Airplane Nose Art

by Sue Fevola

“Nose art is a decorative painting or design on the fuselage of an aircraft, and is a form of aircraft graffiti. While begun for practical reasons of identifying friendly units, the practice evolved to express the individuality often constrained by the uniformity of the military, to evoke memories of home and peacetime life, and as a kind of psychological protection against the stresses of war and the probability of death. The appeal, in part, came from nose art not being officially approved, even when the regulations against it were not enforced.”

Nose art was a morale booster, and those in daily combat needed that boost. Facing the prospect of death on every flight, the crew deserved all of the encouragement available to them. The art on the plane unified the crew, and identified it, and made it unique from all of the aircraft in their unit or on their base.

Originally begun during World War I, using extravagantly detailed squadron insignia, military regulations decreased the practice after the war. When World War II began, nose art began to flourish, especially in the U.S. Army Air Force and became known as the “golden age of bomber nose art.” The U.S. Navy significantly restricted the practice of nose art, as did the Royal Air Force and the Canadian Air Force.

The art work was done by both professional civilian artists and talented amateur artists serving in the war theaters in Europe and the Pacific. At the height of the war, nose art artists were in very high demand and were paid well for their services. By the end of World War II, popular nose artists earned good money for each piece of art, averaging $15.

In 1943 the 39th Fighter Squadron became the first American squadron in their theater with 100 kills; they adopted the shark-face for their P-38 Lightnings. The shark-face is still used to this day, most commonly seen on the A-10 Thunderbolt II (with its gaping maw leading up to the muzzle of the aircraft’s GAU-8 Avenger 30mm cannon), especially those of the 23rd Fighter Group, and a testament to its popularity as a form of nose art.

see Nose Art, page 2
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Nose Art, from page 1

Smithsonian Archives of American Art

McMahan photo.com

Definition for Word of the Month: the groove located just below the nose and above the middle of the lips.
My Dad, Vincent Scatuccio

A nose art artist during World War II

by Vince Scatuccio

My dad graduated from Brooklyn Technical high school in May 1940 as a sign painter. In August 1942 he joined the Army Air Corps after the attack on Pearl Harbor. He went to mechanic school in Gulfport, Mississippi to learn how to repair Rolls Royce and Packard plane engines.

He was assigned to the 1049th Air BU (bomber Unit) at Moore Field, Texas. While there the Army discovered he had an ability to paint. He first painted airplane camouflage and then insignias (nose Art) including pilot names and kills. He painted nose art for the P-40, B-29, C-47 and the B-24.

As the Pacific war moved west he was shipped out to Hawaii, Guam and then Tinian, an island in the Mariana Island chain. The Tinian air base was where the atomic bomb was staged prior to the bombing of Japan. He told me that the runway on Tinian was very large and there was a large ramp and pit where the bomb was staged under the plane. The bomb was so large that the plane had to be maneuvered over the pit so the bomb could be lifted into the plane.

He was honorably discharged Feb 1946. After the war he was a sign painter and then went into the furniture finishing business.
My Dad, from page 3

I found this interesting fact about this B-29, under the name of "DEUCES WILD" it flew the first B-29 bomb mission to Bangkok on June 5, 1944. It was slightly damaged during this mission and was sent to the repair depot, stripped and converted to a tanker for Hump Missions. It was then returned under the new name "ESSO EXPRESS.” It flew 30 hump missions, and then returned to the states.

Vince has his Dad’s original patch from the Army Air Corp.

1049th Air BU with a P-40
Minutes of OCM
Meeting on
September 28, 2015

President Ed Hollema called the meeting to order at 7:00pm after the Pledge of Allegiance. There were 29 members present, including five officers.

Secretary Vince Scatuccio called for comments or corrections to the minutes of the August meeting that were published in the newsletter. The minutes were accepted as presented, after the normal motion, second, and vote process. The 2016 membership total, as of the meeting remains at 109.

Treasurer Tom Moore reported the August ending balance was $9,801 and as of the September meeting the balance was $8,804.

