



The AMA History Project Presents: Autobiography of RICHARD (DICK) W. SARPOLUS



Born August 4, 1937 Modeler since the late 1940s
AMA #13612

Written & Submitted by RS (12/1999) , Updated by RS (3/13/2013); Transcribed & Edited by SS (8/2002), Updated by JS (10/2008, 04/2012), Reformatted by JS (01/2010)(03/2013)

Career:

- 1953: Attended his first AMA Nationals
- 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
- Early 1950s: Began selling his Control Line plans
- Mid to Late 1960s: Involved competitively with Radio Control Pattern, Pylon Racing, Scale, Soaring, Radio Control Old-Timer and Radio Control boats
- Late 1960s/early 1970s: Began writing design and construction articles for model magazines
- 1980s: Wrote and had published two books on modeling
- Helped organize the East Coast Soaring Society, which developed into the National Soaring Society
- Helped organize the Monmouth MAC (a Radio Control club), the Township of Ocean Prop Spinners Control Line Club and an Radio Control 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; stopped competing
- Became newsletter editor for many of the clubs he belonged to – sometimes simultaneously
- Had more than a dozen Radio Control designs commercially kitted
- Published approximately 500 articles on various aeromodeling topics, including approx. 200 aircraft design/construction articles; thousands of his photos were included; all over a 45 year period.
- Wrote a how-to video about Radio Control flying
- Worked in the aerospace industry for more than 40 years

Honors:

- 1985: Model Aviation Hall of Fame inductee

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 1/2-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, Thimble Drome, 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 Scarinzi, in my local Club. Nationally, I admired Harold deBolt and George Aldrich. I built and flew Harold's Stunt Wagon 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 45 years I've had more than 500 published articles in the various model aircraft magazines, including approximately 200 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-engine sport scale and aerobatic designs. Among the RC designs are a 10-foot span canard sailplane, a ducted fan sport/aerobatic model, a 1/2-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 500 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 designed one large jet-styled model for turbine engine propulsion, a sport/aerobatic type, built it, flew it, enjoyed it, published the design article, and decided turbine powered aircraft were a bit too complex for me to relax with.

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 more than 500 magazine articles, including about 200 aircraft design/construction projects, and done two hobby books and a video. 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 seven grandchildren. I look forward to more good years of model aviation activity and enjoyment.

*(signed) Dick Sarpolus
December 1, 1999*

Publications

* - Cover Photo	QF - Quiet Flyer
AM - American Modeler	RCM – Radio Control Modeler
AAM – American Aircraft Modeler	RCMC – RC Model Cars
BF - Backyard Flyer	RCMF - R/C Micro Flight
CR – Custom Rodder	RCR – RC Report
FM – Flying Models	RCSF - RC Sport Flyer
MA – Model Aviation	SN - Stunt News
MAN - Model Airplane News	SR – Street Rodder
MB – Model Builder	TB - Touring Bike
PC – Popular Cars	
PP - Park Pilot	

- *B-25 Mitchell*, Not yet published (written for 2013 MAN, on the web) - 42” span, electric sheet foam profile sport/scale Radio Control
- *Big C*, Not yet published (written for MA) - 84” span, gas engine, built-up canard pusher sport Radio Control
- *Focke-Wulf 190*, not yet published - 40” span, electric sheet foam profile sport/scale Radio Control
- *F9F Cougar*, Not yet published (written for RCSF) - 40” span, electric EDF sheet foam profile sport/scale Radio Control
- *F9F Panther*, Not yet published - 36” span, electric EDF sheet foam profile sport/scale Radio Control
- *P-40 Warhawk*, Not yet published - 42” span, electric sheet foam profile sport/scale Radio Control
- *TBM Avenger*, Not yet published - 42” span, electric sheet foam profile sport/scale Radio Control
- *F-4 Phantom II*, Not yet published - 38” span, electric EDF sheet foam profile sport/scale Radio Control
- *Thermic-'13*, not yet published (written for MA) - 103” span, built-up wing pod-and-boom Radio Control sailplane
- *Very Windy*, Not yet published -38” span, electric sheet foam profile sport Radio Control
- *Leaf Blower*, Jan 2013 FM - 39” span, electric EDF sheet foam profile sport Radio Control
- *Spitfire*, Winter 2012 PP - 42” span, electric sheet foam profile sport/scale Radio Control
- *B&V P.179*, Nov 2012 FM - 42” span, electric sheet foam profile sport/scale Radio Control
- *F-86 SabreJet*, Fall 2012 PP - 39” span, electric EDF sheet foam profile sport/scale Radio Control
- *Zero*, May 2012 MAN - 42” span, electric sheet foam profile sport/scale Radio Control

