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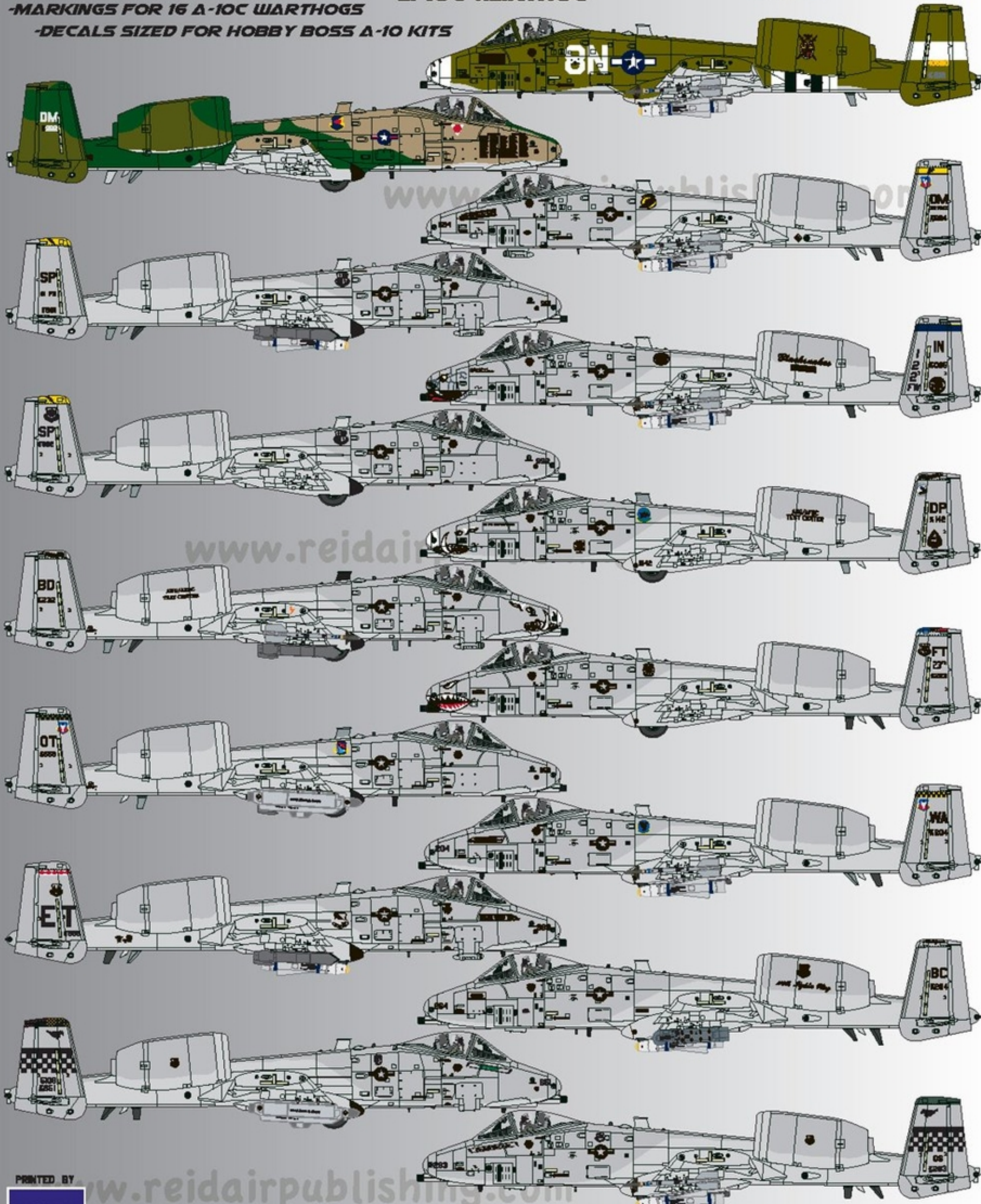
DIGITAL HOGS



A-10C WARTHOG

-MARKINGS FOR 16 A-10C WARTHOGS

-DECALS SIZED FOR HOBBY BOSS A-10 KITS



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cartogra

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Fit Logo White Pattern
 50% 50% Green Base
 40% 60% Red Base Pattern



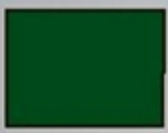
81-0962 A-10 Demonstration Team
 355th Fighter Wing
 Davis-Monthan AFB, Arizona, March 2021



FS 34092



FS 30219



FS 34102



FS 36440

For the 2021 airshow season, the A-10 Demo Team had one of their jets painted in this fantastic Vietnam-era Heritage scheme. This jet will travel around the US to honor those men killed and/or taken prisoner during the Vietnam War. This jet, too, is a fully modernized A-10C, complete with all of the modifications performed on the Hog to date. The ladder door, door interior, and all landing gear doors are painted gloss white. The bottom of the jet is FS36440.

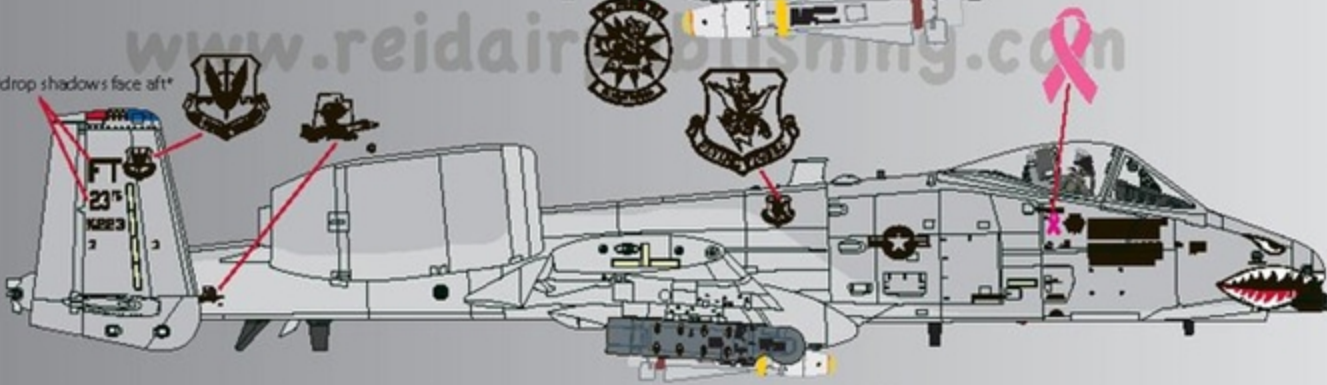


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79-0223
74th Fighter Squadron, 23rd Wing
Incirlik Air Base, Turkey, December 2017

Famous for the sharkmouth painted onto their Hogs, the 23rd Wing flies three squadrons' worth of A-10Cs. 79-0223 has been marked as the Fighter Group's flagship, owing to its unique serial number. The 74th Fighter Squadron deployed to Turkey during the summer and fall of 2017, flying missions into Syria and Iraq. Each of the deployed A-10s racked up an impressive mission tally by the time they returned home in early 2018. This Hog is fully modernized with SATCOM, GPS/INS, and the ANIAR-47 system. It is fitted with the LARS antenna and new composite landing gear doors.

