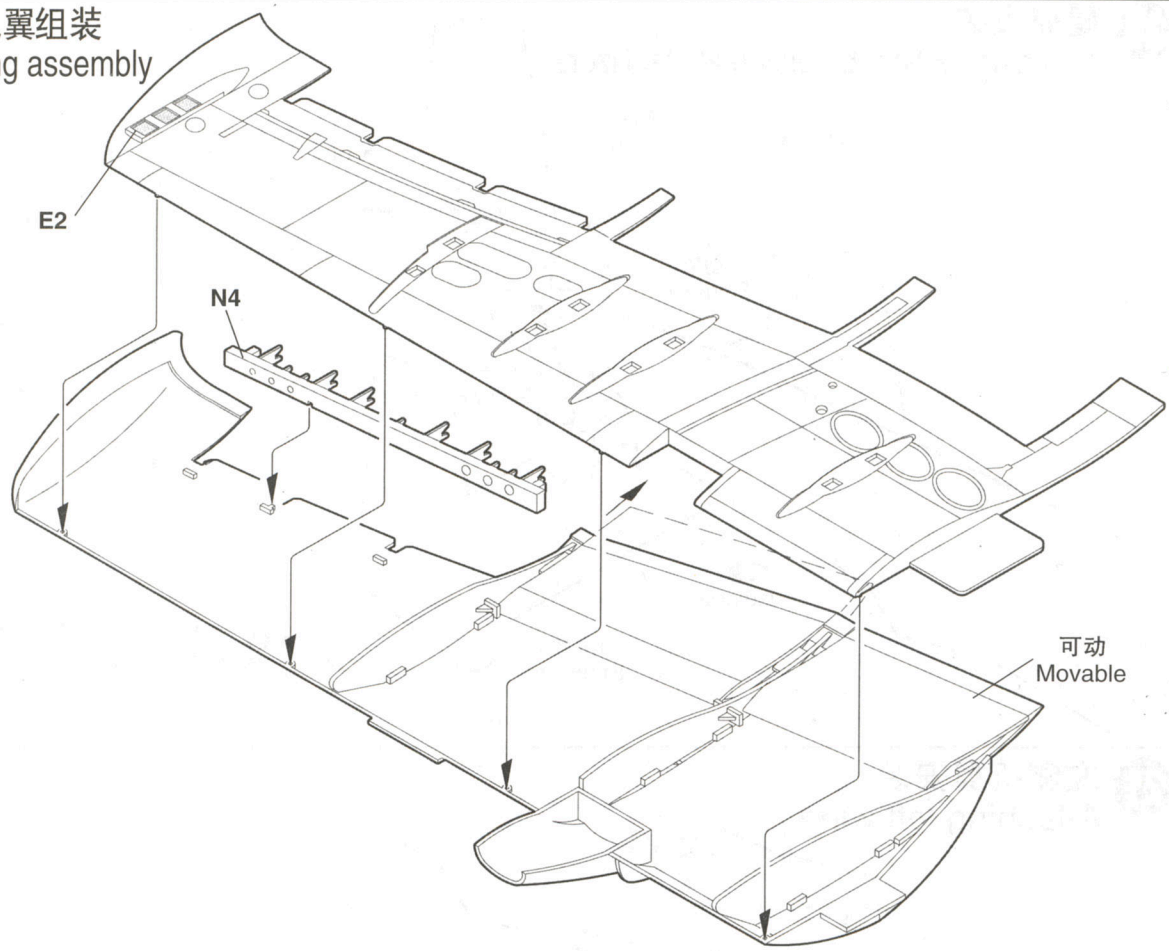
18 水平尾翼组装
Stabilizer assembly



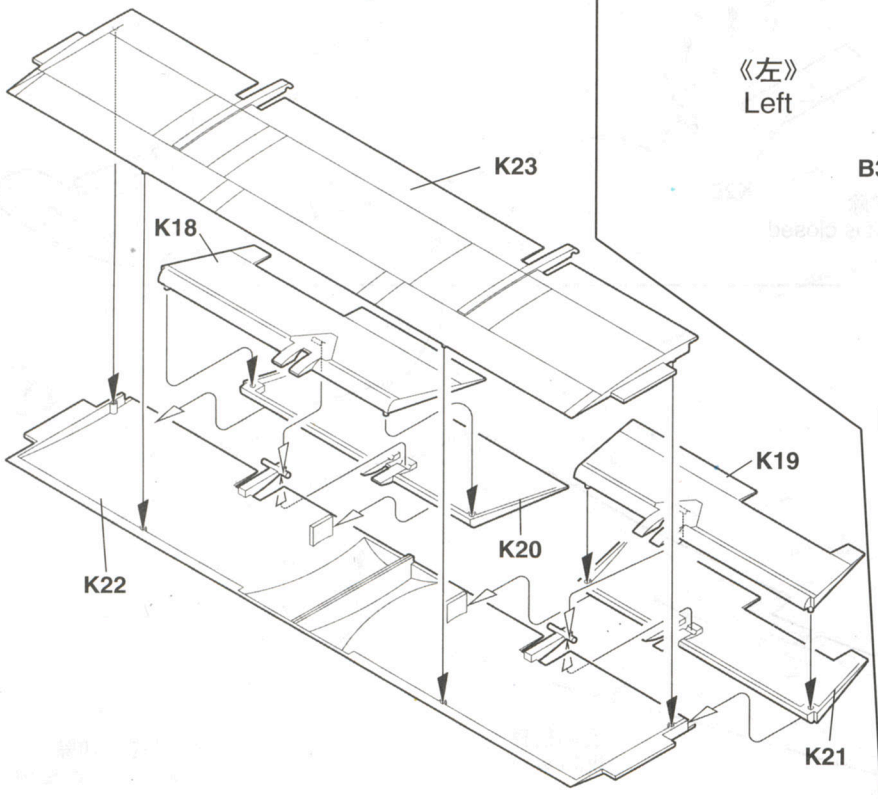
19 垂翼组装
Vertical fins & rudders



17 左侧机翼组装
Left wing assembly

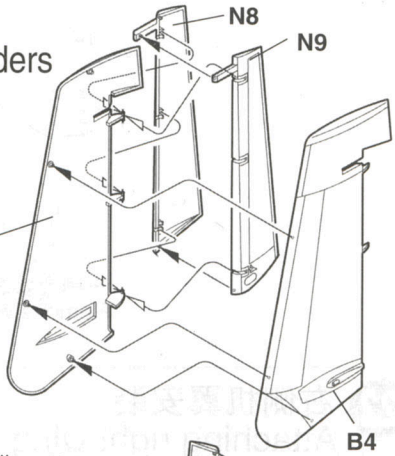


18 水平尾翼组装
Stabilizer assembly

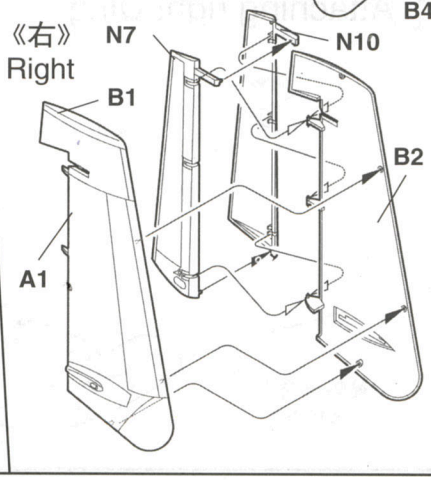


19 垂翼组装
Vertical fins & rudders

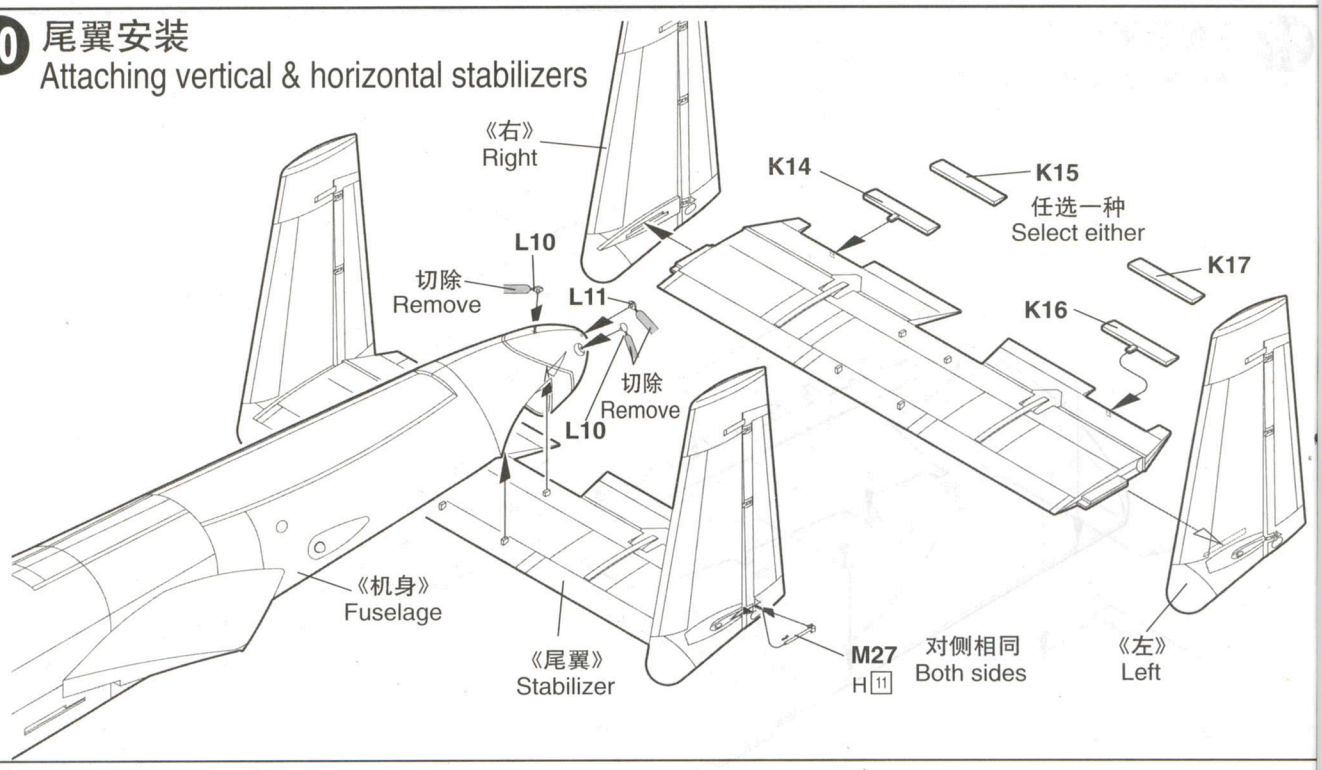
《左》
Left



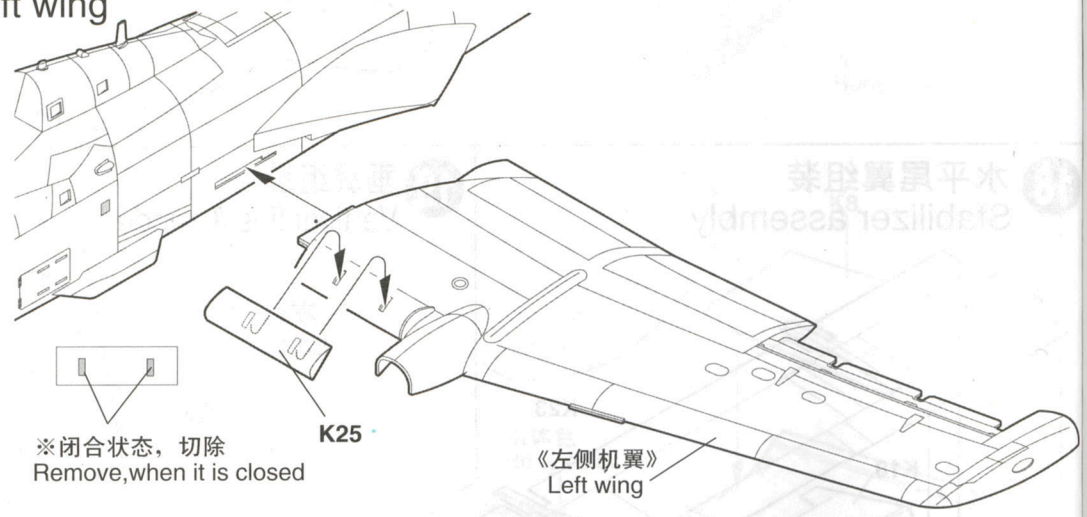
《右》
Right



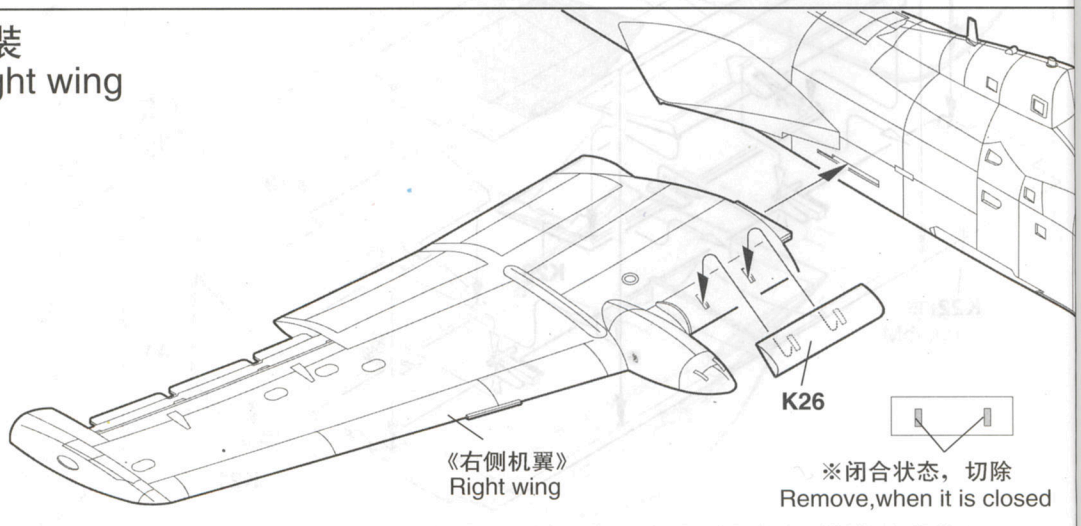
20 尾翼安装
Attaching vertical & horizontal stabilizers



