

WAR-WEARY WARTHOGS



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*paint top of each stabilizer
gloss black prior to decal
application*

547

76-0547, 23rd Tactical Air Support Squadron
602nd Tactical Air Control Wing
King Fahd Airport, Saudi Arabia
Operation Desert Storm, March 1991

Working as Forward Air Controllers to find and mark
targets for other strike aircraft, the Nail FAC Hogs from
Davis-Monthan AFB, Arizona, paid a heavy price during
Desert Storm. Two of their jets were shot down, with
the loss of two pilots. 76-0547 wore nose art and 'nail'
symbol mission markings late in the war. Notice the
'NF' tail code on the left vertical stabilizer is crooked.
During the war, all NF A-10s were pre-LASTE and
retained the original AN/ALR-46. Paint each tip of the
vertical stabilizer black. Use decals for the yellow
stars.



PLT CAPT T. BALE
DCC TSGT D. MURPHY

ACC SGT E. BEAVERS
ACC SGT D. WIEDENBECK

outside of nose gear door



*paint inside of ladder
door gloss red prior to
decal application*

U.S. AIR FORCE A-10
A.F. SERIAL NO. 78-0594

PLT CAPT D. FANN
DCC SSGT E. BRITTON
ACC SGT R. FRISCHENICHT

PLT CAPT D. FANN
Fannspeed

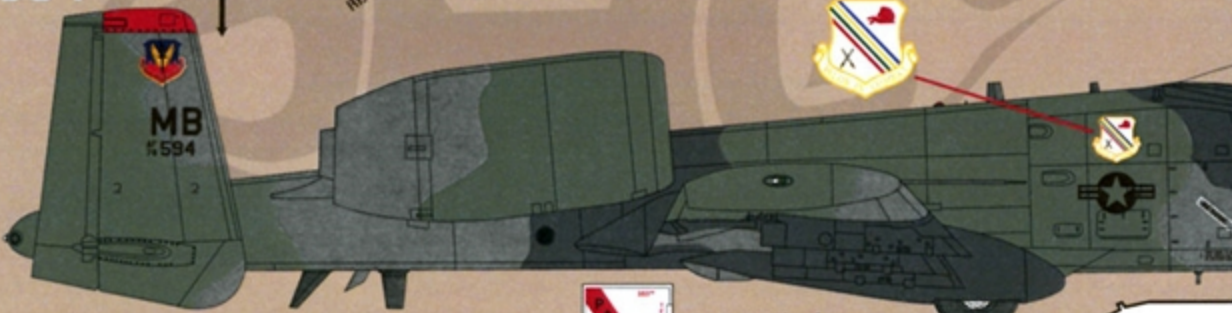
78-0594 353rd Tactical Fighter Squadron
354th Tactical Fighter Wing
King Fahd Airport, Saudi Arabia
Operation Desert Storm, February 1991

Operating alongside the Nail FACs at King Fahd Airport
in Saudi Arabia was a pair of squadrons from the 354th
Tactical Fighter Wing, normally based at Myrtle Beach
AFB, South Carolina. The 353rd TFS arrived at King
Fahd in late August and proved very successful during
the war. 78-0594 received this incredible artwork very
late in the war. It is an A-10A upgraded with the AN/
ALR-69 RWR system. Paint the tips of each vertical
stabilizer gloss red. Notice the MB tailcode is slightly
crooked on the right vertical
stabilizer.



