
Autobiography of RICHARD W. SARPOLUS

Modeler since the late 1940s

Birth Date: August 4, 1937

AMA Number: 13612

Written & Submitted by RS (12/99)

Transcribed & Edited by SS (8/02)

Career:

- Attended his first AMA Nationals in 1953
- In the early 1950s belonged to the Union Model Airplane Club and the Linden Model Airplane Club and helped organize the Cranford Flying Fools Control Line Club
- Began selling his Control Line plans in the early 1950s
- By the mid to late 1960s was involved competitively with Radio Controlled (RC) pattern, pylon racing, scale, soaring, RC Old-Timer and RC boats
- Helped organize the East Coast Soaring Society, which developed into the National Soaring Society
- Helped organize the Monmouth MAC (an RC club), the Township of Ocean Prop Spinners Control Line Club and an RC boat racing club; served as an officer in all these clubs
- Served as an AMA contest director and directed numerous contests
- Had around 200 trophies by the end of the 1970s and stopped competing then
- Became newsletter editor for many of the clubs he belonged to – sometimes simultaneously
- In the late 1960s and early 1970s began writing design and construction articles for model magazines
- Had more than a dozen RC designs commercially kitted
- Published approximately 500 articles on various topics; his photos were included numerous times
- Wrote and had published two books on modeling during the 1980s
- Wrote a how-to video about RC flying
- Worked in the aerospace industry for more than 40 years

Honors:

- 1985 – AMA Hall of Fame

I started in modeling in the late 1940s, with the first model project I remember as a Strombecker solid wood scale Piper Cub on floats, painted with an old toothbrush. I remember flying the classic Jim Walker gliders, building most of the Frank Zaic Thermic series of hand-launched gliders, towline gliders, small Free Flight models, both rubber and ½-A-powered, then on to Control Line flying.

My first Control Line project was a Scientific Baby Ace, powered by a Baby Spitfire .049. That engine didn't provide enough power to get the plane off the ground, but an OK Cub .099 did get it into the air – and right back into the ground, on the other side of the circle after an unintentional wingover. My first large engine was a GHQ on ignition, which I did get running in the workshop but fortunately never tried to put it in an aircraft. Through the 1950s I had small engines such as the Baby Spitfire, Spitzzy, Wasp, ThimbleDrome, the line of OK Cubs and went to larger engines by Ohlsson & Rice, Forster, McCoy, OK, Fox, K&B and others.

I built kits by Sterling, Berkeley and other manufacturers of the time in addition to building from magazine plans and finally designing and building my own aircraft. I remember fondly the

Sterling Ringmaster, Mustang and Yak. I also remember the Flying Clown, Super Clown and Zilches in various sizes. One of the best Control Line ships I had to learn the stunt pattern with was the Easy, a magazine profile design by Frank Ehling. One of my first modeling "heroes" was a local Control Line modeler by the name of Tom Collins, who flew a large Zilch powered by an OK .60 on ignition with a U-Reely. He could do everything with that combination. I attended the 1953 AMA Nationals (Nats) in Willow Grove, Pennsylvania, to compete in Control Line stunt and combat, and was amazed by the sight of Jim Walker flying three Fireball Control Line aircraft at one time! I also remember seeing Walker's trailer, pulled by his Buick convertible and his large Radio Controlled (RC) aircraft. Very impressive.

Attending a Control Line contest in the early 1950s around, I believe, Elizabeth, New Jersey, I found that I had to join something called the AMA to compete. I joined, got the number 13612 and have been an AMA member almost continuously ever since. At the time, I belonged to the Union Model Airplane Club, the Linden Model Airplane Club and helped to organize the Cranford Flying Fools Control Line Club. I was selling plans of some of my Control Line aircraft designs in the early 1950s, making the plan copies by tracing each one in pencil by hand. I didn't know about blueprint machines in those days.

Some of my other modeling heroes in the 1950s were hot pilots Red Reinhart and Larry Scarenzi, in my local Club. Nationally, I admired Harold deBolt and George Aldrich. I built and flew Harold's StuntWagon and All American series of designs and, of course, George's Nobler. It was a thrill years later to meet Harold and George and get to know them a bit.