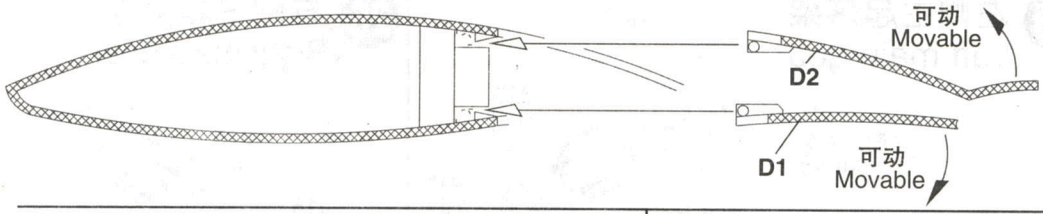
21 左侧机翼安装
Attaching left wing

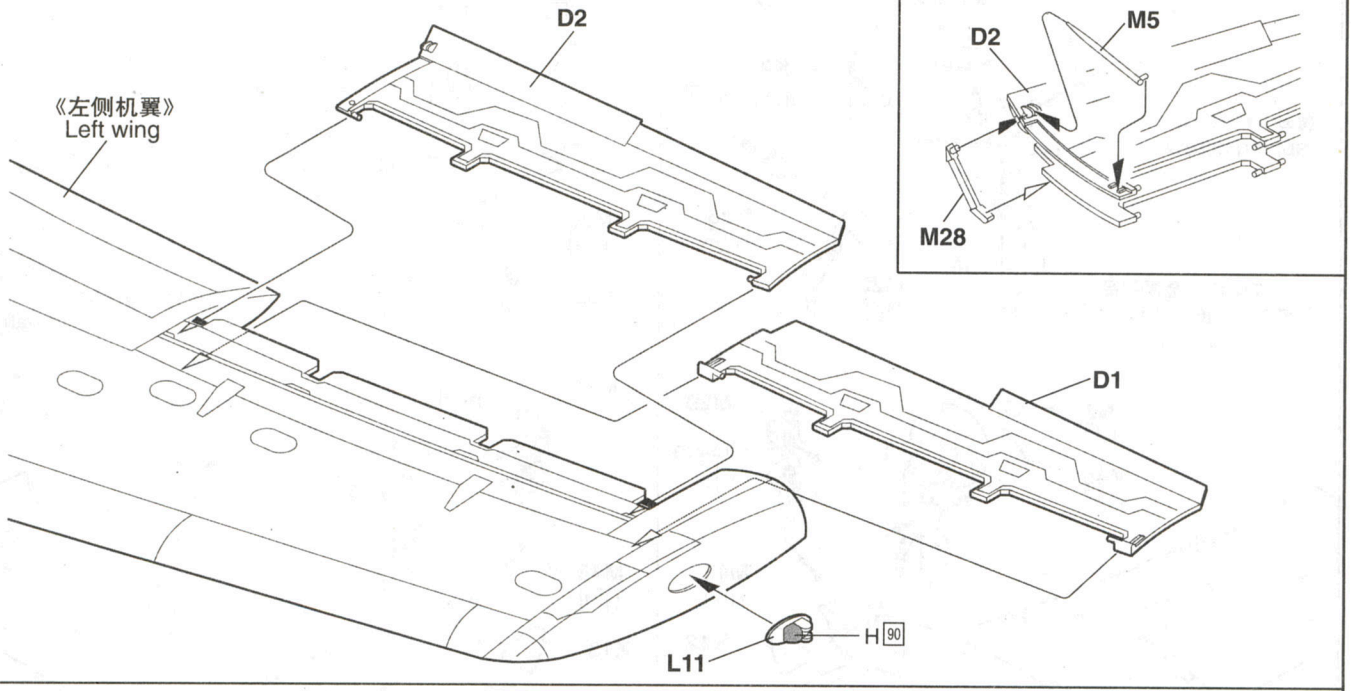


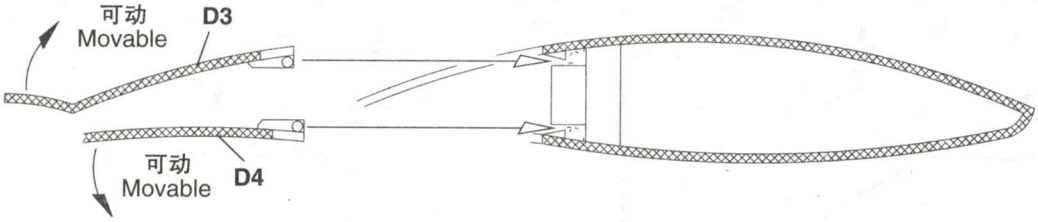
22 右侧机翼安装
Attaching right wing

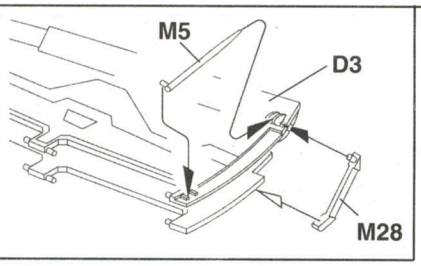


23 左侧襟翼
Left aileron

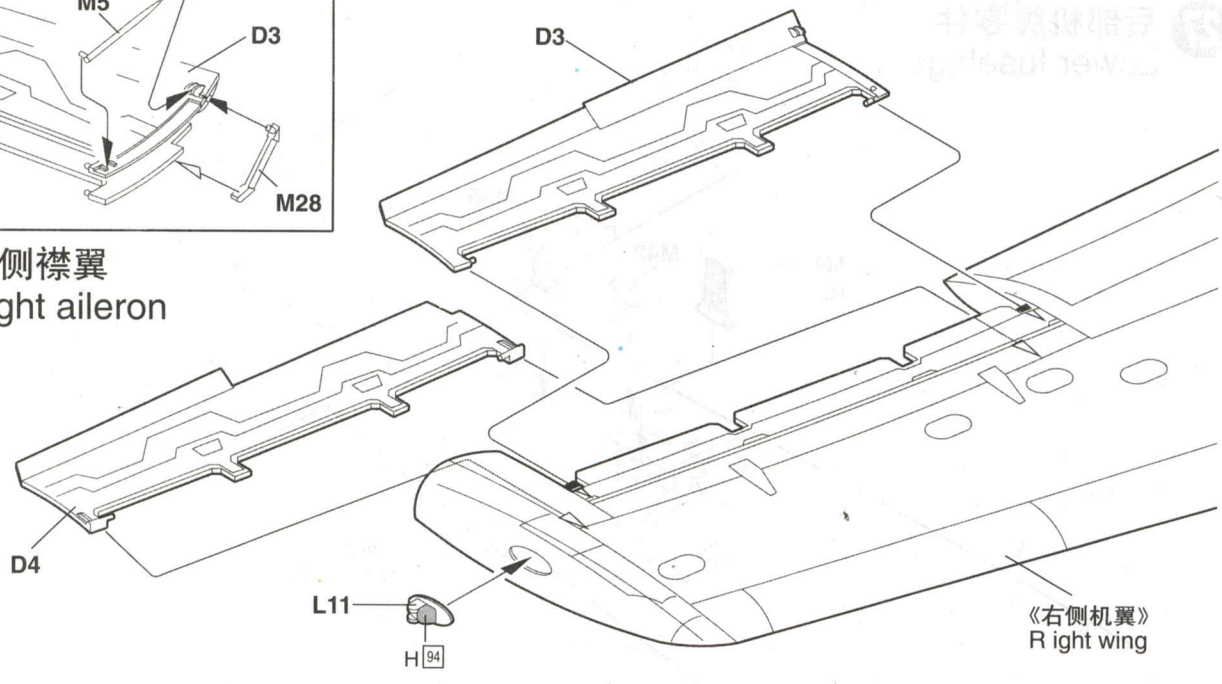




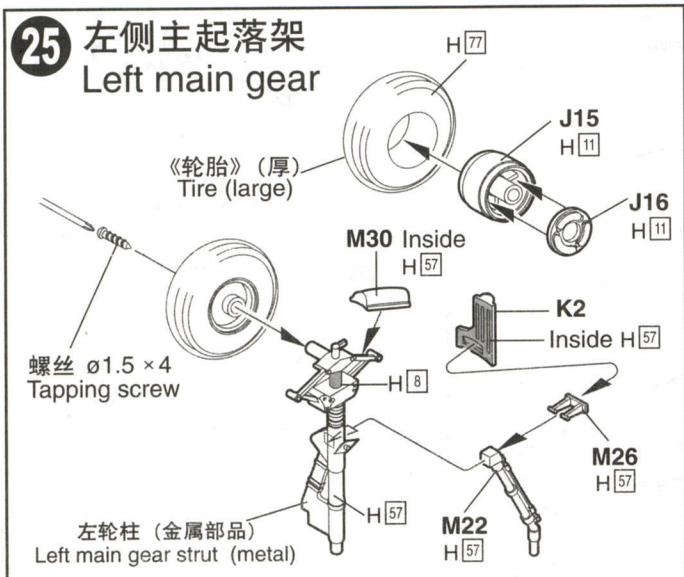


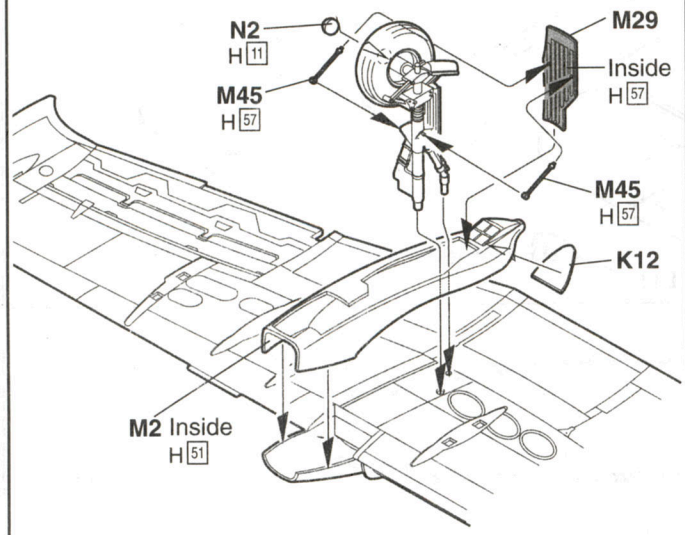


24 右侧襟翼
Right aileron