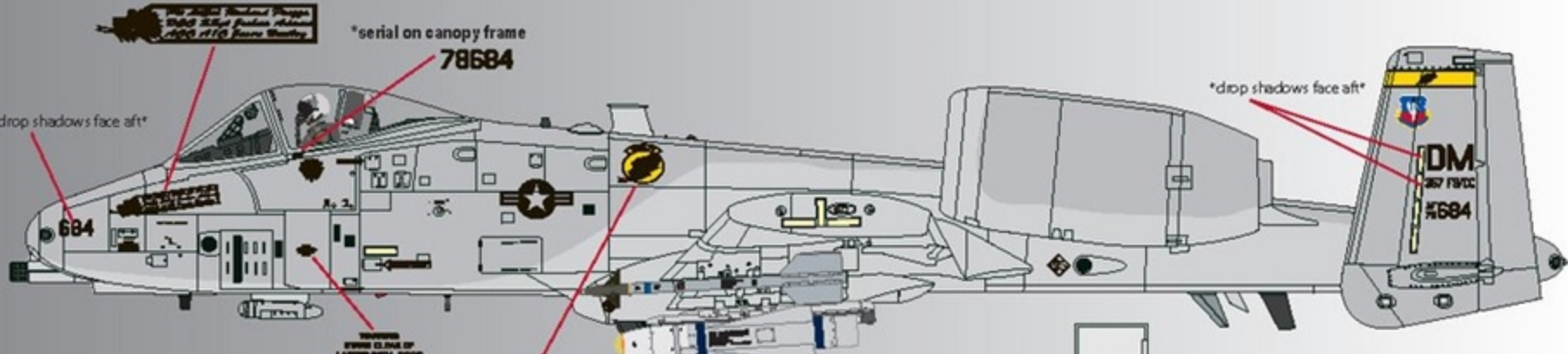


79-0189
74th Fighter Squadron, 23rd Wing
Moody AFB, Georgia, May 2016

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 ANIAR-47 system, but this jet retains the towel rack VHF/FM antenna and original landing gear doors. Paint the tips of each vertical stabilizer medium blue and gun muzzle black prior to decal application.



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



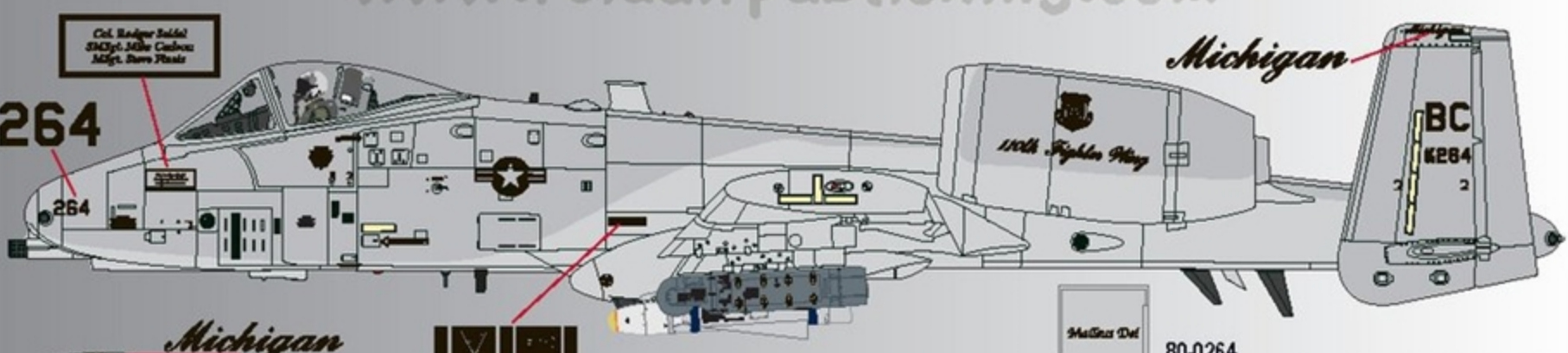
78-0684 357th Fighter Squadron
355th Fighter Wing
Davis-Monthan AFB, AZ, October 2010

Davis-Monthan AFB has been the spiritual home to the A-10 community since the jet's debut in the late 1970s. All A-10 pilots have been trained there, with two squadrons remaining in the training business. 78-0684 was marked as the 357th Fighter Squadron flagship in 2010, wearing the '357FS' titles proudly on the tail. This jet lacks the ANIAR-47 system and retains the VHF/FM towel rack antenna. However, SATCOM the GPS/INS upgrade are both present. The Pave Penny pod was also present.