I also got into RC in the early 1950s with some Berkeley radio equipment, which never worked, some hardware from the radio shops in New York City and, finally, a reliable tube system by Control Master. The heavy transmitter sat on the ground with a 9-foot antenna, and had the control switch on the end of a cable. The receiver, with one tube, was suspended by rubber bands in the aircraft and the hot modification was to use a Sigma relay. The heavy high voltage batteries were quite an expense. An E.D. escapement powered the rudder, and my aircraft was a Trixter Beam, powered by a K&B green head .15 Torpedo engine. Flying was done primarily at Hadley Airport in New Jersey and success was very limited. I made out much better using the radio gear in an airboat, which I ran in a number of local park lakes.

After a few years off from the hobby for college and marriage, I got back into RC and Control Line in the early 1960s. At that time, the radio gear was still pretty primitive. I started again with single channel escapement stuff, and then got a reed system by F&M with a tube transmitter and relay reed receiver – neither reliable nor practical. Real success came with a totally reliable Min-X single channel galloping ghost system and a Rand actuator in smaller aircraft and a Min-X 10-channel reed system with Bonner Transmite servos for larger aircraft. Reed controls left a lot to be desired, and it was obvious that proportional radio systems would be the way to go. Locally, Don Brown's Quadruplex systems were hot, but way beyond my budget. The early digital proportional systems by Bonner, F&M and Kraft looked good, but were very expensive and not really reliable.

What did it for me was the RC Modeler magazine series of construction articles for the Digitrio radio; a full digital proportional radio system that could be built from scratch or kits. I made my own pc board for the transmitter, scrounged the electronic parts, built a stick assembly from scratch, even bent up the aluminum transmitter case. Receiver and servos were built from kits. I still remember the thrill of my first flight with this digital proportional radio – I could actually hold in a bit of aileron, add some rudder and change the throttle position – all at the same time! It was great! This was the way to fly a model aircraft. The Digitrio equipment turned out to be fairly reliable, once in a while blowing a transistor or suffering a servo failure, but it seemed great at the time.

Next for me was the Heathkit RC system, again an affordable way to get a digital proportional system. You could buy the system and pay for it over time; I had mine built and flying before I had it paid for. By now, commercial systems were getting reliable and affordable; once I had my first Kraft Gold Medal system, I never built any other radio equipment. And radio kits faded from the scene.

Now competition of all types was the fun part of the hobby for me; by the mid to late 1960s I was flying in RC pattern, pylon racing, scale, soaring, RC Old-Timer and racing RC boats. I used the usual products; flew with Enya .60s in a Taurus or Kwik-Fli with a Kraft radio system. I worked my way through the pattern classes, up to C/D Expert, flew in both Formula II and I pylon racing, did some competing in scale and quite a lot of RC soaring. I helped organize the East Coast Soaring Society, which developed into the National Soaring Society. Also helped in organizing the Monmouth MAC, an RC Club, and the Township of Ocean Prop Spinners Control Line Club and an RC boat racing club, serving as an officer in all clubs. As an AMA contest director, I directed several dozen contests and organized a number of static display/trade shows. By the end of the 1970s I had accumulated about 200 trophies and had enough of the competition scene. I was enjoying the designing, construction and flying portions of the hobby and found another source of fun – writing as the club newsletter editor. At one point I was doing the newsletters for our local Control Line club, RC club and RC boat club simultaneously. Over the years, I've been editing a club newsletter for most of the time.

In the late 1960s and early 1970s I began writing design and construction articles for the various model magazines and also doing the kit engineering and some kit production work for J&J Industries, an RC kit manufacturer. Since then, I've had more than a dozen RC aircraft designs commercially kitted by companies such as Midwest, World Engines, J&J, Ralvin, Champion Models, RC Sports, B&B Specialties, Lone Star, etc.