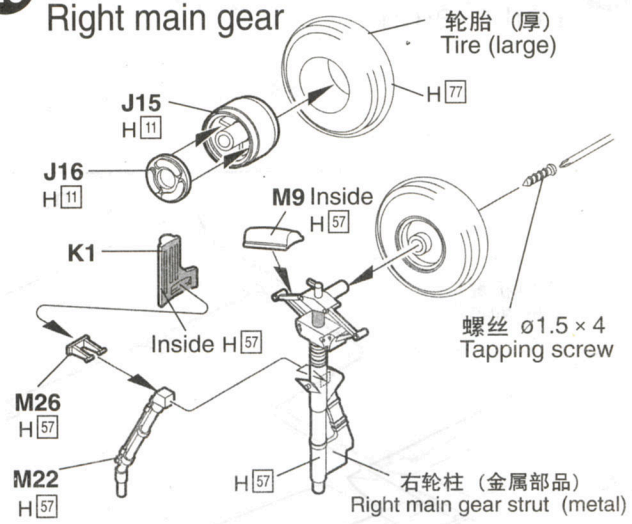


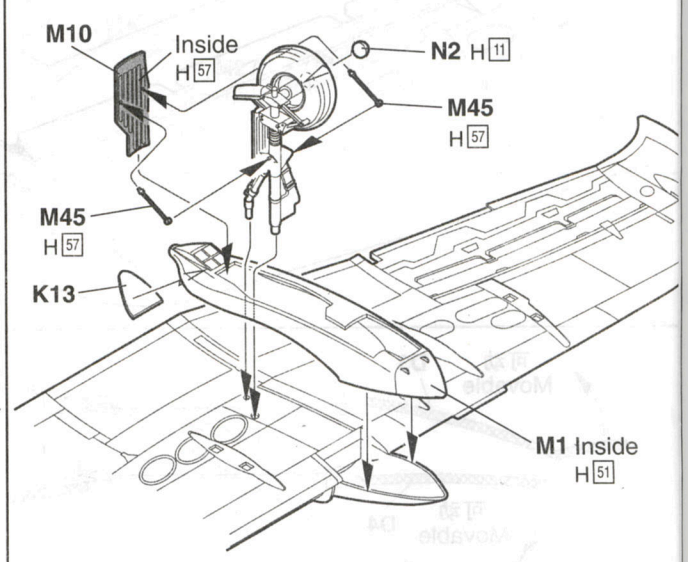
25 左侧主起落架
Left main gear



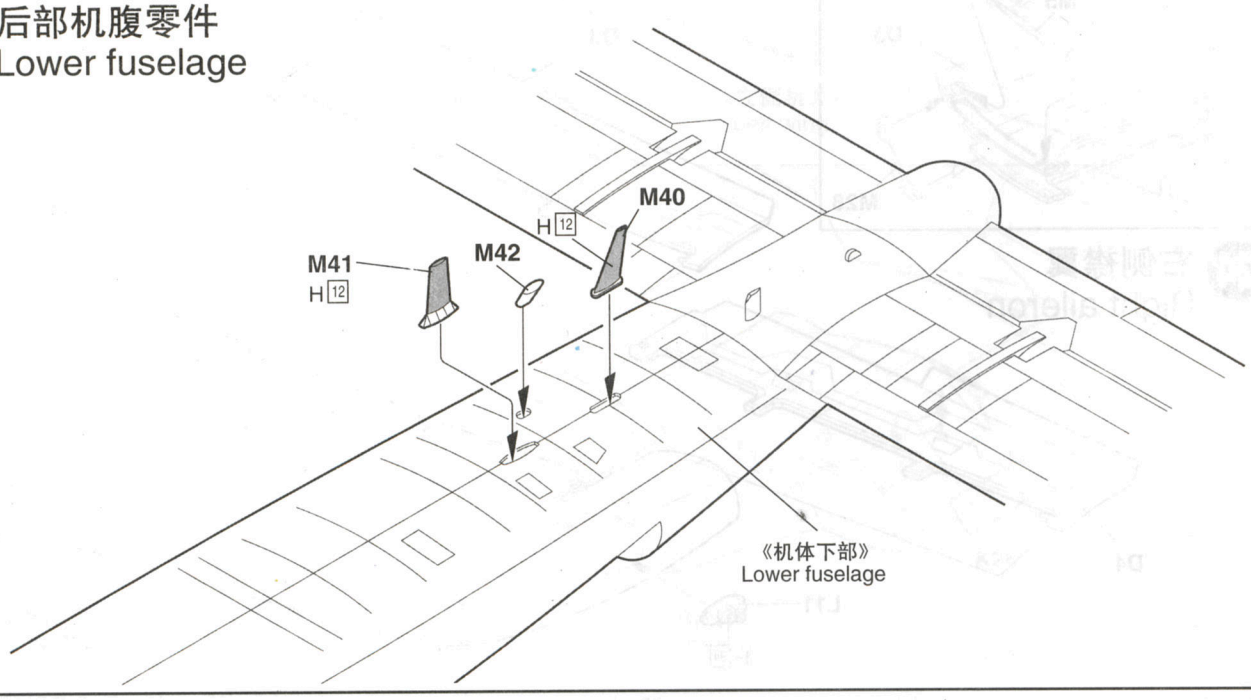


26 右侧主起落架
Right main gear





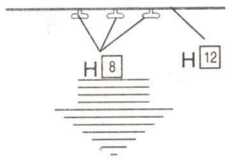
27 后部机腹零件
Lower fuselage

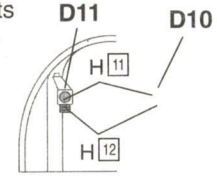


28 座舱盖 Canopy

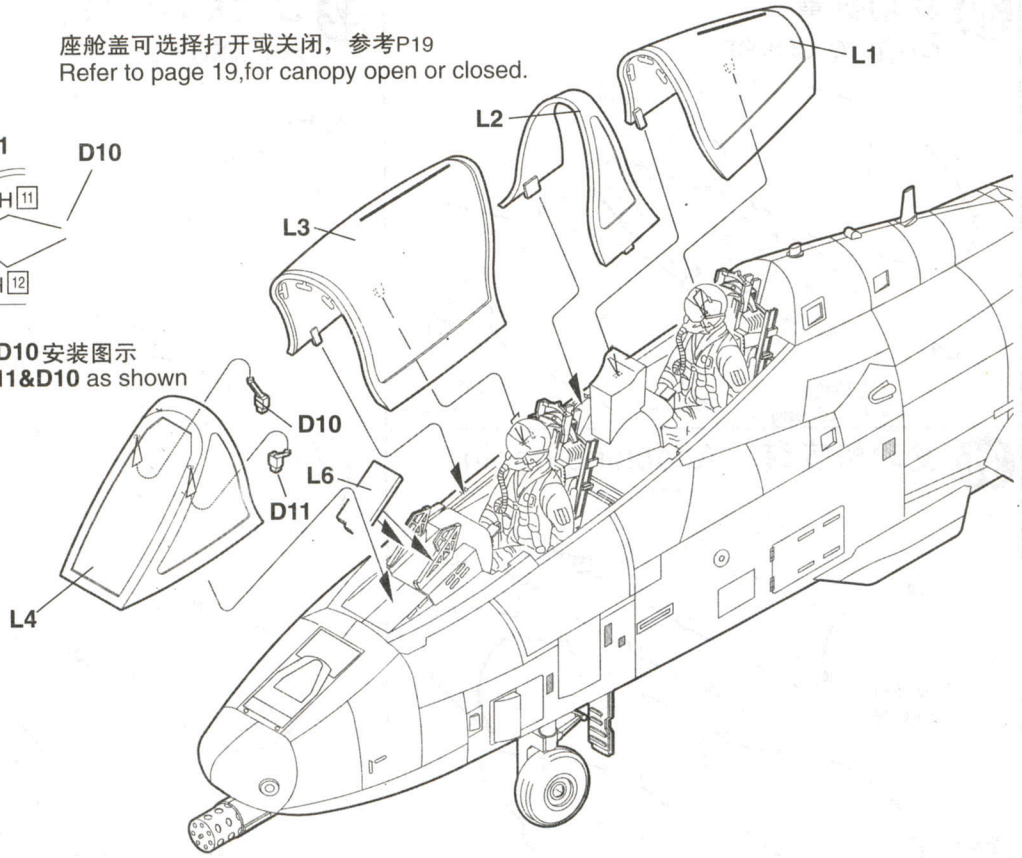
座舱盖可选择打开或关闭，参考P19
Refer to page 19,for canopy open or closed.

