



Somerset RC

A Chartered Club of the Academy of Model Aeronautics
est. 1972, AMA 1002

A "Member Helping Member" Club for ALL AGES!

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CLUB NEWSLETTER www.somersetrc.org Nov—Dec 2022



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Do you have something for the next issue? Send it along to the editor's email above!





From the President

Dear Friends,

As we come to the end of this year, we might look back with gratitude on what we were able to accomplish. We recognized our 50th Year with a special Opening Day with many of you in attendance along with District II VP Eric Williams. During the season, we were able to hold all of our scheduled events, which might be a first for our club in recent memory. We also swelled our membership past 100 members. We have established a program to train our new members with newly acquired training planes and instructors from our ranks. Thank you to all of the members of our executive board, **Tony Rossi, Dave Szabo, John Samtak, Jim Barnes, Jim Vigani, and Dave Rollino** for your commitment in sustaining our club.

I am very grateful for the past season. I am also mindful of your vote of confidence in your extending my presidency for another year. Thank you.

Looking ahead, we have our **Freeze Fly** at North Branch on January 1st, then warm up a few days later on January 6 when we'll meet in the warm glow of Spain Inn in Piscataway for our **Holiday Party** for some great food, giveaways, and fellowship (details inside).

Then on to your workshops as you create airplanes for the next season. We will have our annual club **Expo** in April and vote on multiple categories of planes for prizes. Then onto our **Opening Day** in May.

Next season, we will also be welcoming members from 4-H's **Broken Props'** young flyers to fly with us at



North Branch for training and most importantly, encouragement from our members. We will help the next generation of flyers. We should pause perhaps and take a moment to reflect on those who helped us when we began our own journey in this hobby. You might just feel a little better inside next season when you offer a simple smile and word of encouragement to those who will be beginning their own journeys.

Inside this annual **Holiday Edition** of our club newsletter we have much to entertain, inform, and delight. Our **Member Profile** is of a modeler who was present at the creation of our club 50 years ago—**Les Hoffman** who has been active in the hobby for 66 years. He shares with us here his remarkable story. Thank you, Les. Member at Large **Jim Barnes** offers a poetically bucolic reflection of the past year, and vice president **Tony Rossi** gives an optimistic year-end AMA report. Thank you Jim and Tony for your contributions.

I offer the first part of a **build article** of the Blue Angel pattern plane from 1973. My article chronicles my experience so far in building what is known as a short kit.

In closing, on behalf of the executive board I wish to you and yours a Merry Christmas and Happy Hanukkah, peace and safety. Thank you for your membership and for your contributions to the life of our club.

Domecq Smith
President, Somerset RC





Happy Holidays to you and
your loved ones!

From the Somerset RC Executive Board

Domecq Smith

Tony Rossi

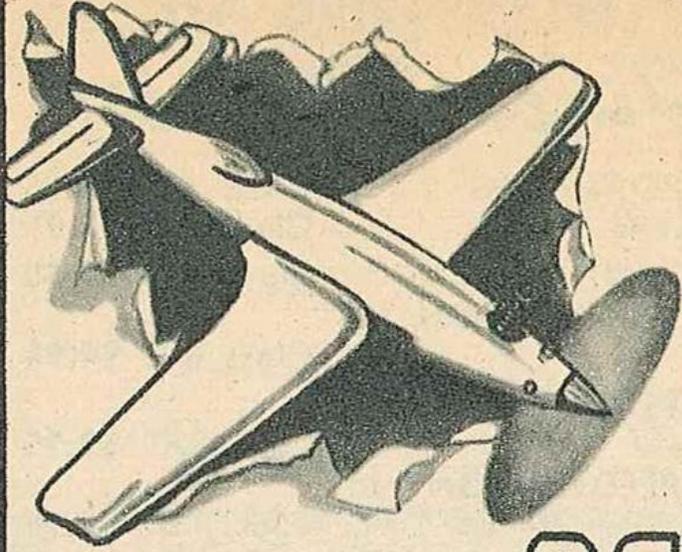
Dave Szabo

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Dave Rollino

Jim Barnes

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for you!*

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Somerset RC salutes its presidents since its charter in 1972 as a club of the Academy of Model Aeronautics

Joe Bonaduce	1972—1974
Michael Fassano	1974—1975
Don Hartman	1975—1976
Bob Bara	1976—1979
Pete Vano	1979—1980
Ken Effinger	1980—1981
Pete Vano	1981—1983
Alex Long	1983—1984
Ralph Clemens	1984—1985
Tom Schaefer	1985—1988
Scott Kean	1988—1998
Tom Murray	1998—2001
Len Cacciatore	2001—2006
Tony Rossi	2007—2010
Dave Rollino	2011—2014
Tony Rossi	2014—2018
Domecq Smith	2018

Construction Article

Blue Angel, Eureka Short-Kit, Part 1

by Domecq Smith



In this article, no new ground will be broken in adding to the other construction articles that can be found for this plane. Rather, I will simply share my experience so far in building the short-kit version of this plane (in this version, balsa/plywood fuselage with sheeted foam stab and wing) while highlighting my first foray in

building a short-kit.