In the past 30 years I've had approximately 400 published articles in the various model aircraft magazines, including almost 100 aircraft design and construction articles, both RC and Control Line. More than a dozen of my designs have been published in overseas magazines. My projects have been on more than a dozen magazine covers. Most of my aircraft designs over the years have been sport/aerobatic types with straightforward, basic construction aimed primarily at the plans building "average modeler." Some have been unique, with Control Line projects including an aerobatic canard, a scale project with remote engine/extension shaft setup and several twin engined sport scale and aerobatic designs. Among the RC designs are a 10-foot

span canard sailplane, a ducted fan sport/aerobatic model, a ½-A ducted fan model, a forward swept wing canard, an electric powered aerobatic aircraft, a number of sailplanes and some of the first “quarter scale/gas engined” aircraft projects. I flew an RC pulse jet powered experimental aircraft in the early 1970s.

I do my own plans drafting and inking and my own black and white photography processing for these articles. I’ve inked and photographed a number of other designers’ projects for the model magazines. Thousands of my photographs of aircraft modeling subjects have been included in the 400 articles I’ve had published. During one 12-year period, I wrote a monthly column for Flying Models magazine, first on sport flying and later on large aircraft subjects. I authored two modeling books in the 1980s, the first on Ducted Fan aircraft, the first book to be done on that subject, for Kalmbach Publishing, and the second on Control Line flying, that book now published by Carstens Publications. In 1985 for Kalmbach Publishing I did what was among the first how to fly RC aircraft videos for the industry. For the past 10 years or so I’ve been primarily active with larger sized gas engined aircraft, either original designs or sort-of-scale design types, stressing good flying and easy construction techniques.

I’ve always enjoyed all segments of the model aircraft hobby and through concentrating on RC projects have always done at least some Control Line modeling and a bit of Free Flight modeling at the same time. I think I’m most proud of the writing I’ve done for the hobby and greatly enjoy the friendships I’ve had with other modelers, the contacts I’ve made and the people I’ve heard from over these many years of hobby activity. By the numbers, I’ve won 200 trophies, authored a total of 400 magazine articles, two books and a video and done 100 design/construction project articles. But it’s not all about numbers; it’s been about the fun of model aviation as a hobby.

My lifelong interest in model aircraft activities as a hobby I know has helped me in a 40-plus year career in the aerospace industry. I’ve been fortunate to have a great wife, three great children, three great in-law children and so far three grandchildren. I look forward to more good years of model aviation activity and enjoyment.

*(signed) Dick Sarpolus
December 1, 1999*

Publications

* - Cover Photo	MA – Model Aviation magazine
FM – Flying Models magazine	RRC – RC Report magazine
RCM – Radio Control Modeler magazine	MB – Model Builder magazine
AAM – American Aircraft Modeler magazine	RCMC – RC Model Cars magazine
CR – Custom Rodder magazine	TR – Touring Bikes magazine
SR – Street Rodder magazine	PC – Popular Cars magazine

P-38 Lightning, June 2002 FM – 104-inch span, twin Cheetah 42s, sporty scale RC

75 Years of Model Airplane Magazines, June 2002 FM – History of the magazines

All American, Feb 2002 MA – 82-inch span, S-T 3000, sport/aerobatic RC

Fifty Years of Writing for Flying Models, Oct 2001 FM – Some of my favorite designs

Blohm & Voss, p. 179, Oct 2001 FM – 29-inch span, .049 all sheet balsa profile sport Control Line

Skyraider, Oct 2001 MA – 29-inch span, .049 all sheet balsa profile sport Control Line

The Designs of Red Reinhardt, June 2001 MA – Red’s six Control Line designs from the 1950s

Strong, Light Tail Bracing, July 2001 FM – Tail bracing how-to

Pima Air & Space Museum, Nov 2000 FM – Tucson aircraft museum photo visit

Junkers J.9, Aug 2000 FM – 29-inch span, .049 all sheet balsa profile sport Control Line

Eindecker, July 2000 MA – 29-inch span, .049 all sheet balsa profile sport Control Line

Clamping and Gluing, May 2000 FM – small how-to article

P-51 Mustang, Jan 1999 FM – 29-inch span, .049 all sheet balsa profile sport Control Line

P-51 Mustang, Jan 1999 FM – 29” span, .049, all sheet balsa profile sport Control Line