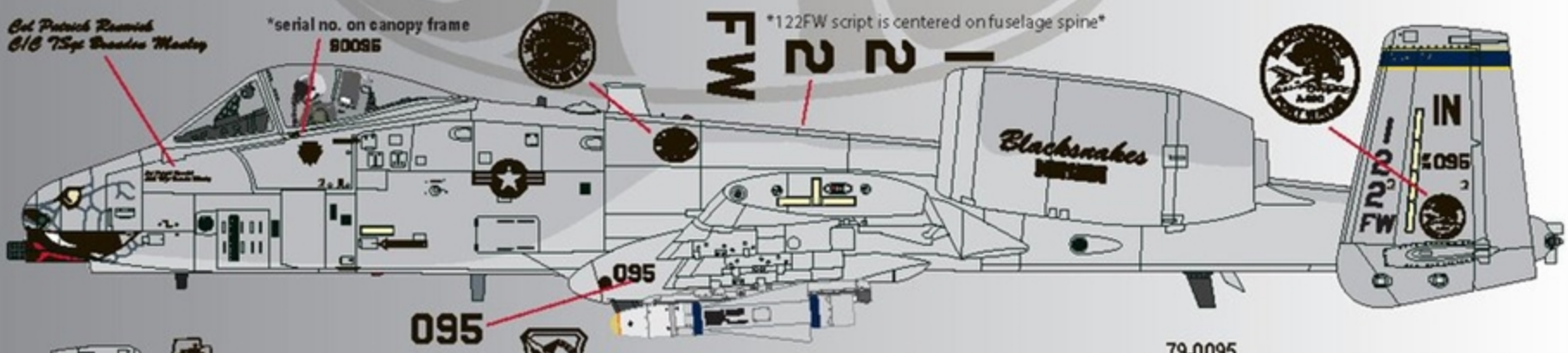
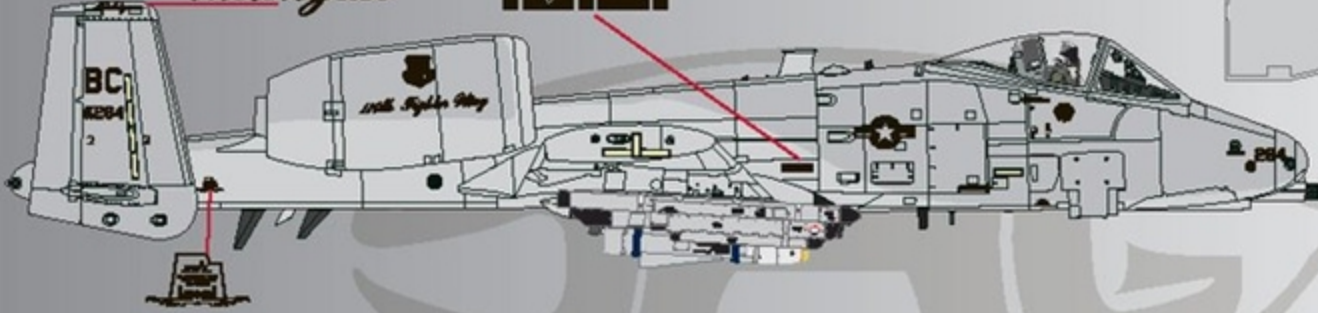




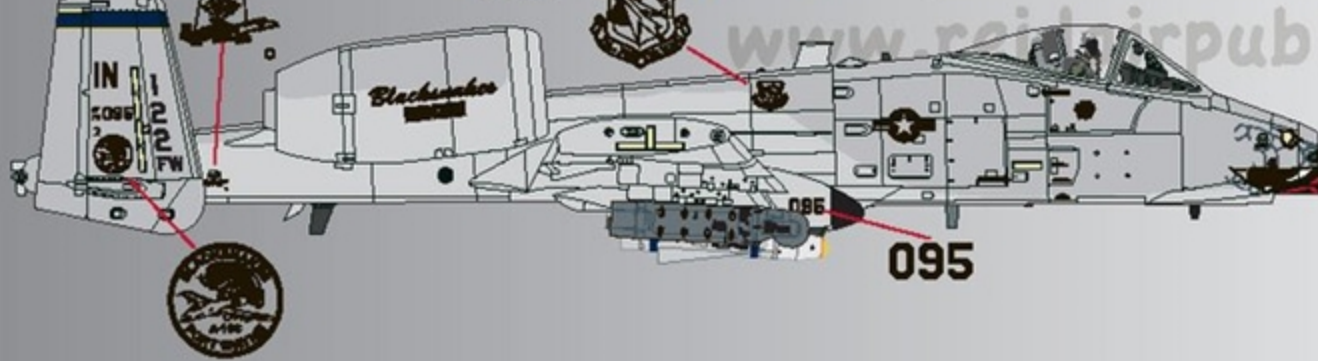
Late in 2020, plans were made to paint an Idaho ANG A-10C in retro colors celebrating the unit's heritage. The colors on this A-10C are reminiscent of those carried on P-47s during World War II. The paint scheme was unveiled during a ceremony on May 24, 2021, and has flown daily training missions from Boise since receiving the scheme. This A-10C is typical of a modern-day jet in the Air National Guard, equipped with the LARS, SATCOM, GPSMNS, ANIALR-47 missile detection systems. The Pav Penny pod and pylon have long since been removed. White stripes and D-Day invasion stripes will need to be painted by the modeler.

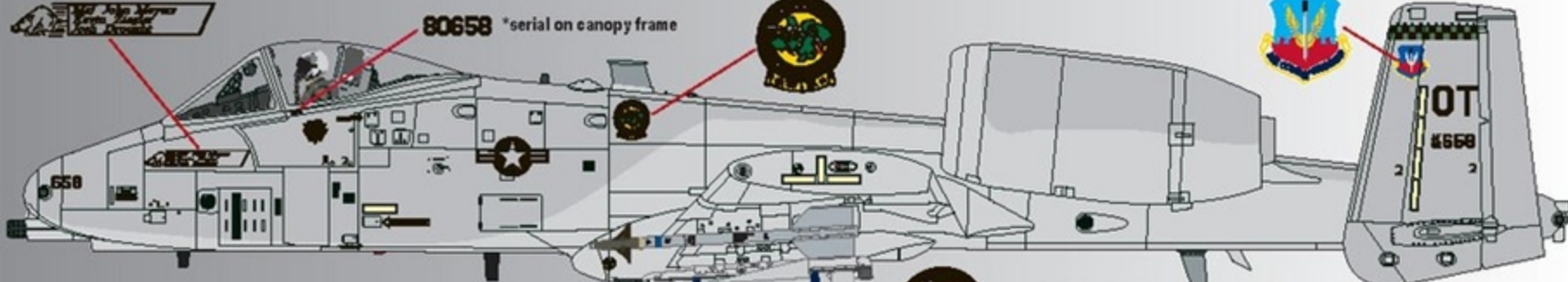


Based at Battle Creek, the 110th Fighter Wing flew the A-10C for only a short time prior to losing their flying mission in late 2009. 80-0264 was the Wing's flagship and carried the name 'Malleus Dei' - Latin for 'The Hammer of God.' This is an early A-10C, fitted with the Pav Penny system, VHF/FM towel rack antenna, SATCOM, and the LARS system.



Trading in F-16s for the A-10 in 2010, the Ft. Wayne A-10s have some of the best-looking markings on any jet anywhere. 79-0095 is marked as the Wing's flagship. This jet flew combat missions against ISIS in late 2015. To model this aircraft at this point in its career, simply leave off the crew names. This Hog is fully modernized with SATCOM, GPSMNS, and the ANIALR-47 system. It is fitted with LARS antenna. The Pav Penny system has been removed.



