

77-0228 45th Tactical Fighter Squadron  
434th Tactical Fighter Wing  
Grissom ARB, Indiana, November 1986

Throughout the 1980s, Grissom ARB was home to a single squadron of A-10As used to train Guard and Reserve pilots in the Forward Air Control (FAC) mission. 77-0228 was an early A-10A, still equipped with the original AN/ALR-46 RHAW gear and lacked the LASTE upgrades found on later Hogs. Paint tips of each vertical stabilizer FS 15180 blue. Apply gold decal stripe below and following paint application.



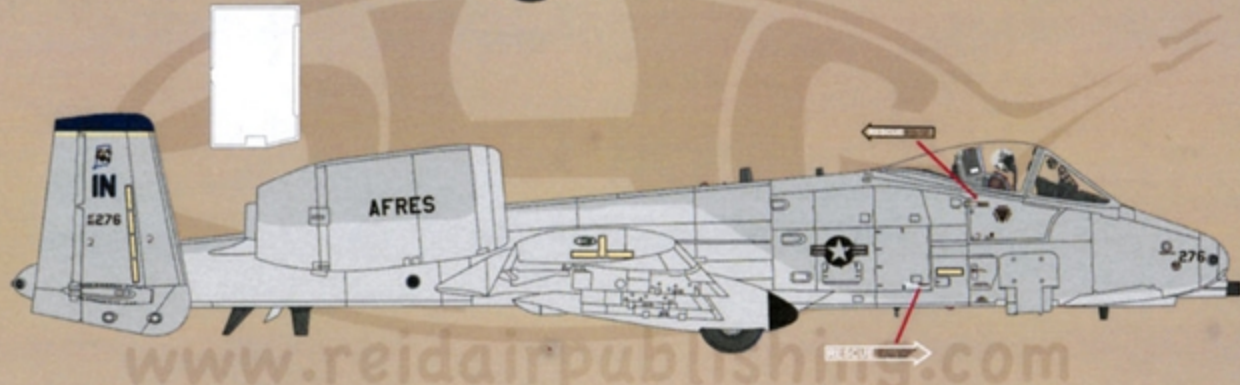
80-149, 45th Fighter Squadron  
930th Fighter Group  
Grissom ARB, Indiana, July 1994

To honor the 50th anniversary of D-Day, A-10A 80-149 received this striking paint scheme during June 1994. It consisted of black & white invasion stripes similar to those worn on Allied fighters during the infamous invasion in 1944. The invasion stripes must be masked and painted by the modeler. Unlike A-10A 77-0228, this A-10 has been fully upgraded with the LASTE improvements, as well as formation strip lighting. In addition, it has received the newer AN/ALR-69 RHAW system. The tips of each vertical stabilizer are again FS15180 blue, with the gold decal stripe underneath.



80-0276, 45th Fighter Squadron  
930th Fighter Group  
Grissom ARB, Indiana, September 1994

Prior to the squadron's inactivation, some of the A-10s received the new two-tone gray scheme, including 80-0276. By this time, 276 had received the full LASTE upgrade, formation strip lighting, and AN/ALR-69 RHAW. Markings remained the same as those found on the European 1-painted jets, except the tips of the vertical stabs are now darker than before, using FS 15052. The inside of the ladder door is painted gloss white.

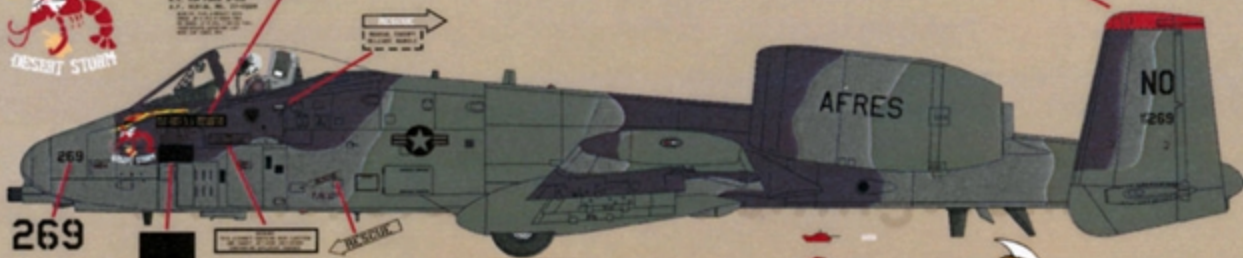






PLT CAPT L.L. BUCHANAN  
C/O TSOT G B BALUCH SR

\*Paint tips of each vertical stabilizer red



77-0269 706th Tactical Fighter Squadron  
926th Tactical Fighter Group  
King Fahd Airport, Saudi Arabia  
Operation Desert Storm, March 1991

77-0269 was yet another Cajun Hog deployed to the Gulf during Operation Desert Storm. It carried a Cajun crayfish yielding a torch on the left side of the nose, and elaborate Bell of New Orleans artwork on the right. As with all artwork on the Cajun jets, the art was painted over top of any existing maintenance stencils.



PLT MAJ. J.R. WEAVER  
C/O MSOT G CUMMINEN

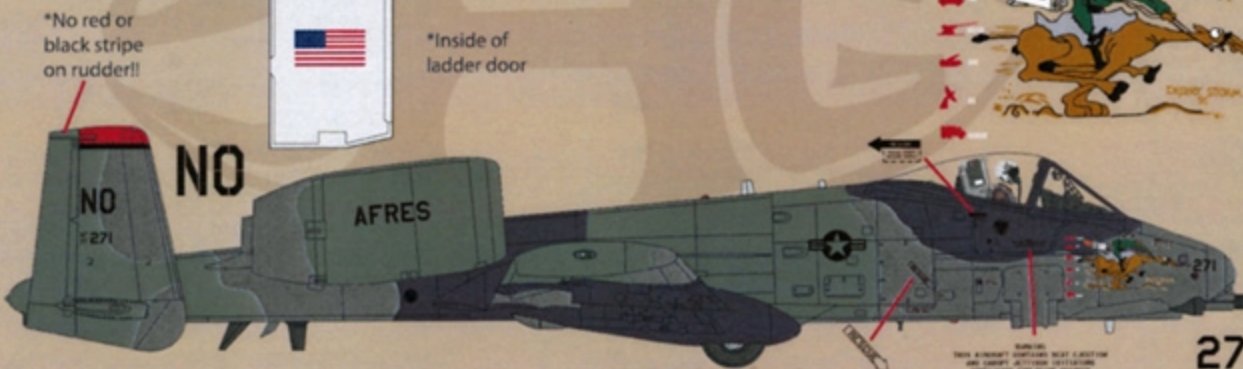
70271

AFRES



77-0271, 706th Tactical Fighter Squadron  
926th Tactical Fighter Group  
King Fahd Airport, Saudi Arabia  
Operation Desert Storm, May 1991

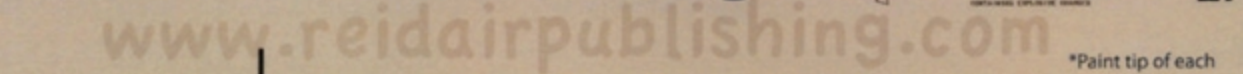
The final Cajun offering is 77-0271, depicted here as it appeared upon return to New Orleans following the war. The 926th TFG converted from the A-10 to the F-16 beginning in 1992. As a result, the A-10s were all retired to AMARC, with the exception of 'Chopper Popper,' which was preserved for display and is now at the USAF Academy in Colorado Springs, Colorado.