《蚀刻件》
Etched parts

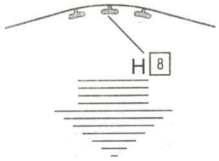




D11 &D10安装图示
Attaching **D11&D10** as shown

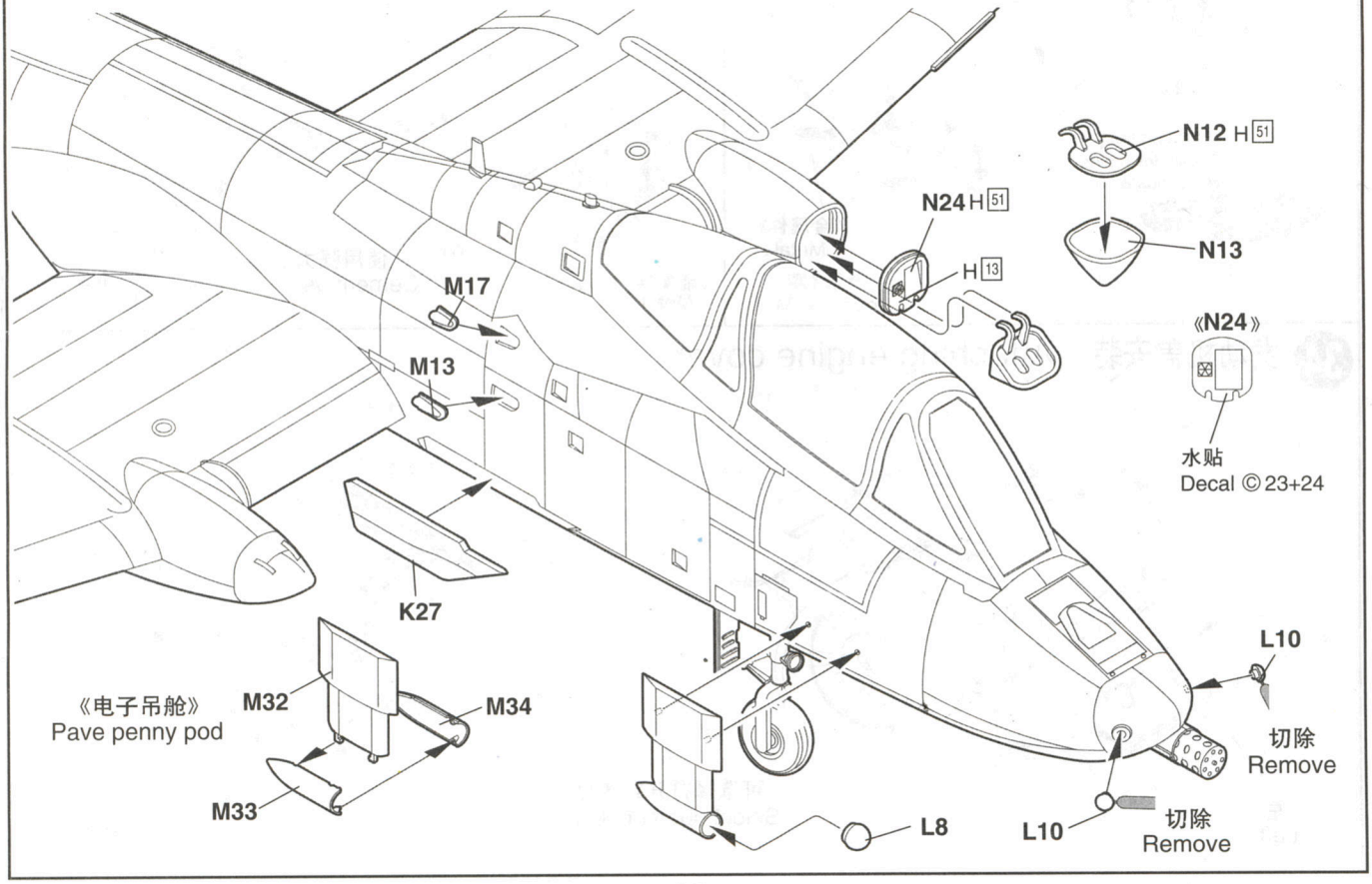


《后视镜》
Rear view mirror

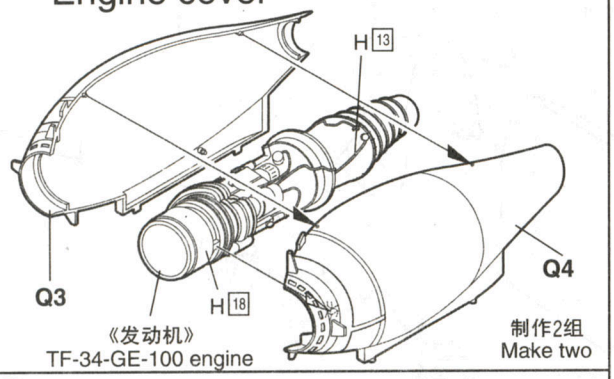


《后视镜》
Rear view mirror

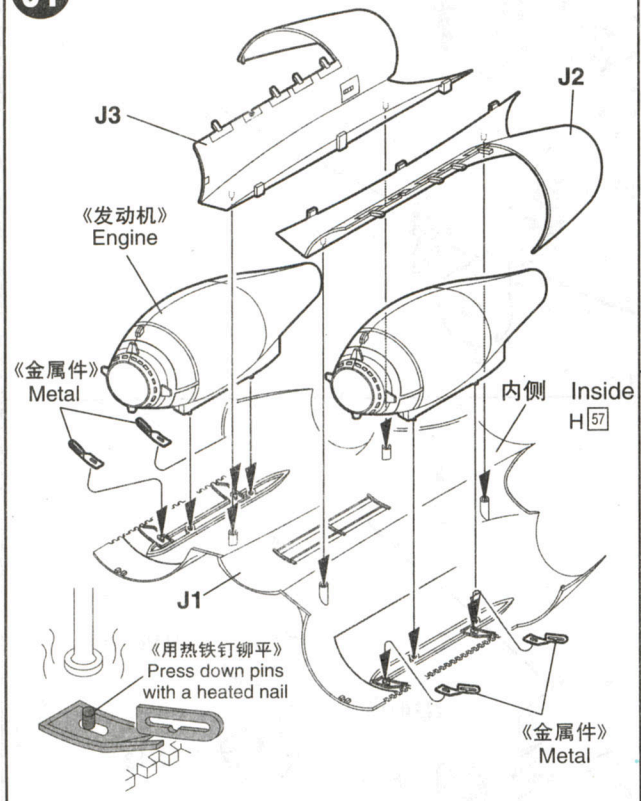
29 加油口 Refueling receptacle



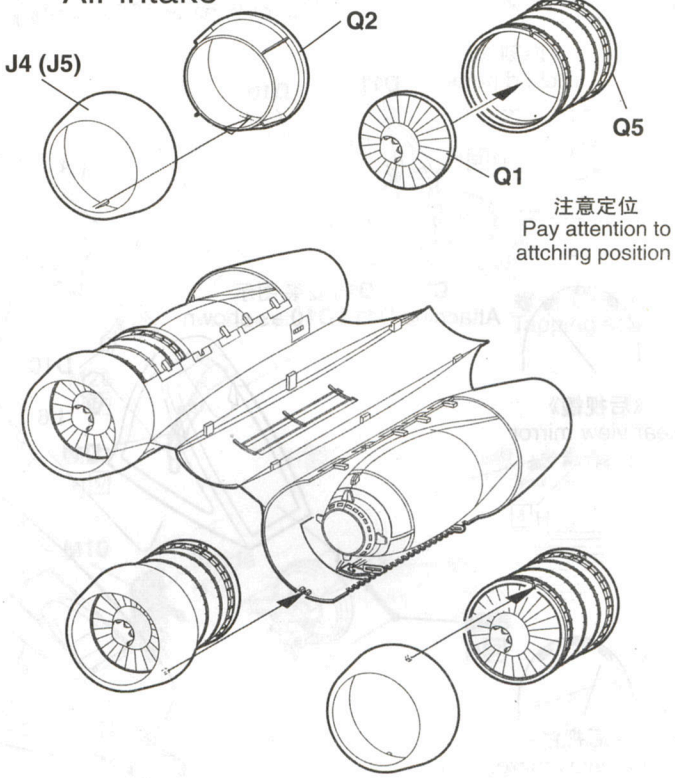
30 发动机罩 Engine cover



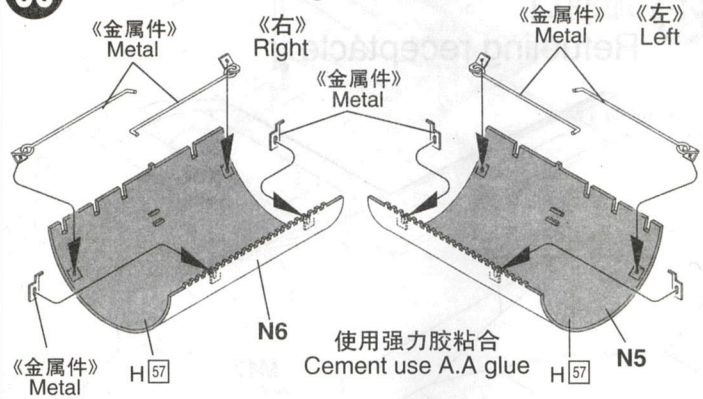
31 发动机安装 Attaching engine



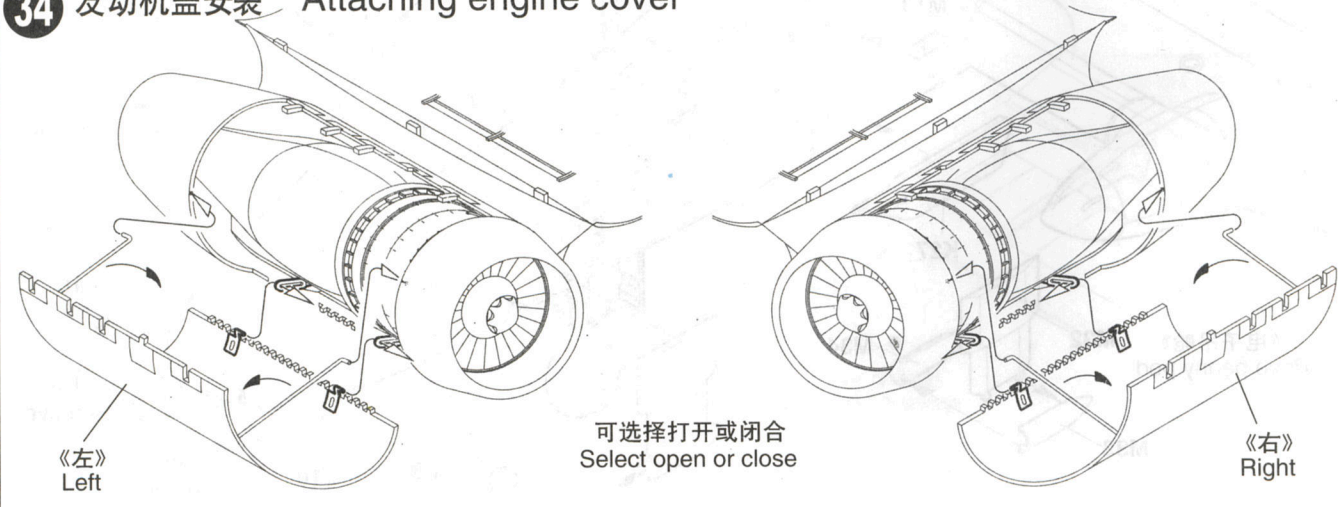
32 发动机进气口 Air intake



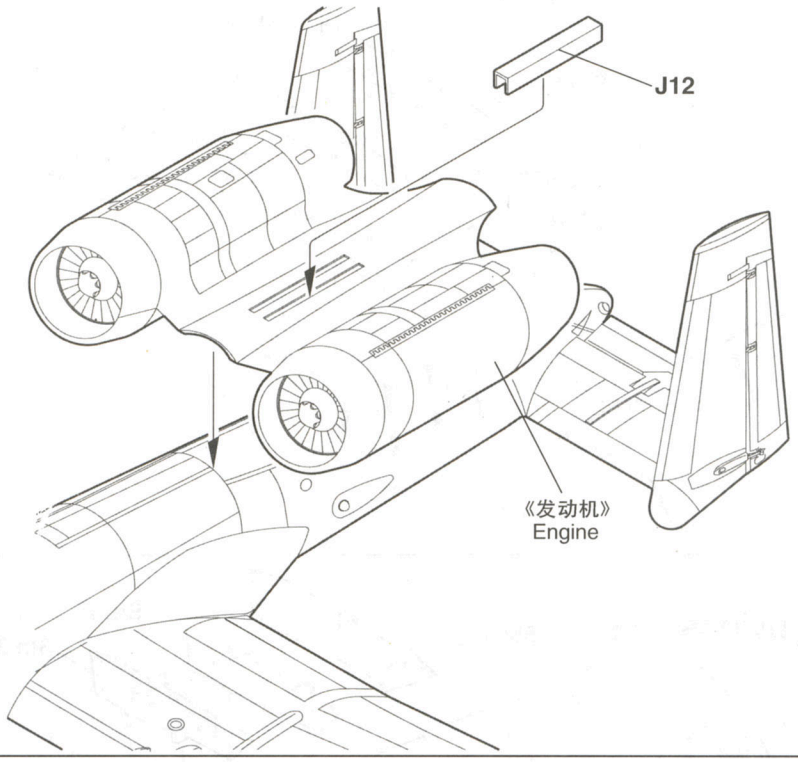
33 发动机盖 Engine cover



34 发动机盖安装 Attaching engine cover

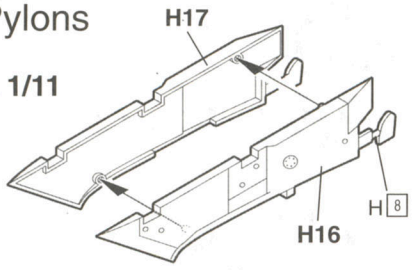


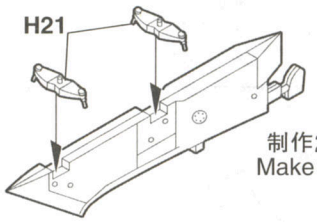
35 发动机的安装
Install engine



36 挂架
Pylons

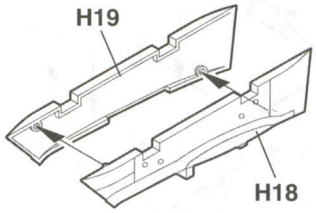
STN. 1/11

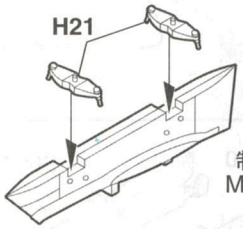




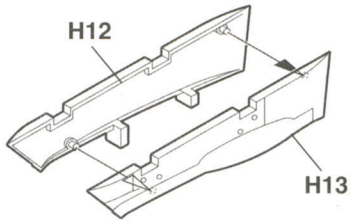
STN. 2/10

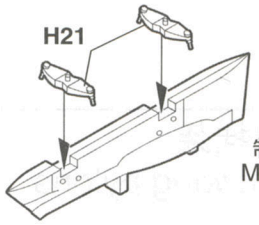
机体色
Body color



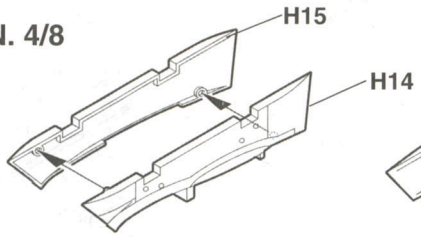


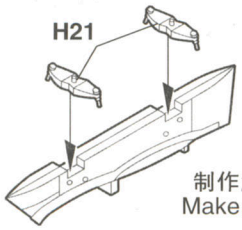
STN. 3/9