Pattern planes not being unfamiliar to me, I enjoy flying the likes of the Kaos and Sig King Kobra, and like many, I am attracted to the lines of classic pattern designs. The Blue Angel, designed by Japanese pattern pilot Tsugutaka Yoshiok` with slight modifications by Masahiro Kato who flew it to victory in the 1973 world pattern championship in Italy stands for



M. Kato with his Blue Angel

many as one of the most aesthetically beautiful designs from that era. And like many who see it for the first time, it left an immediate impression upon me. And I had to build and fly one.

Building is not new to me, having built my whole life, but the build of a short-kit is new. A short-kit is a kit minus what you normally expect to find in a regular kit. Here, there is no hardware, many times no cowl or canopy to be found, sometimes



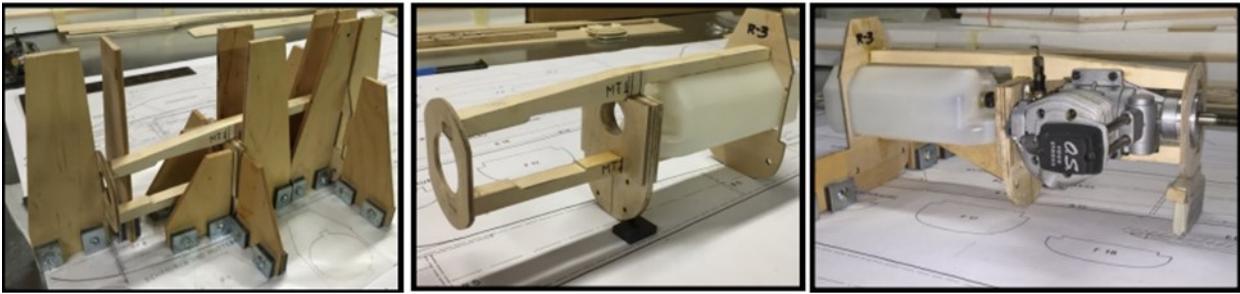
**Eureka Aircraft Company
Blue Angel**

no plans, and even no instructions that indicate a building sequence. In short, the typical short-kit can be thought of as a box of wood and a prayer—you're on your own, kid, as they say. It is an understatement to say that the short-kit presumes some prior building experience. My short-kit did come with a canopy, but short of laser-cut balsa and plywood along with raw foam wing and stab cores, that was all to be found in the box. As for plans, I had to have those printed using an electronic file provided by short-kit manufacturer Eureka Aircraft Company. And enlarging them 100% did not provide the correct dimensions either, my having to resort to providing fuselage sides to the printer to determine the correct scale. Patrick at Alpha Graphics on

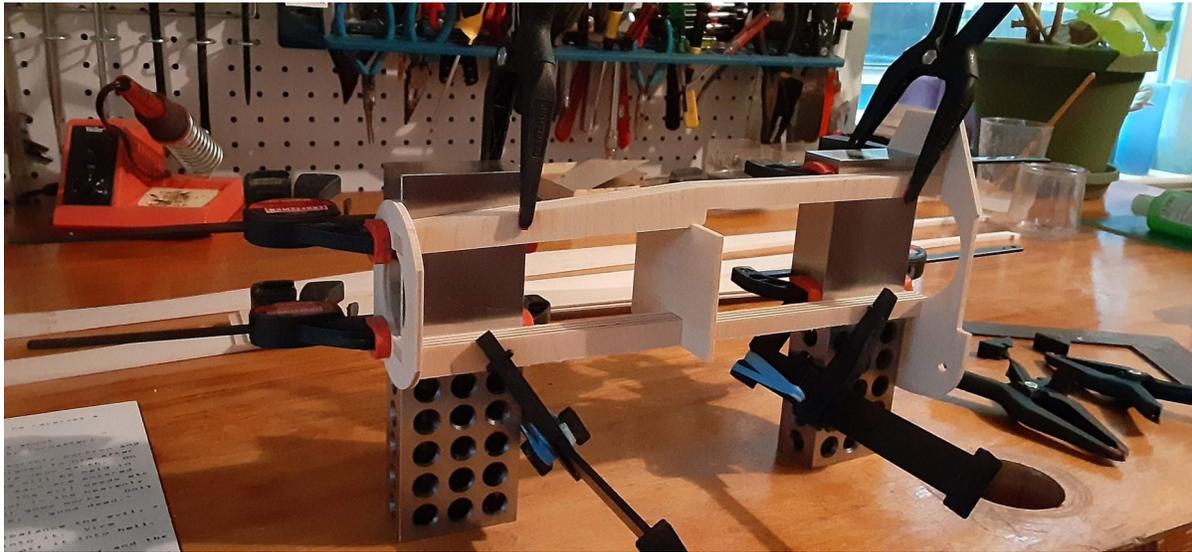
Route 22 was very helpful in this regard. Once the right size of the plans were obtained, the build started.