\*No red or black stripe on rudder!!



\*Inside of ladder door



\*Paint tip of each vertical stab FS 15052



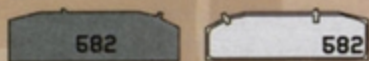
78-0582, 46th TFTS  
917th Tactical Fighter Wing  
King Fahd Airport, Saudi Arabia  
Operation Desert Storm, February 1991

While the Barksdale AFB-based 917th TFW wasn't deployed to the Gulf during Desert Storm, one of their jets was. 78-0582 was loaned to the 706th TFS for the war. It racked up an impressive tally of missions markings on the right side of the jet and carried a green alligator drawing as a reference to the Bayou-based boys from New Orleans. Unlike the A-10s from the 706th TFS, this jet had received the upgraded AN/ALR-69 RHAW prior to deployment. Paint the tips of each vertical stab FS 15052 dark blue. Use gold stripe decal below, trimmed to fit.

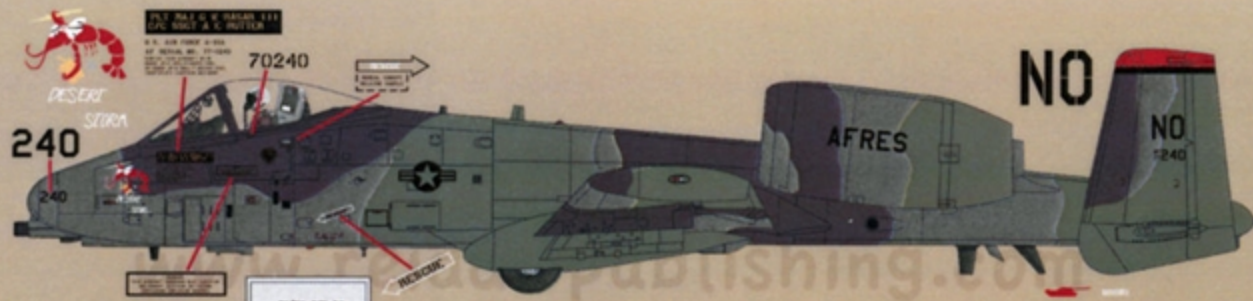
PLT CAPT. ED TURNER  
C/O TSOT G B BALUCH SR

\*Place decal over RWR dome

\*Nose gear door







70240  
 DESERT STORM  
 240



\*Inside ladder door

77-0240 706th Tactical Fighter Squadron  
 926th Tactical Fighter Group  
 King Fahd Airport, Saudi Arabia  
 Operation Desert Storm, February 1991

Normally based in New Orleans, Louisiana, the 706th TFS deployed in support of Operation Desert Storm on January 1, 1991. Most of the squadron's A-10s were deployed throughout the war to King Fahd International Airport, where they flew combat missions throughout the war. Many of the 'Cajun' A-10s were adorned in some fashion with artwork, including a red crayfish on the left side of the nose. During the war, all Cajun A-10s were pre-LASTE and retained the original AN/ALR-46. Paint each tip of the vertical stabilizer red. Use decals for the black or white stripe below the red.



PLT CAPT B SWAIN  
 C/C SSGT M BURGESS

CHOPPER POPPER

205

\*Note different style 'O' on this side; serial is slightly crooked\*

U.S. 4TH FOWNG A-10A  
 A.F. SERIAL NO. 7  
 706TH TFS  
 KING FAHD INTL AIRPORT  
 SAUDI ARABIA  
 FEBRUARY 1991



\*Inside ladder door

77-0205, 706th Fighter Squadron  
 926th Tactical Fighter Group  
 King Fahd Airport, Saudi Arabia  
 Operation Desert Storm, March 1991

Perhaps the most famous A-10 from this unit is 77-0205, 'Chopper Popper.' While on a mission on February 6 near Kuwait City, this machine scored the first ever air-to-air kill by an A-10, using its 30mm cannon to destroy an Iraqi AF Bo-105 helicopter. Shortly after the kill, it received fitting 'Chopper Popper' artwork and a suitably modified crawdad holding a mangled helicopter.



PLT LTC W W WILSON  
 C/C TSGT W W WESTARY

U.S. 4TH FOWNG A-10A  
 A.F. SERIAL NO. 7  
 706TH TFS  
 KING FAHD INTL AIRPORT  
 SAUDI ARABIA  
 FEBRUARY 1991

\*Paint tips of each vertical stabilizer red



77-0268, 706th Fighter Squadron  
 926th Tactical Fighter Group  
 King Fahd Airport, Saudi Arabia  
 Operation Desert Storm, February 1991