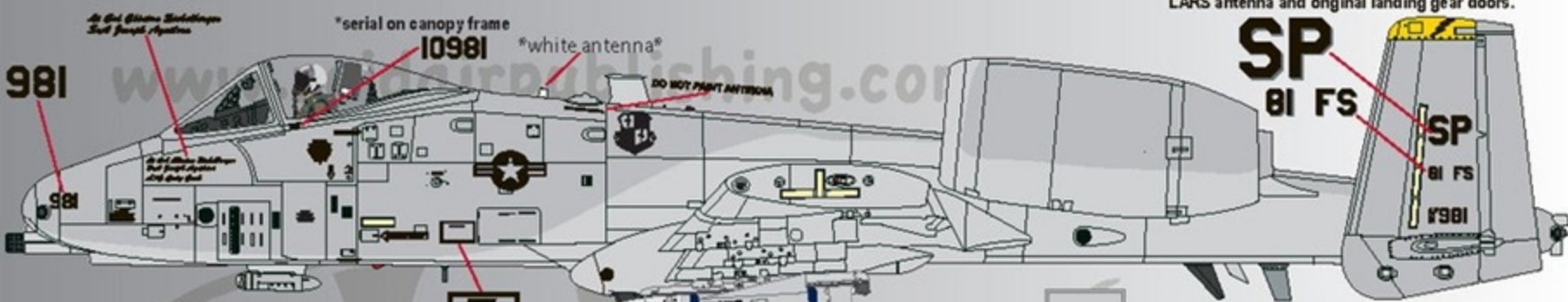


80658 *serial on canopy frame



82-0654
422nd Test & Evaluation Squadron
53rd Wing
Nellis Air Force Base, Nevada, August 2018

Performing operational testing of weapons, software, and equipment for the USAF is the 53rd Wing, which is the largest wing in the USAF. The 422nd is based at Nellis AFB, and owns a handful of Hogs. These A-10s are often loaded with live ordnance of various types while flying daily missions to the expansive Nellis range space. This Hog is fully modernized with SATCOM, GPSANS, and the ANIALR-47 system. It is fitted with the LARS antenna and original landing gear doors.

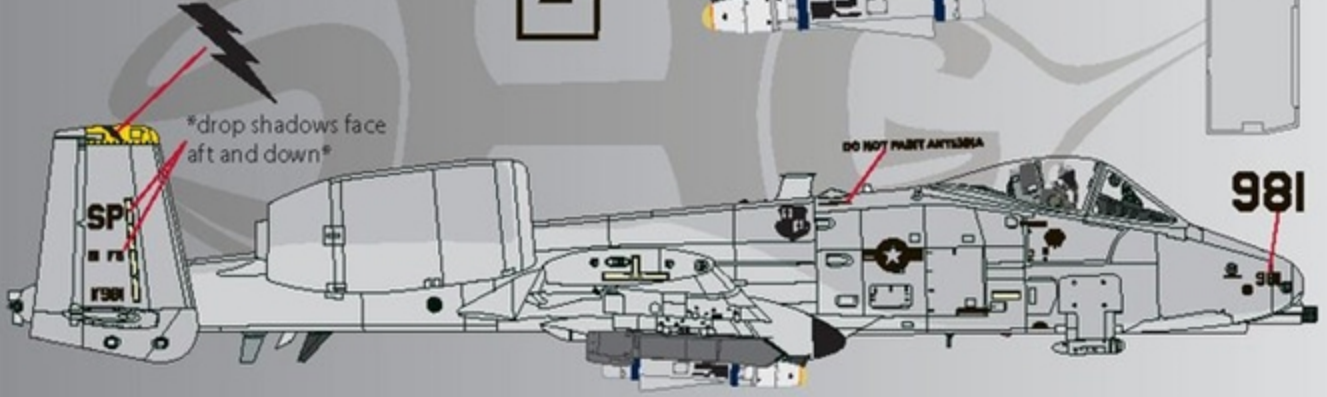


*serial on canopy frame
10981 *white antenna*

SP
81 FS
10981

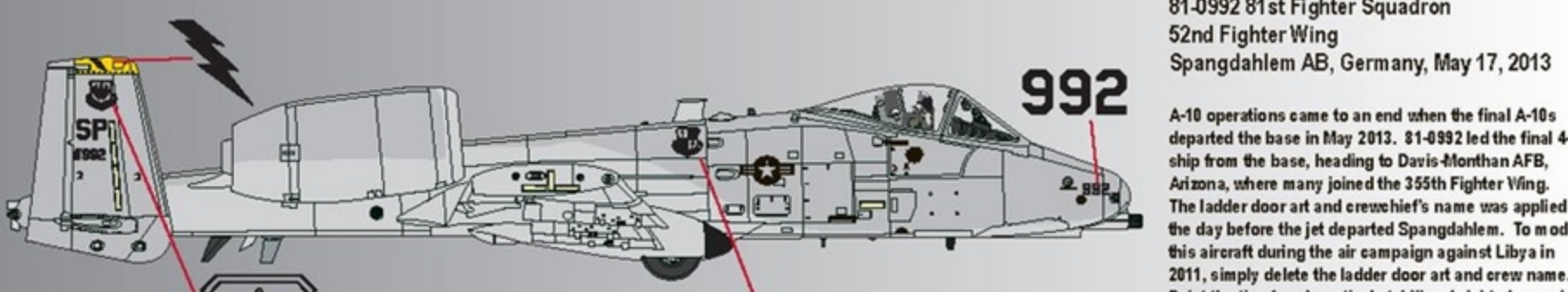
81-0981 81st Fighter Squadron
52nd Fighter Wing
Spangdahlem AB, Germany, October 2012

The 81st Fighter Squadron had flown the A-10 in Germany since conversion from the F-4G Phantom in 1994. Due to its close proximity to the hot spots of conflict, the 81st often deployed for combat operations, with operations over Libya in 2011 being the final. During the last few years of A-10 operations, this A-10C was marked as the squadron flagship. It still carried the Pavé Penny system and towed rack VHF/FM antenna, but was also equipped with the SATCOM and ANIALR-47 upgrade.