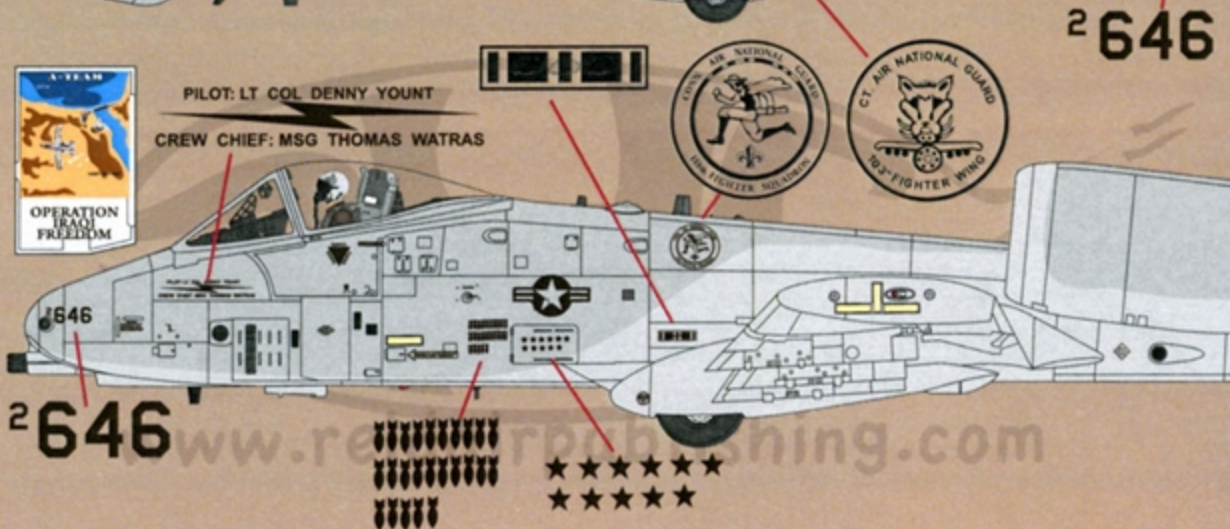
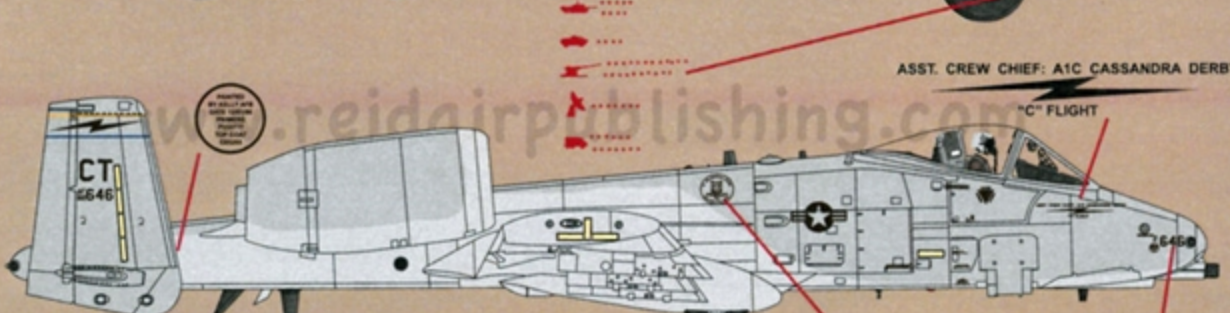
U.S. AIR FORCE A-10
AF SERIAL NO. 78-0594

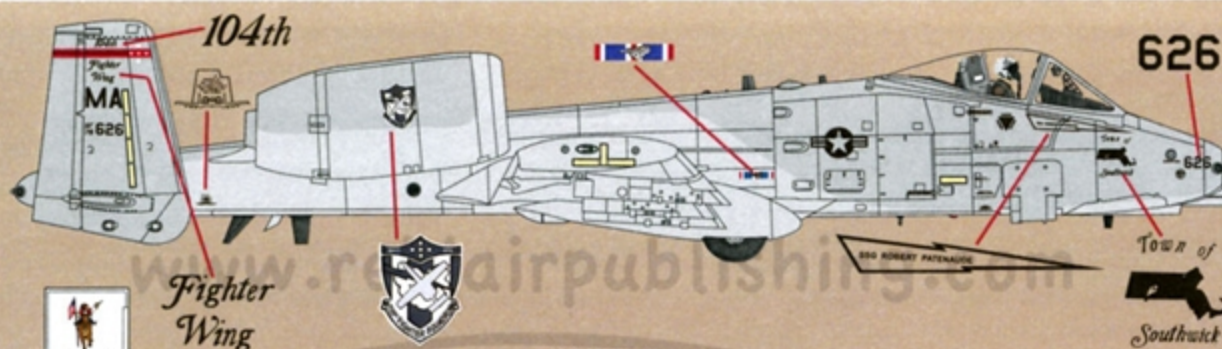
PLT LT COL. RICK ROBBIE
DCC TSGT T. WYKATT
ACC SSGT B. WELCHER



