

Courtyard of the O.S. factory showing the initials "O.S." in a flower garden arrangement. The letters are about 30 feet long. RCM photo was taken from the roof of the factory.

RCM VISITS

O.S.

MODEL MANUFACTURING CO.

by BILL WEAVER

Exclusive RCM Photo Tour of O.S. at Osaka, Japan

Several months ago, R/C Modeler Magazine was privileged to be the guests of the O.S. Model Manufacturing Company, world renowned manufacturers of model engines, radio control equipment, and accessories. Located at Osaka, Japan, the O.S. plant facility consists of several two story buildings and a dormitory where their 80 plus employees reside. As is the Japanese custom, employee housing is company furnished. A great portion of the Japanese industry is paternalistic, and receive a high degree of loyalty from their employees in return. Entire families are employed at the O.S. factory and they add up to a stable, highly-efficient work force.

The founder and president of O.S. is Shigeo Ogawa who made his first engine, a steam plant, in 1936. The first O.S. model airplane engine prototype appeared in 1937, with production started on the O.S. 'Pixie' the following year. In 1939 the OS III was produced, followed by the O.S. V and VI. Both of the latter were popular in Japan during the late '30's. These engines were characterized by their sand cast aluminum sides, similar in appearance to the Ohlsson .60.

Mr. Ogawa, an active free flight modeler, won many Japanese contests during the late 1930's with an O.S. in a Carl Goldberg 'Zipper'. The following years of the later '40's and

early '50's saw an upswing in interest in racing engines throughout Japan. Then, in 1958, the O.S. Max .35 was produced as an R/C engine. This success was quickly followed by the Max .29, .15, .09, and .19. All were widely accepted, the Max .15 coming into international popularity by its prominence in the winners circle at the U.S. nationals in Rudder Only. When Jim Kirkland won the 1963 Nationals with an O.S. .49, it became quite evident that O.S. was producing an engine that was equal to the best available for serious competition.

The next engine to be released by O.S. was their .50 R/C — a prototype used by the author was characterized by excellent power and idling characteristics. One-flip starts continually impress local fliers. This is a ringed piston engine with ball and roller races supporting a large 13 mm shaft.

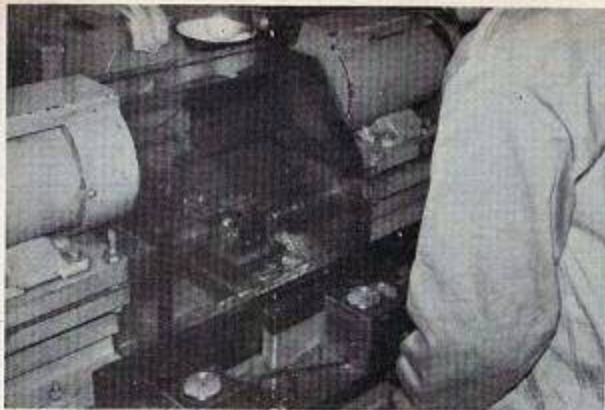
World Engines, exclusive U.S. importer of O.S. products, has announced via their new catalog, the O.S. Max 60 R/C, the largest of the current crop of O.S. model engines. This new mill uses a reverse drum induction system. The piston is a cast flat non-dome configuration with two cast iron rings. Compression ratio of the R/C version is 6.8:1.

Although perhaps not so well known as their extensive line of model en-

gines, the O.S. trademark is also applied to a rapidly growing line of radio control equipment. Among the first items in the O.S. R/C equipment line to make their appearance were the diminutive O.S. Minitron escape-ments and single channel receivers and transmitters. World Engines has also announced the current availability in the U.S. of the O.S. 6 channel reed system. In addition to a complete line of superhet radio equipment from single to ten channel multi, O.S. engineers are devoting extensive research and development to the production of a quad proportional system.

Our tour of the O.S. facility served not only to impress us with the organized, clean, and obviously efficiently run factory, but with the constant development work in progress. This continuing development is not only in the design field, but in production techniques. For example, special purpose, O.S. designed precision machines are employed in engine production.

As Mr. Ogawa said to us — "I have no time now to fly, as I am constantly occupied in study and research to keep the O.S. products in the forefront." And if O.S.'s past history is any indicator, O.S. products will be in the forefront for many years to come.



Precision lathe used to fabricate O.S. Max engine parts.



All the rear crankcase holes are drilled and tapped simultaneously for the O.S. .50 on this specially designed machine.



All O.S. Engine parts are carefully cleaned, assembled and checked out before the engine is test run.



Here, engine parts are polished in a giant tumbler.



O.S. electronic assembly line. Intense concentration of employees is particularly noticeable.



Trained technicians accomplish final assembly of the O.S. 10 channel transmitter.



Mr. Ogawa's office at the end of the assembly line where quality control and research is carried out. Proportional is current project.



One of four engineers, who along with Mr. Ogawa, perform quality control checks along with design engineering.