The first step in building the fuselage is the construction of “the cage,” so-called by those who have published build articles of this plane. Warnings are encountered regarding the building of “the cage.” Even before a bottle of glue is squeezed, there is some slight apprehension. “The cage must be perfectly straight or else” and the like are found. That’s to be expected in any model, but what’s more, it has to be built “in space” as described on the websites, that is owing to its shape, one cannot pin it to the board, rather it has to be constructed and glued virtually in mid-air with the assistance of supports, clamps, and the like. This is where a magnetic building board might come in handy, yet I was able to accomplish the building of “the cage,” an unassuming sculpture of five pieces of unassuming wood with the help of four 1-2-3 blocks (for those not acquainted with 1-2-3 blocks, they are milled out of solid metal with the dimensions of 1”x2”x3” and offer multitude uses in your unassuming shop; look them up online and you will see). Armed with 1-2-3 blocks, the cage was assembled in dry dock without glue for fit, then glued. Having made it past the cage with its online warnings now in my rearview mirror, I began to wonder if this was a model or some other manifestation. A movie?

But this was only the prelude.



An example of using a magnetic building board in the construction of “The Cage” by Duane Wilson with tank and engine

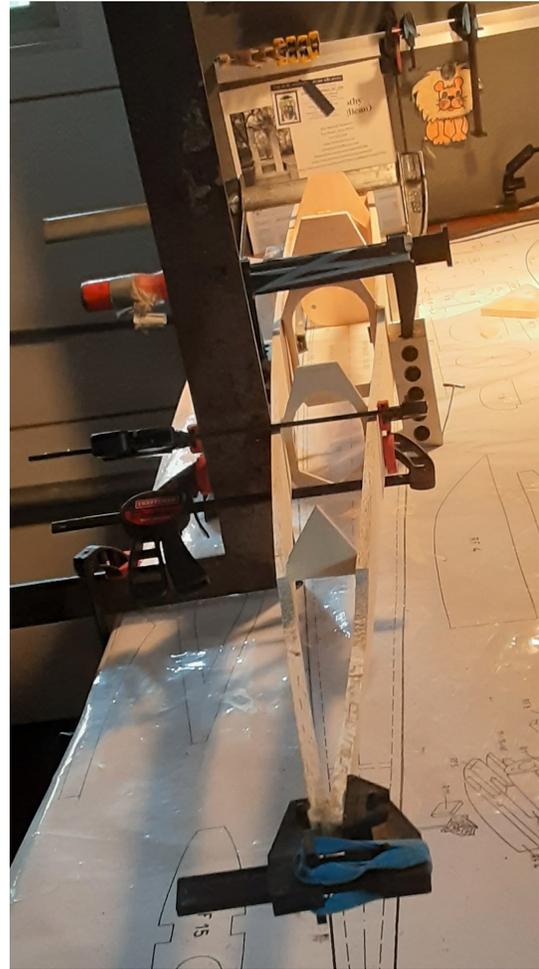


An example of using four 1-2-3 blocks in constructing “The Cage” by the author

After construction of the cage, it is advantageous at this point to fit engine and tank properly inside the cage before the next step of enclosing the cage within the two fuselage sides along with formers. This step, too, has to be done in space over the plans to provide for a properly aligned fuselage, and again, this is where a magnetic building board would come in handy as the following picture will show, but 1-2-3 blocks along with other right angles also can do the job.



Use of a magnetic building board in building the fuselage in space by Bernie Olson



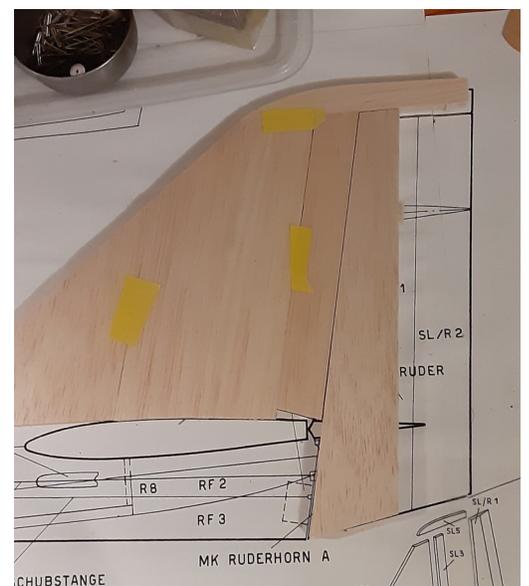
Use of 1-2-3 blocks and other right angles to build in space by the author

