

O.S. Max-H.35 R/C

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Below, one of the bolter .35 cu in. radio control engines, the O.S. Max- H.35 R/C

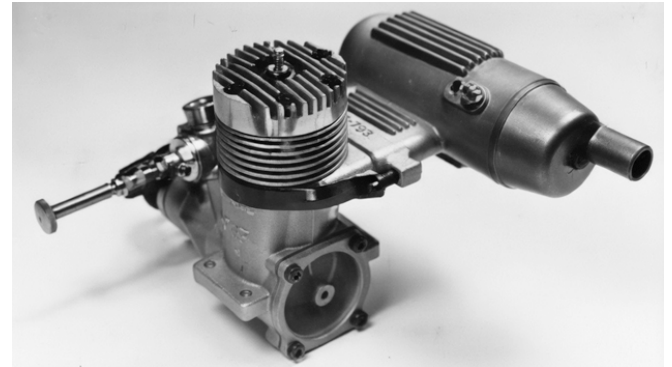
Although this engine has been on the market for some time, we have not previously had an example through our hands. In the O.S. catalogue it is listed, like the Max-S.30 R/C. as a 'multi-trainer' engine. However, it is quite a bit more powerful than the S.30, being about mid-way between the performance of the 30 (which is ideal for docile trainers like the KK Super-60) and the very hot Max-H.40P, which has enough urge for some .50 to .60 size models.

The Max-H.35 R/C is, of course, built around the same hefty casting as the H.40 series, complete with a big 13 mm diameter shaft supported in a single ball bearing supplemented by a bronze bush. It has the same basic carburettor as the 40 but with a suitably reduced choke area. It also has the same bore measurement as the 40 (20.6 mm), but, like the 30, uses a lapped Meehanite piston instead of a ringed aluminum one. Its stroke, 17.5 mm, is 1.0 mm less than that of the 40, thereby reducing its capacity from 6.499 c.c. (0.3966 cu. in.) to 5.833 c.c. (0.3559 cu. in.).

The weight of the H35 R/C, less silencer, is 9.23 oz. It is therefore appreciably heavier than the more compact 30 (very light at only 7.44 oz.) and almost as heavy as the powerful H.40P (9.45 oz.) and some modellers will undoubtedly feel that, if substantially more power is required, the 40 is the logical step upwards from the 30. On the other hand, where cash is a consideration, the 35 at

£11.47. is not much more expensive than the 30 (£10.03), whereas the 40P, while very competitively priced among high performance 40s, is rather more costly at £14.08.

New O.S. Silencers



New style O.S. silencer shown fitted to the Max-H.35 R/C. Note outlet for fuel pressurisation system.

One of the two photos of the H.35 R/C shows this engine fitted with a new style O.S. silencer that will be on the market in two or three months' time. The particular version shown will fit all current O.S. medium size engines from the Max-H.29R to the Max-50. It will also fit the now discontinued Max-58 and the old Max-III series 29 and 35 engines.

A larger version of this silencer is also being manufactured for the Max-H.60 and 60F and Max-H.80 engines, while a smaller version will be available for the Max-III 15 and Max-19. The existing Jetstream Type L and 60/80 silencers are being withdrawn from production but the Type S (small, 10 15 / 19 size) will continue as it is thought that its smaller size makes it more acceptable for the Max-10 engine.

Like Webra, O.S. do not subscribe to the view that, in the absence of any precise F.A.I. ruling as to what constitutes a 'silencer', it is in order for a manufacturer to go all out for power with no regard for effective silencing. For this reason, when developing their new silencers, O.S. dismissed the venturi or extractor type as being too noisy and opted for a large volume expansion chamber.

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Each silencer consists of a one- piece aluminum pressure casting comprising the inlet duct and main body, liberally finned, to which is attached an end cap with an offset outlet stub. The cap can be rotated so that the outlet can be positioned to suit the model. A one-piece steel strap and single screw secures the silencer to the engine and each is provided with a brass nozzle for port priming. A screw-in nipple is also supplied with the two larger models to enable the silencer to be used for pressurising the fuel tank.



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