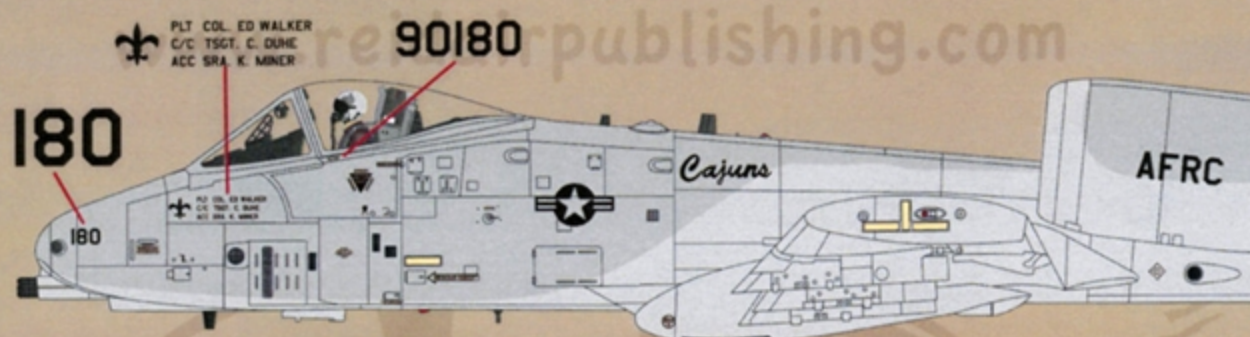
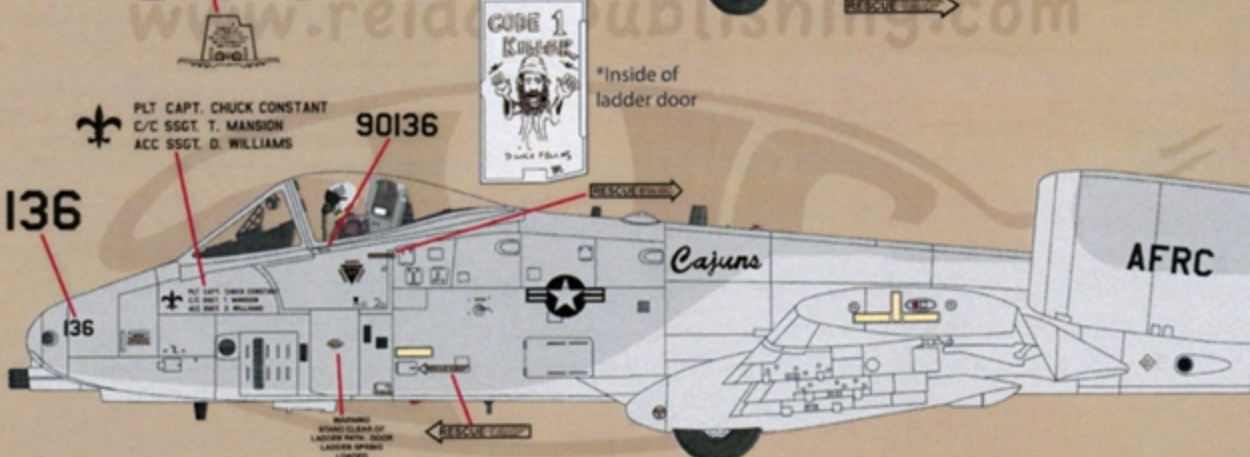
77-0268 was one of only a few Cajun jets to sport the hog's face painting on its nose, doing so in an attractive gold color. On January 31, this Hog was damaged by enemy fire and subsequently repaired and flown home to New Orleans in May. It did not have a red or black stripe below the red tipped vertical stabilizer. It also featured different 'NO' tailcodes and 'AFRES' fonts than the two Cajun jets shown above.





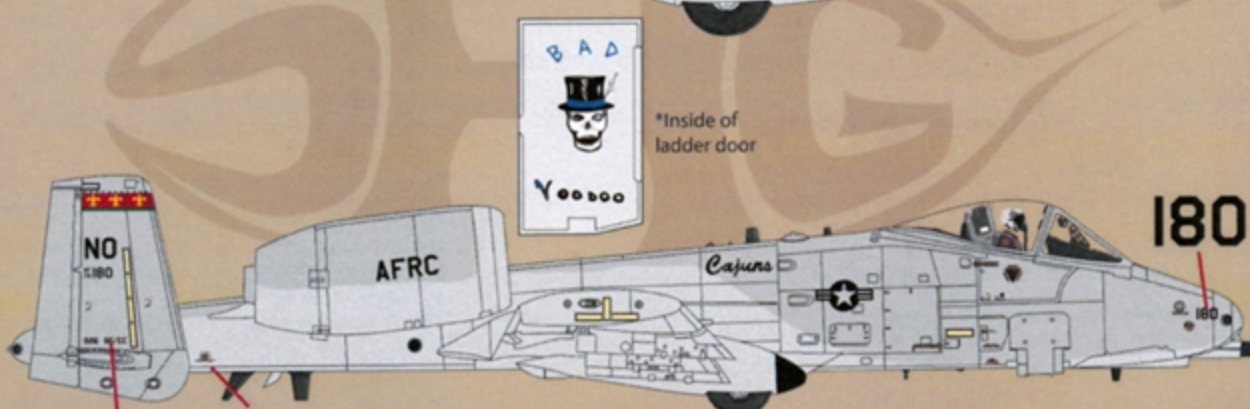
79-0136 706th Fighter Squadron  
926th Fighter Wing  
NAS New Orleans JRB, Louisiana, April 2005

The 706th flew the F-16 for only a short time, having re-equipped with the A-10 by 1995. Like many Cajun Hogs, 79-0136 carried artwork inside its ladder door. This machine is an A-10A, upgraded with the full LASTE mods, GPS dome, covert lighting, and formation strip lighting. Of note is the non-standard serial presentation on the left vertical stab.



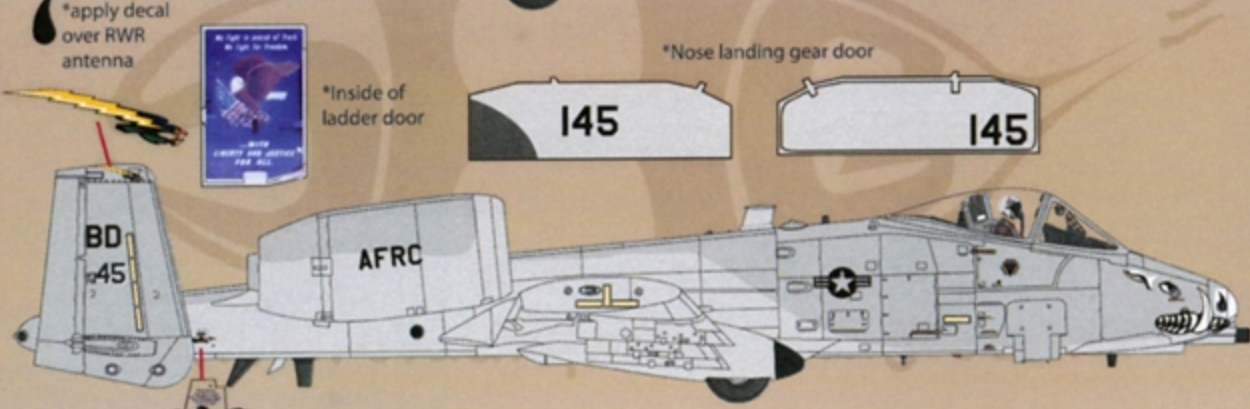
79-0180 706th Fighter Squadron  
926th Fighter Wing  
NAS New Orleans JRB, Louisiana  
March 2005

79-0180 was the Operations Group flagship during the spring of 2005. During this time, the colorful tailflash was only carried on the outside of the vertical stabilizers and did not cover the rudders.



79-0145, 45th Fighter Squadron  
917th Fighter Wing  
Davis-Monthan AFB, AZ January 2010

Following inactivation at Grissom ARB in 1994, the 45th was reactivated in 2009 at Davis-Monthan AFB as an associate unit to the host 355th Fighter Wing, yet still overseen by the 917th Wing at Barksdale AFB, LA. 79-0145, because of its convenient serial number, was marked as the 45th Fighter Squadron flagship until late 2010. At this time, it was an A-10A+, upgraded with the full LASTE mods, GPS dome, SATCOM antenna, covert lighting, and formation strip lighting.