Twin Cut, Dec 1998 MA – 104” span, two Quadra 42s, asymmetric twin aerobatic RC

McClellan Aviation Museum, Sept 1998 FM – Sacramento, California aircraft museum photo visit

RC Roamer, Aug 1998 FM – 62” spn, .25, re-do of Cal Smith’s 1952 design RC

High School RC Aircraft Contest, Apr 1998 FM – high school students build and fly RC

Making the Thin Cut, Feb 1998 FM – kitbashing Sig’s Fazer, Irvine Q40

Professional Cut, Jan 1998 MA – 90” span, Sachs 3.2 gas, aerobatic/sport RC

Pulse Jets, Aug 1997 FM – pulse jet engine collection

Stearman PT-17, June 1997 FM – 76” span, Sachs 3.2 gas, sport scale RC

Robins AFB Museum of Aviation, Apr 1997 FM – Georgia aircraft museum photo visit

Cutting Coils, Mar 1997 CR – cut car coils with spring compressor

Stephens Akro, Nov 1996 MA – 90” span, Sachs 3.2 gas, sport scale/aerobatic RC

Gee Bee, Nov 1996 FM* - 28” span, .049, all sheet balsa profile sport CL

From RC to the Cockpit, Aug 1996 FM – Lance, RC to ultralight to homebuilt

Fancy Cut Plus, May 1996 FM* - 92” span, Sachs 4.2 gas, aerobatic/sport RC

FM visits Fiberglass Spec., Mar 1996 FM – a visit to fiberglass cowl manufacturer, Detroit

Whatever happened to 10-cent gliders, Feb 1996 FM – balsa glider fun

Tether Cars From Then to Now, Jan 1996 SR – a look at tether cars in California

PT, Jan 1996 MA – 96” span, Quadra 42 gas, stand way off scale/aerobatic RC

Double Impact, July 1995 FM – 76” span, twin .40s, sport/aerobatic RC

Home-Built Engines, July 1995 FM – hobbyists build their own engines

FM Visits Cox Products, June 1995 FM – a tour through the Cox manufacturing plant, California

3rd Annual California RC Marathon, June 1995 RCR – cross-country event in the California desert

Double Cut, Feb 1995 FM* - 75” span, Sachs 3.2 gas, biplane sport/aerobatic RC

FM Visits an Antique Hobby Shop, Sept 1994 FM – a visit to Grandpa’s Antique Hobbies, California

So You Want To Build a DC-3, June 1994 FM – the story of my 12’ DC-3

Future Florio Funsters?, Apr 1994 FM – coverage of Florio’s fun fly airplanes

Fancy Cut, Jan 1994 FM – 90” span, Bantam 2.6 gas, sport/aerobatic RC

MiG-15, Sept 1993 FM – 29” span, .049, all sheet balsa profile sport Control Line

Little Fun, June 1993 FM – 27” span, .049 fun fly type RC

F-86 Sabre Jet, July 1993 FM – 29” span, .049, all sheet balsa profile sport Control Line

P-40 Warhawk, May 1993 FM – 88” span, Quadra 42, sport scale/aerobatic RC

TR-260 Report, Dec 1992 RCR – review/report on TR-260 ARF

AT-6/SNJ, Dec 1992 FM – 29” span, .049, all sheet balsa profile sport Control Line

Valmet L-70 Miltrainer, Nov 1992 FM* - 92” span, Quadra 52 gas, sport scale/aerobatic RC

Unlimited Racing RC Style, July 1992 FM – story of unlimited RC racing

½-A Texaco Coronet, Sept 1992 FM – 46” span, .049, Bob Peru’s old timer RC

Stick ‘n Tissue Sweethearts, June 1992 FM – Bob and Jane Schlosberg’s rubber Free Flights

Outrageous Bungee Racing, June 1992 RCMC – prop car bungee racing in Phoenix

T-34 Mentor, May 1992 – 29” span, .049, all sheet balsa profile sport Control Line