- *PB4Y-2 Privateer*, Spring 2012 PP * - 48" span, electric sheet foam profile sport/scale Radio Control
- *Prime Cut + 20*, June 2011 MAN- 90" span, gas engine, built-up sport/aerobatic Radio Control
- *F6F Hellcat*, Spring 2011 PP - 36" span, electric sheet foam profile sport/scale Radio Control
- *G-FAST*, Dec 2010 MA - 90" span, gas engine, built-up sport Radio Control
- *FW-190*, Summer 2010 PP - 35" span, electric sheet foam profile scale Radio Control
- *Little Fast*, Jun 2010 MA * - 52" span, .40 engine, built-up/foam wing sport Radio Control
- *Little C*, Jul 2009 FM - 36" span, electric powered sheet foam canard pusher Radio Control
- *Twin Jet Job*, May 2009 MAN - 30" span, twin EDF sheet foam electric sport Radio Control
- *Aeromarine EO Sport Boat*, Nov 2008 MAN - 91" span, gas engine, scale biplane seaplane, Radio Control, with L. Cressman
- *Easy 1949*, Sept 2008 FM - 49" span, .36, old timer stunt Control Line *The Hook*, Jun 2008 FM - 84" span, built-up sporty aerobatic glow/gas Radio Control
- *Park Cat*, Spring 2008 PP - 32" span, electric powered foam sport Control Line, with Bob Hunt
- *Ray's Tayronca*, May 2008 FM - 40" span, electric powered foam profile, sport Radio Control
- *IL-2 Stormovik*, Oct 2007 MA - 87" span, 2.4 gas engine, sporty scale/aerobatic Radio Control
- *Lotsa Watts*, Sep 2007 MA * - 82" span, twin electric sport aerobatic Radio Control
- *Old Magazine Nostalgia*, Sep 2007 MA -about model airplane magazines, collecting, etc.
- *Walt Hughes*, plans, carb, Jul 2007 SN - About Hughes' old Control Line designs
- *Three in Formation*, Mar 2007 QF - 52" span, electric foam sport profile Radio Control
- *Micro Scout review*, Mar 2007 FM - Micro foamy Radio Control review
- *NJ One Design*, Feb 2007 MA - 49" span, glow or electric, profile foam wing sport Radio Control
- *Bobcat review/mod*, Jan 2007 MAN - 52" span ARF, review, convert to electric, Radio Control
- *Extra Twin*, Dec 2006 FM - 38" span, twin electric powered foam profile sport Radio Control
- *Big Slow Foam Bipe*, Nov 2006 BF - 34" span, electric powered foam profile biplane sport Radio Control
- *Too Windy*, Oct 2006 QF - 36" span, electric foam profile sport Radio Control
- *Lotsa Amps*, June 2006 MA - 54" span, electric built-up .40 size sport Radio Control
- *Flying '57 Chevy*, June 2006 QF - foamy electric '57 Chevy Radio Control
- *Changing Gears*, May 2006 FM - explaining geared electric motor drive setups
- *Electric Cut*, May 2006 FM - 35" span, electric built-up sport Radio Control
- *BP Special*, Apr 2006 FM, 32" span, electric foam profile sport Control Line
- *Su-26 Review*, Mar 2006 QF - review of Balsa Pr's foamy electric Radio Control
- *Mustang*, Jan 2006 QF - 32" span, electric powered foam profile sport Control Line
- *3D Hammer*, Sep 2005 MA - 38" span, electric powered foam profile 3D Radio Control
- *Electric C/L Skyraider*, Sep 2005 MA - 31" span, electric foam profile sport Control Line
- *Sheet Foam Building Techniques*, Sep 2005 MA - How to build with the sheet foams