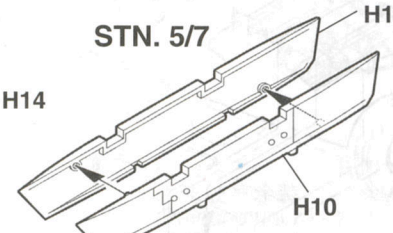


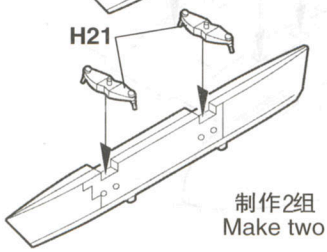
STN. 4/8



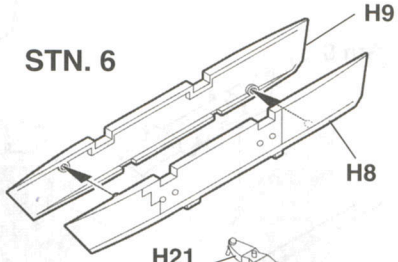


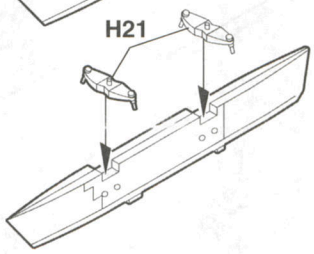
STN. 5/7



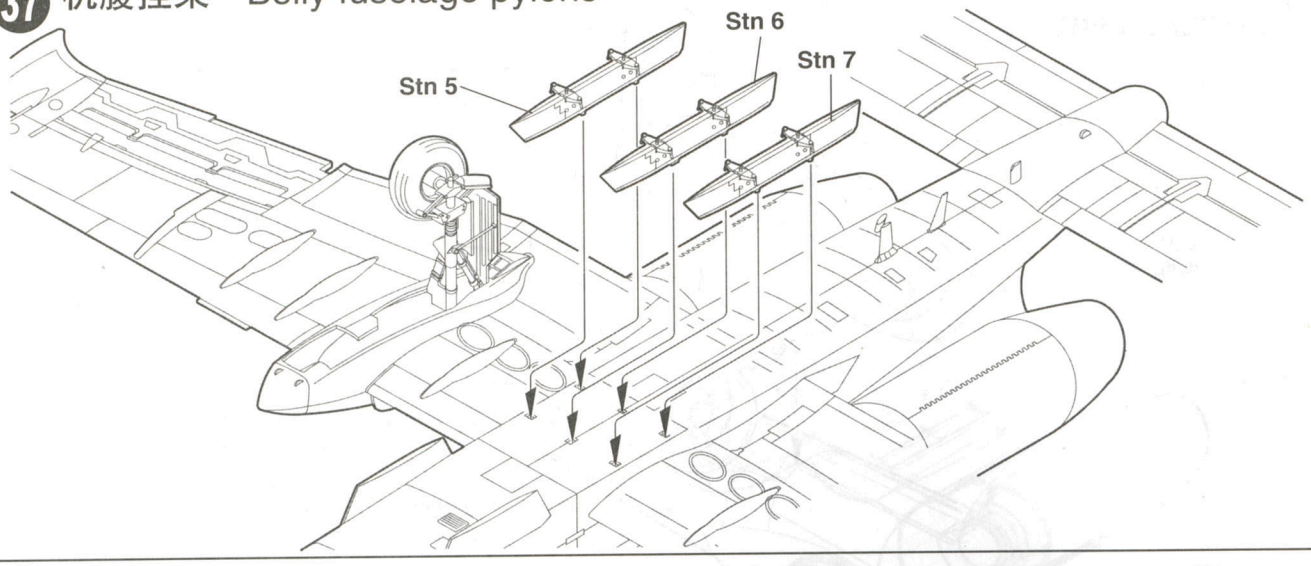


STN. 6

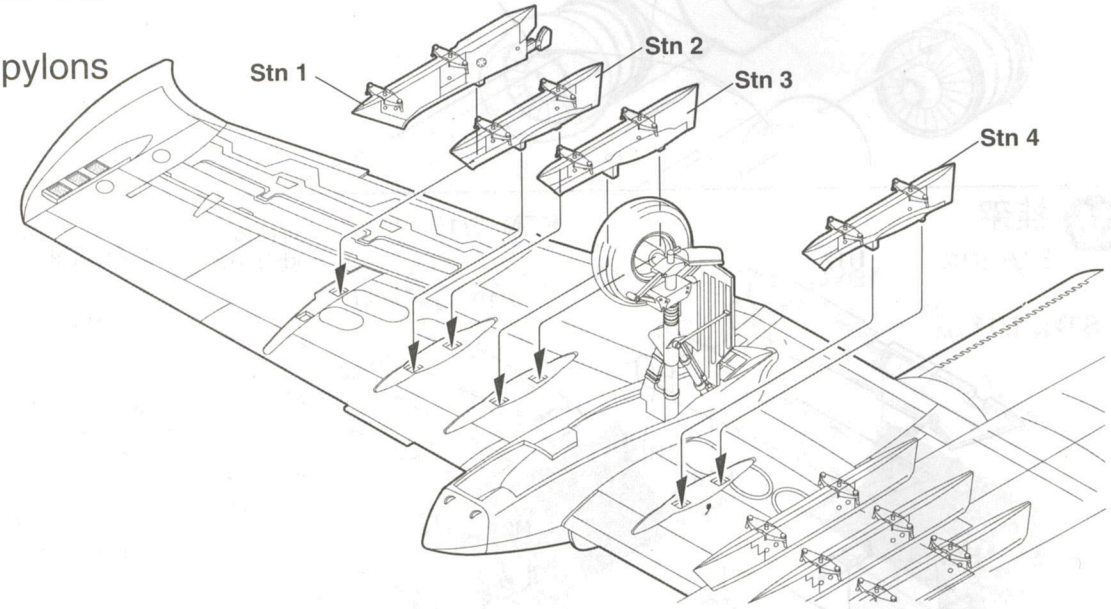




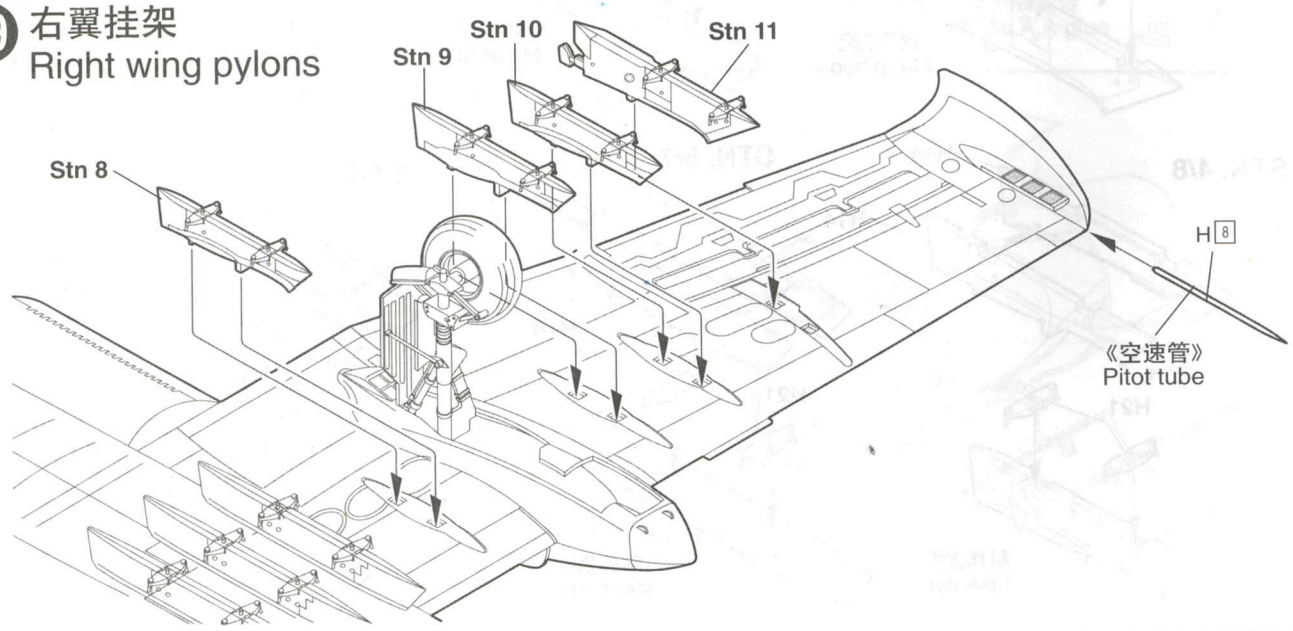
37 机腹挂架 Belly fuselage pylons



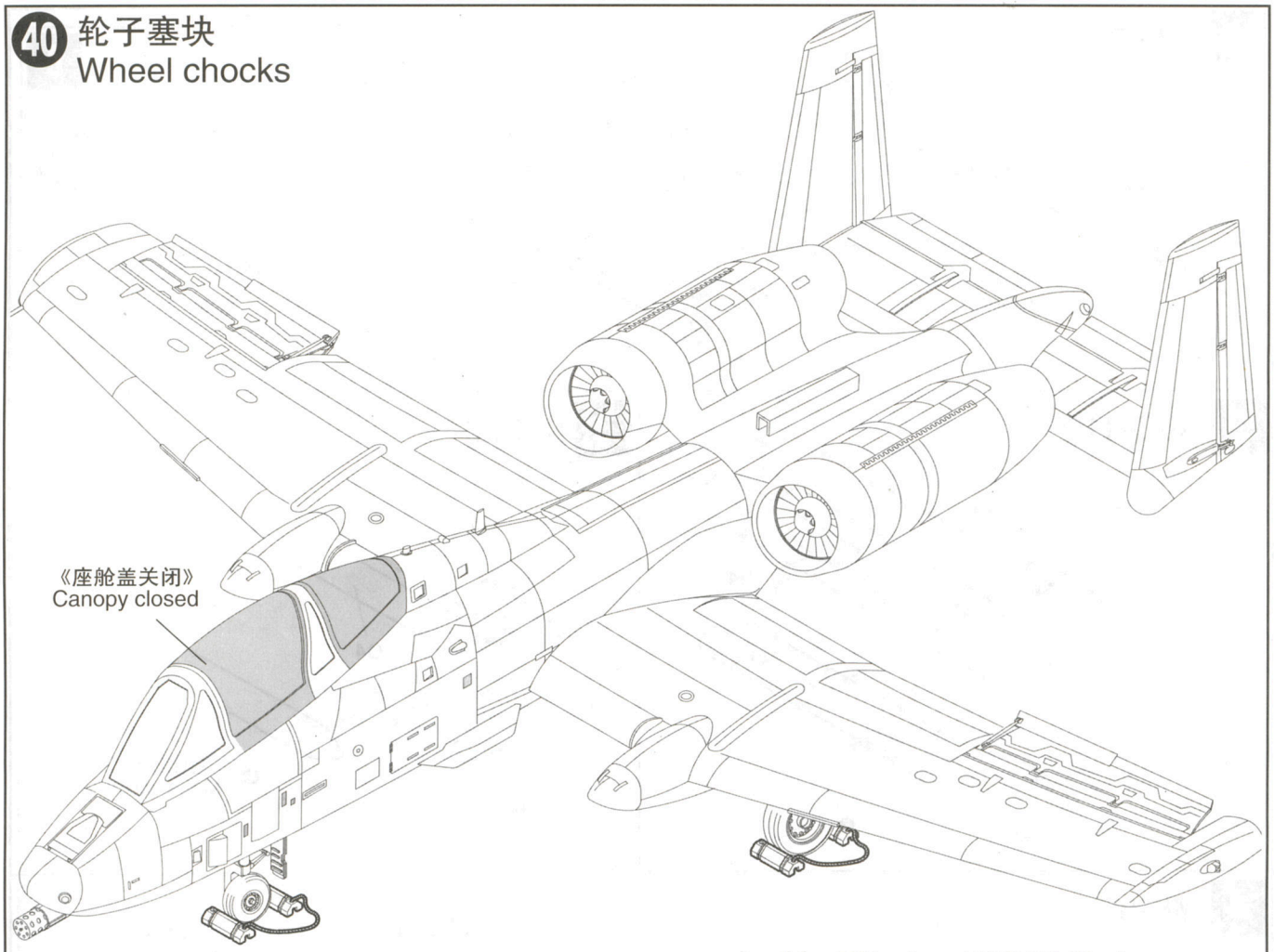
38 左翼挂架 Left wing pylons

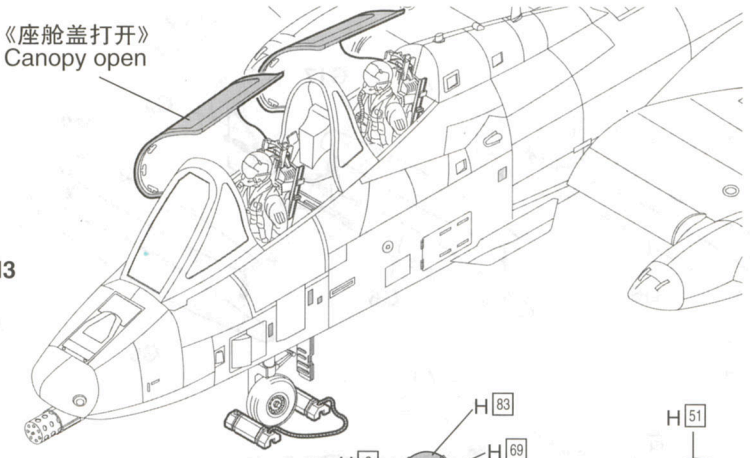


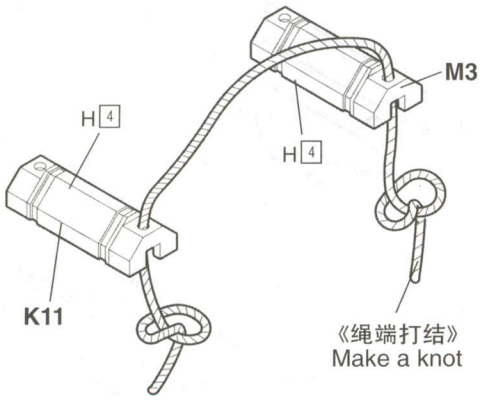
39 右翼挂架 Right wing pylons

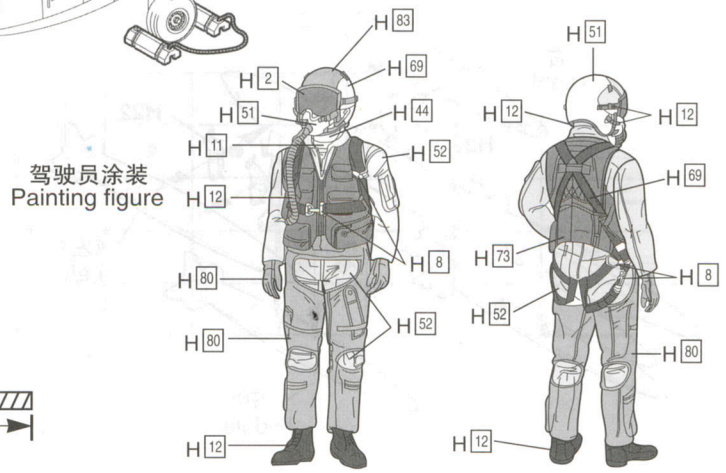


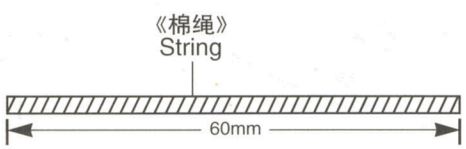
40 轮子塞块
Wheel chocks





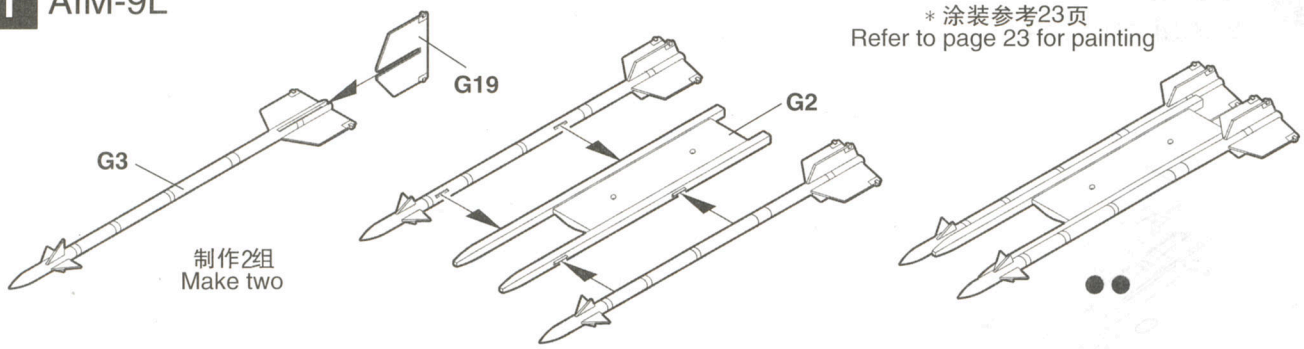




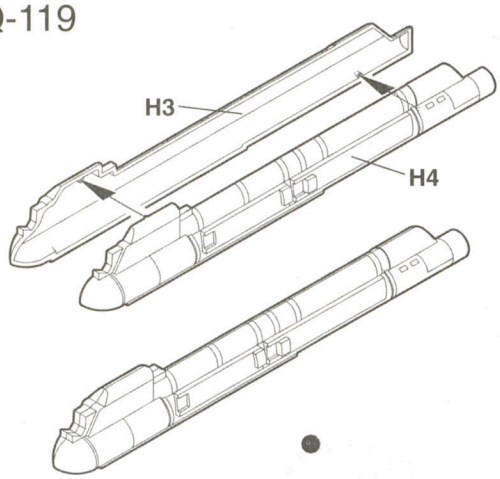


1 AIM-9L

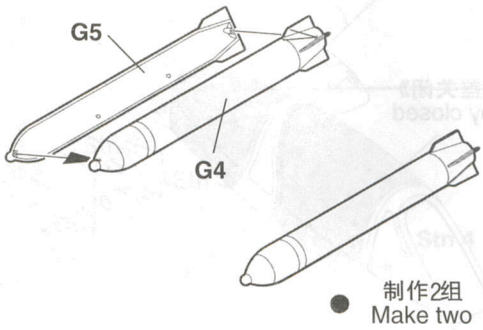
＊涂装参考23页
Refer to page 23 for painting



2 ALQ-119

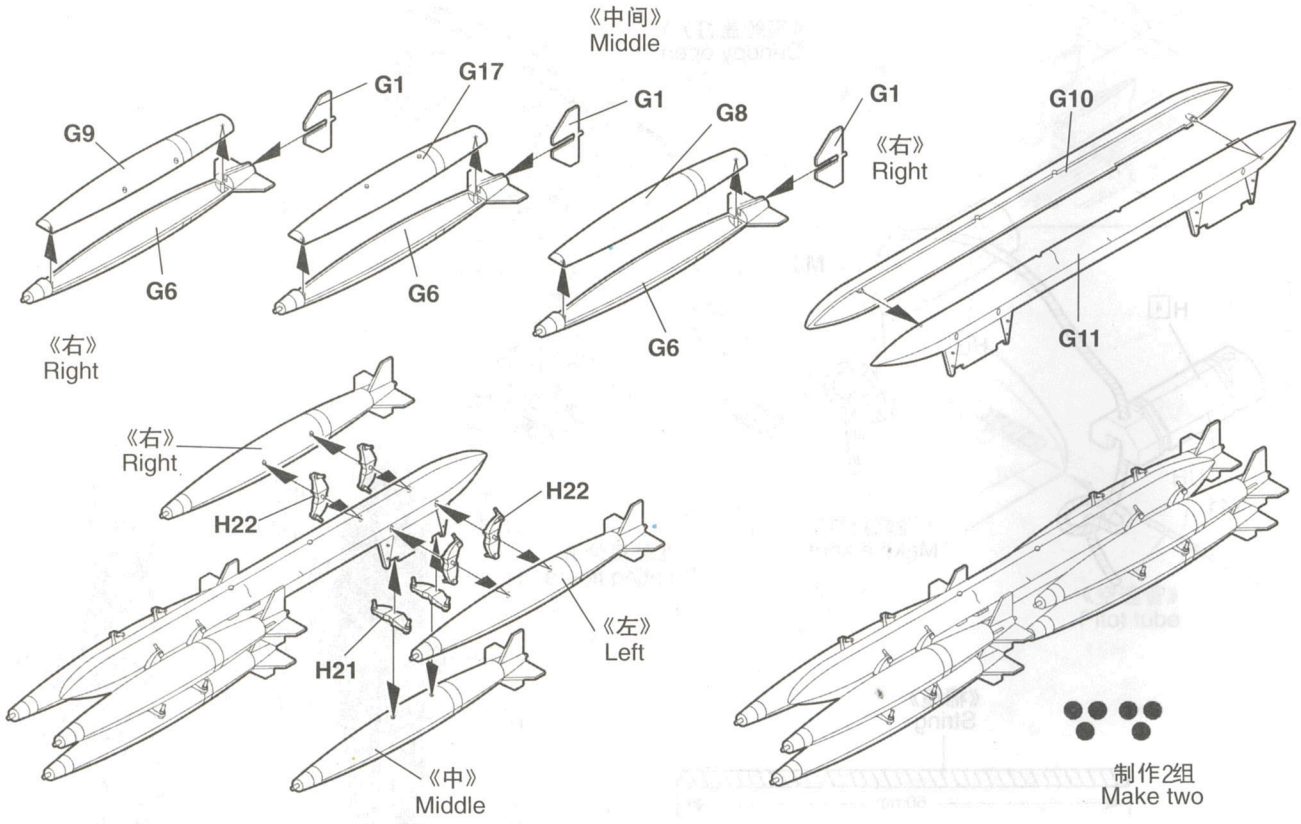


3 MK-20



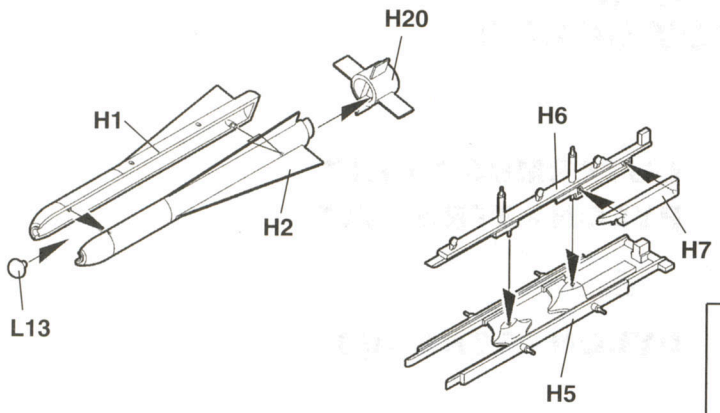
4 MK-82

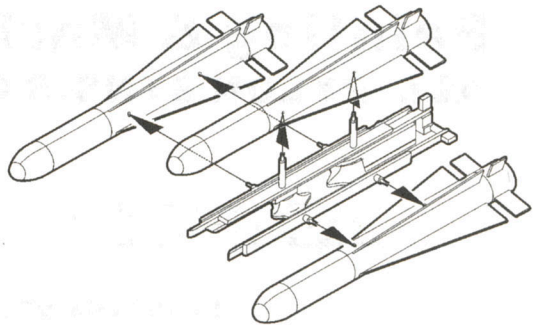
《MULTIPLE EJECTOR RACK》

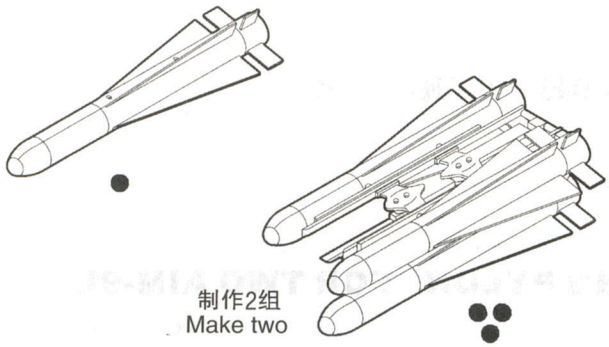


5 AGM-65

