

# ***ONE MAN'S EXPERIENCE WITH SUPER SPORT RUBBER***

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Rich Weber, Editor*

My experience with Tan Super Sport rubber has been the opposite of Don's, that is, gradual quality loss. For background, I began FAC competition in 2003. My only experience has been with Tan SS since Tan II disappeared before I started. In these early years, I could wind, fly, and chase all day without motor breakage. I was using 3/16" from the 1/04 batch and 1/4" from 5/03. Motors were typically one or two loops. The first winding was about 90% of turns to break, observing torque for future guidance. In a couple of cases, torque approached the fail value, so that winding was stopped earlier than expected. New motors were made for each competition. I had 17 kanones at the end of the 2007 season, and earned the Blue Max. Since then I have earned only 4 kanones. Quite a drop in the success rate!

In these last few years, I have been plagued by motor breakage. For example, during 2012, I had three consecutive motor breaks in the first winding. The motors were two loops of 3/16", 27" long, weighing 12.76g, 12.84g, and 12.95g, from a batch dated 7/11. Lube was Molycote 33 Medium. The estimated break points based on previous tests were 3.1 torque at 1566 turns. The target torque was 2.5 at 1400 turns. The actual breaks were: 1100 turns, 1000 turns, and 1200 turns, with torque about 2.2. Then I switched to three loops of 1/8" dated 4/05, wound to 2.5 torque at 1400 turns. Flights were about a minute in poor conditions. A few years earlier, this model with a motor of the same dimensions from the 1/04 batch was flown to 2 kanones with one flight of about three minutes (nice thermal!)

The above is a typical example of why I believe that the quality of Tan SS has deteriorated over these years. I should be noted that Don recommends winding to no more than 85% of torque fail. In my examples, the target torque was 80% and the actual break was about 65%.

I'm using a winder that incorporates a torque meter graduated with integra 0 to 9, with sufficient space between to estimate tenths. Gear ratio of 5:1 gives slower winding. Conversion to in. oz. is possible using the old FAI catalog #28, item RW 057 on page 30.

I will continue the review of my flight logs to further test the conclusions described here. I would appreciate communication with other fliers about their experience. I believe such exchanges would benefit all members. I can be reached at the address below. (Sorry, no computer or email.) Roy Divis, 3446 E. Prescott Circle, Cuyahoga Falls, OR 44223 phone: 330-928-6556