



# A-10 ⚡ II

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## DEMO TEAM

# MEDIA KIT



RECRUIT INSPIRE RETAIN



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### A-10 THUNDERBOLT II DEMONSTRATION TEAM FACT SHEET

The A-10 is the Air Force's premier close air support aircraft, providing invaluable protection to troops on the ground. The Air Combat Command A-10 Thunderbolt II Demonstration Team, stationed out of Davis-Monthan Air Force Base, Arizona, brings the aircraft to air shows around the country to showcase the unique combat capabilities of the A-10 "Warthog." They perform precision aerial maneuvers while highlighting the mission and professionalism of the men and women of the United States Air Force. Additionally, the team brings attention to the air force's proud history by flying formations with historical aircraft in the Air Force Heritage Flight.

### BACKGROUND

The A-10 Demo Team originally consisted of two East and West counterparts before both were deactivated in 2011. The A-10 flew in heritage flight formations in 2012 and 2017 before reactivating as a single-ship demonstration in 2018.

The 10-member team consists of one pilot, a superintendent, a noncommissioned officer in-charge, three crew chiefs, an avionics systems specialist, an electrical and environmental technician, an engine specialist and a public affairs specialist.



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### A-10 THUNDERBOLT II FACT SHEET

The A-10 Thunderbolt II is the first Air Force aircraft specially designed for close air support of ground forces. They are simple, effective and survivable twin-engine jet aircraft that can be used against light maritime attack aircraft and all ground targets, including tanks and other armored vehicles.

### FEATURES

The A-10 offers excellent maneuverability at low airspeeds and altitude while maintaining a highly accurate weapons-delivery platform. They can loiter near battle areas for extended periods of time, are capable of austere landings and operate under 1,000-foot ceilings (303.3 meters) with 1.5-mile (2.4 kilometers) visibility. Additionally, with the capability of carrying precision guided munitions and unguided munitions, they can employ above, below and in the weather. Their wide combat radius and short takeoff and landing capability permit operations in and out of locations near front lines. Using night vision goggles, A-10 pilots can conduct their missions during darkness.

Thunderbolt IIs have Night Vision Imaging Systems (NVIS), goggle compatible single-seat cockpits forward of their wings, Helmet Mounted Cueing Systems, and a large bubble canopy which provides pilots all-around vision. The pilots are protected by titanium armor that also protects parts of the flight-control system. The redundant primary structural sections allow the aircraft to enjoy better survivability during close air support than previous aircraft.

The aircraft can survive direct hits from armor-piercing and high explosive projectiles up to 23mm. Their self-sealing fuel cells are protected by internal and external foam. Manual systems back up their redundant hydraulic flight-control systems. This permits pilots to fly and land when hydraulic power is lost.

The Thunderbolt II can be serviced and operated from bases with limited facilities near battle areas. Many of the aircraft's parts are interchangeable left and right, including the engines, main landing gear and vertical stabilizers.



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### FEATURES (CON.)

Avionics equipment includes communications, inertial navigation and GPS, fire control and weapons delivery systems, target penetration aids and night vision goggles. Their weapons delivery systems include heads-up displays that indicate airspeed, altitude, dive angle, navigation information and weapons aiming references; and a low altitude safety and targeting enhancement system (LASTE) which provides constantly computing impact point freefall ordnance delivery. The aircraft also have armament control panels, and infrared and electronic countermeasures to handle surface-to-air-threats, both missile and anti-aircraft artillery.

The Thunderbolt II's 30mm GAU-8/A Gatling gun can fire 3,900 rounds a minute and can defeat an array of ground targets to include tanks. Some of their other equipment include electronic countermeasures, target penetration aids, self-protection systems and an array of air-to-surface weapons, including laser and GPS guided munitions, AGM-65 Maverick and AIM-9 Sidewinder missiles.

### BACKGROUND

The first production A-10 was delivered to Davis-Monthan Air Force Base, Arizona, in October 1975. It was designed specifically for the close air support mission and had the ability to combine large military loads, long loiter and wide combat radius, which proved to be vital assets to the United States and its allies during Operation Desert Storm and Operation Noble Anvil.

In the Gulf War, A-10s had a mission capable rate of 95.7%, flew 8,100 sorties and launched 90% of the AGM-65 Maverick missiles.



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### GENERAL CHARACTERISTICS

- **Primary Function:** A-10 – close air support, airborne forward air control, combat search and rescue
- **Contractor:** Fairchild Republic Co.
- **Power Plant:** Two General Electric TF34-GE-100 turbofans
- **Thrust:** 9,065 pounds each engine
- **Length:** 53 feet, 4 inches (16.16 meters)
- **Height:** 14 feet, 8 inches (4.42 meters)
- **Wingspan:** 57 feet, 6 inches (17.42 meters)
- **Speed:** 420 miles per hour (Mach 0.56)
- **Ceiling:** 45,000 feet (13,636 meters)
- **Maximum Takeoff Weight:** 51,000 pounds (22,950 kilograms)
- **Range:** 800 miles (695 nautical miles)
- **Armament:** One 30mm GAU-8/A seven-barrel Gatling gun; up to 16,000 pounds (7,200 kilograms) of mixed ordnance on eight under-wing and three under-fuselage pylon stations, including 500 pound (225 kilograms) Mk-82 and 2,000 pounds (900 kilograms) Mk-84 series low/high drag bombs, incendiary cluster bombs, combined effects munitions, mine dispensing munitions, AGM-65 Maverick missiles, laser-/GPS-guided bombs, unguided and laser-guided 2.75-inch (6.99 centimeters) rockets; infrared countermeasure flares; electronic countermeasure chaff; jammer pods; illumination flares and AIM-9 Sidewinder missiles.
- **Crew:** One
- **Date Deployed:** March 1976
- **Unit Cost:** \$9.8 million (fiscal 98 constant dollars)
- **Inventory:** Total Force – approximately 281