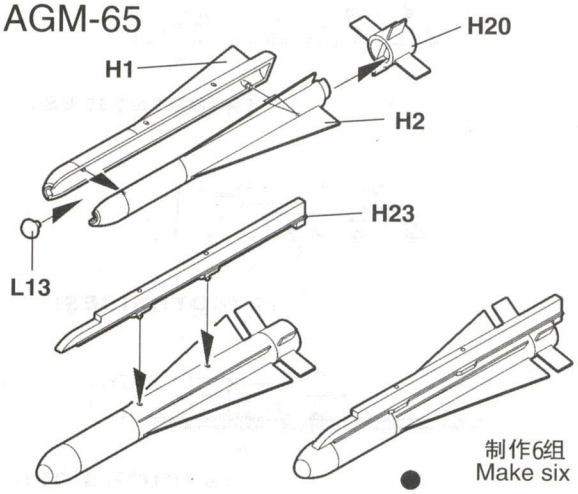
《LAV-88》

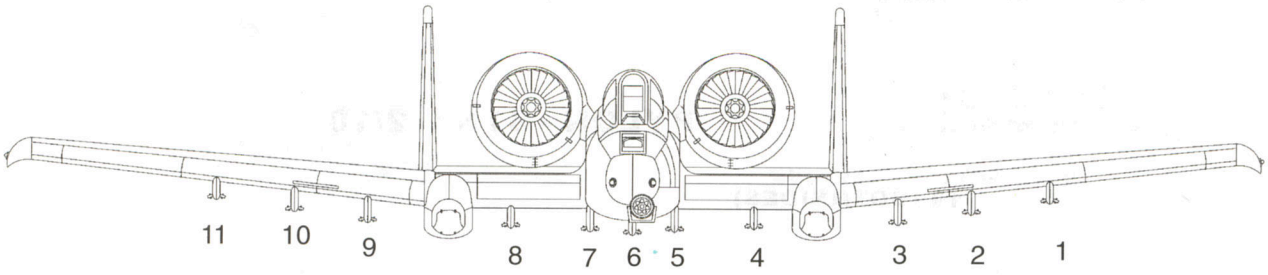






AGM-65



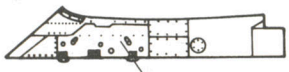


GROUP 1

TYPE \ STN.NO.	11	10	9	8	7	6	5	4	3	2	1	
AGM-65		●		●	●		●	●		●		
AIM-9L	●●											
GMK-82			●●●						●●●			
ALQ-119											●	

Painting & Marking guide

ALL PYLON STNSIS BODY COLOR

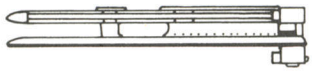


OUTERMOST WING PYLON - STNS 1/11

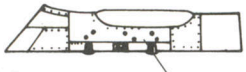
PYLON - STNS 4/8

PYLON - STNS - 3/9

WING PYLON FOR TWO AIM-9L



LAU - 88



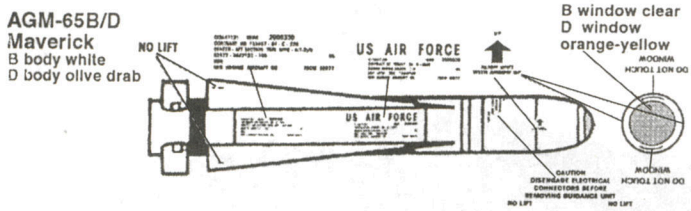
PYLON - STNS 2/10

PYLON - ST NS 6 AT 5&7

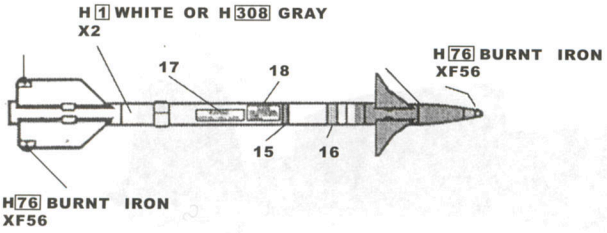
COLOR GUIDE

- H2 BLACK
- H4 YELLOW
- H8 SILVER
- H9 GOLD
- H10 COPPER
- H11 FLAT WHITE
- H12 FLAT BLACK
- H13 FLAT RED
- H18 STEEL
- H28 METAL BLACK
- H44 FLESH
- H51 LIGHT GULL GRAY
- H52 OLIVE DRAB(1)
- H57 AIRCRAFT GRAY
- H69 RLM75 GRAY
- H73 DARK GREEN
- H77 TIRE BLACK
- H80 KHAKI GREEN
- H81 KHAKI
- H83 DARK GRAY(2)
- H89 METALLIC GREEN
- H90 CLEAR RED
- H94 CLEAR GREEN