79-0158, 355th Tactical Fighter Squadron
354th Tactical Fighter Wing
King Fahd Airport, Saudi Arabia
Operation Desert Storm, February 1991

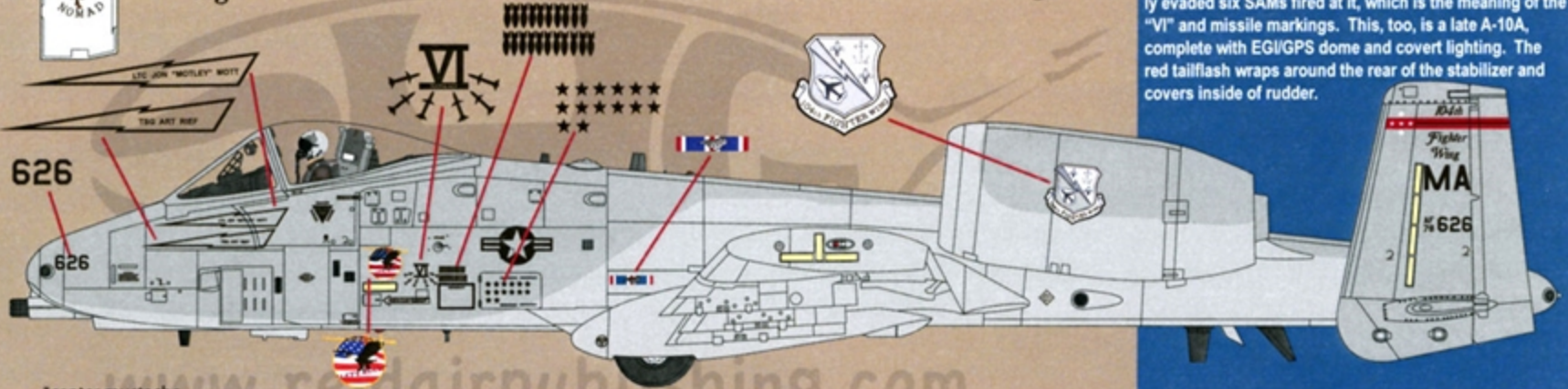
Deployed alongside the 353rd was the 355th Tactical
Fighter Squadron, also flying from King Fahd Airport.
During the war, 79-0158 served as the 355th TFS flagship,
amassing an impressive score board of destroyed Iraqi
equipment on the left side of the fuselage. This Hog,
like its partner from the 353rd, is an A-10A with up-
graded AN/ALR-69 RWR gear. Paint the tips of each
vertical stabilizer gloss Medium Blue.



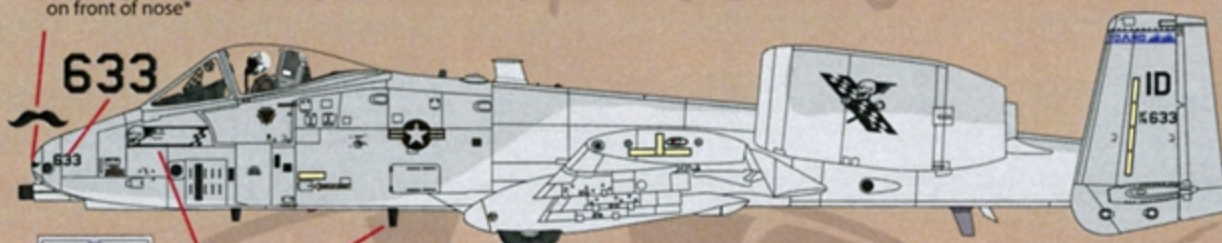


78-0626 131st Fighter Squadron
104th Fighter Wing
Barnes ANGB, Massachusetts, August 2003

