

A TRIBUTE TO COLONEL TOM

Tom Dixon's relentless pursuit to rejuvenate control line stunt is indeed incredible and nearly beyond description. Aside from working tedious hours at his vocation, Tom admirably manages his growing domestic concerns in his role as husband and father. Somehow he still musters enough time to serve his flying comrades here and abroad with sales of control line products (some of which he modifies or manufactures himself) at discount prices, experimentation in the development of useful technology, and endless contributions to model publications. Above all, Tom is a cavalier gentleman, always willing to "lend a hand" with sage advice for anyone seeking it. With all respect due him, I commend Colonel Tom on behalf of all of us for exhibiting hall-of-fame Pro-Stuntsmanship.

I'd like to feature three of Tom Dixon's truly pro-stunt articles. The first deals with the new OS .35 FP and Tom's suggestions for making this mill suitable for stunt. In his second article Tom sheds a viewpoint on Sig's Skybrite basic enamel "TR Resin" system. We'll conclude with a perspective of Atlanta's Profile Stunt event. Enjoy!

OS FP Engines for Stunt

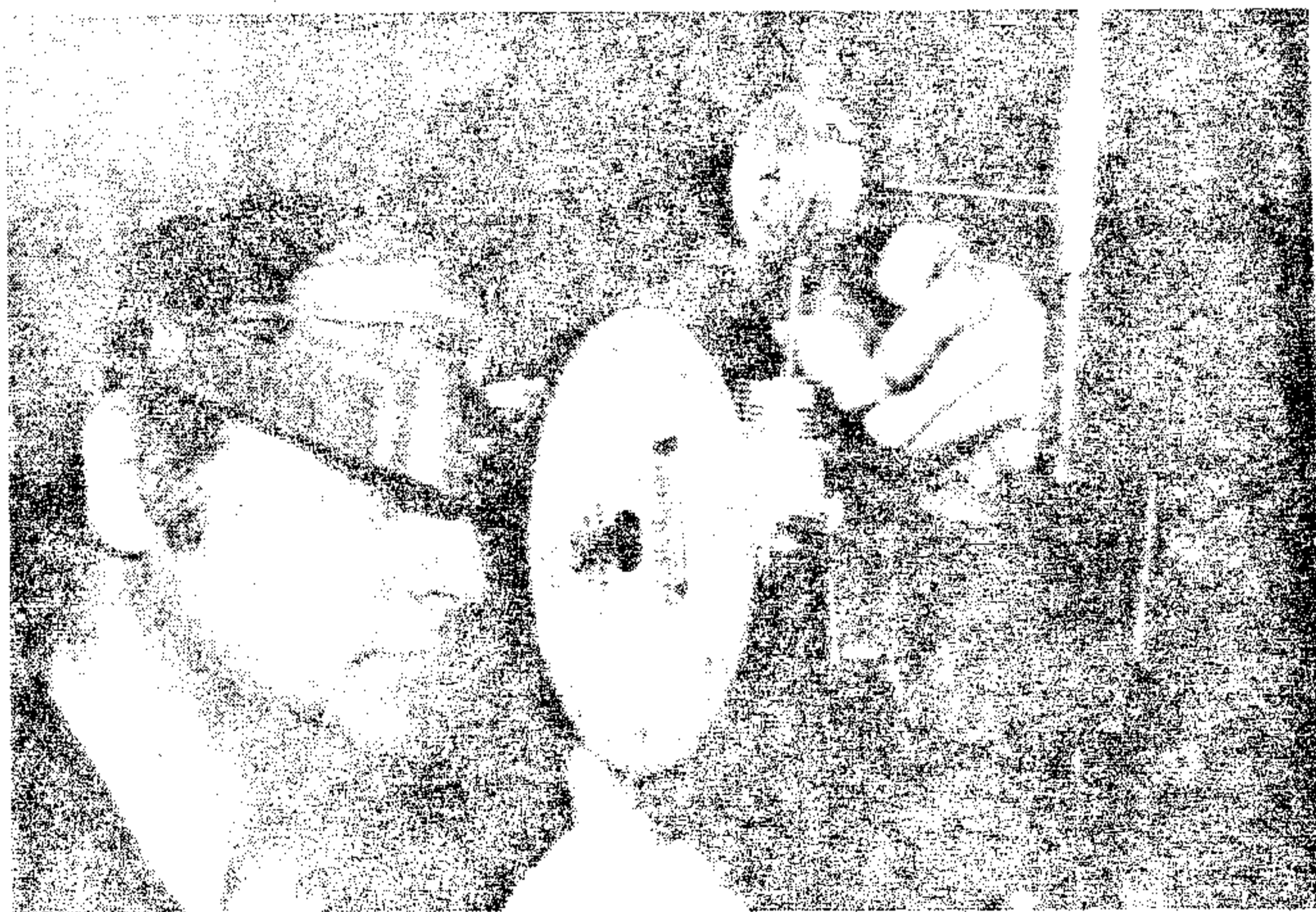
As most everyone knows by now, the OS .35 stunt motor is out of production and has been replaced by the OS .35 FP, a Schnurle-ported, lapped, plain bearing engine. Timing of the FP .35 (stock) is identical to the OS FSR .40 in both intake and exhaust ports, which means it's got a tendency to run away when it "breaks." That's the bad news!

The good news is twofold: 1) The run away tendency can be cured by a single port timing change on the intake side only. Simply open up the top edge of the two main intake ports in the sleeve so that they open 10 degrees after the exhaust. (Master machinist Barry Mayes of Red Lion, PA equates the 10 degrees to .015" off the two side intake ports while modifying a .35 FP according to Tom's calculations...CH) The boost port should open 15 degrees ( or .060" off of the boost port according to Mayes...CH) after exhaust. Actually, the edges of all three ports should be beveled too so that the incoming charge of fuel is directed up into the head. This grinding of the ports should be done with a Dremel 1/8"

diameter carbide cutting tool. (Same modifications ought to work on FSR's too.) 2) OS has announced a .40 size version of this engine. (Tom has some control line version OS .40 FP's in stock. Additional remarks follow the article...CH)

These engines weigh 8½ ounces, and you can modify an SST ST .46/.60 muffler to fit, giving a powerplant weight of about 8 3/4 ounces.

My .35 FP is nominally as strong as the modified Fox .40 V. Flying it in my "Phoenix/T-Bird" with a 12-6 prop and a .275 venturi gives essentially identical feel, lap times, and "break". The FP .40 should be slightly stronger.



Barry Mayes prepares OS .35 FP for Dixon modification, specs.