Aerocraft’s Snapper, May 1992 FM – kit review

Valmet Redigo, Apr 1992 MA – 94” span, Zenoah G-62, sport scale/aerobatic RC

Choice Cut, Apr 1992 FM* - 90” span, Quadra 42, sport/aerobatic RC

Baby Bombshell, Feb 1992 FM – 42” span, .049, Bob Peru’s Old-Timer RC

Charlie’s Bird Flies Again, Jan 1992 MA – Charlie Williams’ Old-Timer done again

Miniature Warbirds Ltd., Dec 1991 FM – warbirds quarter scale group

P-51B Mustang, Sept 1991 FM – conversion from my P-51D RC

Ultimate, Sept 1991 FM – 25” span, .049, all sheet balsa profile sport Control Line

Kosmic Elf, July 1991 FM – kit review

Walshcraft Spoiler, July 1991 FM – review of building jig

Almost an Ultimate, May 1991 FM* - 70” span, kitbashing Ace’s 4-120 into an Ultimate RC

Speedo 40, Apr 1991 FM – 48” span, .40 version of my Speedo club racer RC

Goodyear Blimp, Apr 1991 FM – photo story of Goodyear’s blimp

Flea, Mar 1991 FM – ghost written, Smith’s Mignet Flea scale job article

F4U Corsair, Mar 1991 FM – 29” span, .049, all sheet balsa profile sport Control Line

Energizer, Dec 1990 FM – 72” span, Maloney gas, sport/aerobatic RC

FM visits the Museum of Flight, Oct 1990 FM – Seattle aircraft museum photo visit

Jack Hammer, Sept 1990 FM – 90” span, Quadra size, sport/aerobatic RC

Planes of Fame Museum, Aug 1990 FM – California aircraft museum photo visit

A True RC Model Turbine, May 1990 FM – Seegers’ home built turbine, Phoenix

Hal deBolt’s Classic Control Line Stunters, May 1990 MA – story of Hal’s Control Line stunt designs

P-51D Mustang, Apr 1990 FM* - 86” span, Quadra 42 gas, sport scale/aerobatic RC

Tack Hammer, Dec 1989 FM – 32” span, Leon’s .049 version of my Hammer RC

All But Forgotten Bombers, Nov 1989 FM – old AF bomber photos

Prime Cut, Sept 1989 MA* - 90” span, Quadra 42 gas, sport/aerobatic RC

Dick Sarpolus’ Foam Techniques, Aug 1989 FM – how to cut foam cores

Vintage Stunt Championships, June 1989 FM – coverage of the first VSC meet, in California

Seaplanes on Lake Washington, Mar 1989 FM – Seattle seaplanes, photo story

German T-6s, in Van Nuys, Feb 1989 FM – full scale photo coverage, California

MiG-27 Flogger, Jan 1989 FM – kit review, Lou’s MiG

Jetaway, Nov 1988 FM – 18” span, Jetex powered all sheet balsa sport Free Flight

Sledge Hammer, Oct 1988 FM – 74” span, Maloney/.90 version of my Hammer 40 RC

US Army Aviation Museum, Aug 1988 MAN – Alabama helicopter museum photo visit

Pancake, Aug 1988 FM – foam flying saucer, .40/.60 power RC

Little Live Wire, July 1988 FM – 32” span, Leon’s scaled down .049 Live Wire RC

Four-Play, June 1988 FM – 47” span, .20 4-cycle version of my FourRunner RC

Fabulous Fifties Fighters, May 1988 FM – old AF fighter photos

Precision Built's Laser 200, Apr 1988 FM – kit review

Zlin Z-56 Akrobat, Apr 1988 FM – 29" span, .049, all sheet balsa profile sport Control Line

Different Stroke, Dec 1987 FM – 113" span forward swept wing vee tail sailplane RC