Next, was determining how the jumble of unmarked wood now extracted from multitudinous flat sheets was to go together. This is the part of the movie where the hero goes through excruciating mental trials, puzzles that confound, twisted logic, infallible conundrums. Yes. This is all here in an airplane kit. No, a short-kit. With the use of plans (in German), considerable time was spent on matching un-marked stock balsa to parts of the fuselage and rest of

the model (shouldn't I have done this in the beginning?). And this is not a normal fuselage. A Rubik's cube is a more apt description. Except that a Rubik's cube is easier. I gained strength in knowing that others before me have undergone this. Encouraged by this knowledge, slowly, enlightenment began to dawn, inch by inch, like the progress of a glacier. The front 12 inches of the fuselage alone is composed of some 29 separate pieces of wood that fit puzzle-like together confounding the weak. But pieces eventually made their way one by one to the right place, and a fuselage began to take shape. Progress at last...just before the glacier calved into an iceberg. Which I hit. For now was the issue of a missing piece of the rudder. Question: was one expected to make a rudder by cobbling excess stock not to be used? Going through what would be left once raw stock was cut and utilized, a rudder could be made, but I was not convinced. A picture and email to Bruce at Eureka eventually generated a reply that indeed a piece had been left out of my kit! I was assured it would ship, and it did eventually arrive.

To be continued...

—Domecq Smith



**You are invited to the most anticipated RC
event of the New Year!**

It's the Somerset RC Holiday Party!

at

Spain Inn in Piscataway

Friday, January 6 at 7PM

**A delicious menu, cash bar, premium ARF
raffle drawings with other surprises, and Tony's
video on the silver screen looking back on 2022
await you.**

Only \$50.00 per person!

**Reservations can be made by sending payment
to our club PayPal account at
somersetradiocontrol@gmail.com or mailing a
check to Dave Szabo 12 Shoshoni Way,
Branchburg, NJ 08876. You can also include
your 2023 dues of still only \$30.00.**

2022—A Year in Reflection from Member at Large Jim Barnes



One needs to just take a short walk outside in the morning to realize the best days at the flying field for 2022 are behind us, let us accept this fact if we must. The smell of fresh cut spring grass, the songs of the Red Wing Black Birds, the mighty flights of the Bald Eagle are etched into the past like the wisp of smoke from our nitro motors. All the chatter from the pilots and the sounds from their marvelous flying machines are stuck into our memories like all the tiny tools in or flight boxes.

The role of Member at Large is a privilege for me and I believe this is a very important role for any club. My first priority was to make the information and the process to become a club member and obtain the proper credentials readily available at the field and our website. As many know I am at the field quite regularly and I enjoy talking to anyone—Bingo! The role fit like that favorite pair of blue jeans.

In 2023 the club will be offering weekday morning flight training on our newly acquired electric powered trainer. Thanks to Jim Smith for the donation. I believe this will be a great addition for our prospective members and add more flight training opportunities. Remember, it is all of our responsibility as club members to see the club through the next 50 years!

I would like to thank all the club officers for all of their hard work, and most important a big thanks to all the club members that allow us to have all this fun. Happy Holidays to all and before you know it the robins will be pulling up worms in or back yards again.

—Jim Barnes, Member at Large

For Christmas



14⁹⁵

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Bore - - .562
R.P.M. - 8500
H.P. - - 1/10



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28 Parts—Cabinet Incl.—Instruction Book

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Order Now! Avoid Xmas Rush! Aerial Kit for above \$1.25 postpaid

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WRITE TODAY

This Christmas, pause and remember the untold millions of Cox airplanes that made their one and only flight on Christmas Day, and those that made many more, too!

The most exciting model plane ever built!

23 3/4" Wingspan
15" Fuselage

There's excitement in every inch —the inverted gull wing with extended wing flaps, 4" plastic bomb that releases, clear canopy that moves, machine gun that swivels, free spinning props on the landing gear that simulate propeller driven generators! A visual fuel gauge permits regulating length of flights, and a muffler assembly (optional) permits flying this most dramatic of models anywhere!

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Movable Canopy and Guns

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DIVE BOMBER

LIST **10⁰⁰** | Cat. No. 6400

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LIST 10⁰⁰ | Cat. No. 5500

PT-19

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Unsurpassed realism and performance! This famous T-D trainer provides progressive control from first flight through primary stunt. On rough impact, parts separate—to be re-assembled in seconds! Fully formed fuselage, student and instructor figures, dependable .049 engine.

LIST 10⁰⁰ | Cat. No. 5700



22" Wingspan

The Collection of
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Super Cub 150

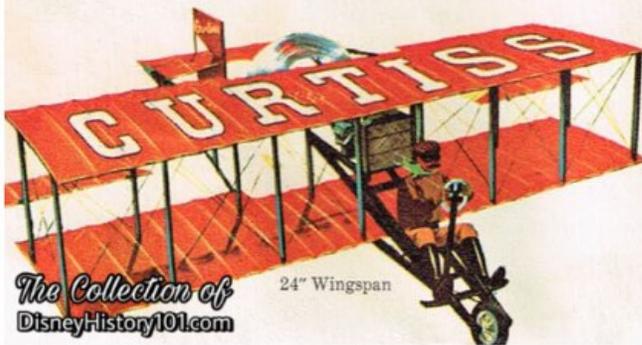
ADVANCED FLYING
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Newest version of one of the world's largest selling, best performing model planes. The Super Cub 150 has new plastic reinforcement, new engine mounting, new color scheme with simulated wing flaps, but same low, low price. Recommended for beginner OR expert. .049 engine.

