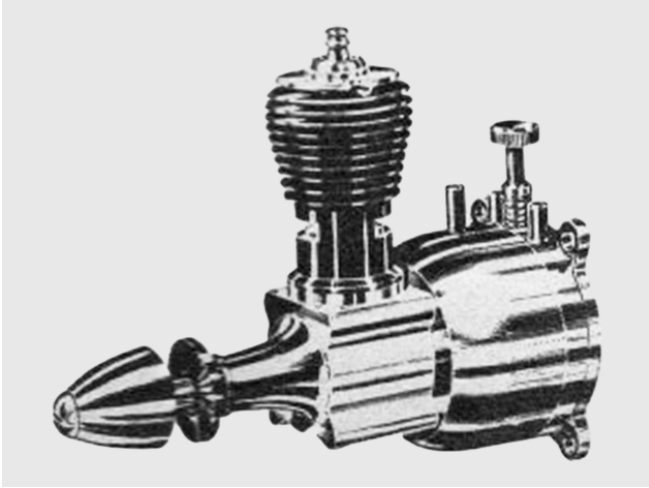


Cox Golden Bee



■ Diamonds may be a girl's best friend but we predict the boys will go for gold. Like maybe the Golden Bee, resplendent in its gold anodized crankcase and fuel tank, newest member of the Cox family of motors. But besides its dressed up appearance, the Golden Bee offers new features which make it more adaptable to control line flying than did its predecessor the Babe Bee.

In order to mount the Babe Bee in-verted it was necessary to swing the fuel tank 180 degrees. This is no longer necessary with the Golden Bee. Of importance to control line fans is the Golden Bee's ability to keep running while in inverted flight. This has been made possible by the relocation of the tank filler and vent tubes. By increasing fuel tank capacity, flights of almost 3 minutes duration are standard.

In keeping with its proven reed induction system, Cox's latest uses the simplified single reed made popular in the Babe Bee. In fact, forward of the new and larger tank assembly, the Golden Bee is actually a Babe Bee with a spinner type front propeller washer added.

The aluminum crankcase is machined from solid stock as is the fuel tank. The forward portion of the tank forms the crankcase back-plate and also houses the induction reed valve. This valve consists of a thin flexible bronze flapper which is actuated by crankcase compression. It is held in place with proper clearance by a steel wire snap ring. Rear of the tank is an aluminum casting which includes the needle valve assembly and the four radial mounting lugs.

Cox Golden Bee's. A Hot Ukie Motor.

A tapered slot in the rear face of this casting terminating at the air intake hole makes flush mounting possible. Four bolts hold the tank assembly securely to the crankcase.

The steel crankshaft is hardened and ground to a smooth finish. Its crankcase bearing surface is relieved to reduce oil drag friction. This is a noteworthy feature usually associated with expensive racing engines. Forward end of the shaft, knurled to lock the drive washer in place, is internally threaded to receive the propeller bolt.

The connecting rod is aluminum, round in cross section and is fitted to the flat topped hardened and ground piston via a ball and socket joint. The steel cylinder threads into the crankcase. It employs a single transfer port located in the forward bridge between the two exhaust ports. The combination aluminum head and glow plug unit is the same design as other Cox engines.

Our test engine once again bears out the manufacturer's claim that no break- in period is required. The Golden Bee has one debatable feature of being able to run just as well clockwise as counter clockwise. Although this has been a source of irritation for some, it is a great advantage to those interested in pusher type or counter rotating, multi-engined models.

With the Golden Bee flush mounted against a firewall, choking is practically impossible. Therefore the best starting method for this type engine consists of a good prime directly into the exhaust port and a real snappy flip in the desired direction of rotation.

No needle valve float was encountered and our test engine started quickly regardless of engine temperature. 2 ¾ turns open was a reliable starting needle valve setting. When leaned out to 2 ¼ turns open our test engine reached maximum revs.

Using a Thimble Drome 6" dia., 3" pitch plastic propeller and Thimble Drome fuel 13.000 rpm

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was reached on the very first tank. With a Thimble Drome 5" dia., 3" pitch plastic prop rpm jumped to 16.800.



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