

A Few Tips On Performance From The Flying Aces Club Newsletter

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Don't bother with motor break-in for FF scale, especially mass launches.

The first two windings prior to the final launch serve as a perfect break-in for the last round, which should be right at Tmax/

Stretch that rubber *way* out before putting in a single turn! This is essential, and is something I see too few FACers doing. Tan Super Sport fails at about 10x of its relaxed length. You should pull out to four to five times the relaxed length before putting in a single turn.

Once you've stretched out, begin winding. Fast winding is not bad early in the turns count. Put in about 50% of the anticipated final turns before progressively moving in. Again, this process is critical. Too many guys start moving in too early and too quickly. Start checking the torque meter after every few handle cranks when you're above about 50% turns. Ideally the torque should not be dropping at all as you move in; if it is you are moving in too fast. Let the rubber pull you in.

Your last few handle cranks should occur just as your motor hook or O-ring reaches the nose area. Watch your final torque here carefully and slow down a bit more. Sometimes one more handle crank can mean the difference between 5.0 and 5.5 inch-ounces, which can be the difference between a safe flight and a dangerous one.

Studies have shown that wound rubber loses 15% of its total energy in the first 5 minutes after winding. In mass launches this means you shouldn't try to be the first to finish winding. A 10:1 winder is essential.