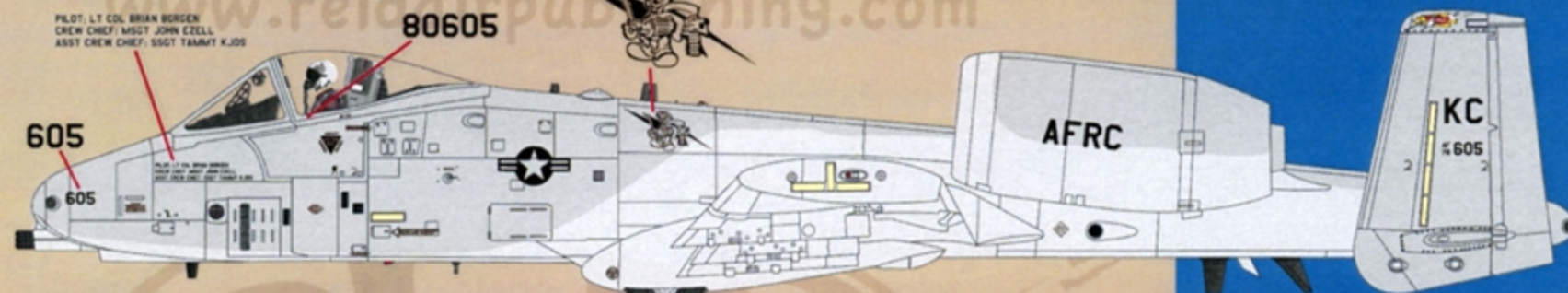
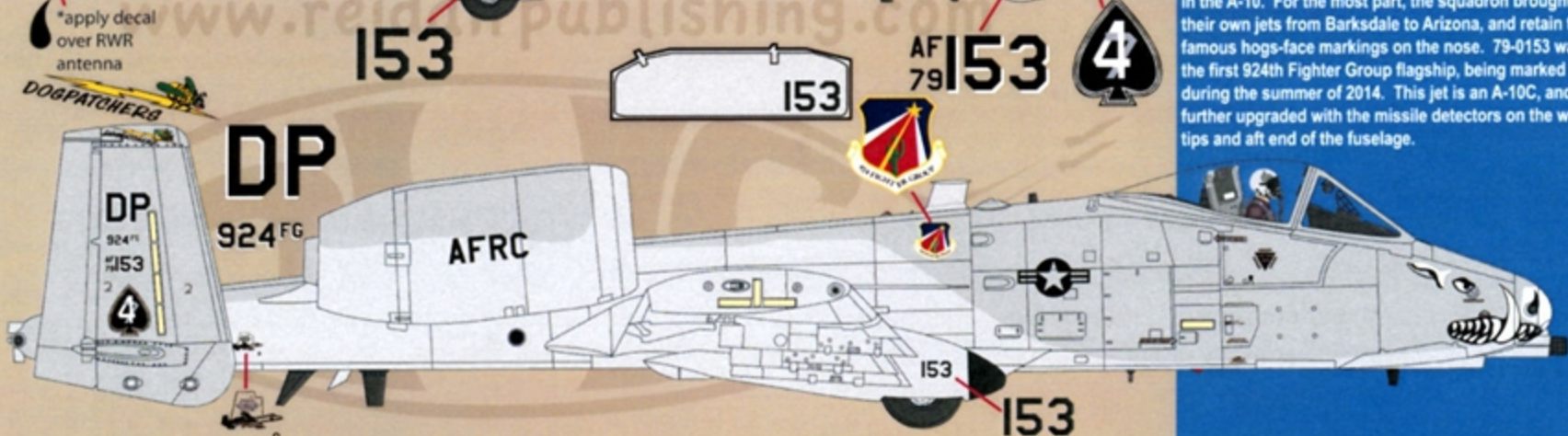


\*paint tip of nose white



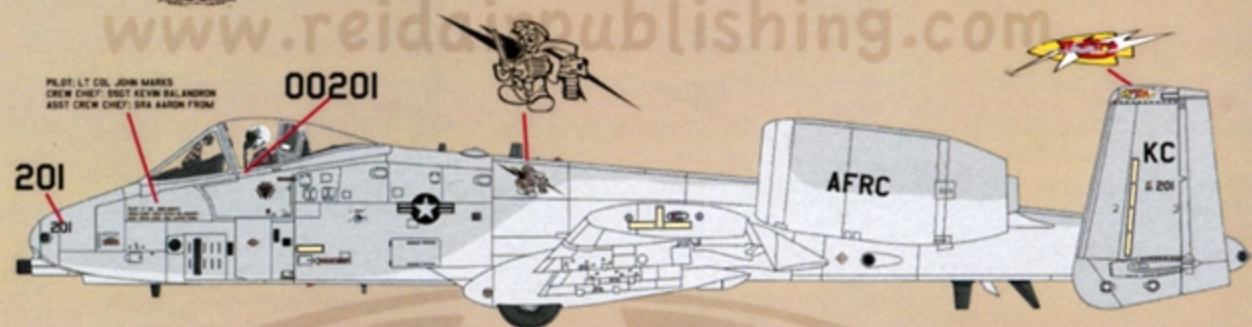
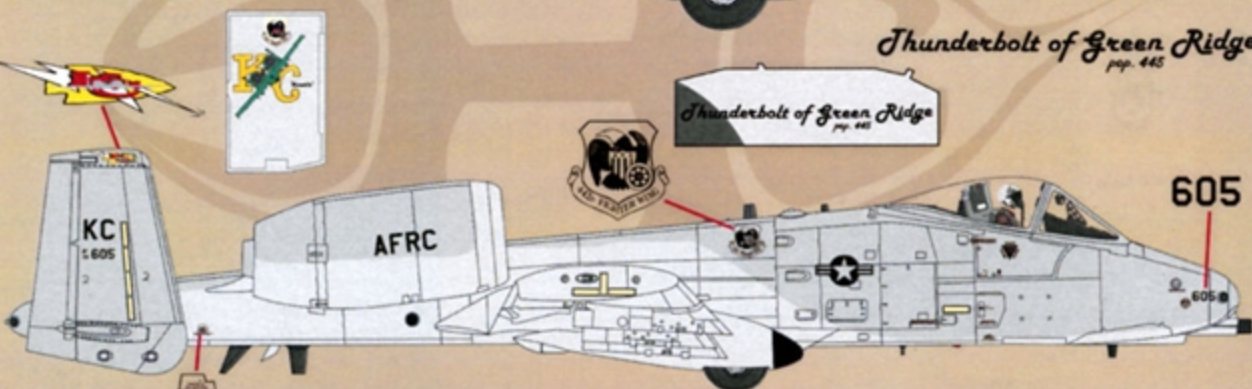
79-0153 47th Fighter Squadron  
924th Fighter Group  
Davis-Monthan AFB, AZ, January 2015

Following a more than twenty year stint at Barksdale AFB, LA, the 47th Fighter Squadron moved to Davis-Monthan AFB, Arizona, in 2013. There it became one of two squadrons at the base responsible for pilot training in the A-10. For the most part, the squadron brought their own jets from Barksdale to Arizona, and retain the famous hogs-face markings on the nose. 79-0153 was the first 924th Fighter Group flagship, being marked during the summer of 2014. This jet is an A-10C, and is further upgraded with the missile detectors on the wing tips and aft end of the fuselage.



