

AAM TESTS

OS MAX 40H-RC by DON JEHLIK

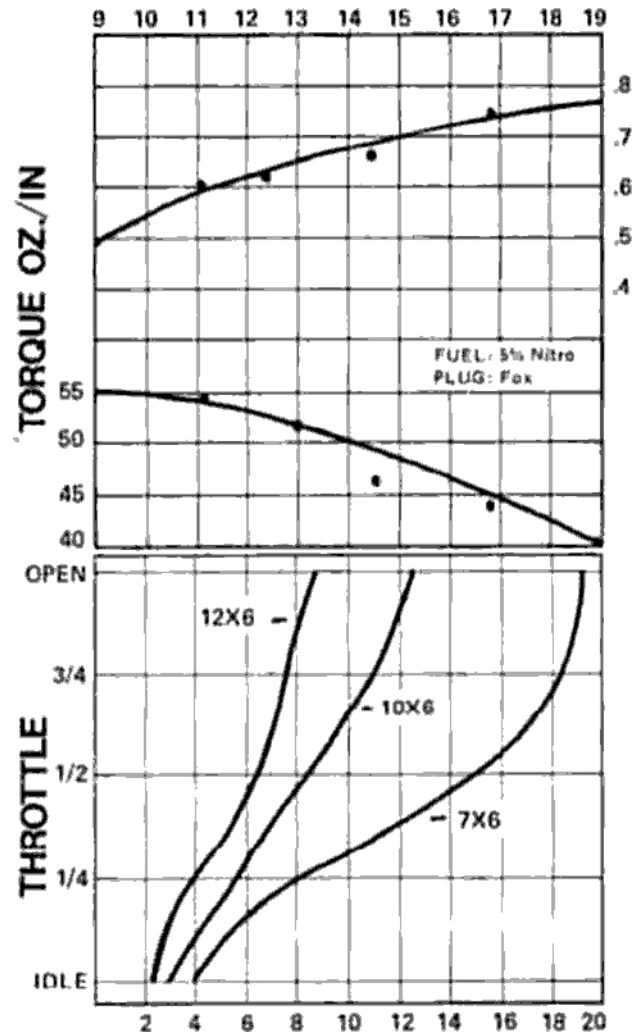


For years, OS has produced engines with, in my opinion, nice external finishes. They have been the favorite of many filers because of their excellent quality as well. Recently, OS engines have acquired a new Image power. Design changes incorporating the latest design elements in baffled piston engines have made them equal to their contemporary engines.

Inside, the 40 features ball bearings, a really strong bushed rod, two transfer holes through piston skirt, bushed wrist pin holes in piston, Dykes ring, and squish band head. Instead of a muffler, the engine came with an exhaust wiper coupled to the carburetor arm. Break in and tests were entirely normal.

The engine likes a pretty good exhaust prime. I usually grab the prop and turn it with plug hooked up until it kicks in my hand once. Then one or two flips to start.

Adjusting the needle valve from 4 cycle to 2 cycle settings Isn't the same on different engines.



The K&B 40 recently tested is an example. When I turned the needle valve in from 4 to 2 cycle, I could then turn it in about one turn leaner. The engine just kept picking up rpm in the 2 cycle mode as the needle was turned in. The OS was different. Peak rpm is reached almost as soon as the engine transitions from 4 to 2 cycle. Nothing wrong with the engine; It's just the way It operates.

It pays to get familiar with each engine and carefully observe the differences between each. Two engines of the same make often do not run or adjust the same. This is the result of the combination of variations of all the sizes and tolerances in each engine.

The horsepower graph shows what is becoming a typical pattern for R/C engines today: higher horsepower through higher rpm. This doesn't necessarily mean the engine must be operated at peak power. Any engine operates best in terms of

O.S Max-H 40 R/C

life (how soon it wears out) and specific fuel consumption (less fuel required per hp. output) when it is operated below peak power. I have recommended lower pitch/higher rpm operation of some engines recently. I don't intend that any engines, except for flat out performance events, need to be run at the top of the hp. curve. The graphs do show the trend towards higher rpm operation.

Throttle response of the test engine on the 10-6 prop is almost linear. The OS Max 40H R/C is a fine engine.



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