

ratio of glide to 20 second engine run wins."

The upshot of this proposal was to prod the NZMAA into action and circularize the proposal for comment and speedy action to insure the event(s) would be incorporated in the Dec/January Nationals. Hence, from this point, through the cooperation of the Wellington Council, official action was started and this has formed the basis of

the current Vintage movement.

Well, we're getting rather long winded on this subject (yeah, I know, I know) so we will serialize this article and conclude the development of the old Timer movement in New Zealand. As they say on TV, don't miss the exciting conclusion!

#### MOTOR OF THE MONTH

This month's motor derived its name from the university in its area; the

Washington Huskies. The prototype, which came out in 1937, featured radial head fins, lapped piston, bolt-on bypass and exhaust. Bore and stroke of all Husky engines was .625 x .625. The early carburetor resembled the Elf float type, but the production model featured a standard intake tube and needle valve assembly.

Homer Conklin, in conjunction with  
*Continued on page 63*

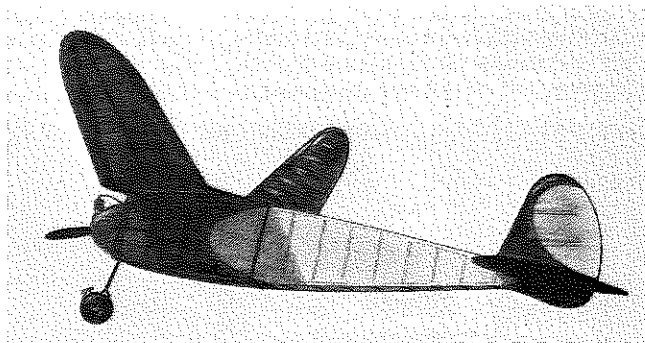
## THE RAMBLER

### OLD TIMER Model of the Month

Designed by: Gil Shurman

Drawn by: Al Patterson

Text by: Bill Northrop



• The Rambler was published in the September 1939 issue of *Flying Aces*. This article states that it was first flown at the Second Annual Quaker City Gas Model Airplane Association contest at Northeast Airport, Philadelphia, in September 1938, which may or may not qualify it as an Antique. Check with John "Daddy Warbucks" Pond.

The wing features a flat center panel with sharply dihedralled tips, a con-

figuration that has been proven time and time again to be excellent at thermal finding . . . and keeping. Worth thinking about for modern designs.

Adding a D.T. set-up should be a snap when you consider the way the tail surfaces are mounted. And once again, there is no indication, on the plans or in the text, as to location of the balance point. Considering the short nose and long tail moments, and the

symmetrical stab, we'd suggest starting at 50%, or 6 inches back from the wing leading edge.

For R/C assist, the Rambler should be excellent for the 20 second engine run event, and for the increasingly popular precision time and spot event. The wing area of about 730 qualifies it for .29 glow engines, which, combined with its light weight, should make it a real performer.