Challenger, Dec 1987 FM – 52" span, .35, profile stunt Control Line

FM Visits a Water Fun-Fly, Sept 1987 FM – photo coverage at Budd Lake

The Edge, July 1987 FM – 60" span hot .60 fun fly/aerobatic RC

One Good Wing, June 1987 FM – how to build an aerobatic wing

Enticer, May 1987 FM – 72", Maloney gas, enlarged FourRunner RC

North Jersey Pro Street Car Assoc., Mar 1987 PC – car show photo coverage

Galaxy's Mystic, Feb 1987 FM – kit review

Piper PA-12 Super Cruiser, Sept 1986 FM – 85" span, Bob Peru's scale project RC

Air It Out, Sept 1986 PC – how to louver your hood, photo story

MEN's Gobbler, Aug 1986 FM – sailplane kit review

MRP's Fast Cat, Aug 1986 FM – electric boat kit review

Pik-15, Mar 1986 FM – 90" span, Quadra 42 gas, sport scale/aerobatic RC

Computer Program, Analysis of Model Designs, Jan 1986 MA – Bernie's program, design analysis

Moonracer, Nov 1985 FM – ghost written, Lance's .60 aerobatic ship RC

Champlin Fighter Museum, Sept 1985 FM – Phoenix aircraft museum photo visit

A-26 Invader, Aug 1985 FM – 54' span, twin .20s, sport scale RC

US Army Transportation Museum, June 1985 FM – Virginia aircraft museum photo visit

Hammer 40, May 1985 FM – 60" span, .40, sport/aerobatic pattern RC

Morgan Fuels, May 1985 FM – visit to a fuel manufacturer

Robbe's Cap 21, Apr 1985 FM* - kit review

A-J's Interceptor 404, Mar 1985 FM – folding wings glider, review

RC Flight Simulator, Feb 1985 MAN – computer program review

US Naval Aviation Museum, Jan 1985 FM – Florida aircraft museum photo visit

Firestar, Aug 1984 FM – 57" span, .40, canard aerobatic RC

MEN's Buzzard Bombshell, Aug 1984 FM – kit review

Firebolt, June 1984 MA – 57" span, .40, forward swept wing canard aerobatic RC

Computer Program, Canard Aircraft Design, June 1984 MA – Bernie's program, computer design assist

Four Runner, Apr 1984 FM – 58" span, .40 4-cycle, sport aerobatic RC

Four Ailerons for Big John, Apr 1984 FM – adding two more ailerons to the bipe

Kress Jets' RK-740, Apr 1984 FM – ducted fan review

Zlin Z-50L, Stephens Akro, Feb 1984 FM – 29" span, .049, all sheet balsa profile sport Control Line

Fokker D.XXI, Dec 1983 FM – Kalevi's .25 scale aircraft RC

Thoughts from an RC and Control Line Enthusiast, Nov 1983 FM – fly both, enjoy them all

Model Trailer, Nov 1983 FM – how-to, Nick's trailer

Cap 21, Oct 1983 FM – 29" span, .049, all sheet balsa profile sport Control Line

Pepper, Sept 1983 FM – 50" span, .25, low wing sport/aerobatic RC

HB .21 Grand Prix, Sept 1983 FM – engine review

Hammer, July 1983 FM – 50" span, .20, low wing aerobatic/sport RC

MEN's Big John bipe, May 1983 FM* - kit review, Fox 1.2 twin

Monowing, Nov 1982 FM – 40” span, Kalevi’s .15 flying wing RC

½-A Ducted Fans, Oct 1982 FM – review article

Five-Cylinder Stik, July 1982 FM – using a Technopower in a Stik

Floats: small, medium, large, June 1982 FM – foam core floats how-to-do-it

Seahawk, June 1982 FM – Kalevi’s sport scale .20 aircraft RC

Big Apple, May 1982 MAN* - 72” span, twin .40s, hot pattern aerobatic RC

Two New Tuned Pipes, May 1982 FM – review article

Champion Models’ Cessna 150, May 1982 FM – kit review

Customizing the Jetster 20, Apr 1982 FM – kit mods article

Robin Hood, Mar 1982 FM – 51” span, .20, sport scale, done for World Engines RC

P.E. Norman, Ducted Fan Pioneer, Feb 1982 FM – Norman’s story

Ducted Fan Swamp Buggy, Sept 1981 FM – modifying Dumas’ airboat

North Star, Apr 1981 MB – 50” span, Kalevi’s twin .20 sport design RC

Spitfire, Mar 1981 FM – 29” span, .049, all sheet balsa profile sport Control Line