LIST 8⁰⁰ | Cat. No. 5200



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24" Wingspan

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1911 VINTAGE

The toughness of this early day "flying machine" amazes the experts, just as its realistic old-time performance fascinates everyone who flies it. A ready-for-assembly all-plastic showcase model, molded in authentic colors, with pilot, powered with Thimble-Drome's easy-starting Babe Bee .049 engine.

LIST 10⁰⁰ | Cat. No. 5800

Modern Jet Beauty
powered with Fabulous
Pee Wee .020 Engine

Super Sabre

F-100

Sleek scale model of the first plane to break the sound barrier. Official Air Force markings. Top flying thrills at very low cost. Wingspan 10 $\frac{3}{4}$ ".

7⁰⁰ | Cat. No. 5400



"Li'l Stinker"

World's Smallest Engine Powered Biplane!
Actually fly it in your own backyard!

Powered with Pee Wee .020 engine for thrilling sport. Wingspan only 10"—but a rough tough flier. Designed from a famous stunt plane.

9⁰⁰ | Cat. No. 5300

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with
COX
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Now you can wear beautifully sculptured, heavy metal Junior Pilot's wings—exactly similar in design and quality to senior airline and service pilot's wings. And you'll receive a beautiful diploma for framing and handsome wallet card with your membership registration number in the Junior Pilots of the World. Ask your Dealer today for a Cox Thimble-Drome Flight Check-Out Certificate and full details.



32" Wingspan

Comanche

with performance that matches its beauty!

The FIRST plastic plane to be powered by a .15 Class engine. Not for young beginners, but the most exciting gift for an adult or experienced model flyer! Complete big plane detail, accessories, landing gear, insignia!

LIST 25⁰⁰ | Cat. No. 5600

4 member Flying Family passenger kit included

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2022: What the AMA Has Done For You

by Tony Rossi, AMA District II AVP



This year has been a very good year for the AMA and the hobby. The AMA has finally been able to convince the FAA that we really do know what we are talking about in the area of safety and rules to protect the flyers and spectators. Also, the FAA took our advice on how to manage the requirement for a “Remote ID” in unmanned aircraft.

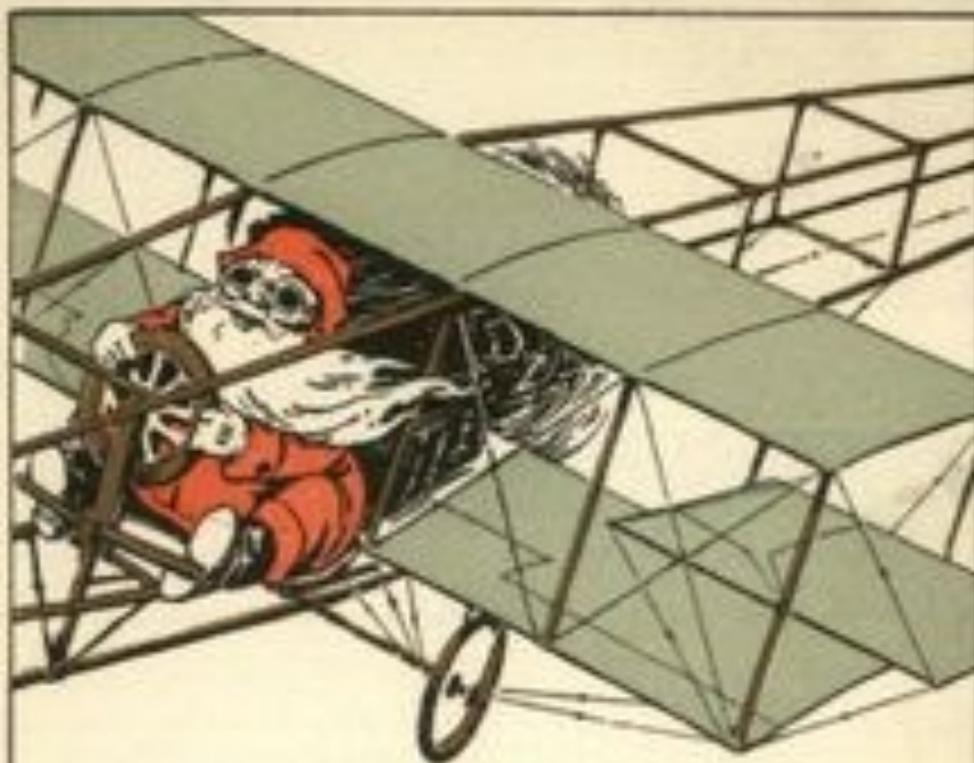
The AMA has received their official rating from the FAA as an official CBO (Community-Based Organization). Recognition is important for many reasons. This validates and gives credibility to our safety program among stakeholders and regulators. CBOs gives the AMA a more formal seat at the table when the FAA considers recreational regulations. This led to the FAA-Recognized Identification Area (FRIA) status and higher altitudes for our club’s flying sites.