drop shadows face aft and down

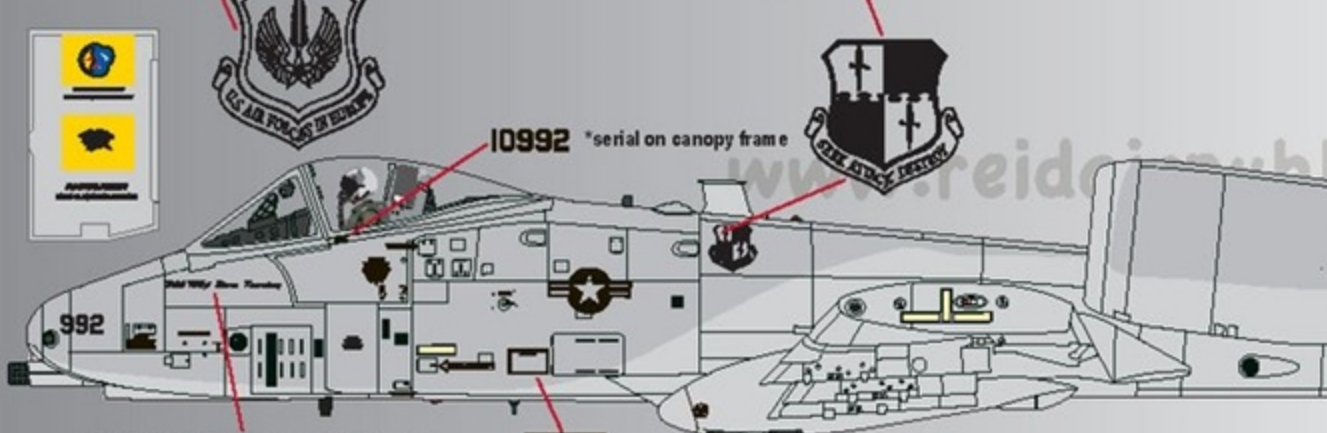
DO NOT PAINT ANTENNA



10992 *serial on canopy frame

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

A-10 operations came to an end when the final A-10s departed the base in May 2013. 81-0992 led the final 4-ship from the base, heading to Davis-Monthan AFB, Arizona, where many joined the 355th Fighter Wing. The ladder door art and crewchief'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. No Pavé Penny system was carried.



DEC MSgt Steven Kovarclany

LT COL RICHARD "DROOPY" WALDROP

0283 "last 4" on canopy frame

AF 80 283

Paint tips of each vertical stabilizer FS34102 Medium Green; paint tip of right rudder bright green

80-0283 'The Angry Draggin'
25th Fighter Squadron, 51st Fighter Wing
Osan Air Base, Korea, June 2015

Located only a few minutes' flying time from North Korea and the DMZ, the Osan-based Hogs are very much on the front lines. Inside the hardened aircraft shelters are live weapons, ready to be uploaded on the jets at a moment's notice to take the fight north. This jet lacks the LARS antennas but is fitted with the 'towel rack' WHF/M antenna. The Pave Penny pylon is present, but the pod is not used. SATCOM and the INSGPS dome are present.

Pave Penny pylon present, but no pod AF 80 283

COL JIM "BOX" CLARK

0651 "last 4" on canopy frame

Mustache is centered on jet's nose

trim decals on vertical stabs for perfect fit

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

Another A-10C assigned to the 25th Fighter Squadron is 82-0651. It 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. Inside of ladder door is black. The mustache decal is centered on the front of the jet. Both Osan jets are 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.

Pave Penny pylon present, but no pod

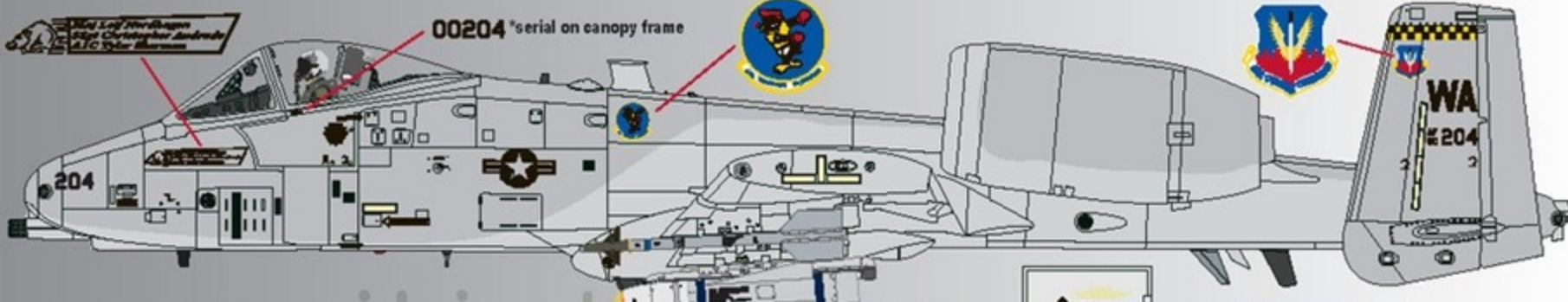
MAJ MATT DOMBALLA
SSGT MATT DUNBLE

Air refueling capability was removed from this jet. A large orange panel is in place of the A/R door

81-0989
40th Flight Test Squadron, 46th Test Wing
Eglin AFB, Florida, May 2009

A pair of A-10Cs was assigned to the 40th FLTS up until 2016, performing all developmental testing for the A-10C program, as well as weapons testing. 81-0989 was the first A-10 modified to A-10C standard, having undergone the upgrade in January 2005. It was often seen sporting a 6-foot telemetry probe on its nose in place of the air refueling system. This probe was removable and used only when required. In 2015, this jet was transferred to the Air National Guard/Air Force Reserve Test Center (AATC) at Davis-Monthan AFB briefly before its ultimate retirement. Paint the ladder door red with black edges.

SRT DANIEL GAYAGHAN



80-0204 'A-10 Zombie Slayer'
66th Weapons Squadron, 57th Wing
Nellis Air Force Base, Nevada, May 2015

Perhaps the most prestigious unit in the world is the USAF Weapons School at Nellis AFB, Nevada. The A-10 unit is the 66th Weapons Squadron, which began to receive the A-10C in 2010. This Hog is fully modernized with SATCOM, GPSINS, and the ANIALR-47 system. It is fitted with 'towel rack' VHF/FM antenna. The Pavé Penny system has been removed.