Panavia Tornado, Feb 1981 FM* - kit review

Airboat Racing, Jan 1981 FM – photo story

Tandem Fan, Jan 1981 MA – review, Kress’ new ducted fan

Lockheed C-130, Dec 1980 FM – 90” span, two .40s, two .20s, sport scale RC

T.C. Two, Dec 1980 MA – 53” span, two .20s, profile sport aerobatic Control Line

Davis Diesel converted OS .40, Oct 1980 RCM – engine conversion review

Fifty Caliber, Sept 1980 MAN – 58” span, two .25s, sport/aerobatic RC

Mini F-16, July 1980 MA* - .049 ducted fan, sport flier RC

Midwest RK-20B Ducted Fan, Mar 1980 MAN – ducted fan review

Mini-Point, Feb 1980 FM – ghost written, Bud's delta .20 racer RC

Sportster 20, Oct 1979 MAN – 50", .20, sport flier RC

Piper Tomahawk, Oct 1979 FM – 50" span, .20, Bob Peru's sport scale RC

Winter Project, Dec 1979 TB – how to build a fiberglass motorcycle trunk box

Jetster, June 1979 MA – 60" span, .40 ducted fan sport/aerobatic design RC

Martin-Baker MB-5, Dewoitine D-250, Stormovik, June 1979 MAN – 29" span, .049, all sheet balsa profile sport Control Line

The Pretender, May 1979 FM – 45" span, .19, profile stunter Control Line

Field & Bench, Goldberg P-40, Mar 1979 MAN – kit review, Control Line and RC

Speedo, Feb 1979 FM – 40" span, .20 fast Club racer RC

Starter, Battery Box, 1979 FM – battery box on a starter

Tuned Pipes - Market Survey, Nov 1978 FM – photo review story

Champion's Anderson Kingfisher, Oct 1978 FM – ghost written kit review, Russell's amphib

Magnum 80, Sept 1978 FM* - 76" span, twin .40s, hot pattern design RC

Sportster 40, Sept 1978 MA – 58" span, .40, sport/aerobatic RC

Sliver, May 1978 FM – 110" span, vee tail pod and boom sailplane RC

Hungry Eagle, Jan 1978 FM – 96" span, Free Flight-type sport design RC

Avenger, Sept 1977 MA – 29" span, .049, all sheet balsa profile sport Control Line

Double Trouble, Sept 1977 FM – 54" span, .60, negative stagger aerobatic biplane RC

Wild Goose, July 1977 FM* - 48" span, canard, .35, profile stunt Control Line

Half A Nobler, May 1977 MAN – 27" span, half size .049 all sheet balsa profile Nobler Control Line

Hanriot-Biche H-110 Pursuit, Mar 1977 FM* - 48" span, .35 pusher, sport scale aerobatic Control Line

Fokker D-23, Dec 1976 MA – 48” span, twin engined push-pull profile scale Control Line

Bearcat, Nov 1976 MB – 29” span, .049, all sheet balsa profile sport Control Line

The Torch, Oct 1976 FM – 54” span, .35 stunter Control Line

Super Whiplash, Sept 1976 FM – 54” span, .40, easy, aerobatic/sport RC

LARS, July 1976 FM – 75” span, very low aspect ratio sailplane RC

F-82B Twin Mustang, Mar 1976 MAN – 64” span, two .35s, profile sport scale/stunt Control Line

Flip, Mar 1976 MB – 27” span, .049, all sheet balsa profile stunt Control Line

Little One, Oct 1975 MB – 56” span, .40, rolled ply fuselage, aerobatic/sport RC

S’neat, Sept 1975 MA – 64” span, with Arni, easy sport sailplane RC

Electric One, Aug 1975 MA – 52” span, electric power, aerobatic/sport RC

The Weird One, June 1975 FM* - 103” span, canard sailplane RC

Whiplash, Nov 1974 AAM – 50” span, .19, sport/aerobatic RC

RC Jet, Oct 1974 FM – DynaJet powered RC

Nebula, Feb 1974 AAM – 109” span, with Arni, foam wing contest sailplane RC

Programmed Maneuvers?, Oct 1973 MAN – adding roll button to a transmitter

Joey, Aug 1972 FM – 64” span, .60, rolled ply fuselage, pattern RC

Nifty Novice, Jan 1972 AAM – 29” span, .09, all sheet balsa profile trainer Control Line