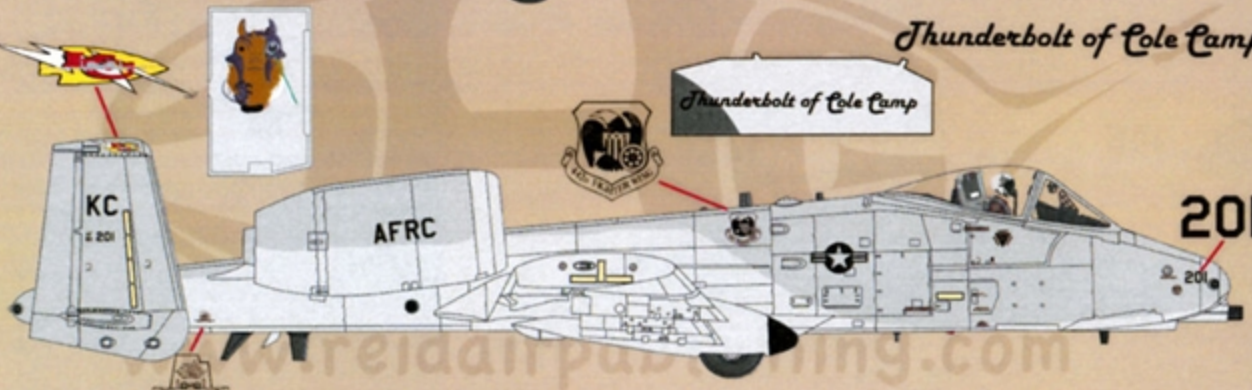
78-0605 303rd Fighter Squadron  
442nd Fighter Wing  
Whiteman AFB, Missouri  
November 2008

Located at Whiteman AFB, the 442nd Fighter Wing has been in the A-10 business since 1982 when it traded in C-130s. 78-0605 is one such Hog assigned to the Wing. It is an A-10A+ upgraded with the GPS antenna on the fuselage spine.



80-0201, 303rd Fighter Squadron  
442nd Fighter Wing  
Whiteman AFB, Missouri, July 2009

Another A-10A+ assigned to the 442nd was 80-0201. The A-10A+ designation was used briefly prior to the A-10 fleet's full upgrade to A-10C. It received many of the A-10C's upgrades at a much smaller price tag and was funded purely by the Air National Guard and Air Force Reserve. For a full description and photos of the changes, consult your copy of The Modern Hog Guide. Look for an updated release of this book in 2016.





PILOT: BRIG GEN ERIC OVERTURF  
 TSGT NICK MCROBERTS  
 AIC DANIEL COX

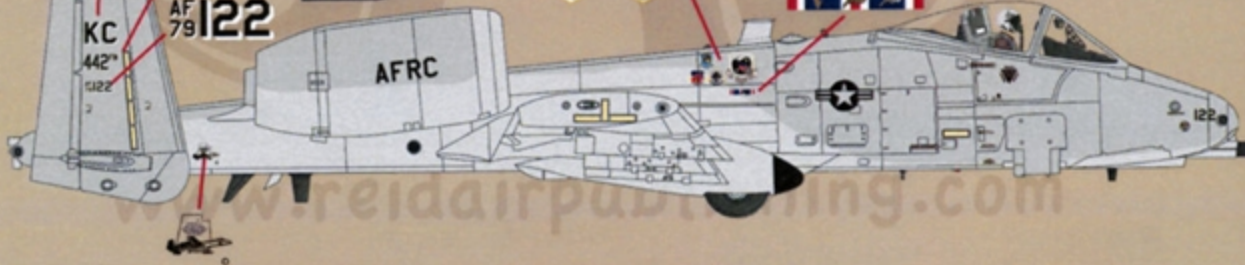
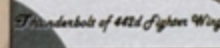


KC

442<sup>FW</sup>  
 AF 79 122



\*Notice white drop shadow!!



79-0122 303rd Fighter Squadron  
 442nd Fighter Wing  
 Whiteman AFB, Missouri, April 2011

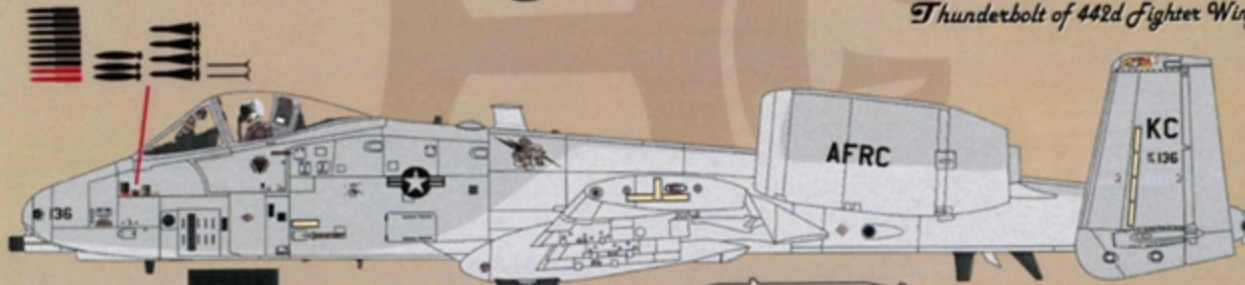
By 2011, the 442nd had transitioned to the A-10C, and 79-0122 was the Wing flagship. This aircraft is a full A-10C, complete with SATCOM antenna and the missile warner system on the wingtips and tail.

79-0122 & 79-0136  
 303rd Expeditionary Fighter Squadron  
 442nd Fighter Wing  
 Bagram AB, Afghanistan, October 2014

In April 2014, the 303rd FS deployed to Afghanistan to undertake Close Air Support missions in support of Operation Enduring Freedom. During the deployment, the squadron flew more than 2,500 flying missions, totaling 9,600 flying hours. They supported more than 400 requests for assistance from troops in combat, firing more than 50,000 rounds of 30mm ammo and launching more than 57,000 pounds of explosive ordnance. They returned to Whiteman in late October, with some aircraft displaying impressive mission tallies below the cockpit. Deployed A-10s had crew names removed while in theater, as well as the 'Thunderbolt of.....' script on the nose gear door. The exception was 79-0122, which kept its 'Thunderbolt of 442d Fighter Wing' script in place for the duration of its time in Afghanistan. 79-0136 had its 'Thunderbolt of Sedalia' reapplied by December 2014, so the decal is included should the modeler wish to depict this jet post deployment. Mission markings also remained on this jet until at least December. The Pave Penny pod pylons were removed from all deployed jets while in theater.