For more information visit the AMA site <https://amablog.modelaircraft.org/amagov/2022/11/16/ama-recognized-as-an-official-cbo/> to keep informed on the latest developments.

Thanks for a great and safe year.

Tony Rossi

AMA District II Associate Vice President

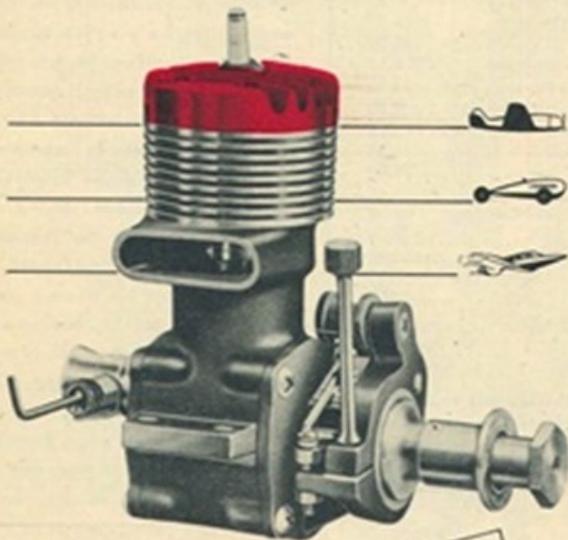


When Santa has to travel far,
An Aeroplane's a useful thing
I hope he'll find out where you are,
And something*extra special bring.

Merry Christmas



Take a tip from me—
these gifts get the
Checkered Flag!

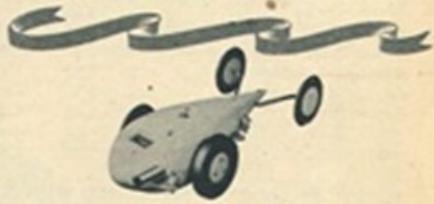


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The McCoy RED HEAD engine is a triple threat record-maker... in the air... on land... on water. The RED HEAD has a reputation for official wins... facts and figures prove it to be the World's Fastest Engine. **\$35**



Invader Prototype racing car... \$42.50



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August 1946. The racing RED HEAD sets new official AMA world's record in All-Westerns Open, Los Angeles (123.88 mph).
September 1946. The McCoy RED HEAD "60" and "45" get first place in both Class C and B at the Wichita Nationals.

Somerset RC Salutes its New Members for 2022

Raihan Ahmed
Jeff Bean
Gary Cejnowski
James Draper
Carlos Fernandez
Andrew Gold
Armand Graziani
Eric Greenmeier
Vrishank Gubbi
David Hamilton
Randy Jackson
John Lichtig
Joseph Luzi
Duncan MacQueen
Bill McDaniel
Michael Mendoze
Pete Mihok
Aarav Poleboyina
Michael Zhang

MYSTERY PLANE CHALLENGE

Here's something different: Identify all the four makes of glow fuel. For expert old-schoolers, identify the nitro content of each! Have fun and good luck. Send answers to domecsmith@msn.com



1



2



3



4



From the last newsletter

In the foreground is our very own Dave Szabo, treasurer for Somerset RC as he readies a 1/2-A U-control job (possibly a Carl Goldberg Swordsman, but Dave cannot confirm the name of the plane). Dave has never ceased his love affair for profile airplanes.

Member Profile

Les Hoffman



Les Hoffman offers a unique Member Profile feature for our newsletter, not only for his accomplishments in the hobby spanning some 66 years, but that he was also a charter member at our club's founding in 1972. Additionally, he has published in the model aviation press, is a former full-scale pilot, aircraft mechanic, and hobby shop owner. Les was good to share his life so far in aviation with us, and what follows is his story in words and pictures.

Domecq Smith: *What brought you into the hobby?*

Les Hoffman: I always had an interest in planes. At around three years old, my mom had bought me a small plane that you would just fly in circles around you by just by spinning around. I flew this model all the time. You could not break it! Of course it was small, but it looked like a piper cub. This was the start of a lifelong love of models.

In the fourth grade, our school showed a movie in the school's basement. It was an Air Force movie showing their model plane club. The last plane shown was a scratch-built Rudder Bug. That was it! I knew some day I wanted to build and fly an R/C plane.

At this time, I had just started building Comet rubber band planes! I had fun building. It was lots of work carefully cutting out the printed parts using one of my stepfather's used single-edge razor blades. Many cuts in fingers to follow. The first two attempts

got as far as the fuselage, and not covered in tissue yet (another challenge).

I was able to buy my hobby items from my three local lawn mowing jobs. While in the fifth grade, my aunt and uncle had bought me a Wen Mac Corsair. Wow! A gas fuel powered plane! I was in heaven!!