Another ANG squadron that no longer flies the A-10 is the Massachusetts ANG. This squadron also deployed during Operation Iraqi Freedom in 2003. 78-0626 was very active during its time in the Gulf. It carries 14 stars to denote its combat missions during Iraqi Freedom. Each star represents five missions. The bomb symbols represent missions flown in 1999 during Operation Allied Force over Kosovo. During this deployment, this jet successfully evaded six SAMs fired at it, which is the meaning of the "VI" and missile markings. This, too, is a late A-10A, complete with EGI/GPS dome and covert lighting. The red tailflash wraps around the rear of the stabilizer and covers inside of rudder.



center mustache on front of nose



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.



LARS antenna

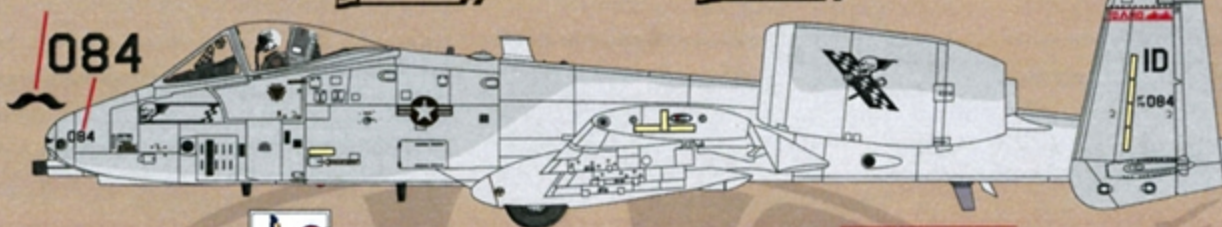
Bottom 1/3 of door is bare metal, upper 2/3 is light gray

Idaho tail flashes are different from left to right!



center mustache on front of nose

or add crew names



79-0084 190th Fighter Squadron
124th Fighter Wing
Incirlik AB, Turkey, October 2016

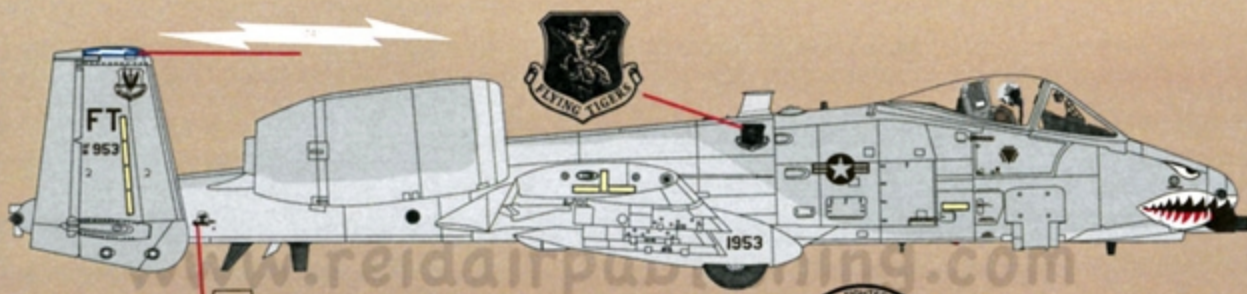
79-0084 was another Idaho Air National Guard Hog deployed to Turkey to fight ISIS during 2016. Although not quite the workhorse as its squadron mate above, 0084 was still a lethal Hog, and carried the mission markings to prove it. This jet also featured ladder door art designed and drawn by Jake Melampy of Reid Air Publications/Speed Hunter Graphics, and it, too, carried the Speed Hunter Graphics logo on GBU-31 JDAMs dropped on ISIS targets. Crew names were not present during deployment, but were added upon return to the US in December 2016. Both Idaho Hogs are fully modernized A-10Cs, complete with SATCOM, AN/ALR-47, and LARS system.