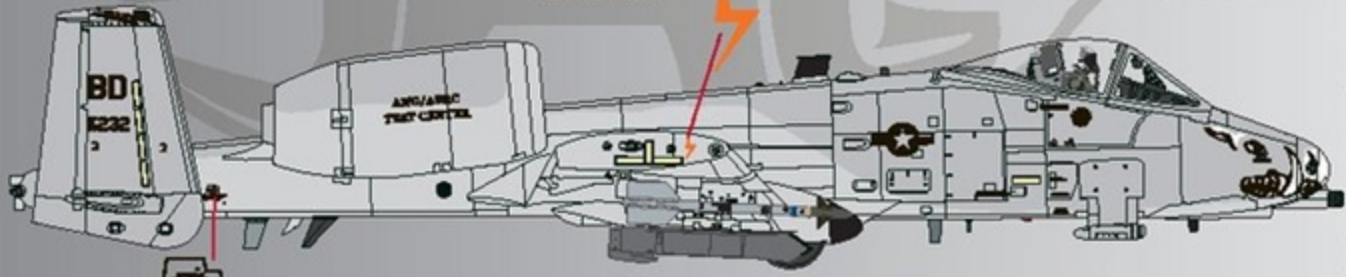
PLT. MAJ TOM McNURLIN
CC. MSGT. MIKE THOMPSON
ACC. TSGT. LORA DOUGHERTY

80232 serial on canopy frame

ANG/AFRC TEST CENTER

80-0232 Hopeful Mudd
ANG/AFRC Test Center
Davis-Monthan AFB, Arizona, April 2007

Responsibility for testing equipment for the Air National Guard and Air Force Reserve A-10 community falls on the shoulders of a small operation at Davis-Monthan AFB. AATC does not own any of its own aircraft; rather, it borrows airframes as required from other squadrons. In this instance, 80-0232 was taken from the 47th Fighter Squadron and flown by AATC for well over a year. This jet was responsible for much of the A-10C testing. It has SATCOM and the ANIALR-47 system installed. It is also fitted with the LARS antenna as well as the towel rack VHF/FM antenna.



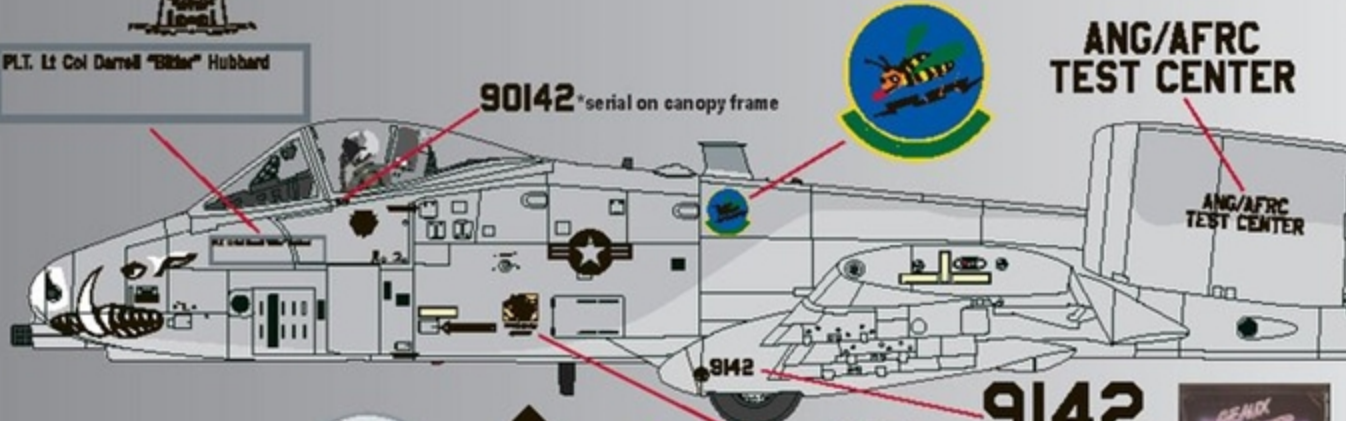
PLT. Lt Col Darrell "Blitar" Hubbard

90142 serial on canopy frame

ANG/AFRC TEST CENTER

79-0142 Earthquake McGoon
ANG/AFRC Test Center
Davis-Monthan AFB, Arizona, October 2016

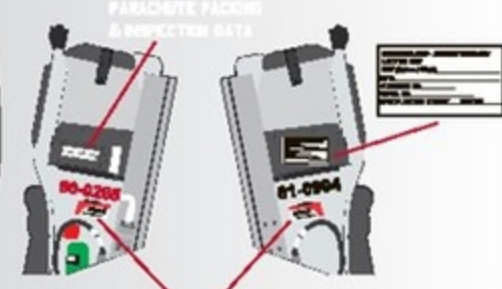
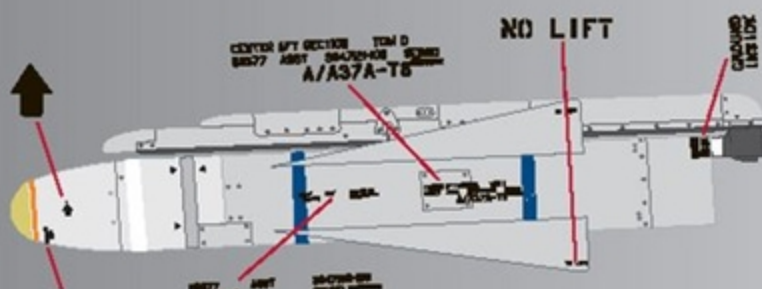
Another jet on loan to AATC is 79-0142. This jet was borrowed from the 47th Fighter Squadron, also located at Davis-Monthan AFB. This Hog has the full suite of modern A-10 upgrades: LARS, ANIALR-47, and lack of Pavé Penny system. It has had the VHF/FM towel rack antenna removed. Follow the antenna configuration shown at left carefully for this and all A-10s on this sheet. The profiles shown depict colors and exact placement arrangement of all antenna present on each jet.