*Thunderbolt of 442d Fighter Wing*



\*Inside of ladder door is black on 136\*

*Thunderbolt of Sedalia*

\*'Thunderbolt of Sedalia' not carried on nose gear door during deployment\*

\*Paint stencil used on this jet\*

PILOT: MAJ LANCE ORR  
 DCC: MSGT CHRIS BARTON  
 ACC: SSGT CHRIS SMITH

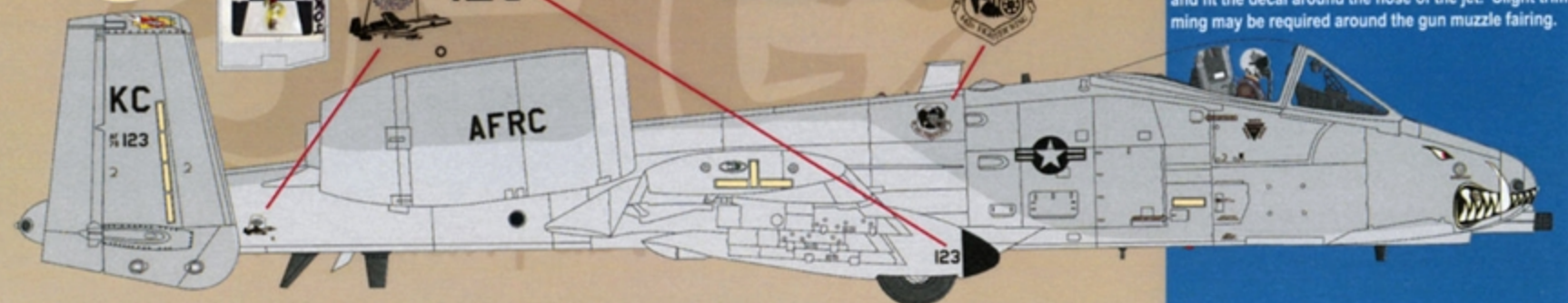
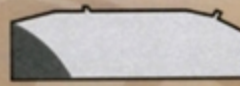


79-0123 303rd Fighter Squadron  
 442nd Fighter Wing  
 Whiteman AFB, Missouri, June 2015

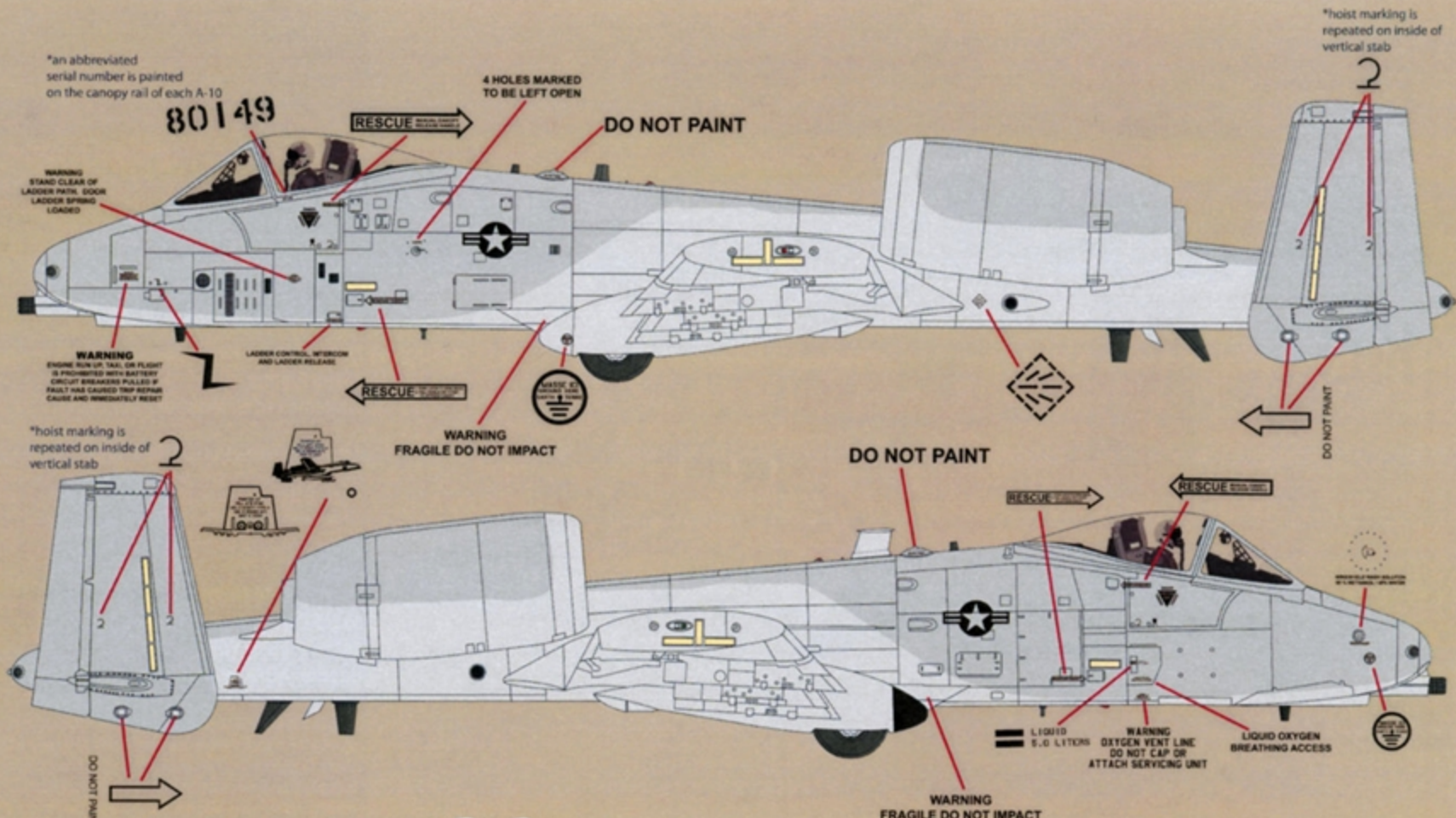
On May 15, 2015, the 442nd Fighter Wing unveiled new markings added to their A-10s to include a new hog's face, unique to the A-10 community. 79-0123 was the first A-10 to be so painted. Eventually, the entire wing will be painted similarly. Note the low-vis 303rd FS badge on the left fuselage and the Let's Roll badge below the cockpit. The Pave Penny pylon has been removed from this jet. The hog face marking is a one-piece decal, so great care is needed to carefully align and fit the decal around the nose of the jet. Slight trimming may be required around the gun muzzle fairing.