My mother had bought me a Jim Walker U-control Firecat from the local upstairs hobby shop in Clinton, NJ (Bakers Department Store). My mom took me to two different hobby shops: one in Clinton, and one in Somerville—Bob's Hobby Shop. It was a really big deal for me to hang out at Bob's Hobby Shop looking at the planes hanging from the ceiling.

DS: *Please relate some notable experiences for you in the hobby.*

LH: In 1967, I started helping new flyers. I spent many hours each week at the local field at Solberg Airport, east side of the airport. One fellow I was teaching was Richard Hompesh from Clinton. Rich and I thought it would be a big help to find a closer field, one equal distance between Clinton and Lebanon. Rich said how about we rent a plane here at Solberg and you can take me flying up towards are home area, and maybe we can find a great new place to fly that will not be so crowded. I flew up towards Clinton and circled back towards Lebanon, and we spotted a super-nice field to fly from with



Les' review of Top Flight's Contender for Flying Models Magazine. Les is pictured above holding the model.

permission from the owner. And, the Round Valley RC Club was born!

The following years after starting RVRC with Richy, I eventually, became a part-time contributing editor for Flying Models magazine doing product reviews on new kits which paid well for a hobby you enjoy! In 1978-79, I met and taught Pete Marsicano. He had an idea to open our own hobby shop, and Central Jersey R/C was born in Edison. Later, we moved to a bigger shop in Edison, then a year later moved to Bound Brook, where we had two locations, the last being the best.

DS: *Name a few models you enjoyed flying in your early career.*

LH: I have had many planes that I built, and I enjoyed each one. I'm a big believer in Hal deBolt's kits such as his Rebel, P-Shooter, Cobra, and Jenny. There was J&J's Eyeball with an Enya .60 III that won 1st place at Johnsville, PA in August '71 among other 1st place wins. There was also Dumas' Triton, Top Flite's Rascal, and Mustang. In the early days, I enjoyed the Ambroid Charger, Midwest's L-19, Esquire, and Lil' Esquire. And of course, deBolt's Super Cub, and, Rebel. Truth of the matter is, I enjoy flying all my planes. Each has their own personality!!



Les' review of Midwest's Aero-Star

DS: Describe what the club was like in 1972 when it was first founded. What planes did one see at the field, and what radio systems operated the planes? How many pilots might be seen on a Saturday?

LH: What was it like? Well, the best I can remember whenever I remember about Saturdays is that we almost always had at least a turnout of 8-10 pilots on average. For example, Bucky Weedwall, his son Davey, the Lakowski brothers—

Mike and Joe, Al Spampani, George Halley, Pete Vano, Ralph Clemens (the Aeromaster King), Bobby and Jimmy Hann, Paul Popendraus, and myself. Others that would show up on the weekend were Paul's dad Bob, Don Hartman, and Richy Dickinson. Richy loved flying his Sig Skybolt. To date, he is only one of two flyers to make a low pass over the runway while dragging his tail.

Popular planes at the field in those days were the Midwest Ugly Stik, Lou Andrews' Aeromaster and H-Ray, Sig's Kougar, Kadet and Sky Bolt, and Carl Goldberg's Jr. Falcon and Falcon 56. There were a variety of pattern planes, too—J&J Trouble Maker, Dirty Birdies, Kwik Flys, as well as a number of vintage old-

timers: the Buzzard Bombshell was a popular old-timer, as was the Powerhouse. Pete Vano, Don Hartmann, and Mike Granery were



Party for Les at North Branch in 1991 after graduating from Teterboro. Left to right Sandy Spawn, Les Hoffman, Charlie Miller.



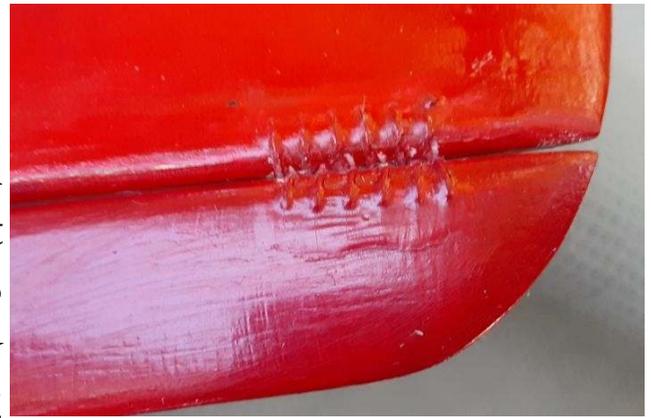
regular old timer flyers.

Popular radios seen in those days were by Kraft, MRC, World Engines, Expert, and a few Pro-lines as best I can recall.

DS: *What is your opinion regarding the direction that our hobby has gone in the last 30 years or so.*

LH: This is a difficult one for an old geezer to answer without writing a book!!! Personally, I do not like what has happened to my beloved hobby. The roots of RC have been lost! We no longer have model builders and flyers. Many lack the knowledge of aerodynamics. You can now buy ready-to-fly planes of almost any type of model.