Paint door white prior to decal

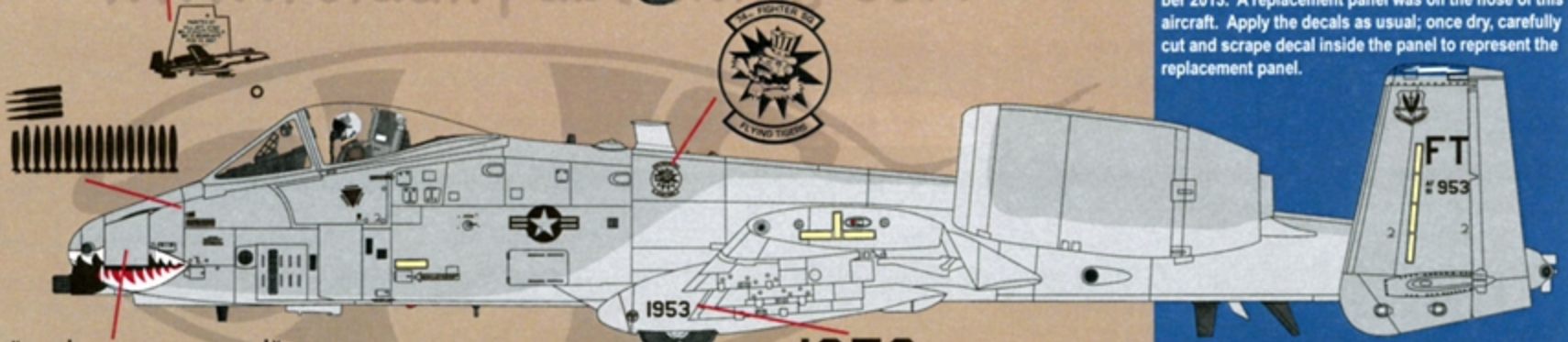
Idaho tail flashes are different from left to right!





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.

