

O.S Max-III-35RC

LATEST ENGINE NEWS

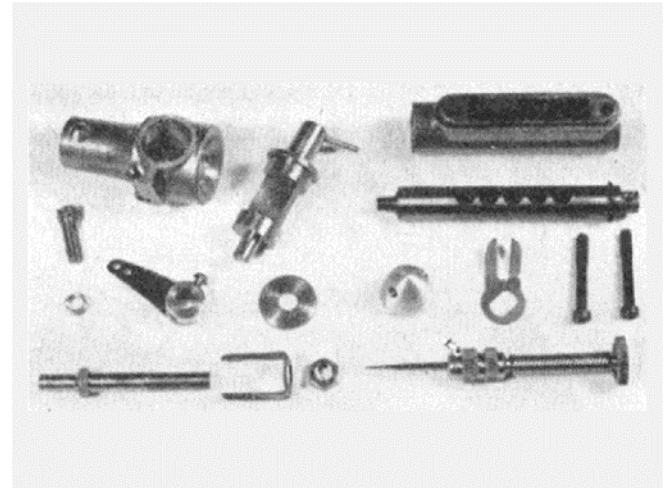


from
PETER CHINN

Heading photo shows the O.S. Max-III Multi speed 35 engine for 1960.

Last month we briefly described the new 1960 model O.S. Max-III 0.29 and 0.35 cu. in. engines. As then stated, a R/C version of the Max-III 35 model is also being offered, having a number of improvements over the Max-II R/C models.

In addition to all the improvements incorporated in the standard Max-III, the R/C version shows a number of advances over its predecessor. The system of a coupled intake and exhaust throttle is retained, but in further improved form, to make it quite the most elaborate design seen on any R/C engine to date. The new butterfly throttle is very nicely made and uses new parts throughout. In place of the simple flat-plate butterfly, mounted on a thin spindle, the new pattern is a fully machined unit rotating in large bosses in a new diecast and machined venturi. This is so adjusted that, when the throttle is closed, the intake is completely sealed. Sufficient air to maintain an idling speed is then obtained via a separate air-bleed below the throttle valve. This takes on the duty of a slow running control, being fitted with a simple screw adjustment by which the idling speed can be set at the required level. The coupled exhaust throttle is set to the almost completely dosed position. Actuation of the throttles is via an adjustable lever on the left-hand side of the carburettor for push-pull coupling. Provision is also made for alternative coupling at the back of the engine via the exhaust throttle.



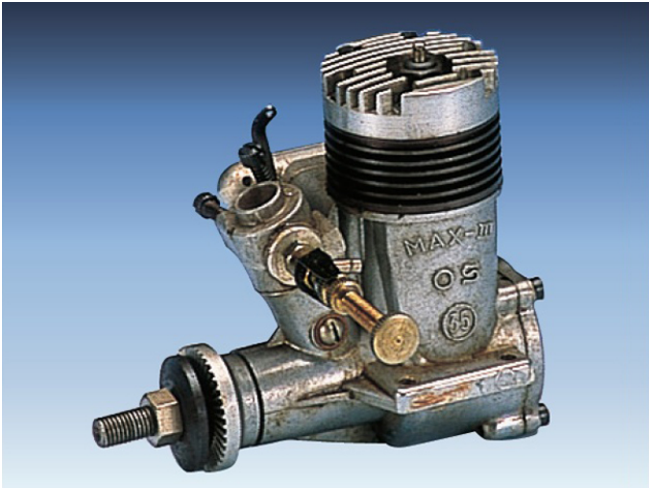
Right: parts of the O.S. Max-III Multi-speed throttle, the most elaborate speed control system yet seen on any production R/C engine. A separate air-bleed adjustment is provided for setting the idling speed.

In its latest form, the O.S. Max, with its heavier components, designed to withstand continuous operation at high outputs and offer increased resistance to crash damage, has moved out of the ultra-lightweight 35 class. The original Max-I weighed 6.7 oz. The Max-III weighs 8 ¼ oz. and the R/C version, 9 ¾ oz.

The O.S. Max-II 0.15, first introduced a couple of years ago, remains unchanged for the present. However, in its R/C version, it, too, has the improved type throttle as fitted to the R/C 35 but, of course, in reduced scale.

In response to an American request, the O.S. low-priced model, the 0.099 cu. in. "Pet," is now also available in a simple throttle-equipped version. On the Pet, throttling is applied at the intake only and consists of a barrel-type valve in a lengthened venturi, which is pushed into the carburettor intake and held in place by the spraybar.

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