9142



9142

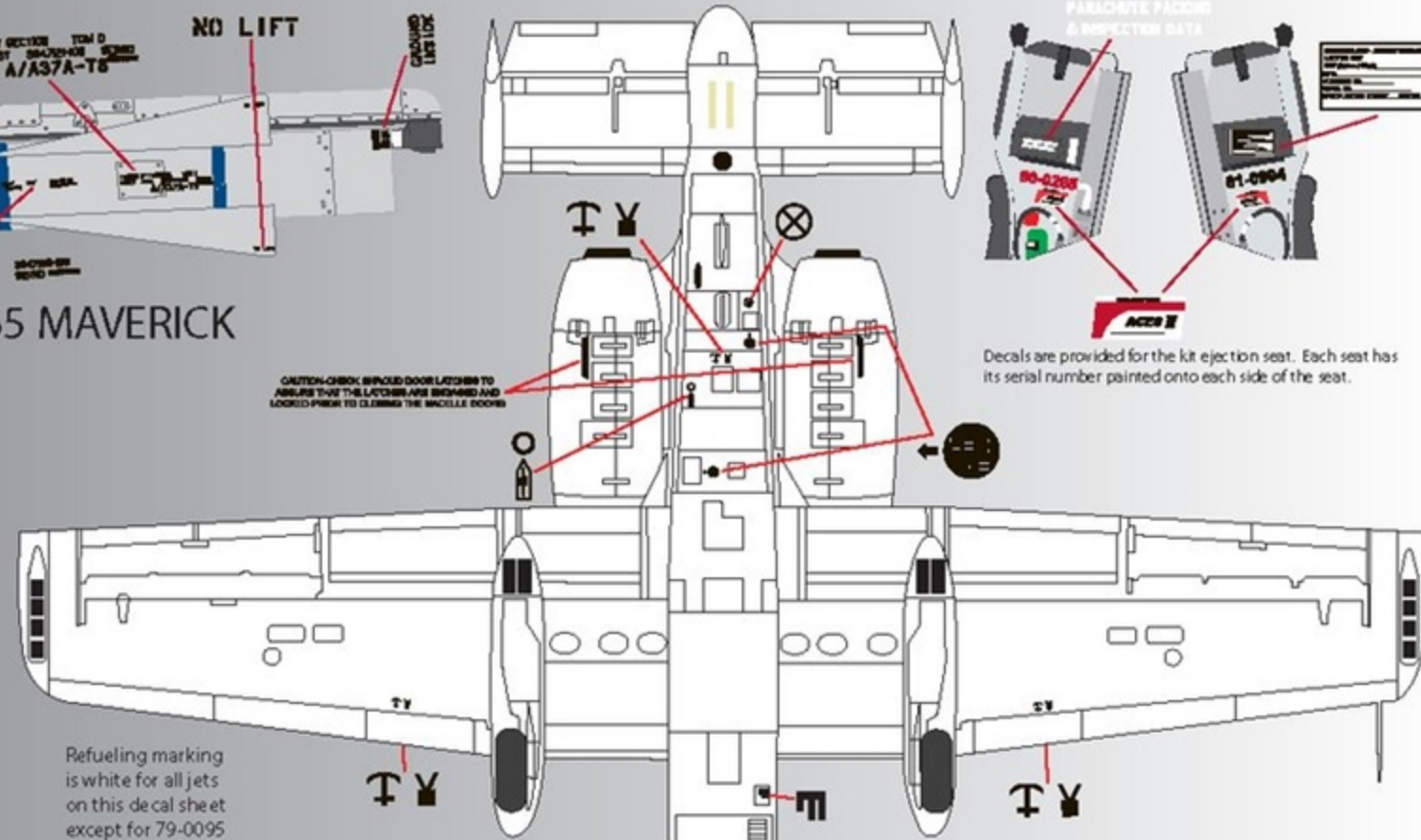


CATM-65 MAVERICK

DO NOT TOUCH WINDOW

DO NOT PAINT

*arrow points to the left side of the jet on surface of radar altimeters on LASTE-upgraded jets



Decals are provided for the kit ejection seat. Each seat has its serial number painted onto each side of the seat.

Refueling marking is white for all jets on this decal sheet except for 79-0095 (IN), 82-0658 (OT), 81-0983 (DM), 78-0618 (Idaho Heritage), and 79-0223 (FT). Use black decal for these jets only.

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

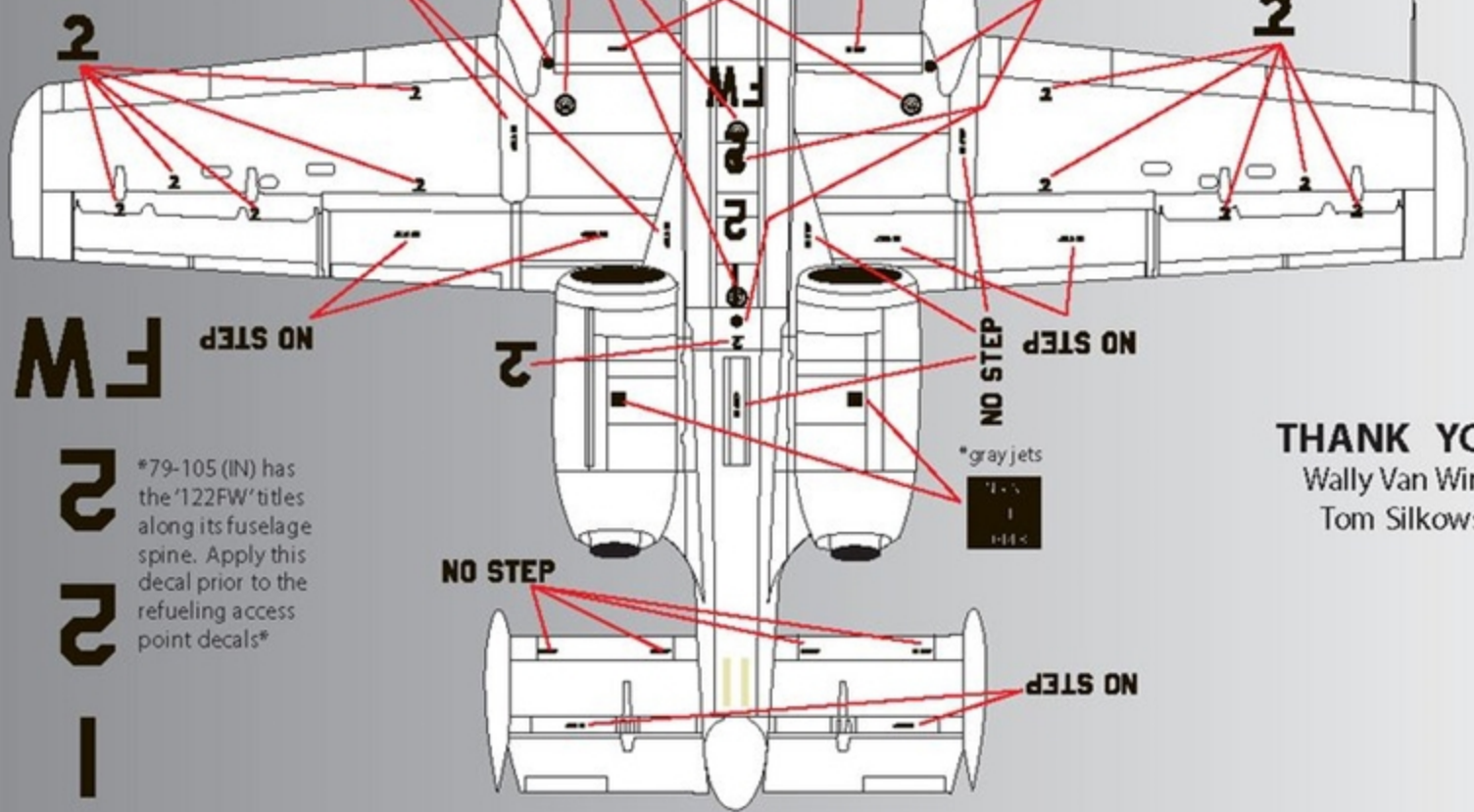
For the most thorough reference material for the A-10 available anywhere, consult your copy of *The Modern Hog Guide, 2nd Edition*, available from Reid Air Publications. www.reidairpublishing.com