Painting & Marking guide

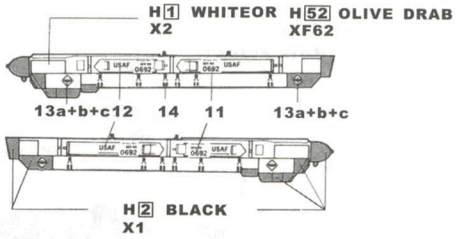


AIM-9L SIDEWINDER

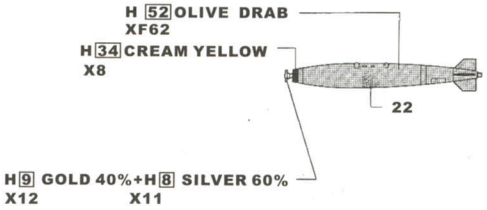


ALQ-119 ECM POD

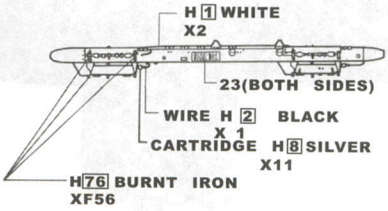
LIGHT GULL GRAY
H 51
XF19



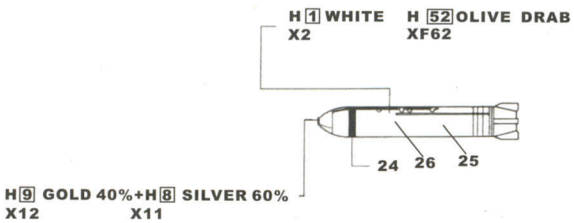
MK-82 BOMB



MULTIPLE EJECTOR RACK

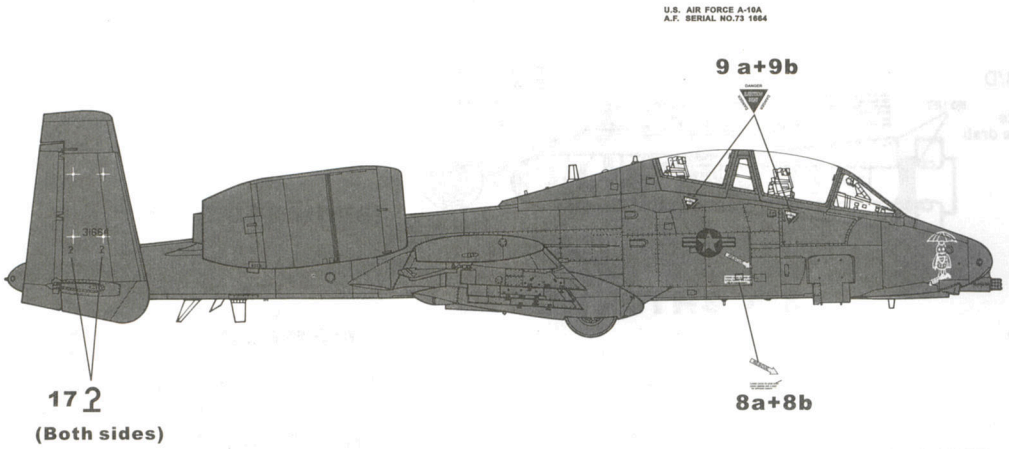


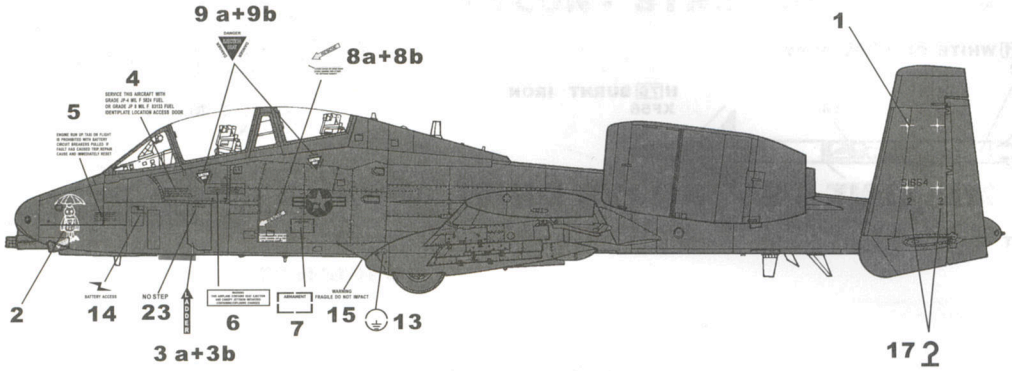
MK-20 ROCKEYE



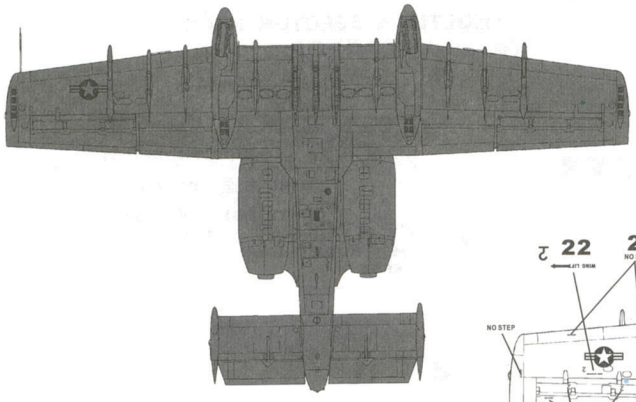
Painting & Marking guide

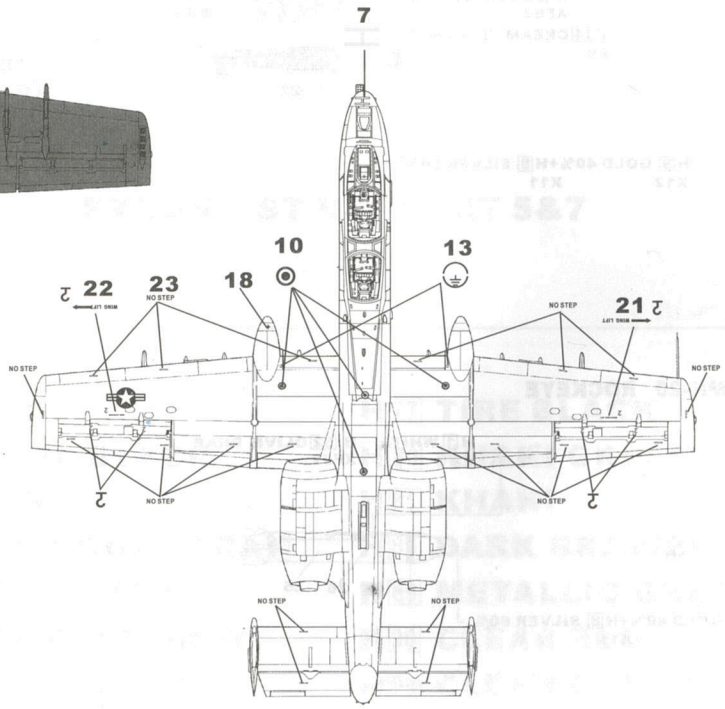
Ⓐ Ⓑ





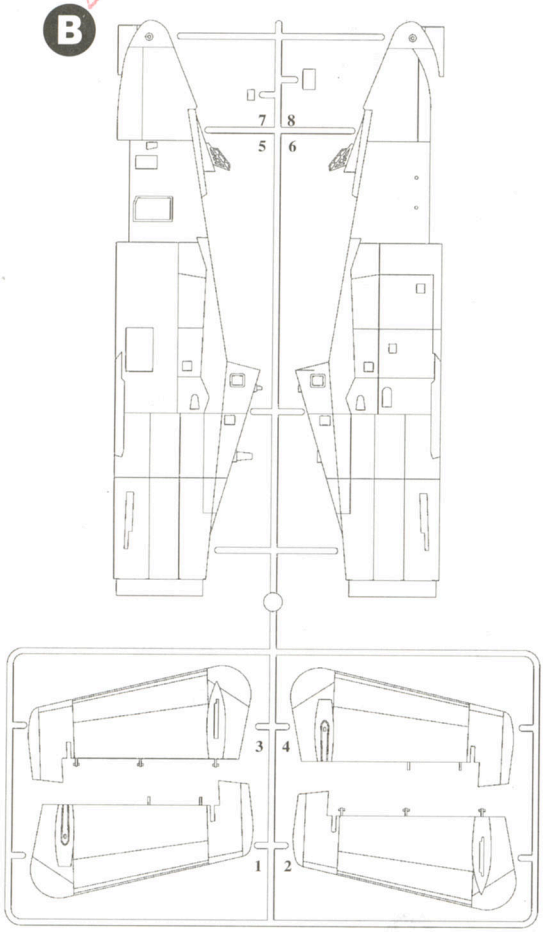
FS36118
H305
TS 48





部品图
Parts

B



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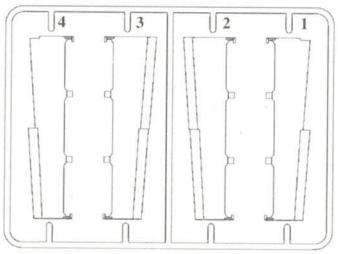

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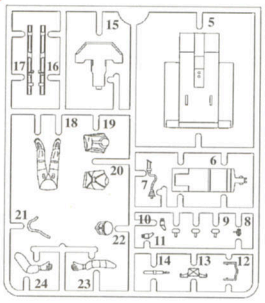

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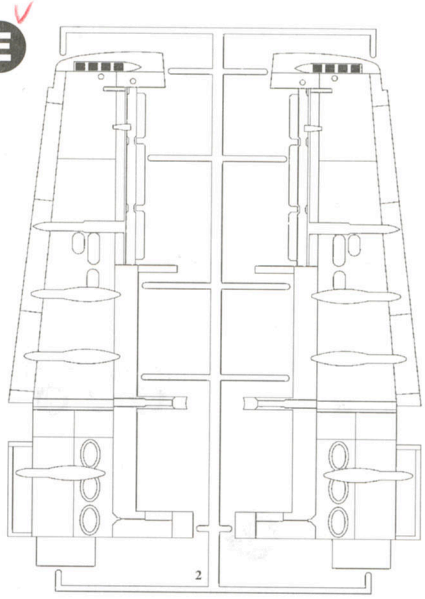

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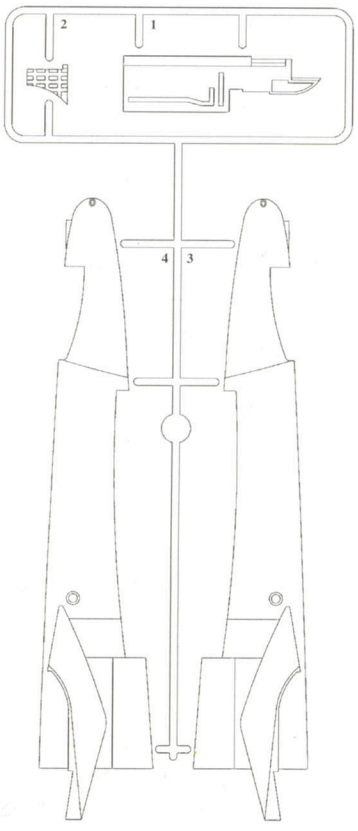

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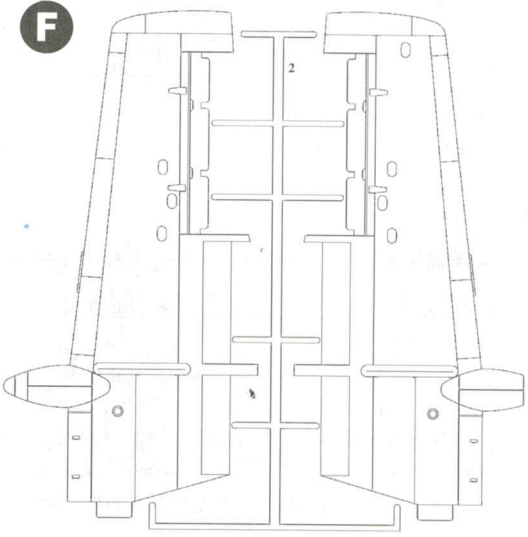

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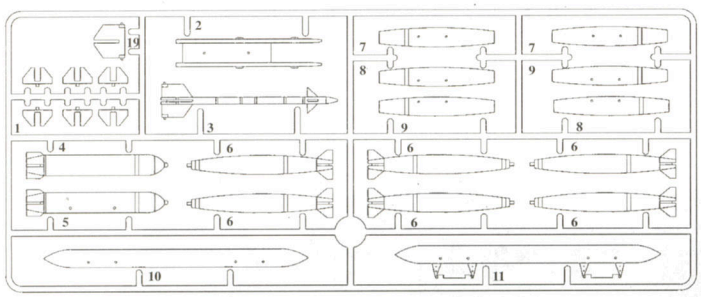

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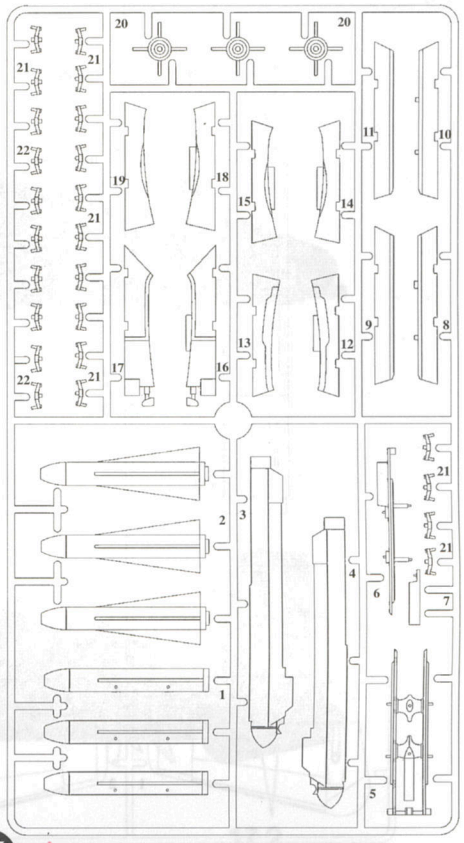

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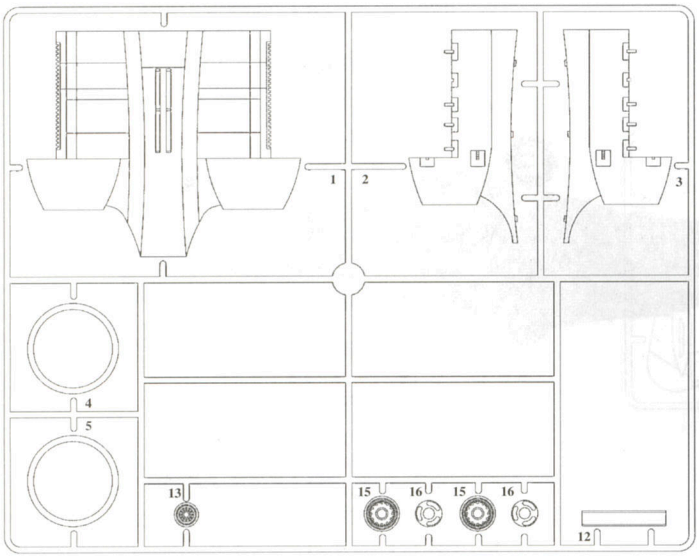