- *Tower Trainer 40* and mods, Aug 2005 FM - review and mods to Tower's Trainer 40 Radio Control
- *Grumman XF5-1 Skyrocket*, Jun 2005 FM - 89" span, article and plans for Larry C., scale Radio Control
- *Edge*, May 2005 FM - 31" span, electric foam profile sport Control Line
- *Electric Control Line? Sure!*, May 2005 FM - how-to, small electric Control Line
- *Roger Dodger*, May 2005 MA - 35" span, electric powered sport Radio Control
- *Discovery*, Apr 2005 MAN - 82" span, turbine powered sport aerobatic Radio Control
- *Foamy*, Nov 2004 RCMF - 29" span, electric foam profile sport Radio Control
- *MiG-3*, Nov 2004 MA - 88" span, Cheetah 2.4 gas, sporty scale/aerobatic Radio Control
- *Little Angle*, Sep 2004 FM - 52" span, .50, built-up sport/aerobatic Radio Control
- *One Wing or Two*, Sep 2004 RCMF - 23, 25" spans, small foam profile electric Radio Control
- *Minimum Impact*, Sep 2004 MAN - 36" span, twin foam profile electric Radio Control
- *Two Much*, Aug 2004 QF - 30" span, twin electric ducted fan foam profile Radio Control
- *F-86 and Mig-15*, Jul 2004 FM - 35" span, electric foam profile sport Radio Control
- *3D Mustang*, June 2004 QF - 34" span, electric foam profile 3D sport Radio Control
- *Stephens Akro*, Jun 2004 BF - 34" span, electric foam profile sport Radio Control
- *Right Angle*, May 2004 MA - 62" span, .90, built-up sport/aerobatic Radio Control
- *Electric Angle*, Apr 2004 MAN - 35" span, electric powered sport Radio Control
- *Four Foam Ezs*, Jan 2004 FM - Four different electric powered sport foamies Radio Control
- *Claude*, Nov 2003 FM - 80" span, article and plans for Larry C., scale Radio Control
- *Hawker Hurricane*, Aug 2003 FM* - 94" span, Fuji 50, sporty scale Radio Control
- *Evergreen Aviation Museum*, Apr 2003 FM - Aircraft museum photo visit
- *Little Guy*, Mar 2003 FM - 28" span, .049, all sheet balsa fun Radio Control
- *Roll-Around Airplane Rack*, Jan 2003 FM - Gene's rack project
- *Clean Cut*, Nov 2002 MA - 90" span, Quadra 50, retract equipped sport/aerobatic Radio Control
- *Fun 51 Review*, Sep 2002 RCR - Tower's Fun 51 kit review
- *P-38 Lightning*, June 2002 FM - 104-inch span, twin Cheetah 42s, sporty Scale Radio Control
- *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 Radio Control
- *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
- *Junkers J.9*, Aug 2000 FM* - 88" span, Quadra 42 gas, sporty scale/aerobatic Radio Control
- *Eindecker*, Aug 2000 MA - 91" span, Quadra 42 gas, sporty scale/aerobatic Radio Control
- *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
- *T-28*, Feb 1999 MA - 29” span, .049, all sheet balsa profile sport Control Line
- *P-51 Mustang*, Jan 1999 FM – 29-inch span, .049 all sheet balsa Profile Sport Control Line
- *Twin Cut*, Dec 1998 MA – 104” span, two Quadra 42s, asymmetric twin Aerobatic Radio Control
- *McClellan Aviation Museum*, Sept 1998 FM – Sacramento, California aircraft museum photo visit
- *RC Roamer*, Aug 1998 FM – 62” span, .25, re-do of Cal Smith’s 1952 design Radio Control
- *High School Radio Control Aircraft Contest*, Apr 1998 FM – high school students build and fly Radio Control
- *Making the Thin Cut*, Feb 1998 FM – kit bashing Sig’s Fazer, Irvine Q40
- *Professional Cut*, Jan 1998 MA – 90” span, Sachs 3.2 gas, Aerobatic/Sport Radio Control
- *Pulse Jets*, Aug 1997 FM – pulse jet engine collection
- *Stearman PT-17*, June 1997 FM – 76” span, Sachs 3.2 gas, Sport Scale Radio Control
- *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 Radio Control
- *Gee Bee*, Nov 1996 FM* - 28” span, .049, all sheet balsa Profile Sport Control Line
- *From RC to the Cockpit*, Aug 1996 FM – Lance, Radio Control to ultralight to homebuilt
- *Fancy Cut Plus*, May 1996 FM* - 92” span, Sachs 4.2 gas, Aerobatic/Sport Radio Control
- *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 Radio Control
- *Double Impact*, July 1995 FM – 76” span, twin .40s, Sport/Aerobatic Radio Control
- *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 Radio Control 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 Radio Control
- *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 Radio Control
- *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 Radio Control
- *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 Radio Control