90122
All jets have serial number in front of windscreen except 81-0989 (ET), 80-0232 (BD), 80-0283 (Osan), and 82-0651 (Osan).

WARNING - SAFE CLIM BEFORE OPERATING OR SERVICING THE SYSTEM

WARNING - OPEN FORWARD LATCHES BEFORE UNLOCKING DOOR



FW

2

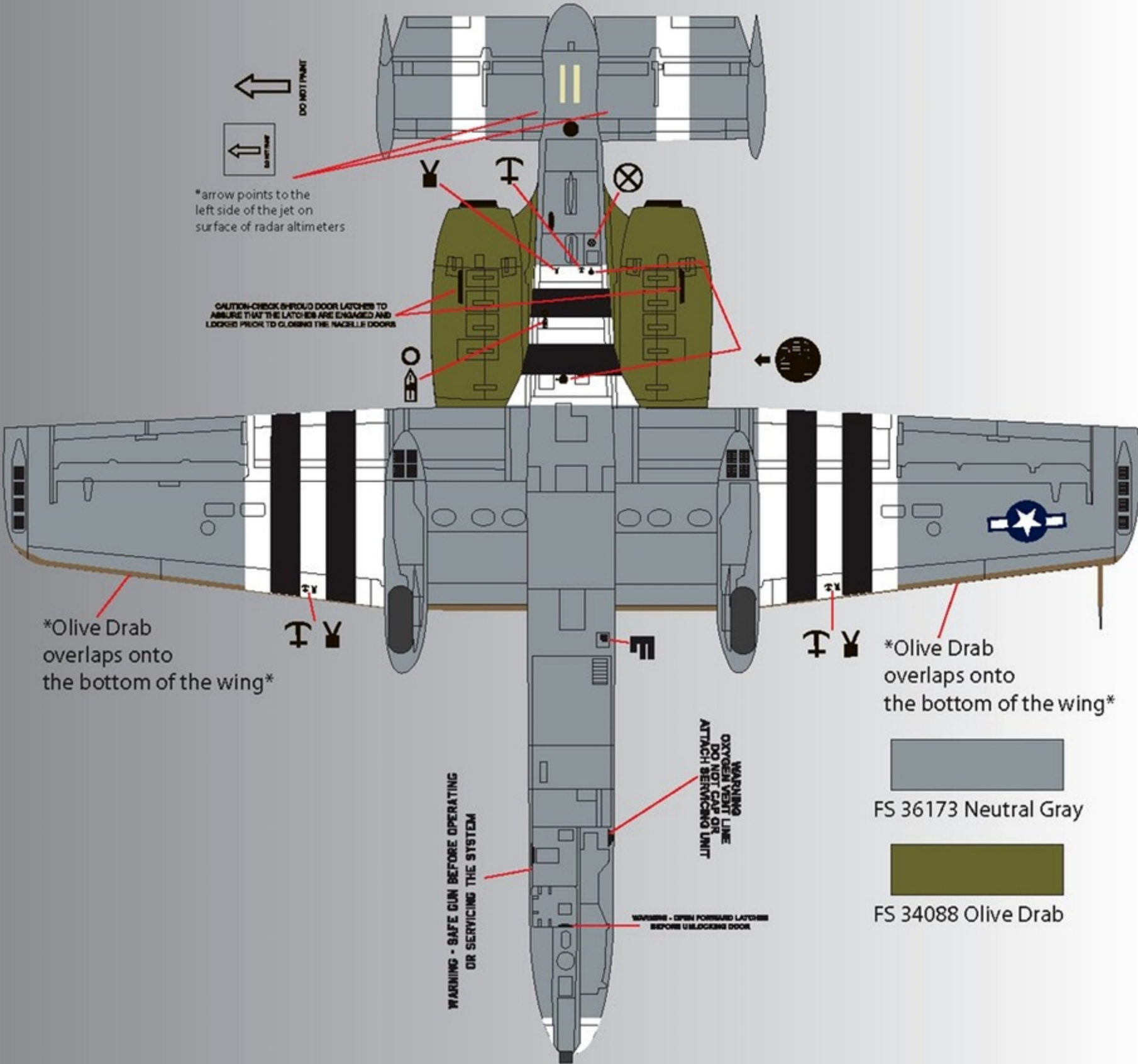
2

1

79-105 (IN) has the '122FW' titles along its fuselage spine. Apply this decal prior to the refueling access point decals

*gray jets

THANK YOU!!!
Wally Van Winkle
Tom Silkowski



DO NOT PAINT

DO NOT PAINT

*arrow points to the left side of the jet on surface of radar altimeters

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

Olive Drab overlaps onto the bottom of the wing

Olive Drab overlaps onto the bottom of the wing

WARNING - SAFE GUN BEFORE OPERATING OR SERVICING THE SYSTEM

WARNING OXYGEN VENT LINE DO NOT CAP OR ATTACH SERVICING UNIT

WARNING - OPEN FORWARD LATCHES BEFORE UNLOCKING DOOR

- FS 36173 Neutral Gray
- FS 34088 Olive Drab