123







\*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

WARNING STAND CLEAR OF LADDER MAIN DOOR LADDER SPRING LOADED

WARNING ENGINE RUN-UP, TAKE-OFF FLIGHT IS PROHIBITED WITH BATTERY CIRCUIT BREAKERS PULLED IF FAULT HAS CAUSED TRIP REPAIR CAUSE AND IMMEDIATELY RESET

LADDER CONTROL, WARNING AND LADDER RELEASE

WARNING FRAGILE DO NOT IMPACT

DO NOT PAINT

DO NOT PAINT

\*hoist marking is repeated on inside of vertical stab

LIQUID O<sub>2</sub> LETTERS  
WARNING OXYGEN VENT LINE DO NOT CAP OR ATTACH SERVICING UNIT  
LIQUID OXYGEN BREATHING ACCESS

WARNING FRAGILE DO NOT IMPACT

PARACHUTE PACKING & INSPECTION DATA

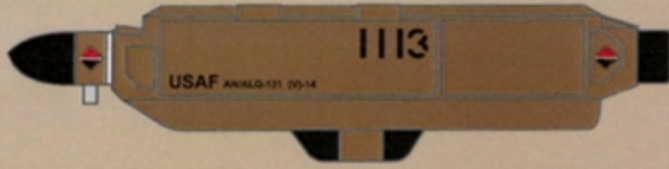
20 \*20" on both sides of headrest on A-10C 79-0123 as shown\*



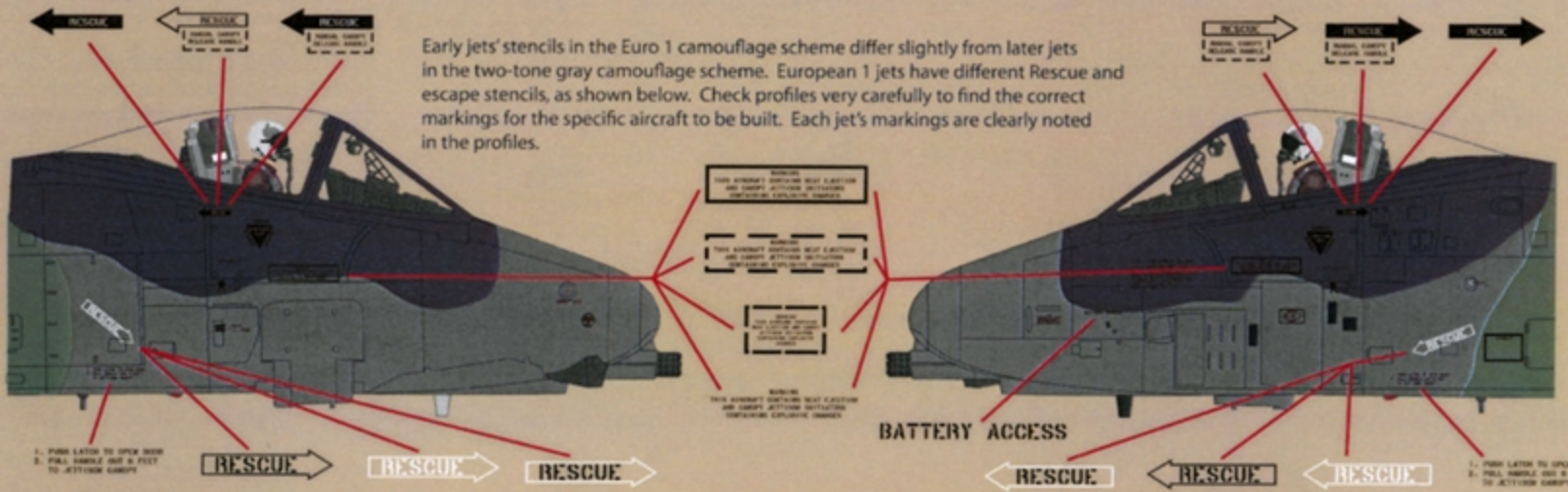
ACES II



Use decals for the ALQ-131 ECM pod frequently carried by AFRES/AFRC A-10s. Pods can be either FS36375 Light Ghost Grey or FS 34087 Olive Drab. Use pod serial numbers as appropriate



Decals are provided for the kit ejection seat. Each seat has its serial number, in most cases, painted onto each side of the seat. 79-0145 (BD) and 79-0153 (DP) are unique in that they have a stylized serial presentation against a white background, as shown in the seat above left. These two seats only have the serial number on the left side of the seat.



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 EMPLOYERS BEST PROTECTION AND CHARGE JETTISON INITIATION (REFLECTIVE EXPLOSIVE ORANGE)