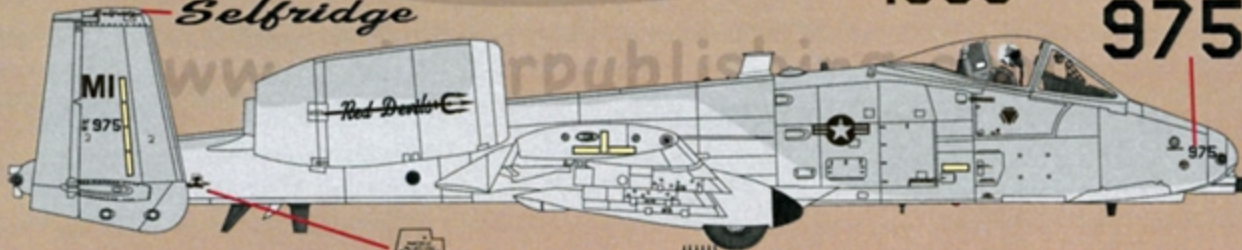


replacement panel

Selfridge

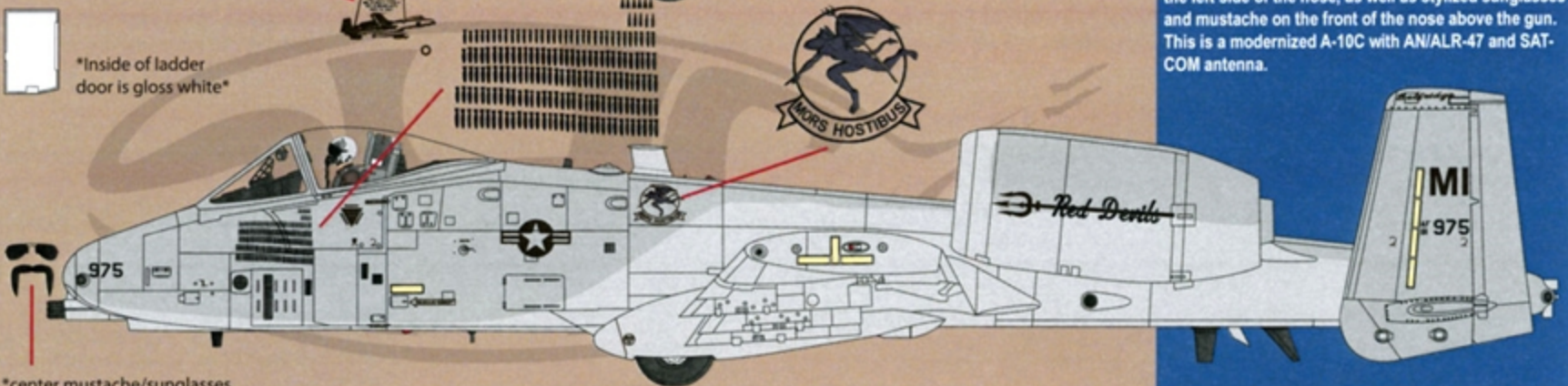
1953

975



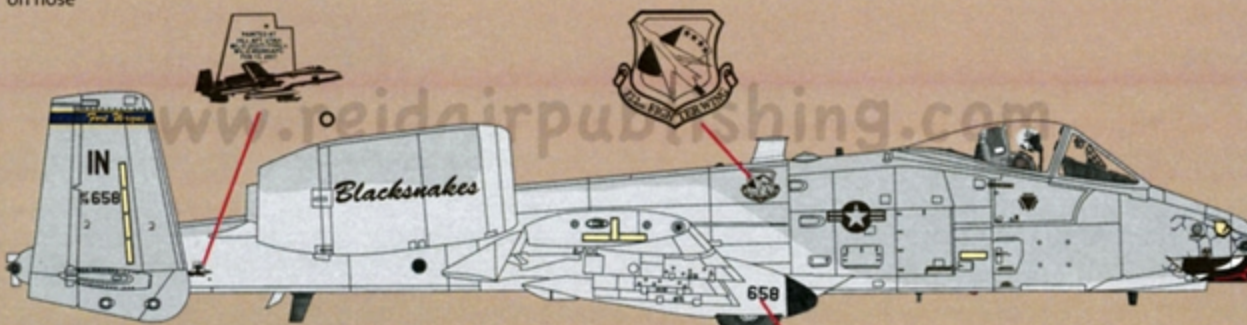
81-0975 107th Fighter Squadron
127th Wing
Incirlik AB, Turkey, September 2015

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



78-0658 163rd Fighter Squadron
122nd Fighter Wing
Incirlik AB, Turkey, April 2015

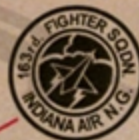
Preceding the Michigan Air National Guard at Incirlik was the Indiana Air National Guard. Upon trading in Block 30 F-16s for the A-10C in 2009, the 163rd FS applied this striking snake face to the nose of their jets. The modeler must first paint the gun shroud black, then apply the separate red tongue decal. Next, each half (left and right) of the snake decal must be very carefully applied. Minute adjustments are required to ensure a perfect fit, using plenty of water and setting solution. This is a late A-10C, complete with SATCOM and AAR-47 system. Consult your copy of The Modern Hog Guide, 2nd Edition, for full details of these two very important and recent upgrades to the A-10 fleet.