# A-10C II

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## BIOGRAPHY



### UNITED STATES AIR FORCE

#### CAPTAIN HADEN "GATOR" FULLAM

Captain Haden "Gator" Fullam is Air Combat Command's A-10C Thunderbolt II Demonstration Team commander and pilot at Davis-Monthan Air Force Base, Arizona. The mission of the A-10C Thunderbolt II Demonstration Team is to showcase the unique combat capabilities of the United States Air Force's premier Close Air Support aircraft, as well as work alongside members of the Heritage Flight Foundations in formation flights to honor our Air Force past. As commander, he is responsible for operational oversight and leadership for the 10-person team including maintenance and public affairs Airmen, as well as flying the combat capabilities demonstration at over 20 events annually.



Capt Fullam received his commission through the Reserve Officer Training Corp Detachment 800 at the University of Tennessee in 2012. He is a veteran Instructor pilot and Forward Air Controller (Airborne) with more than 1,800 flying hours, including 541 combat hours. Capt Fullam has flown combat missions over Iraq, Syria, and Afghanistan in support of Operation Inherent Resolve, Operation Freedom Sentinel, and Operation Resolute Support. Prior to his current position he served as an Instructor Pilot and Assistant Director of Operations, 354th Fighter Squadron, Davis-Monthan AFB, AZ.

#### EDUCATION

2007 The McCallie School, Chattanooga, TN  
2012 Bachelor of Science, University of Tennessee, Knoxville  
2017 Squadron Officer School, Maxwell AFB, AL



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### **BIOGRAPHY (CONT.)**

#### **ASSIGNMENTS**

1. October 2012–August 2014, Student Pilot, Euro-NATO Joint Jet Pilot Training, Sheppard AFB, Texas
2. August 2014–October 2014, T-38C Upgrade Pilot, 435th Fighter Training Squadron, Randolph AFB, Texas
3. October 2014–August 2015, A-10C Student Pilot, 47th Fighter Squadron, Davis-Monthan AFB, Ariz.
4. August 2015–January 2017, A-10C Pilot, 75th Fighter Squadron, Moody AFB, Ga. (October 2015-April 2016, A-10C Pilot, 75th Expeditionary Fighter Squadron, Incirlik Air Base, Turkey)
5. January 2017–February 2018, A-10C Flight Lead and Director of Staff, 23d Operations Support Squadron, Moody AFB, Ga.
6. February 2018-February 2019, A-10C Flight Lead and AFE Flight Commander, 51<sup>st</sup> Operations Support Squadron, Osan AB, Republic of Korea
7. February 2019-November 2020, A-10C Instructor Pilot and Assistant Director of Operations, 354<sup>th</sup> Fighter Squadron, Davis-Monthan AFB, Ariz. (June 2019-August 2019, A-10C Pilot, 354<sup>th</sup> Expeditionary Fighter Squadron, Kandahar Airfield, Afghanistan)
8. November 2020- Present, Commander and Pilot, ACC A-10C Demonstration Team, Davis-Monthan AFB, Ariz.

#### **FLIGHT INFORMATION**

Rating: Pilot

Flight hours: More than 1,800 including 541 in combat

Aircraft flown: T-6A, T-38C, A-10C

#### **MAJOR AWARDS AND DECORATIONS**

Air Medal with three oak leaf clusters

Meritorious Unit Award with oak leaf cluster

Air Force Outstanding Unit Award

Operation Inherent Resolve Campaign Ribbon

Air Force Expeditionary Service Ribbon with gold boarder

#### **OTHER ACHIEVEMENTS**

2014 Introduction to Fighter Fundamentals Class 15 ABR Air to Ground Top Gun

2015 A-10C Initial Qualification Course Class 15 BBD Top Gun

2015 A-10C Initial Qualification Course Class 15 BBD Distinguished Graduate

#### **EFFECTIVE DATES OF PROMOTION**

Second Lieutenant May 10, 2012

First Lieutenant August 5, 2014

Captain August 5, 2016

(Current as of March 2021)



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MSgt Drew Ringquist  
Superintendent



TSgt Brian Pontes  
NCO in charge



TSgt Sergio Gamboa  
Public Affairs



SSgt Hunter Nance  
Avionics Technician



SSgt Noah Kincel  
Dedicated Crew Chief



SrA Robby Benson  
Electrical and Environmental Tech.



SrA Nolan Foster  
Crew Chief



SrA Arron Canady-Post  
Crew Chief



SrA Caleb Spencer  
Engine Specialist





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### A-10 DEMO TEAM CONTACT LIST



**A-10 Demo Team  
Public Affairs**

[a10demoteam@gmail.com](mailto:a10demoteam@gmail.com)

TSgt Sergio Gamboa  
520-461-0512



**Air Combat Command  
Public Affairs**

[accpa.operations@us.af.mil](mailto:accpa.operations@us.af.mil)

757-764-5007



## @A10DemoTeam

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