BATTERY ACCESS

1. PULL LATCH TO OPEN DOOR  
2. PULL HANDLE OUT & PULL TO JETTISON GABBY

1. PULL LATCH TO OPEN DOOR  
2. PULL HANDLE OUT & PULL TO JETTISON GABBY





FS 34102



FS 34092

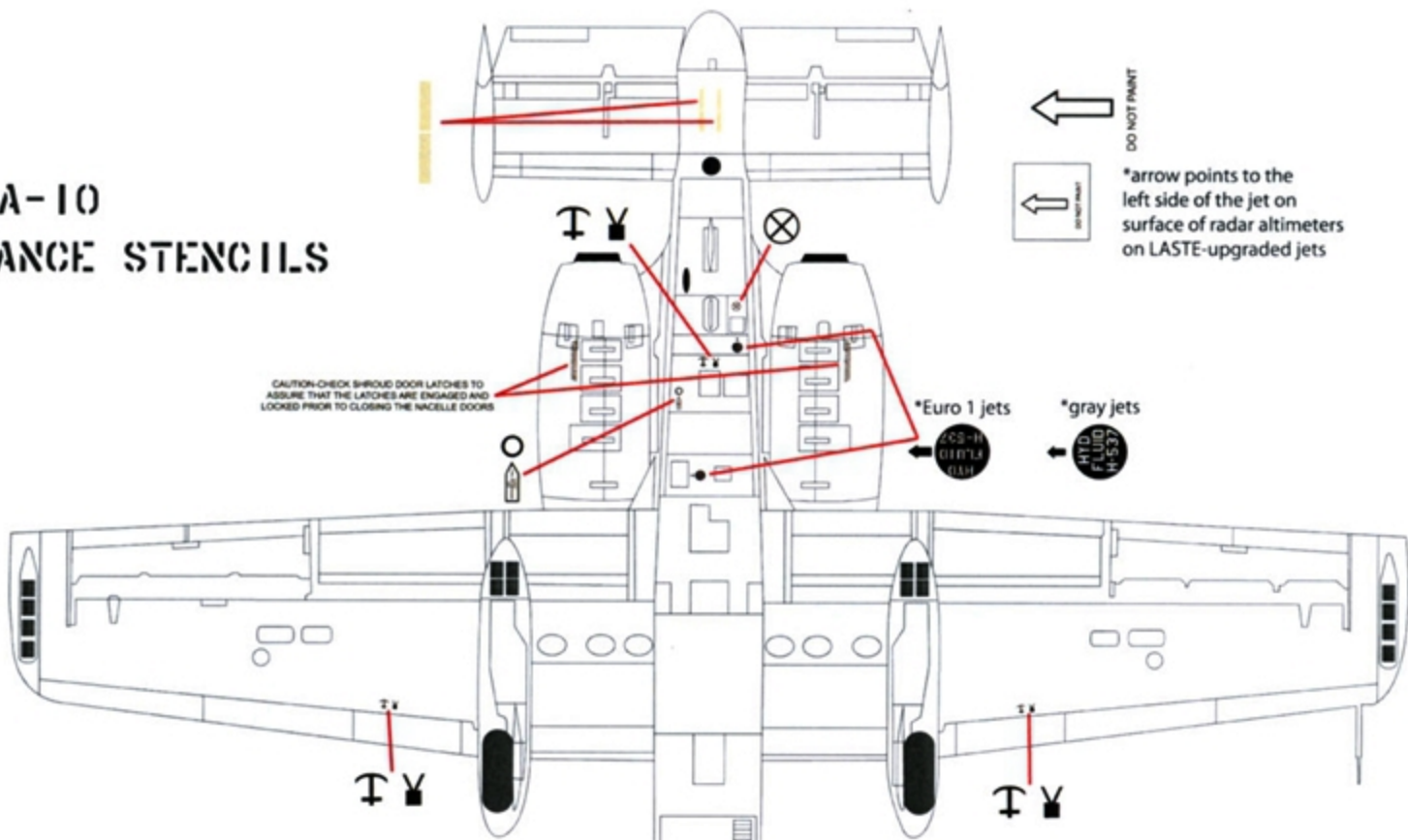


FS 36081



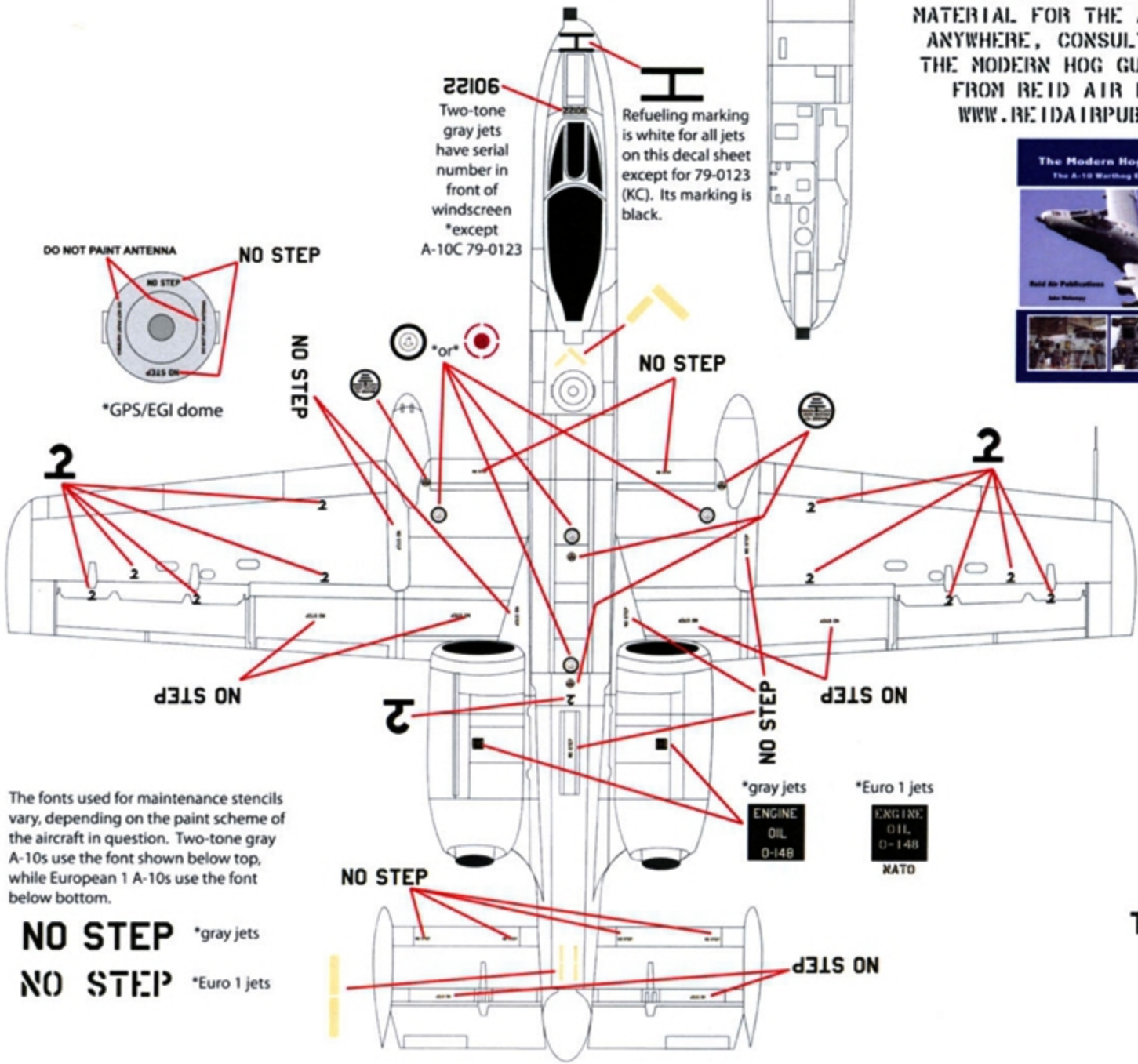
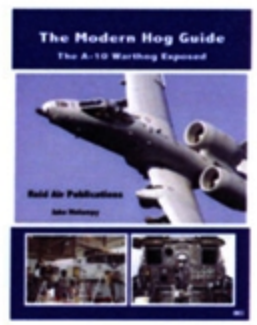


# A-10 MAINTENANCE STENCILS



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

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



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.

**NO STEP** \*gray jets  
**NO STEP** \*Euro 1 jets

**THANK YOU!!!**  
Wally Van Winkle  
Chris Boehlein  
Don Logan  
Ed Rivera