Lt. Col. Robert Myer
CIC MSgt. Edward Wiclosinski

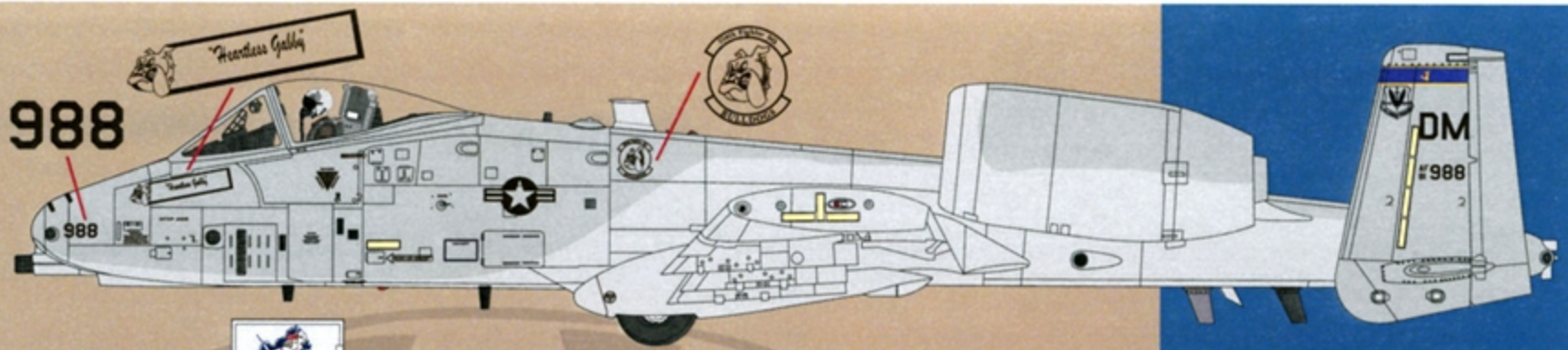
apply crew name decal if depicting jet after return from war zone