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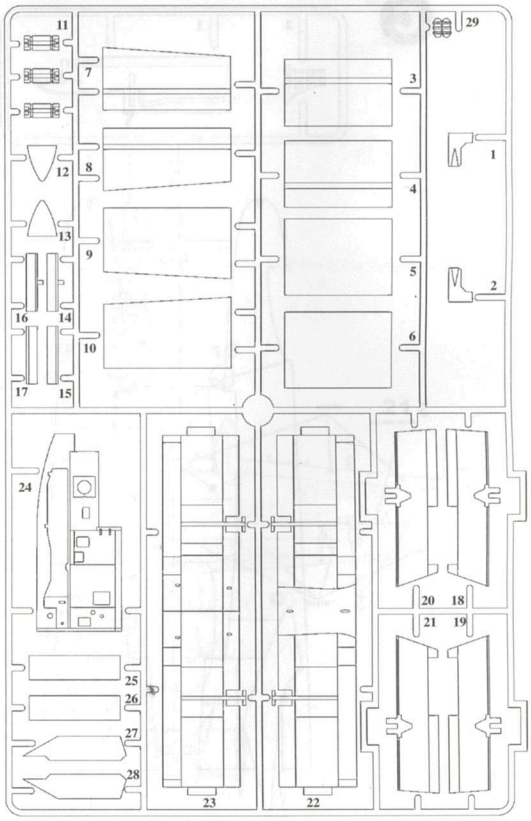

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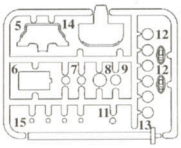

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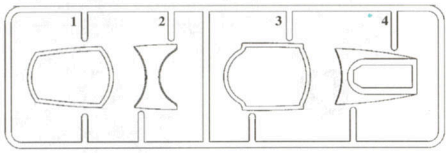

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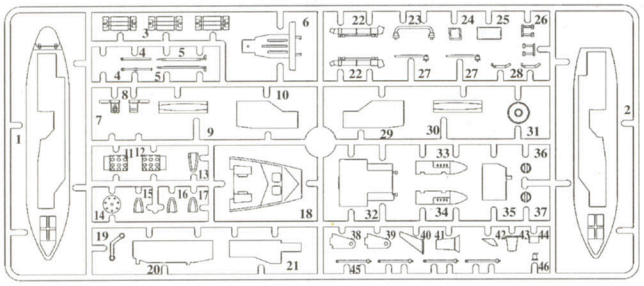
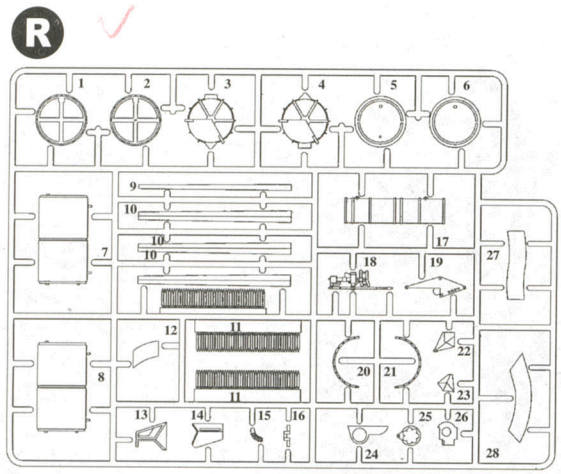
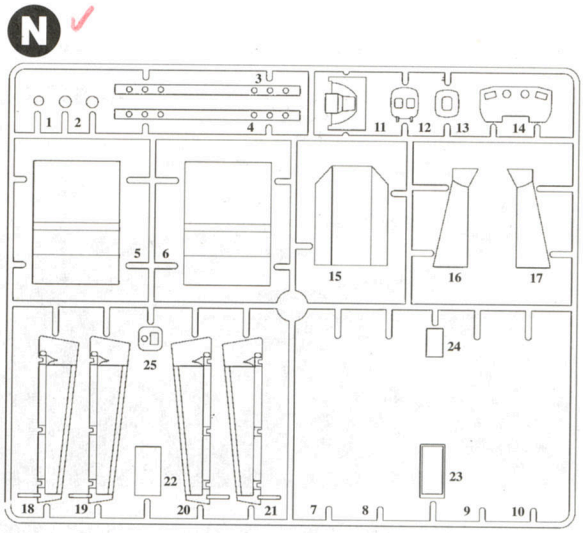
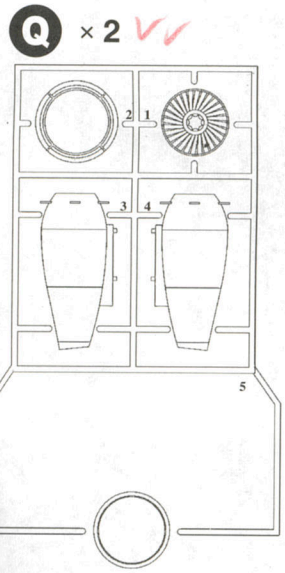
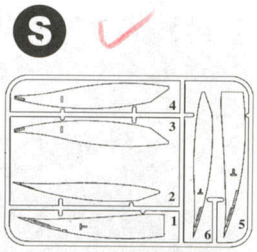
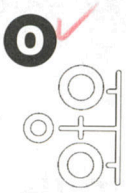


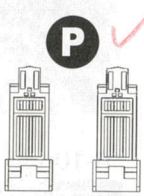








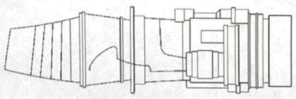




后视镜
(蚀刻件)
Rear view mirror
(Etched parts)

后视镜
(蚀刻件)
Rear view mirror
(Etched parts)

树脂发动机
Resin engine



×2

梯
Ladder

前轮柱
Nose gear strut

空速管
Pitot tube

左轮柱
Left main gear strut

右轮柱
Right main gear strut

ø1.5 × 4
Screw

金属部件
Metal parts

×4

×4

金属部件
Metal parts

水贴纸的使用:

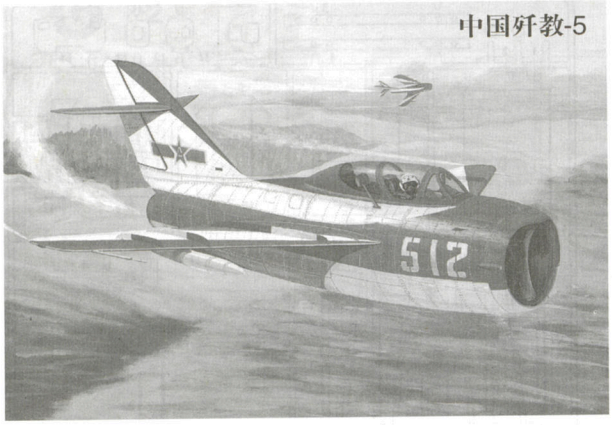
1. 从水贴纸上剪下印花;
2. 将印花放入温水中浸10秒,
   然后放在干净布上。
3. 拿着印花纸板将印花移到模型上;
4. 手指蘸水将印花移到适当的位置;
5. 用软布轻压印花直至水干，汽泡消失。

DECAL APPLICATION

1. Cut off decal from sheet.
2. Dip the decal in tepid water 40 ℃ for about 10 sec. and place on a clean cloth.
3. Hold the backing sheet edge and slide decal onto the model.
4. Move decal into position by wetting decal with finger.
5. Press decal gently down with a soft cloth until excess water and air bubbles are gone.

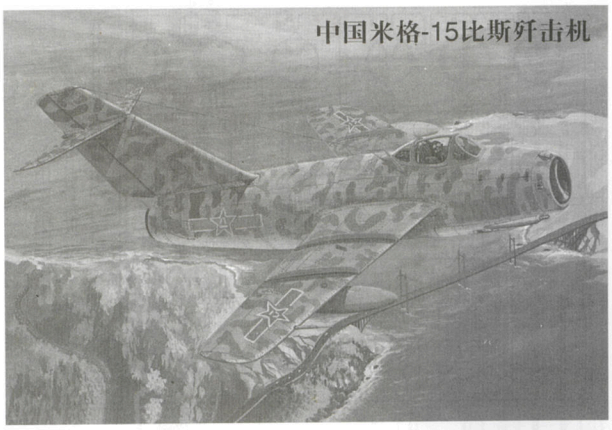
THE PLA Air Force FT-5 Trainer **SK-02203**

中国歼教-5



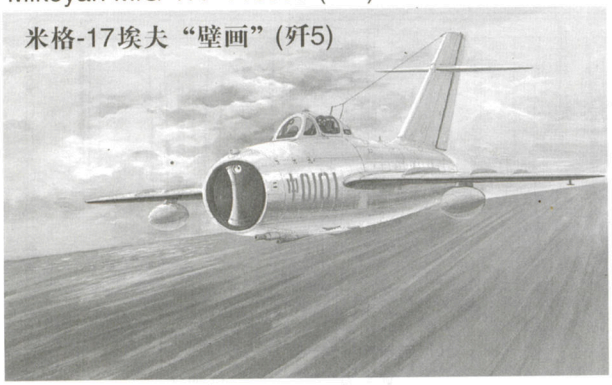
MiG-15 bis FIGHTER **SK-02204**

中国米格-15比斯歼击机



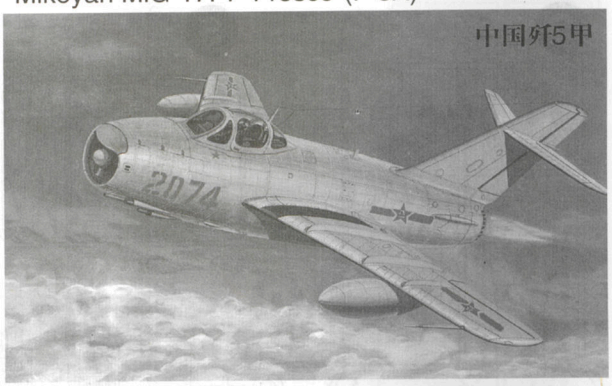
Mikoyan MiG-17F"Fresco"(F-5) **SK-02205**

米格-17埃夫“壁画”(歼5)



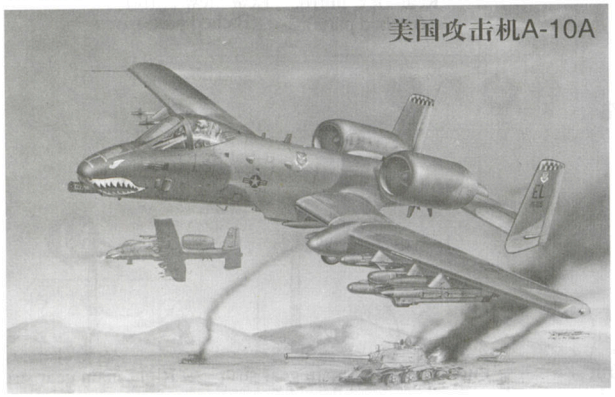
Mikoyan MiG-17PF"Fresco"(F-5A) **SK-02206**

中国歼5甲



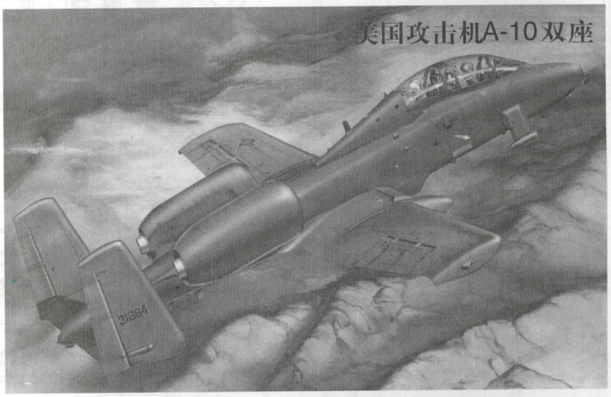
A-10A **SK-02214**

美国攻击机A-10A



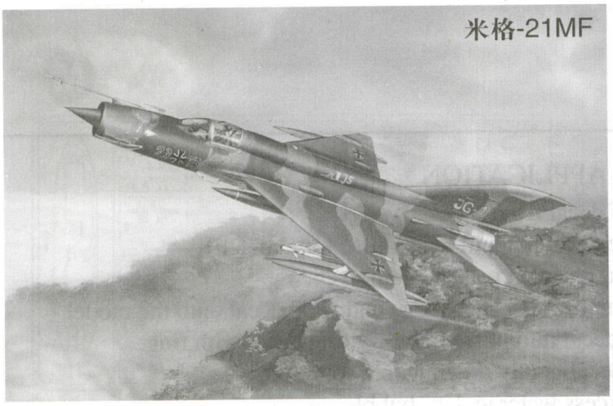
A-10A N/AW **SK-02215**

美国攻击机A-10双座



MiG-21MF **SK-02218**

米格-21MF



MiG-21UM **SK-02219**

米格-21UM