- *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 Radio Control
- *Unlimited Racing Radio Control Style*, July 1992 FM – story of unlimited Radio Control racing
- *1/2-A Texaco Coronet*, Sept 1992 FM – 46” span, .049, Bob Peru’s old-timer Radio Control
- *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 Radio Control
- *Choice Cut*, Apr 1992 FM* - 90” span, Quadra 42, Sport/Aerobatic Radio Control
- *Baby Bombshell*, Feb 1992 FM – 42” span, .049, Bob Peru’s Old-Timer Radio Control
- *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 Radio Control
- *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, kit bashing Ace’s 4-120 into an Ultimate Radio Control
- *Speedo 40*, Apr 1991 FM – 48” span, .40 version of my Speedo club racer Radio Control
- *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 Radio Control
- *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 Radio Control
- *Planes of Fame Museum*, Aug 1990 FM – California aircraft museum photo visit
- *A True Radio Control 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 Radio Control
- *Tack Hammer*, Dec 1989 FM – 32” span, Leon’s .049 version of my Hammer Radio Control
- *All But Forgotten Bombers*, Nov 1989 FM – old AF bomber photos
- *Prime Cut*, Sept 1989 MA* - 90” span, Quadra 42 gas, Sport/Aerobatic Radio Control
- *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 Radio Control
- *US Army Aviation Museum*, Aug 1988 MAN – Alabama helicopter museum photo visit
- *Pancake*, Aug 1988 FM – foam flying saucer, .40/.60 power Radio Control
- *Little Live Wire*, July 1988 FM – 32” span, Leon’s scaled down .049 Live Wire Radio Control
- *Four-Play*, June 1988 FM – 47” span, .20 4-cycle version of my Forerunner Radio Control
- *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 Radio Control
- *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 Radio Control
- *One Good Wing*, June 1987 FM – how to build an aerobatic wing
- *Enticer*, May 1987 FM – 72”, Maloney gas, enlarged Forerunner Radio Control
- *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 Radio Control
- *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 Radio Control
- *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 Radio Control
- *Champlin Fighter Museum*, Sept 1985 FM – Phoenix aircraft museum photo visit
- *A-26 Invader*, Aug 1985 FM – 54’span, twin .20s, Sport Scale Radio Control
- *US Army Transportation Museum*, June 1985 FM – Virginia aircraft museum photo visit
- *Hammer 40*, May 1985 FM – 60” span, .40, Sport/Aerobatic Pattern Radio Control
- *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
- *Radio Control Flight Simulator*, Feb 1985 MAN – computer program review
- *US Naval Aviation Museum*, Jan 1985 FM – Florida aircraft museum photo visit
- *Flying Models* monthly columns, *Radio Control Sport*, then *Big Planes*, *Flying Models*, 1984- Oct 1995 - 154 articles total
- *Firestar*, Aug 1984 FM – 57” span, .40, canard Aerobatic Radio Control
- *MEN’s Buzzard Bombshell*, Aug 1984 FM – kit review
- *Firebolt*, June 1984 MA – 57” span, .40, forward swept wing canard Aerobatic Radio Control