658
658

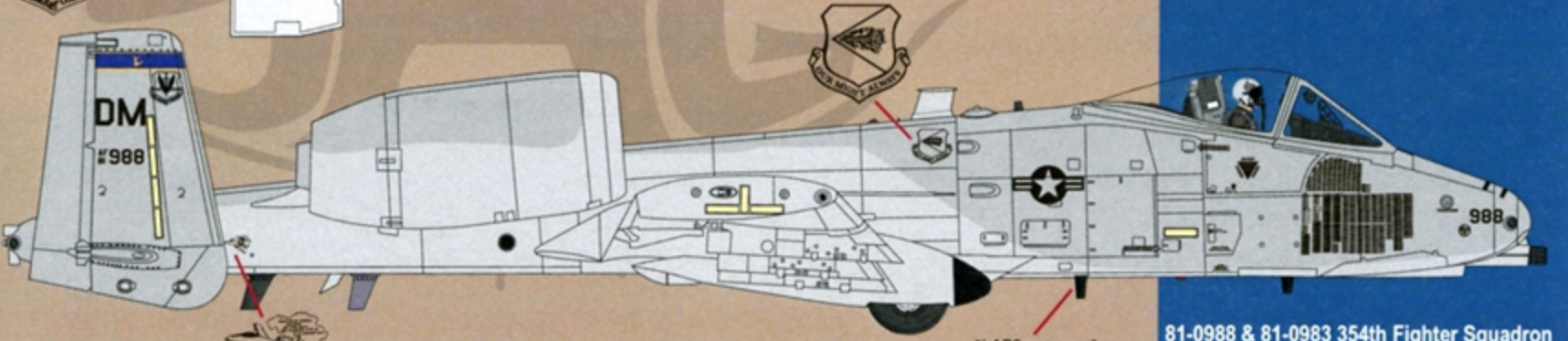


Blacksnakes

inside of nose gear door



inside of gear door is white



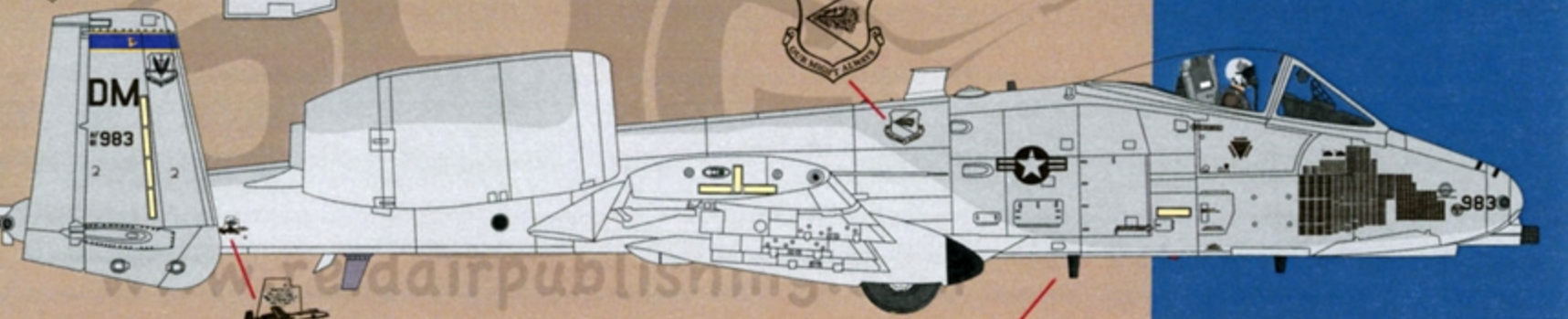
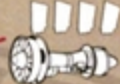
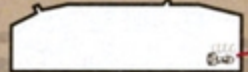
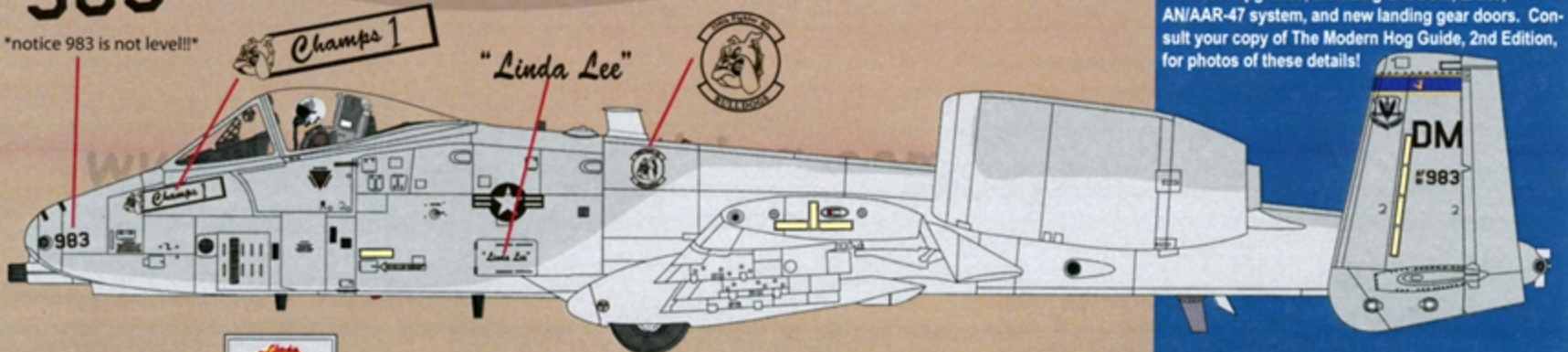
LARS antenna

81-0988 & 81-0983 354th Fighter Squadron
355th Fighter Wing
Incirlik Air Base, Turkey, June 2017

As the war against ISIS continues, more Hog squadrons have been asked to join the fight. During the first half of 2017, the 354th Fighter Squadron 'Bulldogs' deployed to Turkey, flying missions into Syria and Iraq. These jets have been the most active to date, racking up enormous mission marking tallies on the right side of the nose. Upon return to Davis-Monthan AFB in July 2017, these aircraft were positively filthy from gun gas residue and grime. 81-0983, below, featured a different type of markings tally on the inside of its nose gear door--the number of engines it went through during its six-month deployment. Ladder door artwork was removed the day after return to Arizona. Both of these jets are fully modernized A-10Cs, complete with all of the latest upgrades, including SATCOM, LARS, AN/AAR-47 system, and new landing gear doors. Consult your copy of The Modern Hog Guide, 2nd Edition, for photos of these details!

983

notice 983 is not level!!



LARS antenna

