



Photo No. 14. Humble Karl Hatrak, Captain of the So. Cal. Czech Team, demonstrates proper form for launching an R.O.G. model.



Photo No. 15. Don Bekins is justly proud of his 50-inch M-G, did 44 minutes in 1/2A Texaco at recent Sacramento O.T. meet!

models. This particular model was lost for almost seven months at Taft, and just about the time Oslan gave up hope, one of the Taft people turned it in.

It has since been refurbished and flies as well as ever, much to our chagrin. This model, interestingly enough, held the 1941 seaplane record for duration, proving it flies well both ways. Bob employs a Cox .09 converted to ignition

to power this model (of course, it is a 77 Products conversion by Otto Bernhardt).

Photo No. 4 was kindly sent to us by Bruce Lester of Toronto, Canada. Bruce attended many of the old Nationals and took many pictures. Of course, many of the negatives have gone bad, but not so bad that you can't make out the details. We will be running a shot every month of the 1936 through 1938 Nationals.

These old pictures have never before appeared and are priceless from a historical standpoint.

The photo, taken at the 1936 Nationals, shows Robert Copeland's beautifully built Wakefield being processed. The 1936 British Wakefield team was particularly outstanding for their well constructed, streamlined models. Strangely

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S-4

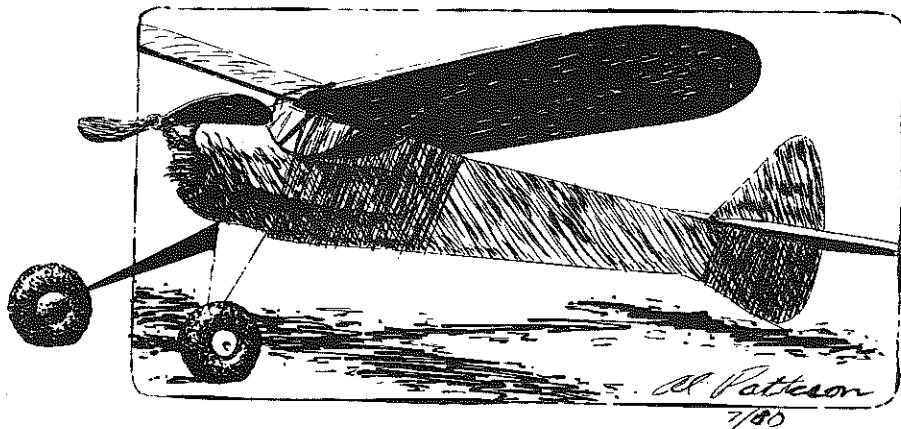
"Shrimpo"

OLD TIMER Model of the Month

Designed by: Malcolm Abzug

Drawn by: Al Patterson

Text by: Phil Bernhardt



• No nickname was given to this neat mini gas job designed by Malcolm Abzug and published in the January 1939 issue of *M.A.N.* It was billed in the original text simply as the S-4, the "S," we found out later, standing for "Shrimpo." Unlike the great majority of published gas models of the period the S-4 was not claimed to be a hot performer or a guaranteed contest winner. Instead, the main selling point was its small size and resulting low construction costs, ease of transport, high dependability, and the ability to survive crack-ups with little or no damage, as compared to a larger ship. Abzug admitted that his midget model couldn't start to compete with its bigger brothers in the per-

formance department, but felt that this was outweighed by the advantages just mentioned. Apparently he was not a very competition-minded fellow.

The S-4 follows pretty much standard construction practices except for the fuselage, which has a distinctive triangular cross-section along its entire length. Another noteworthy feature is the removable engine mount/ignition tray, held in place by two music wire locking pins located flush with the back side of the firewall. The airfoil is the ultra-thick, high-lift Grant X, the same section used on the big KG-2 and Lanzo Record Breaker . . . not the sort of thing you'd expect to see on a little three-footer that weighs under a pound! It turns out that

this particular section was chosen for a reason, and that was to make the model fly slowly (20 mph, sez the text), probably by generating a ton of drag.

The original S-4 was powered by an Elf .09, but those few fortunates who own an Elf these days will want to leave it on the shelf and use something a little more common, like an Arden .099, or an Atom. A Cox reed valve .049 would be a good choice if you don't want to go ignition. For R/C, use something with a little more poop, like a Tee Dee .049 with throttle.

The S-4 spans 36 inches, has 241 sq. in. of wing area, and must weigh at least 13.4 oz. for SAM events. Maximum size engine for R/C events is a .10. •