Quick’n Easy Car Starter, Aug 1971 MAN – gas car starter from a bicycle frame

King Kong, Dec 1970 AAM – 144” span, with Joe Roslyn, contest sailplane RC

Engine Powered Winch, Dec 1970 MAN – lawn mower engine powered sailplane winch

Savoia-Marchetti, Sept 1970 FM – 45” span, Henry’s .15, flying boat sport scale Control Line

Thermus, May 1969 MAN – 100” span, with Joe, Thermic 100 wing sailplane

The Skipper, Apr 1969 MAN – .09 powered RC airboat

Lightweight Stabilizer, 1953 FM – light stab idea

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Photographs of RICHARD W. SARPOLUS

Modeler since the late 1940s

Birth Date: August 4, 1937

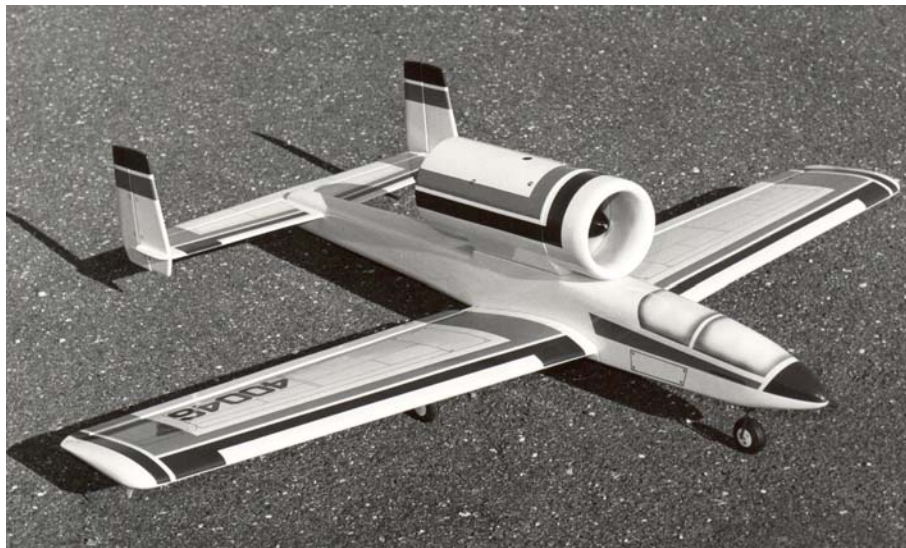
AMA Number: 13612



1952 – Dick flying Radio Control (RC) at Hadley Airport in New Jersey with his Trixter Beam powered by a K&B .15, 27 mc single-channel radio equipment by Control Master.



1978 – Dick's Magnum 80 design. It was a 76-inch wingspan aerobatic pattern ship powered by two K&B .40s with tuned pipes. It flew fast and furious. This plane was featured in a construction article in Flying Models magazine.



1979 – One of the first ducted fan-powered aircraft designed presented as a construction article, then kitted by Midwest. This is Dick's Jetster. It was a full aerobatic aircraft intended for introduction to ducted fan power and was powered by a K&B .45/Axiflo ducted fan unit. The model had a 60-inch wingspan and was featured in a construction article in Model Aviation magazine.



LEFT: 1984 – Dick with his Firebolt, an aerobatic design. It was a canard forward swept wing twin finned pusher aircraft that was .40-powered and had a 57-inch wingspan. This was featured in a construction model in Model Aviation magazine.

RIGHT: 1989 – Dick with one of the earliest larger model aircraft designs for the newly popular “chainsaw” gas engines. This is his Prime Cut, fully aerobatic model. It was featured in a construction article in Model Aviation magazine and then commercially kitted. The model had a 90-inch wingspan.



LEFT: 1998 – Dick with his Twin Cut, an aerobatic twin engine design. It had a unique layout, unequal length fuselage, gas burner engines and overlapping propellers. The 104-inch wingspan model was featured in a construction article in Model Aviation magazine.