Safety Officer Tony Riccio stated there were two incidents in the past month. One member had a severe injury to his hand, resulting in the loss of a finger due to impact with his plane’s propeller. The member was rushed to the hospital for emergency surgery. The incident was investigated by the board and reported to the AMA. A second incident involved a tent set up by a member that was blown over by the wind. It damaged two cars and another member experienced a minor cut on his finger trying to stop the tent. Tom also noted the field is in good shape, especially after the recent rains.

OLD BUSINESS
The night-fly event on September 9th was fun with a few members participating.
Other events such as the Fun Fly, flea market, mall display, etc. are still being discussed.
The holiday party will be at La Bove Grande Banquet in Lakehurst. More details will be presented at the October meeting.
Vince read a thank you card from the Disabled American Veterans (DAV) for our donation. Following FAA regulations, Vince sent a letter to the Joint Base at Lakehurst notifying them we would be flying within the five mile area of the base. The letter was acknowledged by the base commander, via voice mail.
No additional information has been received from Jackson Township on the Solar Farm project. However survey stakes have been placed on the property.

NEW BUSINESS
Bill Martin has taken the lead as election committee chairman to identify members willing to run for a seat on the board. The current board members have agreed to stay on for 2017. If there are any new candidates interested in running for a board position, there will be an election. Also, one Trustee position will also need to be filled for 2017.
In-door flying at the Central Regional High School in Bayville will begin on Fridays, December 2 from 6-9pm, unless the school is closed.

see Minutes, page 5
The membership voted to purchase an automated external defibrillator (AED) for the field. Mike Cook is looking into the best unit to meet our needs at the field. The approximate cost is $1,200.

Mike has restocked the first aid kit and placed it in the shed.

The November meeting is being changed to November 30th, rather than the normal date of November 23rd, due to the Thanksgiving holiday.

A detailed discussion of the recent accident of a member’s hand injury and safety concerns was reviewed and discussed with the membership. Safety guidelines from the AMA and common sense safety action have been written in the safety addendum below. We are asking all members to review these guidelines and voice your comments at the October meeting. Once approved, we will add these guidelines to our web site under Flying Rules and Protocols.

MODELS OF THE MONTH

Bill Martin showed his joint-build of a Taylor Craft. Progress on the build is coming along nicely.

Joe Yuhasz presented his SE-5 Plane and gave a talk on his recent flying experience at the Old Rhinebeck Aerodrome.

The Crash of the Month was awarded to Carl Wagenblast for his crash of his NexStar.

The 50/50 was won by Vick Czornycz in the amount of $36.

The meeting was adjourned at 9:10pm

Submitted by Vince Scatuccio, Club Secretary

Safety Addendum

Safety Guidelines for starting internal-combustion-powered engines

Safety is everyone's responsibility and safety judgment needs to be applied to all engines starts. It is advised not to fly alone, so before you start your engine, wait for another member to arrive at the field.

Large plane engine-starts on the ground must have a tail hold-down device, or a set of poles to hold the wings, or in the event an electric starter is being used a combination of both of the above should be used. Prior to starting the engine you must insure that no slack exists between the tail of the plane and the tail hook holder. If slack exists the plane can jump forward causing an injury.

When starting an internal-combustion-powered engine, wear a pair of gloves if you intend to hand-start the engine. A chicken stick (broom or mop handle measuring roughly 8 inches long) can also be used to flip the propeller. You should install a piece of insulating foam over the stick; that way, if the

see Safety, page 7
propeller strikes the stick on a backfire, the stick won’t break the propeller.

When using an electric starter, continue holding the starter once the engine starts and remove it from the area in front of the plane. Do not place it on the ground in front of the plane.

When starting the aircraft you should have a backup holder. Ask one of your fellow pilots to assist you. This additional level of safety will prevent injuries. Be a good neighbor to your fellow pilots. If you see them having problems, ask if they need help.

Wear substantial shoes—not flip-flops—if you intend to prepare and fly a model. An unprotected foot placed inadvertently in the arc of a spinning propeller may lead to injury.

When you start the aircraft engine, be aware of anything that could fall into the propeller arc. The wires from the field box, glow warmer, wires from the electric starter need to be arranged so that they will never come in contact with the propeller arc. Also remove your neck strap that supports the transmitter.