To me, half the fun of this hobby is building your own planes! And learning! A sense of pride—to bring out your new plane after a few months or even weeks of building. Installing your radio and engine, at times can be a challenge. But to me, that's what makes you a modeler. In the old years, you cared about your planes, and cared about



Silk and dope covered Hal deBolt Rebel with original O.S. Max .15 RC. Traditionally sewed elevator hinge.



Les with his Dumas Triton.

keeping them in top condition. I know electricians have their place, especially for old geezers that can no longer bend down and start anymore as I have done for 66 years. I can't anymore!

My concern is that new people are getting into the hobby and buying ready-to-fly-toys, having no idea about trimming, proper balance, or any knowledge about aerodynamics. And worse yet, there is no interest in learning in some cases. Summing it up, I think what has happened is very sad. Our roots in this great hobby have been infected. Now, it's all about buy and fly and crash and buy another in many cases, as I have seen and heard about today.



John Hromoho (left) and Les (right) with Les' 88" Circus Bird Dog.

DS: *What advice would you give anyone entering the hobby.*

LH: In my opinion, get involved with an active RC club and don't be afraid to ask questions! My advice is to just introduce yourself and your intentions of learning how to fly and asking what to buy! Watch the club members fly. Talk to several flyers since we all have different opinions at times.

DS: *Who or what has influenced you most in model aviation?*

LH: Those who influenced me most were the flyers at the RC field starting in 1959 who spent time teaching and explaining to me radio installation, trimming the model, and do's and don'ts. There was much to learn, and I was anxious to listen to these older experienced builders and flyers.

Here are some names of flyers that gave me tremendous help in setting up my models and teaching me: Vince Toman, John Kreley, and Frank Dunneback. They were active flyers and showed up almost every weekend if the weather was good.

Moving on to latter years, the one flyer that had impressed me the most with his amazing flying ability with his precision maneuvers was "Jersey Jim Martin." To this day, he is the most fantastic pattern flyer I have ever seen. Also legendary were Jimmy's half-time demos at contests!! He did this with a regular non-computer type radio. Just a five-channel radio! No



Business cards from Les' hobby shops.



At aviation mechanics school holding wing panel projects, Les top right.

fancy buttons and switches! Jimmy designed the Banshee, a fast flying, very responsive aerobatic model.



Les holding the Midwest Aero-Star for the Flying Models review.

DS: *Thank you for your time, Les. It's been great learning about you.*

LH: You're welcome, Dom.

Bibliography of Les Hoffman reviews

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'Twas the night before Christmas, when all through the house
not a creature was stirring, not even a mouse.

The stockings were hung by the chimney with care,
in hopes that St. Nicholas soon would be there.

The children were nestled all snug in their beds,
while visions of sugar plums danced in their heads.

And Mama in her 'kerchief, and I in my cap,
had just settled our brains for a long winter's nap.

When out on the roof there arose such a clatter,
I sprang from my bed to see what was the matter.

Away to the window I flew like a flash,
tore open the shutter, and threw up the sash.
The moon on the breast of the new-fallen snow
gave the lustre of midday to objects below,
when, what to my wondering eyes should appear,
but a miniature sleigh and eight tiny reindeer.

With a little old driver, so lively and quick,
I knew in a moment it must be St. Nick.

More rapid than eagles, his coursers they came,
and he whistled and shouted and called them by name:

“Now Dasher! Now Dancer!

Now, Prancer and Vixen!

On, Comet! On, Cupid!

On, Donner and Blitzen!

To the top of the porch!

To the top of the wall!

Now dash away! Dash away!

Dash away all!”

As dry leaves that before the wild hurricane fly,
when they meet with an obstacle, mount to the sky

so up to the house-top the coursers they flew,
with the sleigh full of toys, and St. Nicholas too.
And then, in a twinkling, I heard on the roof
the prancing and pawing of each little hoof.
As I drew in my head and was turning around,
down the chimney St. Nicholas came with a bound.
He was dressed all in fur, from his head to his foot,
and his clothes were all tarnished with ashes and soot.
A bundle of toys he had flung on his back,
and he looked like a peddler just opening his pack.
His eyes—how they twinkled! His dimples, how merry!
His cheeks were like roses, his nose like a cherry!
His droll little mouth was drawn up like a bow,
and the beard on his chin was as white as the snow.
The stump of a pipe he held tight in his teeth,
and the smoke it encircled his head like a wreath.
He had a broad face and a little round belly,
that shook when he laughed, like a bowl full of jelly.
He was chubby and plump, a right jolly old elf,
and I laughed when I saw him, in spite of myself.
A wink of his eye and a twist of his head
soon gave me to know I had nothing to dread.
He spoke not a word, but went straight to his work,
and filled all the stockings, then turned with a jerk.
And laying his finger aside of his nose,
and giving a nod, up the chimney he rose.
He sprang to his sleigh, to his team gave a whistle,
And away they all flew like the down of a thistle.
But I heard him exclaim, ‘ere he drove out of sight,
“Happy Christmas to all, and to all a good night!”



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