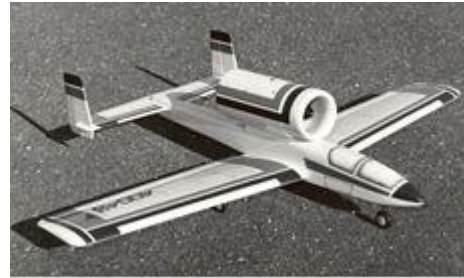
- *Computer Program, Canard Aircraft Design*, June 1984 MA – Bernie’s program, computer design assist
- *Four Runner*, Apr 1984 FM – 58” span, .40 4-cycle, Sport Aerobatic Radio Control
- *Four Ailerons for Big John*, Apr 1984 FM – adding two more ailerons to the bipe
- *Kress Jets’ RK-740*, Apr 1984 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 Radio Control
- *Thoughts from a Radio Control 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 Radio Control
- *HB .21 Grand Prix*, Sept 1983 FM – engine review
- *Hammer*, July 1983 FM – 50” span, .20, low wing Aerobatic/Sport Radio Control
- *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 Radio Control
- *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 Radio Control
- *Big Apple*, May 1982 MAN* - 72” span, twin .40s, hot Pattern Aerobatic Radio Control
- *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 Radio Control
- *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 Radio Control
- *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 Radio Control
- *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 Radio Control
- *Mini F-16*, July 1980 MA* - .049 ducted fan, Sport flier Radio Control
- *Midwest RK-20B Ducted Fan*, Mar 1980 MAN – ducted fan review
- *Mini-Point*, Feb 1980 FM – ghost written, Bud’s delta .20 racer Radio Control
- *Sportster 20*, Oct 1979 MAN – 50”, .20, Sport flier Radio Control
- *Piper Tomahawk*, Oct 1979 FM – 50” span, .20, Bob Peru’s Sport Scale Radio Control
- *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 Radio Control
- *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 Radio Control
- *Speedo*, Feb 1979 FM – 40” span, .20 fast Club racer Radio Control
- *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 amphibian
- *Magnum 80*, Sept 1978 FM* - 76” span, twin .40s, hot Pattern design Radio Control
- *Sportster 40*, Sept 1978 MA – 58” span, .40, Sport/Aerobatic Radio Control
- *Sliver*, May 1978 FM – 110” span, vee tail pod and boom Sailplane Radio Control
- *Hungry Eagle*, Jan 1978 FM – 96” span, Free Flight-type Sport design Radio Control
- *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 Radio Control
- *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 engine 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 Radio Control
- *LARS*, July 1976 FM – 75” span, very low aspect ratio Sailplane Radio Control
- *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 Radio Control
- *S’neat*, Sept 1975 MA – 64” span, with Arni, easy Sport Sailplane Radio Control
- *Electric One*, Aug 1975 MA – 52” span, electric power, Aerobatic/Sport Radio Control
- *The Weird One*, June 1975 FM* - 103” span, canard Sailplane Radio Control
- *Whiplash*, Nov 1974 AAM – 50” span, .19, Sport/Aerobatic Radio Control
- *RC Jet*, Oct 1974 FM – DynaJet powered Radio Control
- *Nebula*, Feb 1974 AAM – 109” span, with Arni, foam wing contest Sailplane Radio Control
- *Programmed Maneuvers?*, Oct 1973 MAN – adding roll button to a transmitter
- *Joey*, Aug 1972 FM – 64” span, .60, rolled ply fuselage, Pattern Radio Control
- *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 Radio Control
- *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 Radio Control airboat
- *Twin Bee*, May 1966 AM - pictures for Walt’s twin Cox .049 engine

- *Lightweight Stabilizer*, 1953 FM – light stab idea



1952: Dick flying Radio Control 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.



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.



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.



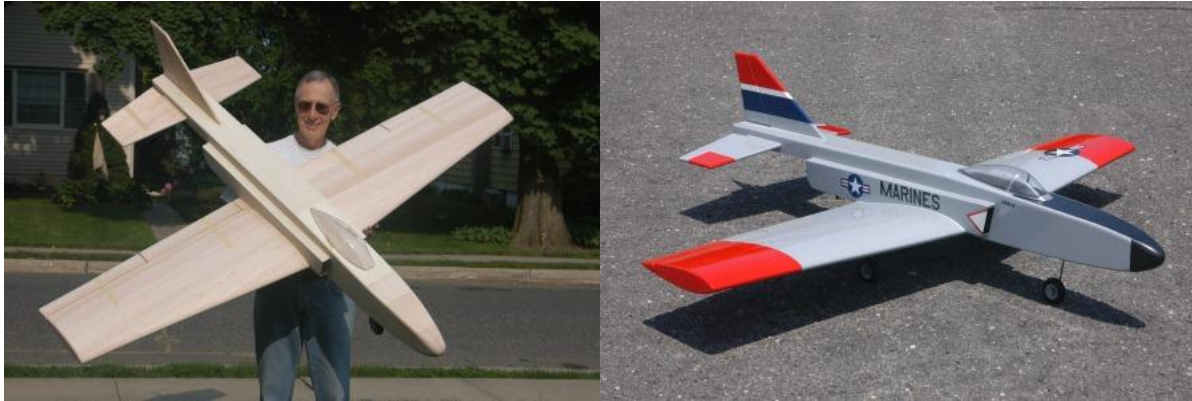
1984: Dick with his Firebolt, an aerobatic design. It was a canard forward swept wing twin finned pusher aircraft that was .40-powered and had a 57-inch wingspan. This was featured in a construction model in Model Aviation magazine.



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.



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.



2004: Dick designed and built this military jet fighter-type model as an easy flying sport/aerobatic airframe suited to utilizing the then-new turbine engines available to modelers for the first time. Not an ultra-high speed airframe, it was a good "first time real jet" for the modeler.

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