Check the grass area by the propeller for objects, such as rocks or sticks; these should be cleared from the area before you start your engine. Anything in the propeller arc could be slung up and into an innocent bystander. Similar concerns about pieces being thrown from the propeller arise following a hard landing in which the propeller may have been splintered or nicked. A flaw in the propeller can weaken it enough to cause it to fly apart if raised again to a high rpm. Inspect the propeller thoroughly for damage after a hard landing if you plan to continue using it.

Propeller tip speeds at full throttle are between Mach 0.3 and 0.5—250-350 mph—not a good time to be hurried, tired, stressed out, distracted, or overconfident. Move to the rear of the aircraft to remove the glow warmer and to make any fuel adjustments.

Many model engines generate a noise level of 90 decibels at a distance of 10 feet when operated at full throttle. This level is even higher when you are in a position to adjust the throttle. It is recommended you wear a set of earplugs, a hearing-protection headset, or both.

Responding to an injury is time sensitive. If you are the first at the field, remove the first aid kit from the shed and place it on the hook next to the shed door. When you are the last person leaving the field, place the first aid kit back in the shed, lock the shed and gate as you leave the field.

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**Tips and Tricks**

**Vinegar or Rubbing Alcohol**
To remove epoxy from your hands and arms safely, user white vinegar. It’s smelly, but safe, and cheap.

If you spill epoxy on hard surfaces and want to clean it up before it dries, grab some paper towels and rubbing alcohol. Wet the paper towels with rubbing alcohol and wipe away the epoxy until the surface is clean.

**Nylon Bolts**
To ease the problem of getting nylon bolts started, bevel the end with a pencil sharpener. This makes the bolt self-centering and easier to get started.
Progress is made on the team project of Bill Martin, Chris Segui, Victor Czornyj and Dennis Haase.

Joe Yuhasz showed his Balsa US 1/4 scale S.E. 5.
He talked to the members about his experience flying this plane at the Rhinebeck Jamboree in New York held September 9-11, 2016.
Last summer I lost elevator control of an ARF trainer. The airplane stopped responding normally to elevator commands, and pitch control eventually disappeared entirely. I wasn’t able to return the airplane to the flying field, and it ended up in the big swamp where it stayed for several months before anyone found it.

The root cause of this mishap was that the elevator’s nylon clevis had stripped out and thus, all elevator control was lost. The airplane was on its third flying season, by the way. So, one lesson is replace nylon clevises with metal ones, especially on elevators, which see extremely high air loads.

This past week I was flying a new ARF trainer. I had replaced the kit’s plastic clevises with metal ones. On its first flight, the airplane started requiring more and more nose-up trim, the reverse of how a gas airplane acts as it burns fuel. An alarm went off in my head, triggered by memories of last summer’s incident. I immediately chopped throttle and landed after less than two minutes of flight time.

On final approach, the airplane started pitching over more and more, despite my holding full back stick and back trim. Although I thought for a moment the airplane was going to dive straight in, I was able to bring the nose up sufficiently to make a hard landing with minimal damage—a sheared off landing gear plate. I was lucky the aircraft wasn’t totaled.

The cause of this incident was the DuBro metal clevis had stripped the threads off the kit’s threaded rod linkage, a variation of last summer’s problem. I recalled that I had forced the DuBro clevis on, but as I had done this in the past with no problems noted, I didn’t think anything of it.

It turns out that most ARF trainers these days have 2-millimeter threaded rod linkages and matching plastic clevises. If you replace the plastic clevises with DuBro or Sullivan metal clevises, you’ll have a mismatch between the metal clevises’ 2-56 threads and the kit’s 2-millimeter threaded rods. By the way, metal 2-millimeter clevises aren’t a common hobby shop item. Common ones are either 2-56 or 4-40.

The remedies are easy. You can solder on a 2-56 (or 4-40) threaded rod, using silver solder and solder couplers (not electrical solder!). If you don’t like to solder, you can replace the 2-millimeter linkage stock completely. Simply replacing the original plastic clevis with a metal one isn’t a good solution.

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